

 ${\tt CONFEDERATE\ STATES\ RAM\ ALBEMARLE.} \quad {\tt CONFEDERATE\ STATES\ RAM\ ALBEMARLE.}$  Prepared from authentic photographs and measurements of the original vessel.

56TH Congress, | HOUSE OF REPRESENTATIVES. | DOCUMENT 1st Session. | No. 115.

# OFFICIAL RECORDS

OF THE

# UNION AND CONFEDERATE NAVIES

IN THE

# WAR OF THE REBELLION.

The Mon. JOHN D. LONG, Secretary of the Navy,

ву

PROF. EDWARD K. RAWSON, U.S. NAVY, SUPERINTENDENT NAVAL WAR RECORDS,

MR. CHARLES W. STEWART.

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

### SERIES I-VOLUME 9.

NORTH ATLANTIC BLOCKADING SQUADRON FROM MAY 5, 1863, TO MAY 5, 1864.

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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, 1884, 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, Lieutenant-Commander F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieutenant-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 Professor Edward K. Rawson, U. S. Navy, as superintendent.

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

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

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

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- 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.

111. 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 impaired, 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

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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 eighth volume of the records (Series I, vol. 8), which has recently been published by the Department, gives the operations of the North Atlantic Blockading Squadron from September 5, 1862, to May 4, 1863. The present volume (Series I, vol. 9) gives the operations of this squadron from May 5, 1863, to May 5, 1864.

The reports and correspondence are placed chronologically, 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 the volume. 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,
CHARLES W. STEWART,
Compilers.

NAVY DEPARTMENT, Washington, D. C., November, 1899.

INTRODUCTORY NOTE.—The official reports of the pursuit, destruction, seizure, or capture of vessels violating the blockade are arranged in chronological order. It is proposed to give further details relative to adjudication and disposal of prizes and prisoners in future volumes of Series II.

The blockade by the North Atlantic Blockading Squadron extended from the mouth of the Piankatank River, Va., to the southern boundary line of the State of North Carolina, excepting the ports of Norfolk, Va., and Beaufort, N. C. Norfolk was occupied by Union Army forces and trading was permitted to supply military necessities. Beaufort,

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N. C., was occupied by Union Army forces and was open to trade by virtue of a Presidential proclamation dated May 12, 1862.

The headquarters of the North Atlantic Blockading Squadron was at Hampton Roads. Blockading vessels in this vicinity were under the immediate supervision of the commander in chief. A squadron of small light-draft vessels was employed in the inland waters of North Carolina, and larger vessels blockaded the seacoast inlets.

The double coast begins a little south of Cape Henry and extends as far as Wilmington. This peculiar conformation consists of a long, narrow belt of sand projecting seaward at three points—Cape Hatteras, Cape Lookout, and Cape Fear. The sand belt is broken at intervals by shallow inlets. Within it lie the sounds, extensive sheets of water, upon whose tributary rivers are a number of towns. An intricate network of channels affords ready means of communication by small water craft.

The town of Wilmington, N. C., is on Cape Fear River, about 28 miles from its mouth. There were two entrances to the river, one from the eastward, called New Inlet; the other from the southward at the river mouth, sometimes called the Western Entrance and Western Bar Channel.

The entrances were 6 miles apart, in a straight line, but between the two lay Smith's Island, a long strip of sand and shoal, with Cape Fear projecting far out at its southern extremity. Continuing the line of Cape Fear the dangerous Frying Pan Shoals extended out southeasterly for 10 miles, making the distance by sea between the two entrances about 40 miles. Each channel was protected by strong works. Fort Fisher, on Federal Point, commanded New Inlet. Similarly, Fort Caswell commanded the mouth of the river.

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

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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.

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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.

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5. Atlantic Blockading Squadrons, 1861-1865.

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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 Blockeding Squadron, under Rear-Admiral Porter, U.S. N., 1864-1865.

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

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- \* Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnall, C. S. N.
- \* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N. South Atlantic Plockading 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 Tattnall, C. S. N.

<sup>\*</sup> 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.

### XVIII ORDER OF COMPILATION OF NAVAL WAR RECORDS.

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

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\* Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.

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\* Mobile Defenses, under Admiral Buchanan, C. S. N.

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\* Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.

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- \* 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.

<sup>\*</sup> 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, MAY 5, 1863, TO MAY 5, 1864.

Name.	Rate.	Tonnage	Class.	Crew.	Guns.
A. Houghton	Fourth	326	Bark	. 27	2
Agawam	Third	974	Side-wheel steamer	108	10
Albemarle	Fourth	200	Schooner	22	1
Alert	Fourth	65	Screw steamer	15	. 2
Aries	Third	820	do	90	1 7
Arletta	Fourth	199	Mortar schooner	39	2
Atlanta	Third	1,006	Ironolad steamer	145	4
Ben Morgan	Fourth	407	Ship	35	
Brandywine	Second	1,726	Storeship	72	
Britannia	Fourth	495	Side-wheel steamer	75	5
Calypso	Fourth	630	Scrow steamer	70	6
Cambridge	Third	858	do	96	10
Canonicus	Third	1,034	Ironclad steamer	85	2
Ceres	Fourth	144	Screw steamer	40	4
Charles Pholps	Fourth	362	Supply ship	23	
Chocura	Fourth	507	Screw steamer	80	4
Cohasset	Fourth	100	do	12	2
Commodore Barney	Fourth	513	Side-wheel steamer	96	7
Commodore Hull	Fourth	376	do	68 .	6
Commodore Jones	Fourth	542	do	88	6
Commodore Morris	Fourth	532	do	88 .	6
Commodore Perry	Fourth	513	do	29	6
Connecticut	Second	1,800	do	166	11
Crusader	Fourth	545	Screw steamer	79	7
Dacotah	Third	997	Screw sloop	147	8
Dawn	Fourth	391	Screw steamer	60	4
Daylight	Fourth	682	do	57	8
Delaware	Fourth	357	Side-wheel steamer	68	3
Emma	Fourth	350	Screw steamer	70	8
Eutaw	Third	955	Side wheel steamer	135	10
Fahkee	Fourth	699	Screw steamer	73	3
lorida	Third	1, 261	Side wheel steamer	150	7
Fort Jackson	Second	1,770 .	do	194	11
Fettysburg	Fourth	726 .	do	96	5
lovernor Buckingham	Third	886	Screw steamer	112	6
rand Gulf	Third	1,200 .	do	201	11
Franite	Fourth	75	Sailing sloop	15	1
Ieliotrope $\Lambda_{i}$ 1	Fourth	238	Side wheel steamer	24	1
lenry Brinker	Fourth	108	Screw steamer	18	1
letzel	Fourth	301	Side-wheel steamer	69	2
lowquahl	Fourth	397	Screw steamer	55	4
[unchback	Courth	517	Side-wheel steamer	99	7
ydrangea 1	ourth	224	Scrow steamer	29	2
on Age 1	Chird	424	do	107	9

XIX

List of United States vessels of war serving in the North Atlantic Blockading Squadron, May 5, 1863, to May 5, 1864—Continued.

Name.	Rate.	Tonnage	. Class.	Crow.	Guns.
Iroquois	Third	1,016	Scrow sloop	154	1
Isaac N. Seymour	Fourth	133	Side-wheel steamer	30	1 :
James Adger	Third	1, 151	do	120	1
John L. Lockwood	Fourth	180	do	30	:
Kansas	Fourth	593	Screw steamer	108	٤
Keystone State	Third	1, 364	Side-wheel steamer	163	10
Lehigh	Second	844	Ironclad steamer	80	2
Lilac	Fourth	129	Scrow steamer	17	2
Louisiana	Fourth	295	do	85	5
Mackinaw	Third	974	Side-wheel steamer	145	10
Mahaska	Third	832	do	145	9
Malvern*	Fourth	627	do	68	3
Maratanza	Third	786	do	111	6
Mattabesett	Third	974	do	145	10
Matthew Vassar	Fourth	182	Mortar schooner	29	3
Mercedita	Third	776	Screw steamer	121	9
Miami	Third	730	Side-wheel steamer	134	8
Minnesota	First	3, 307	Screw frigate	540	48
Montgomery	Third	<b>7</b> 87	Serow steamer	106	G
Monticello	Fourth	655	do	96	3
Morse	Fourth	513	Side-wheel steamer	78	6
Mount Vernon	Fourth	625	Serew steamer	50	5
Mount Washington	Fourth	500	Side-wheel steamer	40	1
Mystic	Fourth	541	Screw steamer	65	7
Nansemond	Fourth	340	Side-wheel steamer	63	4
Nereus	Third	1, 244	Screw steamer	164	11
New Berne	Fourth	948	do	92	6
New Ironsides	First	3,486	Ironclad steamer	449	18
Niphon	Fourth	475	Screw steamer	70	9
Onondaga	Second	1, 250	Ironclad steamer	130	4
Daceola	Third	974	Side-wheel steamer	145	10
Penobscot	Fourth .	507	Screw steamer	82	4
Pequot	Fourth	593	do	130	11
Perry	Fourth	280	Brig	67	9
Peterhoff	Third	1, 200	Screw steamer	124	7
Philadelphia	Fourth	500	Side-wheel steamer	24	2
Pink	Fourth	184	Screw steamer	24	1
Poppy	Fourth	93 .	do	20	2
	Second	1,600	Side-wheel steamer	163	9
telease	Fourth	327	Bark	85	3
loanoke	First	3, 435	Ironclad steamer	246	6
loman	Fourth	350	Storeship	9	1
OSO	Fourth	96	Screw steamer	17	1
acramento	Second	1, 367	Screw sloop	161	10
t. Lawrence	Fourth	1,726	Sailing frigate	118	12
1	Fourth	212	Sailing schooner	29	4
angamon'	Third	844	Ironclad steamer	85	2
assacus	Third	974	Side-wheel steamer	145	10
augus	Fhird	1, 034	Ironclad steamer	81	2
i	Fourth	180	Side-wheel steamer	40	3
henandoah S	Second	1, 378	Scrow steamer	171	10
okokon	Fourth	700	Side-wheel steamer	112	6

<sup>\*</sup> Formerly Ella and Annie.

List of United States vessels of war serving in the North Atlantic Blockading Squadron, May 5, 1863, to May 5, 1864—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Southfield	Fourth	751	Side-wheel steamer	61	7
State of Georgia	Third	1,204	do	113	8
Stepping Stones	Fourth	226	do	21	5
T. A. Ward	Fourth	184	Schooner	29	5
Tacony	Third	974	Side-wheel steamer	145	10
Tecumseh	Third	1, 034	Ironclad steamer	81	2
Tuscarora	Third	997	Screw steamer	172	10
Underwriter	Fourth	341	Side-wheel steamer	69	4
Valley City	Fourth	190	Screw steamer	48	6
Vicksburg	Third	886	do	122	7
Victoria	Fourth	254	do	- 44	3
Violet	Fourth	166	do	20	3
Western World	Fourth	441	do	86	5
Whitehead	Fourth	139	do	45	4
William Bacon	Fourth	183	Mortar schooner	32	5
William Badger	Fourth	334	Sailing ship	29	1
William G. Putnam *	Fourth	149	Side-wheel steamer	32	4
Wyalusing	Third	974	do	145	14
Wyandotto	Fourth	458	Screw steamer	68	5
Young America	Fourth	173	do	13	2
Young Rover	Fourth	418	do	85	5
Zouave	Fourth	- 1	do	25	2

<sup>\*</sup> Also known as General Putnam.

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# NORTH ATLANTIC BLOCKADING SQUADRON.

FROM MAY 5, 1863, TO MAY 5, 1864.

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# NORTH ATLANTIC BLOCKADING SQUADRON.

### FROM MAY 5, 1863, TO MAY 5, 1864.

Report of Acting Rear-Admiral Lee, U. S. Nary, requesting a personal interview with the Department.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., May 5, 1863.

SIR: As all is now quiet in this vicinity, I respectfully suggest that I may be immediately authorized to confer in person with the Department on the subject of its confidential communication\* of May 1.

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

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter of Major-General Dix, U. S. Army, to Acting Rear Admiral Lee, U. S. Navy, concerning military posts requiring naval defense.

> HDORS. DEPT. OF VIRGINIA, SEVENTH ARMY CORPS, Fort Monroe, Va., May 5, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your lettert of the 4th instant, requesting me to inform you "what military posts or occupations in my department require, in my judgment, naval defense; for what reason, and to what extent."

I have the pleasure of furnishing the desired information:

1st. Fort Monroe, the importance of which as a key to the Chesapeake Bay and its tributaries, it is unnecessary to state to you. We need no naval defense there beyond what might be furnished in cases

of emergency by your fleet at Newport News.

2d. Norfolk. This position was occupied and I will say also every other position held by me was in the occupation of our forces before I took command of this military department. The special object in view on the part of the Government in holding Norfolk I suppose to be to deprive the enemy of a means of annoyance. He might build vessels there and send them out at favorable moments to molest us, as he did on former occasions. Two other very essential objects are to keep open our internal line of communication between the Departments of Virginia and North Carolina, and to have a naval depot, where our numerous steamers on the lower Chesapeake and its tributaries can be repaired without being sent to Baltimore or Washington. On any sudden emergency, or in case of any common casualty, I think there should be two gunboats in Norfolk Harbor.

3d. Suffolk is held to cover Norfolk, insure the inland communication to Albemarle Sound, and to keep the enemy at a distance. We have had two gunboats there—the *Stepping Stones* (one of yours) and the *West End.* I have armed the *Smith Briggs*, and if the *Stepping Stones* is

needed elsewhere, her services can be dispensed with.

4th. Yorktown. This post is considered important to give us the control of the peninsula up to that point, keeping the enemy from coming below it and commanding the York River in case we need it for the movement of troops. It would be desirable to have two gunboats there, as the occupation of Gloucester, on the other side, follows that of Yorktown.

5th. Williamsburg is occupied as an outpost of Yorktown, for the purpose of preventing the enemy from approaching the latter and annoying us with field guns and small arms of long range, and also of watching his movements as high as possible up the peninsula. This position is not susceptible of "naval defense," and it is only referred to from its relation to Yorktown, to give you a complete view of the subject.

6th. I am about to occupy West Point, to cut off the enemy's communication with Mathews and Gloucester Counties, and as a position from which a flank movement can be made, in case of emergency, on the enemy's forces at Richmond, if he should be assailed from the north or south. It is at the confluence of two rivers, and two gunboats are very

desirable.

I have the honor to be, your obedient servant,

JOHN A. DIX, Major-General.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Order from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Gillis, U. S. Navy, regarding restrictions on foraging expeditions.

U. S. FLAGSHIP MINNESOTA, Newport News, Va., May 5, 1863.

SIR: In reply to your No. 26 of the 2d instant, referring to the seizure of corn and bacon on the premises of one Lewis Hudgins, you are reminded that private property is not to be seized thus unless you have satisfactory evidence that it is intended or has been transferred for public use of the rebels. I can only repeat my instructions to you not to go on foraging expeditions for the army unless asked to cover troops so employed. You are not authorized to use the hulk picked up by the Western World for the storage of coal. If she is a prize she must be condemned by court before being so used; if not a prize a claim may be made for her at any moment. When the Western World is required to convoy General Hooker's transports, let her go on this duty. I will send the Mystic and Commodore Barney to report to you if you need them for the service of convoying.

Respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. Gillis, U. S. Navy,

Commanding Commodore Morris, Yorktown, Va.

Report of Acting Ensign Cony, U. S. Navy, regarding expedition in search of schooner in Queen's Creek.

U. S. S. WESTERN WORLD, Hill's Bay, Piankatank River, Virginia, May 5, 1863.

SIR: In accordance with your instructions, I left the ship this morning at 10 o'clock with 24 men and 3 officers in the first and second cutters to search for the schooner in Queen's Creek and for the boat which had run the blockade.

The schooner I found above Bell's Mills. She was, I judged, of about 70 tons burden, had no sails bent and but little running rigging rove, but appeared to be a good vessel. She was scuttled when I reached her, and finding she could not be moved I fired her in several places.

On a branch of the creek, on the grounds of Holder Hudgins, I found a schooner of about 30 tons; her masts were cut away, but her hull was good. I landed, threw out a line of pickets under Mr. Husbands, with orders to let no one go or come, and attempted to get the schooner off, but did not succeed. She had apparently been hove ashore at high water, and as I could not move her I burned her.

The pickets fired upon and gave chase to a man who attempted to pass them and refused to halt when challenged, but he escaped them in the woods. We learned from several white men thereabouts that his name is Carter Hudgins, a most bitter secessionist and the terror of the country; they told me he had caused several men to be sent to Richmond and imprisoned for expressing Union sentiments, and that his avowed object was to gather a force and oppose us, but no attack was made.

A few rods below the schooner I found the boat for which we were looking; a single-banked six-oared cutter, carefully concealed up a branch of the creek. Took her in tow and brought her off.

Mr. Dixon, whose boat I took this morning, I brought aboard to see you at his own request; I also brought off about a hundredweight of tobacco belonging to him.

I gained considerable information from various parties ashore, which I will communicate to you in memorandum form.

Very respectfully, your obedient servant,

Jos. S. Cony, Acting Ensign.

Acting Master S. B. Gregory, Commanding U. S. S. Western World.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the need of an increased force off Newport News.

U. S. Flagship Minnesota, Off Newport News, Va., May 6, 1863.

SIR: The detachment of the Morse from the Gosport navy yard leaves that position unprotected, it being necessary to send the Seymour, now there repairing, to Baltimore, to be taken out of the water.

The Commodore Barney I shall also be obliged to send to Baltimore

for repairs.

More force is necessary in this quarter, and the protection of the navy

yard and the guarding the canal require the constant presence of a double-ender.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg, Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

(Endorsement.)

Write that one or two more vessels will be added, which is all the Department can do at present, considering the calls from other stations. Mention the number each squadron has.

Correspondence regarding naval cooperation in the occupation of West Point, Va., May 5-7, 1863.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy.

HDQRS. DEPT. OF VIRGINIA, SEVENTH ARMY CORPS, Fort Monroe, May 5, 1863.

ADMIRAL: I have, under the orders of the General in Chief of the Army, prepared an expedition up the York River. I need two gunboats to cover the landing of the troops. Will you please furnish them and send them to Fortress Monroe? The troops are now embarking at Norfolk. The movement will commence to morrow morning from that point. I should be glad to have the gunboats at Fort Monroe by 10 o'clock. It is a sudden movement or I should have given you earlier notice. The enemy having withdrawn from Suffolk, no gunboats are needed in the Nansemond for army purposes at this moment.

I have the honor to be, very respectfully, your obedient servant, JOHN A. DIX,

Major-General.

Acting Real Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Gillis, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Newport News, Va., May 5, 1863.

SIR: I received an application from General Dix this evening for two gunboats to cover a landing of troops in York River. I have directed Lieutenant-Commander Babcock, of the Morse, and Acting Master Wright, of the Mystic, to report to you for this duty, which you will conduct in the Commodore Morris. You will give the army all the assistance in your power. Keep me advised by daily or as frequent communications as practicable of the condition of affairs ashore and

afloat as far as you can ascertain. You can send a tug to bring the Western World in to your assistance if necessary.

Respectfully, yours,

S. P. LEE,

Actg. Real-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. Gillis, U. S. Navy, Commanding U. S. S. Commodore Morris.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army.

U. S. Flagship Minnesota, Off Newport News, Va., May 5, 1863.

GENERAL: I received this evening your communication of this date. I have made Lieutenant Commander Gillis, of the Commodore Morris, now at Yorktown, acquainted with your object, and instructed him to give you all the assistance in his power.

Lieutenant-Commander Babcock, in the *Morse*, accompanied by the *Mystio*, is instructed to inform you by 10 a. m. to-morrow of his readiness to accompany the troops to York River, where he will report to Lieutenant-Commander Gillis.

I have the honor to be, general, very respectfully, yours, S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. A. Dix, U. S. Army, Commanding Seventh Army Corps, Fortress Monroe, Va.

Report of Lieutenant-Commander Gillis, U. S. Navy.

U. S. GUNBOAT COMMODORE MORRIS,

Off West Point, [Va.], May 7, 1863.

SIR: I got underway this morning at about 9 o'clock, and in company with the steamers Morse and Mystic convoyed the army transports as far as West Point. After landing a few troops that had been placed on board of my vessel, I took up a position on the Pamunkey, commanding the entire approach to West Point, and thus effectually covered the debarking of the troops from the transports.

After a sufficient number of infantry and cavalry had been landed and skirmishers sent out, the cavalry, about 100 in number, started on a reconnoissance to White House, but just at the first line of woods from West Point they met the enemy's pickets, and in charging them Lieutenant Crozier, of the Sixth New York Cavalry, was killed by his horse falling on him, the horse having been shot under him. This is the only casuality I have to mention up to this time. Our cavalry captured some five of the pickets, and they are now on board of this vessel.

On interrogating them I find four of their number are members of the Fifteenth Regiment Virginia Cavalry, and that theirs was the far-

thest picket station from White House in this direction.

The fifth man of the party says he does not belong to any regiment, and judging from the letters and papers found on him I should think he was a courier. All the letters he had about him were directed to parties in Gloucester County, and from the fact that two of the letters

are written by one of the men just captured I think this picker station

was merely a stopping place on his route.

He had Richmond newspapers of to day (7th), one of which I enclose. I would state that the Morse I have stationed on the Mattapony and the Mystic and my own vessel on the Pamunkey, thus covering the only possible approach to West Point either by land or water. At the request of Major-General Keyes I will remain here until to-morrow evening, when I will again return to Yorktown.

The Morse and Mystic I propose to have remain here for a day or two,

occupying their present positions, that of covering our troops.

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

J. H. Gillis, Lieutenant-Commander.

Acting Real-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Gillis, U. S. Navy.

U. S. GUNBOAT COMMODORE MORRIS, Off Yorktown, Va., May 8, 1863.

Sir: As I notified you in yesterday's report I returned to Yorktown this evening. At the request of Major-General Keyes, I remained later than I intended, that he might fully secure his position by finishing his line of intrenchments. He has now a complete line of intrenchments from the Pamunkey River to the edge of a large marsh skirting the Mattapony and is fully secured against an enemy three times his number. I have left the Morse stationed on the Mattapony and the Mystic on the Pamunkey; the Morse on his right flank and Mystic on his left, so that they can repel any attack that may be made, as their guns command the peninsula completely.

The cavalry expedition 1 mentioned in Tuesday's report as having been sent to White House on a reconnoissance, returned this morning at 4 o'clock, having accomplished the object of the expedition, and destroying the bridge over the Pamunkey at White House. They also captured some ten rebels, who had in charge as prisoners 16 of Kilpatrick's light cavalry, who were engaged in the recent cavalry raid in

the vicinity of Richmond.

The 5 prisoners taken the day before, and whom I spoke of in yesterday's report, are still on board, but I shall turn them over to Brigadier-General King in the morning.

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

J. II. GILLIS, Licutenant-Commander and Senior Officer.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear Admiral Lee, U. S. Navy, requesting instructions regarding the cargo of the steamer Ericsson.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., May 6, 1863.

SIR: I enclose a copy of the order of Rear-Admiral Gregory, dated April 29, to Chief Engineer E. D. Robie, directing him to proceed in the steamship *Ericsson* and report her arrival to me with her cargo of ammunition and the harbor obstruction rafts in tow.

I reported the arrival of the *Ericsson* yesterday by telegraph.

I have as yet received no instructions regarding the disposition of the articles she brought. The rafts I have ordered to be moored behind Hampton Bar.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acty, Rear-Admiral, Comdy, North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U.S. Navy, regarding the placing of a light-ship at Frying Pan Shoals.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., May 6, 1863.

SIR: I have not yet had an opportunity to send the Frying Pan Shoals light ship to the station for which she was intended, according

to the Department's order of April 28.

I respectfully submit, in view of the extensive system of blockade breaking lately adopted by our enemies and the increased importance of the port of Wilmington as a depot for rebel supplies, and the consequent difficulty of keeping that port closed, even without the guide which such a light-ship would be to steamers approaching the coast, with the purpose of entering Cape Fear River, that it would be advisable to delay or abandon stationing a light-ship on Frying Pan Shoals, where also, she would be exposed to capture or destruction by the enemy's cruisers, unless protected by a sufficient force.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon, GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the sale of prize vessels at public auction.

NAVY DEPARTMENT, May 7, 1863.

SIR: your letter of the 2d instant, asking for authority to sell the *Coquette* and other vessels condemned as unseaworthy at public auction, has been received.

In reply thereto you are informed that you are authorized to sell the *Coquette*, the *J. C. Roker*, and other vessels in similar condition, as directed by the Department in the case of the prize schooner *Holmes*, and refer the cases to some United States prize court for adjudication.

In all such cases you will have the vessels appraised before the sale is made, and after the sale you will deposit with the assistant treasurer, at the place to which the case is referred, the amount of proceeds of the sale, making a separate deposit in each case, and designating each by the name of the vessel.

You will send to the district attorney of the court to which the case is referred the order for appraisal; the return of the appraisers; the name of the prize vessel, and of the capturing vessel; a brief statement of the time and place of capture; the facts relied on for procuring a condemnation; affidavits showing why the vessel was not sent in for adjudication, and all the evidence possible to show that the prize should be condemned, and what vessels were in signal distance at the time of capture.

If any of the officers or crew of a prize are taken prisoners they should be sent to the same court for examination; or, if it is not done,

affidavits should be sent to show why they were not sent.

In case it is found necessary to sell the cargo of any vessel, as, that it is perishable, and can not be delayed to be sent into court, the same course is to be followed as in the case of vessels.

Very respectfully,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, U. S. S. Minnesota, Old Point Comfort, Va.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding order to Captain Drayton, U. S. Navy, to proceed to Hampton Roads for a conference.

NAVY DEPARTMENT, May 8, 1863.

Your confidential communication No. 491, dated the 4th instant, has been received.

To enable you to reply to the Department's communication \* of May 1, Captain Drayton has been ordered to proceed to Hampton Roads to confer with you upon the condition of the ironclad vessels.

Very respectfully,

GIDEON WELLES. Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, U. S. Navy, Comdy. North Atlantic Blockading Squadron, Old Point Comfort.

Report of Acting Rear-Admiral Lee, U.S. Navy, regarding the U.S. steamers Daylight and Isaac N. Seymour.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., May 8, 1863.

SIR: I have this day sent the U. S. S. Daylight, towing the Seymour, to Baltimore, both to receive repairs, as indicated by the enclosed reports of survey, copies of which I have sent to Commodore Dornin.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES.

Secretary of the Navy, Washington, D. C.

P. S.—I also enclose the report of survey on the Commodore Barney, sent to Baltimore for repairs on the 6th.

Letter from Lieutenant Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, regarding certain prize articles.

U. S. S. MIAMI, Plymouth, N. C., May 8, 1863.

My Dear Davenport: I send you by the Southfield some articles seized as prizes, some many weeks since, some within the last few days. The owners of these articles were all engaged in contraband trade. I wrote a long time ago through you to get authority to sell such things seized as were of too little value to be sent home. I could have made something for the Government and for the captors by selling the salt here; as it is, it will lose more than one half in weight by rotting of sacks, etc., and will be, I presume, thrown away. If a navy officer was considered as honest as a lawyer, of as an appointee of the Secretary of the Treasury, maybe these matters would be better managed. The cotton came from the farm of a secessionist; it was seized from negroes who stole it, and never claimed by any honest man. I wish you would send back the Southfield so soon as repairs are completed. I wish to send down then the Underwriter, and next the Perry.

I send also a prisoner. French took him for carrying on unlawful

traffic and abusing Union men.

I do not know that I've anything else to say. Remember me to all army and navy friends.

Yours, sincerely,

C. W. FLUSSER.

Commander H. K. DAVENPORT.

Report of Acting Assistant Paymaster Anderson, U. S. Navy, giving list of prize articles.

U. S. S. COMMODORE PERRY, Plymouth, N. C., May 8, 1863.

SIR: I send you to day, per steamer Southfield, by order of Captain Flusser, the following articles taken as prize up the Yeopim River: 1½ sacks coffee, 2 pair cotton cards, 6 pair men's boots, 8 pair ladies' boots, 2 dozen knives, 2 bundles pins, 1 box letter paper, 2 boxes toilet soap, 1 box family soap, 2 boxes needles, 3½ dozen spool cotton, 1 dozen shoe strings, 2 dozen toothbrushes, 1 dozen dress patterns, 2 bags coffee, 4 boxes tobacco, 2 half boxes tobacco, 80 bags salt, 3 barrels lard, 1 fish seine, 1 sail and boat, 37 pieces hams and shoulders, 1 launch full of loose cotton, 20 bags cotton.

Very respectfully,

W. H. Anderson, Acting Assistant Paymaster.

Commander H. K. DAVENPORT, U. S. Navy, Senior Officer, Sounds of North Carolina, New Berne, N. C.

Report of Captain Case, U. S. Navy, regarding progress of the work on Confederate fortifications.

U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, May 9, 1863.

SIR: I have to report that the enemy have been engaged during the day in mounting guns on the northern faces of Fort Fisher. They appear to be large caliber.

The Mound, [of] which I have sent you sketches, has settled very much and increased the area of the base largely; it is not yet ready for a battery. The work on battery No. 5 and on the new battery at Zeek's Island progresses steadily.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Captain and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Harris, U. S. Navy, regarding condition of affairs in the Nansemond River.

U. S. S. Stepping Stones, Nansemond River, Virginia, May 10, 1862-5 p.m.

SIR: I have the honor to report that after receiving prisoners and 25 tons coal, [1] returned to my station on the evening of the 8th.

All appears quiet on the river. The army is busily engaged in leveling the works and cutting down trees on the west bank, and strengthening the old and erecting new works on the east bank.

A small detachment landed at Halliday's Point yesterday and proceeded toward Chuckatuck village. On the return reported having driven in two infantry pickets and to have seen some twenty cavalry.

There has always been more or less of cavalry lurking near Chuckatuck, but if the infantry pickets were seen, it is not a customary thing in that vicinity.

Very respectfully, your obedient servant,

T. A. HARRIS, Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Captain Drayton, U. S. Navy, regarding the practicability of a naval attack upon the defenses of Wilmington, N. C.

FLAGSHIP MINNESOTA, May 10, 1863.

SIR: As you desire my views on the practicability of a naval attack on Wilmington, based on my recent experience before Charleston, I will begin by stating what I there learned to be the weak points in the monitor class of ironclads, which must, I suppose, be depended on for the operation.

It may be understood that the opinions which I may express are not mine alone, but those of all of the commanding officers of vessels that

went up to Fort Sumter, at least in the main.

The monitors draw about 12 feet of water, and are quite unmanage able in a strong tide for two reasons—first, that their speed may be set down as 4 knots only; second, because all steerageway ceases the instant the propeller stops its revolutions. This renders it most difficult to prevent their fouling each other or even anchoring in a narrow channel.

My experience also satisfies me that every heavy shot which strikes the turret, either near the base or upper rim, stops its further revolutions, at least for a time, owing to the bulging-in caused by the shot, which interferes in some form or other with the machinery for working the turret, or forces its upper platform against the pilot house.

The deck, as I have twice witnessed, both at Fort McAllister and Charleston, can be easily broken in and may be completely perforated

by mortar shells, as then exhibited.

As regards offensive power, much more than half consists of a XV-inch gun to each vessel, which, under favorable circumstances, can not be counted on for a more rapid fire than once in seven or eight minutes. This, at Fort McAlister, delivered from three monitors for eight hours, at a distance of from 1,200 to 1,500 yards, and at just such works as would be most likely met with near Wilmington, did no injury which could not easily be repaired in one night, a serious view of the question, should it be required to clear the beach for a landing of troops. In addition to this, as the bar at Wilmington is completely under fire, I should suppose, in view of the impossibility of sounding, there might be more than the usual difficulties to keep in the channel and off the bottom. At any other season the question of weather, in so exposed an anchorage to certain winds, must be considered in the case of vessels which, like the monitors, are so little prepared with their single anchor to hold on in a blow. At present this, however, may be left out of the question.

This will bring us down to the chances of either sufficiently destroying Fort Caswell and the adjoining works as to make them untenable, or of at least suppressing their fire long enough to enable troops to be landed, should such be desirable, and I am constrained to say that, taking into consideration the offensive powers of the monitors, and the capacity of enduring their fire, based on my experience gained in our attacks on the Southern forts, I think neither of these things likely to

take place.

Should it be intended to assist the naval attack by a land demonstration, I can scarcely see how this could be made available until the forts were destroyed, without which the soldiers could not be landed,

and until which they would only prove an encumbrance.

Without a land force, however, I can not see any useful purpose in attacking the forts at the entrance of Cape Fear River, as, were they not occupied, the fire might always be renewed after the repairs of a night, and the same work must be done, then, over and over again; and to hold them permanently must, I should think, require a very large force. In view of the reasons given above, I should not be inclined myself to undertake the attack on a place where I consider the chances of failure are so much greater than of success.

Desirable as it is to get possession of a port into which so much of the foreign commerce of the Confederate States enters, I scarcely like, as a naval officer, to say what I still can scarcely help believing, that until our troops can regularly invest it, Wilmington will remain in the

hands of our enemies.

I am, very respectfully, your obedient servant,

P. Drayton, Captain.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron, Newport News. Report of Acting Rear-Admiral Lee, U. S. Navy, stating his opinion regarding a naval attack upon Wilmington, N. C.

Confidential.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., May 10, 1863.

SIR: Mr. Sherman delivered to day the Department's confidential communication of April 23. He gives me no information in addition to that which I previously had of particular value.

Captain Drayton arrived to-day, bringing the Department's confi-

dential dispatch of 8th instant.

He informs me of the weak points of the monitors experienced in the attack on Charleston. This experience does not promise success to the attack on Wilmington by such a number of the ironclads as will be available for the purpose.

In reply to the Department's confidential communication of May 1, asking for my views, I regret to say that I do not think that "a purely naval attack can succeed in getting possession of either or both

entrances to Wilmington."

Apart from the strength and extent of the defenses now there, the difficulties of attack and the facilities for defense arising from the shoalness of the water on the bars and in the entrances to Cape Fear River make the difficulty greater at Wilmington than at Charleston.

My judgment is that in the present condition of the defenses of Cape Fear River, as heretofore communicated to the Department, that the

entrances can only be taken by powerful military cooperation.

I beg, however, to assure the Department that I will do my best in every way to take one or both of the entrances to Wilmington when-

ever the Department intimates a wish to have the attack made.

In a matter of this moment I would be glad, with the Department's approval, to have the opinions of Admirals Goldsborough, Foote, and Davis as to the propriety of making a purely naval attack to get possession of either or both of these entrances; also as to what plan of attack and what means would promise a successful result.

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

S. P. LEE, Acting Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival of H. B. M. S. Challenger and U. S. S. Commodore Jones.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., May 11, 1863.

SIR: H. B. M. frigate Challenger arrived and anchored in Hampton Roads yesterday morning.

The U. S. S. Commodore Jones arrived here this morning. I have the honor to be, sir, very respectfully, yours,

S. P. Lee.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. C. Report of Acting Rear-Admiral Lee, U.S. Navy, regarding naval support in the military occupation of the Peninsula, Virginia.

U. S. Flagship Minnesota, Off Newport News, Va., May 11, 1863.

SIR: Early on Saturday, the 9th instant, I went to West Point to examine into the position and probable duties of the two gunboats (Morse and Mystic) stationed there at the instance of General Dix, the former in the Mattapony, the latter in the Pamunkey, to assist the army

in its occupation of the peninsula at West Point.

Major-General Keyes, with 5,000 troops, was intrenching and fortifying (at about 13 miles from West Point) from the Pamunkey about half-way across the peninsula, where his right rests on a narrow quagmire about halfway between the two rivers. This sluice seemed to empty, by a narrow branch, into the Mattapony at West Point. Between this sluice and the Mattapony seemed to be a wide, low, firm plain, over which the enemy might approach at night or in foggy weather and get into the rear of our troops at West Point by crossing the branch there (unless there is a sufficient line of marsh across the plain to prevent it). This part of the position I only saw at night. I suppose that General Keyes will fortify at this point. It is within range from the left bank of the Mattapony.

The general, I believe, had fifteen or eighteen pieces of field artillery. The general spoke of establishing a depot of supplies here. Seeing some difficulty in the situation, and understanding the reliance placed on gunboat defense, I desired Lieutenant Commander Gillis to leave the Western World at Yorktown and to add the Commodore Mor-

ris to the support of this military occupation.

Vessels in the Mattapony are liable to artillery attack from the left bank of that small river. At this time Gloucester Point, opposite Yorktown, was occupied by two regiments, covering 700 eavalry from

General Hooker's raid.

The army rely for their safe occupation of Yorktown upon the support of gunboats to command the great ravine which affords a natural covered way to within 80 yards of their intrenchments there. The Western World can not afford this protection; the Mahaska is necessary there, and in view of the very small movable force inside Cape Henry I respectfully suggest the propriety of returning her to this squadron.

In view of the present occupation and proposed depot at West Point, the occupation at Gloucester Point, and the difficulty of defending Yorktown, it will become, sooner or later, I suppose, the policy of the enemy to try to turn the heavy guns at Yorktown upon the river.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron. Hon. Gideon Welles.

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to the senior officer off Wilmington, N. C., to make no further demonstration against Murrell's Inlet, South Carolina.

U. S. FLAGSHIP MINNESOTA, Newport News, Va., May 11, 1863.

Sir: Your No. 32, with its enclosed report of Commander Scott, on a demonstration made by the Maratanza and Chocura against Murrell's

Inlet, South Carolina, on the 3d instant, has been received. I have given Admiral Du Pont all the necessary information regarding that inlet. You will make no further demonstrations against Murrell's Inlet, as it is outside of the limits of this squadron and as it is not expedient to divert from the important blockade off Cape Fear River and the coast of North Carolina any part of the force we have there. In your report No. 21, of April 29, regarding the chase of a steamer on the 21st of April by the Sacramento, you refer to the abandonment of the chase on account of the report of the engineer that "the engine was in such a condition that it was imperative to stop," etc. Instruct your engineer to make a written detailed report in duplicate of the circumstances for reference to the Department.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Block eding Squadron.

Captain C. S. Boggs, U. S. Navy,

Senior Officer off Wilmington, N. C.

Report of Lieutenant-Commander Braine, U. S. Navy, regarding a demonstration in Murrell's Inlet, South Carolina.

U. S. S. MONTICELLO,

Off Murrell's Inlet, South Carolina, May 11, 1863.

SIR: I have to report that this day, in company with the U.S.S. Conemaugh, Commander Reed Werden, I shelled the schooners at this place, materially damaging them, and also firing and consuming a large number of bales of cotton.

I am, very respectfully, your obedient servant,

D. L. Braine,

Lieutenant-Commander, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdy, North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant-Commander Babcock, U.S. Navy, of expedition up the Mattapony River for the capture of grain.

U. S. S. Morse,

Off West Point, Mattapony River, Virginia, May 12, 1863.

SIR: Yesterday I was informed by a colored man that one half mile above my anchorage, on the left bank of the Mattapony River, there was a storehouse containing corn and rye, all put in bags, ready to go to Richmond. This morning I went up with the *Morse* and captured all that was left, viz, 100 bushels of corn and 80 bushels of rye, all in bags, marked for Richmond. I disturbed no private property, and told the man my object was to capture all that was intended for the rebels. He showed me himself which it was, and I took it and will keep it till further orders from you. Some corn I left, as he said it was his own for private use and only amounted to about 10 bushels.

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

Chas. A. Babcock, Lieutenant-Commander.

Rear-Admirál S. P. Lee, U. S. Flagship Minnesota, off Newport News, Va. Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the restriction of intercourse by flag of truce.

> U. S. Flagship Minnesota, Off Newport News, Va., May 12, 1863.

SIR: Lieutenant-Colonel Ludlow (commissioner for exchange of prisoners) was on board this ship yesterday afternoon and informed me that Commissioner Ould had the Confederate steam tug *Torpedo* at his disposition, and would probably want to come down at his convenience under a flag of truce.

As Colonel Ludlow admitted that the exchange of prisoners is to be made by us, there can be no occasion for these visits, and I intimated

to him that I did not consider them necessary or desirable.

Should Commissioner Ould come again, I propose to stop him at the White Shoal light-house, 6 miles above here, and to deny the necessity for his visits, unless I am otherwise instructed by the Department.

Yesterday I caused the *Torpedo* to anchor 3 miles above our vessels here. She paid no attention to the small blank cartridge from the howitzer of our tug, when Lieutenant Lamson fired a shot across her bow and brought her to.

I send enclosed a drawing\* of the new flag she bore.

I have the honor to be, very respectfully, your obedient servant, S. P. LEE,

Act. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington City, D. C.

Report of Captain Case, U. S. Navy, transmitting reports regarding the escape of three blockade running steamers into Wilmington.

U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, May 13, 1863.

SIR: I have to report that three steamers (one paddle wheel and two propellers) ran the blockade inward through New Inlet this morning. They were discovered from this ship at 4:15 a.m., the paddle-wheel steamer at that time being inside the bar and standing for the inner rip, one of the propellers also inside and the other just crossing the bar. The night was clear and starlight until 2:30 a.m., when the moon rose.

There were three vessels besides this off the bar, all stationed as follows: The *Iroquois*, with Fort Fisher bearing west; the *Mount Vernon* to the northward and westward, and the *Florida* and *Niphon* to the southward and westward of her. All three have orders to move in at night; the *Niphon* and *Mount Vernon*, when practicable, to keep underway and move slowly up and down along the shores (toward the bar) of Smith's Island and the mainland north of Fort Fisher, each on its own station, taking care to come out from under the batteries before daylight.

The commanders are given great latitude in carrying out these orders, as they have to be governed by the wind, weather, and state of the atmosphere. I have the honor to transmit herewith the reports

<sup>\*</sup>See page 18.

{Enclosure.}

(marked A,\* B, and C) of their movements, positions, etc., last night. We expected that a schooner which has been lying in the river for near three weeks loaded and ready to move, would attempt to run out, the wind being fair for her to do so, and I was on deck a part of the first watch, and again before high water in the middle. The officers and lookouts were vigilant, and I have every confidence that nothing was left untried by them to discover vessels passing. The schooner is still in the river.

The paddle-wheel steamer was very long, with two pipes not far apart and a short, light mast forward and abaft them; she appeared to be

painted white. I think she is the Cornubia.

The propellers sat low in the water, and had each a single pipe and two masts, not very large. One of them was painted nearly white, and the other a dark lead color.

I am, very respectfully, your obedient servant,

A. Ludlow Case, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Enclosure B.]

U. S. S. MOUNT VERNON, Off New Inlet, North Carolina, May 13, 1863.

SIR: In reply to yours of this date, I have to report that at 8 p. m., on the 12th instant, I weighed anchor and stood inshore to the northward of Fort Fisher. At 8:50 I anchored in 7 fathoms water, the beach in full view, and so plainly in sight that I considered it to be impossible for anything to pass between us and it.

At 2 a.m. I weighed anchor and stood down along the beach, the sky clear overhead but a mist overhanging the land. At daylight this morning we discovered three steamers inside the bar at New Inlet. At this time the U.S. S. Niphon fired a gun and the steamers stood up

the river; Fort Fisher returned the fire.

Two of these steamers were painted white, one a screw and the other a paddle steamer; the screw steamer had one mast and one smokestack; the paddle steamer had two short masts and two smokestacks. The other steamer was painted a dark color and had much the appearance of being a gunboat. She was a paddle-wheel steamer, with two masts and one smokestack, square stern, and square-rigged forward.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, U. S. Navy, Commanding.

Captain A. Ludlow Case, U. S. Navy,

Commanding U. S. S. Iroquois, Senior Officer off New Inlet, N. C.

[Enclosure C.]

U. S. S. Niphon, Off New Inlet, May 13, 1863.

SIR: I have the honor to report to you that on the morning of this date, this ship being on her inshore station off Smith's Island, in 4½ fathoms water, that about daylight two steamers were discovered bearing about N. by E.; also a third on or over the bar. I stood in to head them off and soon got in range of the rebel batteries on Federal Point. I fired my Parrott gun at them, but the shot fell short, and the

rebels opened fire on us from their heavy guns on Fort Fisher, but without damage. Finding the steamers had crossed the bar I stood out to report to the senior officer on this station. One steamer was of about 700 tons, three masts, two funnels, and paddle wheels; the other two were of some 300 tons, two masts, and one funnel; they were painted white or nearly so, it being difficult to tell, as the glasses furnished this ship are very bad.

Very respectfully, your obedient servant,

J. B. Breck, Commanding U. S. S. Niphon.

Captain A. L. CASE, Commanding U.S. S. Iroquois, Senior Officer.

Unofficial report of Lieutenant-Commander Flusser, U. S. Navy, regarding operations against contraband trade off Plymouth, N. C.

> U. S. S. MIAMI, Plymouth, N. C., May 13, 1863.

MY DEAR DAVENPORT: I send down in the Sunny South my pilot. He wishes to exchange with Everett, of the Lockwood. I have no objection to the exchange. If Graves has none, the thing is done.

I am hard at word putting things in order here. There seems not to have been much system; quarter and watch bills all wrong, and no fire bill.

The officers seem willing and the men good, and I do not doubt I

shall soon have her in decent trim.

We are breaking up contraband trade now pretty lively. French is cruising in the eastern end of the sound and Furniss in the Chowan. Furniss to-day is off on a little expedition to break up some stores for the rebel army near Salmon Creek.

I like General Wessells; we will get along comfortably together.

Regards to all army and navy friends.

Yours, sincerely,

C. W. Flusser, Lieutenant-Commander.

Commander H. K. DAVENPORT, U. S. S. Hetzel, New Berne, N. C.

Send us one or two coal schooners; we need coal; I want somewhere near a hundred thousand tons.

Letter from Commander Davenport, U. S. Navy, to Major-General Foster, U. S. Army, regarding the placing of buoys through the obstructions of New Berne, N. C.

> U. S. S. HETZEL, New Berne, N. C., May 13, 1863.

GENERAL: Referring to a letter addressed to me by General Potter, under date of May 3, 1863, with reference to laying down some buoys through the obstructions, I have to inform you that I have had six placed at proper intervals in the best water. The passage has 12 feet water, and is about 100 yards wide. There are two small vessels which

ought to be raised. This would give a good thoroughfare. The buoys are red and black, red on the starboard, or right hand approaching the harbor, and black on the port or left hand. It would afford me great pleasure to accompany you through this passage whenever convenient to yourself. The water is too shoal to admit of another passage more to the northward.

I have the honor to be, your obedient servant,

H. K. DAVENPORT.

Major-General J. G. Foster, Comdg. Eighteenth Army Corps, Dept. of North Carolina.

Report of Captain Boggs, U. S. Navy, regarding Confederate defenses at Fort Caswell and Smith's Island.

U. S. S. SACRAMENTO, Off Western Bar, Wilmington, N. C., May 14, 1863.

SIR: The rebels have apparently ceased working on Fort Caswell, except perhaps on the up-river face of the work. It presents to us the appearance of impregnability from assaults by ironclads or land batteries. All the guns of the main work are casemated; covered with at least two thicknesses of railroad iron, backed with palmetto logs. The original work has been faced with 15 feet of sand. The eastern face of the fort appears to be (even between the casemates) ironclad; and the sand hills for a distance of 2½ miles to the westward of the fort have been plowed up and leveled, leaving no cover for an advance on that side.

From information received from contrabands, and judging by the intercourse that we see between Fort Caswell and Smith's Island, the rebels are now throwing up batteries near the light-house on that island. Smith's Island is the key of the position, and if allowed to perfect their defenses there no human means can dislodge them.

An examination of the chart will show that troops can be landed on the east side of Smith's Island under cover of gunboats less than half a mile distant. Once on shore the island can be cleared; mortar batteries erected near the light house, less than 2 miles from Fort Caswell; a short bombardment would crush in the casemates, demolish the fort, and cause a surrender. The way would then be open for the ironclads to enter the river, gain the rear of the works on Federal Point north of the shoals, cut off all communication, and force a surrender of that post. This would give us the entire coast of North Carolina, effectually close this port, at all times difficult to, and which never can be effectually I am aware that a plan of this kind will require time to carry it out, but the island can be taken possession of at an early day. It is a healthy position, and during the summer months the water will be found sufficiently smooth (the prevailing wind being from the southward and westward) to land all the requisite supplies and material on the island. Its insular position insures it against attack from the enemy, who, even if disposed to make one, must land in boats.

From contraband information I learn that the ironclad built at Wilmington, represented to be very large and of great breadth of beam, is to carry 10 heavy guns and has been taken some distance up the river to receive her armor, a large number of mechanics and material to complete her having arrived in one of the steamers which ran the blockade on the east side a short time since. It will probably be two

months before she is completed; when, if she succeeds in getting out, we will all be driven off, and they hope to take Beaufort with her. Should she succeed in getting to that port, Fort Macon, having all barbette guns, would not hold out half an hour against such a battery at short range.

Very respectfully, your obedient servant,

Chas. S. Boggs, Captain, U. S. Navy.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, off Newport News.

Report of Lieutenant-Commander Babcock, U. S. Navy, of two reconnoissances up the Mattapony River.

U. S. S. Morse,

Off West Point, Va., Mattapony River, May 15, 1863.

SIR: I respectfully report that on the 13th instant I made a successful reconnoissance up the Mattapony River as far as Frazer's Ferry; saw no rebels or rebel batteries, but was informed by a colored man at the ferry that en the 12th instant a company of rebel cavalry crossed over to go down the river on the left bank for the purpose, as he said, of seeing what the Yankees were doing at West Point. I informed General Gordon, commanding army forces at this place, of the fact.

Yesterday, by the general's request, I made a reconnoissance up the river 8 miles to look after the rebels, saw five of them on horseback, but they being so far from me, did not fire, as it would have been a useless waste of ammunition.

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

CHAS. A. BABCOCK, Lieutenant-Commander.

Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, off Newport News.

Report of Commander Davenport, U. S. Navy, giving the disposition of vessels in the sounds of North Carolina.

U. S. S. HETZEL, New Berne, N. C., May 15, 1863.

ADMIRAL: I have the honor to submit the following as the semimonthly report of the disposition of vessels in the sounds for the term ending May 15, 1863:

May 1.—The Lockwood left for Hatteras Inlet to relieve the Brinker.

May 4.—The Brinker arrived from Hatteras.

May 10.—The Southfield arrived from Plymouth for repairs.

May 15.—The Hunchback, Shawsheen, Brinker, Hetzel, Ceres, and Southfield are at New Berne. The Lockwood is at Hatteras. The Granite at Ocracoke. The Louisiana, Commodore Hull, and Delaware are at Washington. The Miami, Commodore Perry, and Underwriter are at Plymouth. The Whitehead is cruising in the upper sounds, and the Valley City in the Chowan River.

I am, etc.,

H. K. DAVENPORT.

Acting Rear-Admiral S. P. LEE, etc.

Letter from Major-General Foster, U. S. Army, to Commander Davenport, U. S. Navy, expressing thanks for the placing of buoys off New Berne, N. C.

> HEADQUARTERS EIGHTEENTH ARMY CORPS, New Berne, May 15, 1863.

SIR: The major-general commanding directs me to thank you for the promptitude with which you complied with his request in regard to the laying down of the buoys at the barricade.

Immediate steps will be taken to have the two small vessels mentioned

in your communication of the 13th instant removed.

The general, being unwell at present, will avail himself at some future time of your kind invitation to accompany you through the passage.

I remain, sir, very respectfully, your obedient servant,
SOUTHARD HOFFMAN,
Assistant Adjutant General.

Commander H. K. DAVENPORT, Senior Naval Officer, Sounds of North Carolina.

Capture of U. S. mail steamers Emily and Arrow, May 15, 1863.

Report of Acting Master's Mate Bishop, U. S. Navy.

U. S. S. ALERT, May 16, 1863.

SIR: I have been informed by Captain Ludlow's clerk at Norfolk that the mail boats *Emily* and *Arrow* were captured by 35 rebels at Currituck bridge. The crews of both boats were kept on board and made to pilot them to Franklin, N. C. [Va.]. The passengers were taken by land to Raleigh, N. C. One navy captain, two privates (soldiers), and two or three citizens (and three mail bags) composed the passengers of the *Arrow*.

Very respectfully, your obedient servant,

J. BISHOP, Acting Master's Mate, Commanding.

[Captain P. Crossy.]

Report of Captain Porter, Eighth Massachusetts Infantry.

GENERAL: I have just learned that the steamers *Emily* and *Arrow* were captured by guerrillas at Currituck Canal on Friday.

Yours, respectfully,

F. E. PORTER, Captain, Commanding Post.

Brigadier-General H. W. WESSELLS.

[Endorsement.]

DISTRICT OF ALBEMARLE, Plymouth, N. C., May 17, 1863-7 p. m.

Respectfully referred to headquarters Department of North Carolina.

Two gunboats from Captain Flusser's squadron will start in two hours for Roanoke and Currituck, using the *North Shore* as a tender. One hundred and fifty infantry will embark in the boats to attempt the

recapture or destruction of the Arrow and Emily. I am not in possession of the details. The gunboats are the Commodore Perry and Valley City.

H. W. Wessells, Brigadier-General Volunteers, Commanding.

Report of Commander Davenport, U. S. Navy, transmitting unofficial letter from Lieutenant-Commander Flusser, regarding the search for the captured steamers.

U. S. S. HETZEL, Off Washington, N. C., June 11, 1863.

ADMIRAL: I have the honor to enclose herewith a copy of a letter received from Lieutenant-Commander Flusser, which though not official, is so complete an account of the expeditions of the vessels in Albemarle Sound in search of the steamers Arrow and Emily that I have forwarded it to you.

I trust it will prove satisfactory.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

Unofficial.

U. S. S. VALLEY CITY, Plymouth, N. C., May 30, 1863.

MY DEAR DAVENPORT: In consequence of the illness of Captain Flusser, he requested me to inform you relative to the movements of the vessels in his command since the receipt of the news of the capture of the two steamers *Arrow* and *Emily*. We heard of their capture by the U.S.S. *North Shore*, which arrived here Sunday evening (the 17th) about 7 o'clock.

By 9:30 the same evening we had a detachment of soldiers aboard, and, in company with the *Miami* and *North Shore*, proceeded to the North River, where we met the *Whitehead*. Here we came to anchor for the night. Early next morning (Monday), in company with the *Whitehead* and *North Shore*, we proceeded up the river, the *Miami* remaining at anchor.

A boat from the Valley City examined all the creeks and places where the two steamers might be secreted, while the soldiers landed at the mouth of the canal.

Seeing nothing of the missing steamers, we all proceeded to Elizabeth

City, where we anchored at 9 o'clock Tuesday evening.

Captain Flusser went ashore during the night to gain information, and at 3 o'clock next morning (Wednesday) we all got underway and proceeded toward Plymouth. Captain Flusser was satisfied, from the information gathered at various points, that the *Emily* and *Arrow* had been taken up the Blackwater River to Franklin, [Va.]. At midnight (Wednesday) the *Whitehead*, *Valley City*, and *Commodore Perry* got underway and proceeded toward Franklin, Captain Flusser being about the *Whitehead*, in advance.

Thursday, at 7:30 p. m., we all anchored at the confluence of the Blackwater and Nottoway rivers. The next morning (Friday), at 5:15, all the vessels got underway and proceeded up the Blackwater River till we found but 6 feet of water, and, as it was impossible to proceed, we turned down the river and abandoned the idea of reaching Franklin.

At 1:40 p. m. the fleet entered the Meherrin River, and at 4 o'clock p. m. the Whitehead and Valley City anchored off Murfreesboro, [N. C.], the Perry not in sight. Captain Flusser and myself landed, together with the soldiers and a few sailors, and proceeded up the town, which we found unoccupied by troops, they having been sent to repulse us at Franklin. Here we captured, gave to the poor, and destroyed, in all, about 10,000 pounds of bacon, together with a quantity of lard and 15 boxes of 6-pound fixed ammunition (14 rounds to a box).

The bacon and lard we have since delivered over to the commissary

at Plymouth.

After capturing or destroying all the provisions we could find belonging to the Confederacy, and hearing that there were 200 rebel cavalry outside the town, the men were ordered aboard the vessels, and at

midnight we got underway and proceeded down the river.

The water had fallen 18 inches since we anchored the evening before and the *Perry* got hard aground. In attempting to tow her off the *Valley City* parted two hawsers, tore away her port quarter chock, and injured her rudderhead. After taking off her ammunition, she again got underway. The narrowness of the Meherrin and the high bluffs on either side offered every advantage to the enemy in case they should attack us. We, therefore, stationed pickets on each side of the river, someways from the bank, but we saw nothing of the enemy. At 10 o'clock in the evening we all anchored off Poll's Fishery, near the mouth of the Chowan River.

Here Captain Flusser and myself, with a body of men, went ashore and surrounded the widow Gascon's house—about a mile from the river—where we captured 5 rebel prisoners, among whom was the notorious Captain Kehoe. These are now in charge of the provost-marshal at Plymouth, at which place we came to anchor at 5:30 Sunday morning.

Monday morning, at 5:50 the Valley City got underway and pro-

ceeded to the mouth of the Meherrin River, where she anchored.

We captured 1 bale of wool, which was being taken across the river. Thursday the Whitehead relieved us, and we proceeded to Plymouth, where we now are.

I trust you will find this sufficiently explicit and receive it in lieu of an official report. Flusser has got the fever and ague pretty bad.

Hoping to see you soon, I am,

Very respectfully, yours, etc.

HARTMAN K. FURNISS.

Commander H. K. DAVENPORT, Senior Officer, Sounds of North Carolina, U. S. S. Hetzel.

Report of Lieutenant-Commander Gillis, U. S. Navy, of reconnoissances in York River, between Yorktown and West Point, Va.

U. S. GUNBOAT COMMODORE MORRIS, Off Yorktown, Va., May 16, 1863.

Sir: You will receive by to day's mail a report of a reconnoissance

by Lieutenant Commander Babcock, of the steamer Morse.

The enemy have established a picket line 2 miles beyond our outer picket line at West Point. A boat from this vessel, while passing along the opposite shore from West Point, on the Pamunkey side, yesterday was fired into. The crew, being armed, immediately returned the fire with such effect as to cause the enemy to seek shelter in a hasty

manner among the trees. With the exception of these two circumstances nothing has been seen of the rebels. I have examined the shore carefully between this place and West Point, and can not discover any indications of their presence.

At Yorktown everthing remains quiet, as usual.

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

J. H. Gillis, Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Captain Case, U. S. Navy, explaining the cause of the temporary absence from the blockade off New Inlet of the U. S. S. Penobscot.

> U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, May 16, 1863.

SIR: I have to report that the Penobscot arrived here from Beaufort yesterday afternoon with her propeller so badly fouled by a hawser

that it was necessary for her to return there to clear it.

The Niphon, having but one day's coal (9 tons) on board, after a stay on the station of only ten days, made it advisable for me to try to have her coaled from the Penobscot by boats, but the stormy weather and rolling sea which has set in have made this impossible, and I have therefore dispatched her for Beaufort with the Penobscot in tow. I trust that the Penobscot's propeller may be cleared in time for her to leave Beaufort to morrow. Her speedy return is important, as there are now but three vessels off the inlet. I expect the State of Georgia from Beaufort to morrow, which will make four, but I shall have to leave with this ship for coal the next day.

I shall endeavor to make arrangements for the storage of a large

quantity of coal on board the Niphon.

I have the honor to transmit a copy of Lieutenant-Commander De Haven's report of the loss of an anchor and fouling the propeller.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

P. S.—The State of Georgia arrived off New Inlet at 5 p. m. this day. A. LUDLOW CASE,

Captain and Senior Officer Present.

Report of Commander Davenport, U. S. Navy, giving the number of men required for the vessels in the sounds.

> U. S. S. HETZEL, New Berne, May 16, 1863.

ADMIRAL: We require about 60 men to fill up the complements of the various vessels in the sounds, consequent upon the discharges of those whose terms of enlistment have and are about to expire.

I have the honor, etc.,

H. K. DAVENPORT, Commander, etc.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Report of Lieutenant-Commander Braine, U. S. Navy, regarding relief extended to the U.S. transport North America.

U. S. S. Montigello, Beaufort, N. C., May 17, 1863.

SIR: This morning, at 4:30 a. m., while bound to Beaufort, N. C., and about 45 miles distant, I discovered a sail and stood for her. She proved to be the steamer *North America*, U. S. army transport, from Baltimore, bound to New Orleans, in ballast. At the time of our overhauling her she had experienced a heavy gale, her decks were started, sponsons gone, and 4 feet of water in her hold, the engineer being up to his waist in water; all pumps going to prevent her from sinking. She was in distress. I took her in tow and towed her into the harbor of Beaufort. It affords me pleasure to give you this information.

I am, very respectfully, your obedient servant,

D. L. BRAINE,

Licutenant-Commander, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Davenport, U. S. Navy, regarding repairs to guns.

U. S. S. HETZEL, New Berne, N. C., May 17, 1863.

ADMIRAL: I send requisitions for bushes and bushing instruments for the Parrott guns. The vents of the Shawsheen's guns were so much enlarged that I had to put in new bushings. Fortunately we had two here, but I was compelled to dismount the guns and transport them to the machine shop for the want of proper instruments with which to do the work on board. The work was well done and guns remounted, all under the personal care and supervision of Gunner Hines, who is very useful to me in many ways.

I have the honor, etc.,

H. K. DAVENPORT.

Acting Rear-Admiral S. P. Lee.

Report of Commander Armstrong, U. S. Navy, advising an increased force off New Inlet for the suppression of illegal traffic.

U. S. S. STATE OF GEORGIA, Off New Inlet, North Carolina, May 17, 1863.

SIR: This morning, from our position under Smith's Island, we see at the lower wharf at Smithville, a very long, low steamer. She is the largest steamer I have seen in the river, is schooner-rigged, masts rather short, far apart, two smokestacks, painted lead color, and wears the rebel flag on staff at taffrail. She was seen at early daylight, and has not changed position since, her head lying upstream.

She may have got in on the other side this morning. If bound out, she would have probably loaded up the river and anchored in the

stream.

If it were possible for us to have vessels to cruise from the outer shoal, on a line drawn to Rich Inlet, where the commanding officer of the *Perry* reports they make the land, nearly north and south, with one of the small vessels on picket duty close in at night, and other vessels on outer lines, like our present day stations, we might get them in a

net and hope to put a stop to this nefarious neutral traffic under the English flag outside and rebel in the river. I know there is every desire, and the utmost vigilance shown, but it seems they do get by us, and with a larger force we might stop them before they can get to the beach and under the protection of their guns.

I notice a great change in the appearance of the tower; the rains probably have settled it down. It looks now quite compact and ready

for its guns.

Very respectfully, your obedient servant,

J. F. Armstrong, Commander, Commanding.

Captain A. L. Case, Senior Officer of New Inlet, North Carolina.

Report of Lieutenant-Commander Babcock, U.S. Navy, regarding expedition down York River for the capture of grain.

> U. S. S. Morse, Off West Point, Mattapony River, Virginia, May 18, 1863.

SIR: A few days since, having been informed by a colored man that there was a quantity of grain, consisting of corn and wheat, which was intended for Richmond, being owned and stored in the granary of a noted rebel by the name of Robinson, situated on the left bank of York River, 2 miles below this place, and 1 mile inland; and having informed Major-General Gordon of these facts and requesting that he would furnish some land forces to cooperate with me, which assistance he very cordially offered, consisting of Company E and a few from Company K, of the One hundred and forty-second New York State Volunteers, commanded by Captain Wheeler, of same regiment (Captain Motley, chief of General Gordon's staff, accompanied the expedition), I started from my anchorage at 10 p. m., arriving at the point opposite our destination in about half an hour, and succeeded in landing all the land forces with a part of my crew before midnight.

Arriving at the granary, I ascertained that the grain was in bulk, to the amount of 200 bushels wheat and between 300 and 400 bushels of corn. Finding that it was impossible to transport it, I determined on its destruction, which was accomplished perfectly; then returned on

board the Morse with all forces, by 2 a.m., in safety.

Acting Ensigns Dennett and Merry, with Assistant Surgeon Winslow and Chief Engineer Divine, accompanied the expedition and rendered all the assistance in their power. The sailors and soldiers behaved well, and too much credit can not be given to all concerned with me in the expedition.

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

CHAS. A. BABCOCK, Lieutenant Commander.

Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, off Newport News.

Report of Captain Case, U. S. Navy, regarding the movements of a Confederate gunboat at the mouth of Cape Fear River.

> U. S. STEAM SLOOP IROQUOIS, Off Beaufort, N. C., May 18, 1863.

SIR: I have to report that at 5:20 a.m. this morning, after we had commenced getting up our anchor, the Mount Vernon reported that a rebel gunboat, filled with men, had come over the bar. The mist which had hung heavily over the land cleared about the same time and gave us a view of her with her head to the westward and crossing the bar inward. Soon after the *Florida* and *State of Georgia* made signals of

her being in sight and the latter fired a shot, which fell short.

At early daylight the *Mount Vernon* was underway and well inshore toward Fort Fisher. Acting Volunteer Lieutenant Trathen informed me that the rebel gunboat at that time was at anchor near the Mound, but soon afterwards got underway and came outside, when he came off to inform me, and that he could distinctly see her decks filled with men. I asked why he did not fire at her. His reply was, "She was too far off."

I have directed him to make a written report, a copy of which I will

transmit to you when received.

She was very light (her propeller blade apparently out of water) and about the size of the *Mount Vernon*, schooner-rigged, single smokestack, painted dark lead color, and had a large rebel flag flying from her main gaff. She was of the same rig and appeared to me like the propeller, painted dark lead color, which ran the blockade on the 13th instant.

She recrossed the bar this morning before half-flood tide and must have come out on the first quarter. After returning she anchored in

the river in the 5-fathom hole, where she was when I left.

It is quite possible that Acting Volunteer Lieutenant Trathen is correct in his view of her being a gunboat, and that she came out with the hope of surprising some one of the blockading vessels, particularly as she resembled the *Mount Vernon* in rig and appearance, with the exception of being higher out of water. I have thought such an attempt might be made and instructed the commanders of the vessels accordingly.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. MOUNT VERNON, Off New Inlet, North Carolina, May 18, 1863.

SIR: I have to report to you that at 2:30 [a. m.] this day I weighed anchor and stood to the southward, close inshore. At daylight this morning I discovered a steamer at anchor between Fort Fisher and the sand hill on the extreme edge of Federal Point. This steamer I believe to have come down the river, crossed the bar, and anchored near Fort Fisher. As soon as he perceived us he hoisted a Confederate flag, stood inside the bar, proceeded up the river a short distance, and then returned and anchored in the 5-fathom hole.

From the general appearance and maneuvering of this vessel, I think she is an armed vessel, and at one time we could see with our glasses that his decks were crowded with men. Her general appearance resembled, in many respects, that of the U. S. S. Monticello.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Captain A. Ludlow Case, U. S. Navy, Senior Officer off New Inlet, North Carolina. Report of Captain Crosby, U. S. Navy, of the departure from Hampton Roads of the U. S. steamers Ossipee and Galena.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., May 19, 1863.

SIR: In the absence of Acting Rear-Admiral Lee, I have the honor to report for him the departure from the roads of U.S.S. Ossipee, at 3 p.m. yesterday afternoon, for the blockade off Mobile; also the departure this morning, at 4:40, of the U.S.S. Galena, accompanied by the tug Lilac, bound for Philadelphia, agreeably to the orders of the Department of May 16, 1863.

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

Fleet Captain North Atlantic Blockading Squadron.

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

Report of Lieutenant Commander Gillis, U. S. Navy, regarding affairs at Yorktown and West Point.

> U. S. Gunboat Commodore Morris, Yorktown, Va., May 19, 1863.

Sin: I have to report that the affairs at Yorktown and West Point remain quiet as usual; no further indications of the enemy have been observed more than was stated in my communication No. 44. General Keyes has completed five earthworks, and has all the necessary guns mounted on them, and feels safe in his position as long as the Morse and Mystic remain in their present position. I have sent the Crusader to her cruising ground, as this vessel remains at Yorktown during the night, though I run up to West Point almost every day. Enclosed please find communications from the Morse and Mystic. I have instructed Captain Babcock, of the Morse, that he is hereafter to only act with the army, at the request of the commanding officer, to cover any operations that may be carried on by that arm of the service, unless he has incontrovertible evidence that what he wishes to destroy or secure is not private property.

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

J. H. Gillis, Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Master Gregory, U. S. Navy, regarding operations in the vicinity of Milford Haven and disposition of property captured, May 1-8, 1863.

U. S. S. WESTERN WORLD, May 19, 1863. (Received May 24).

SIR: I have the honor to acknowledge the receipt of your letter of the 13th instant.

In reply to your questions as to the vessels and other property captured or destroyed by me, I will forward the following memoranda:

May 1.—Saw a schooner up Stutt's Creek, leading out of Milford Haven. Sent two boats accompanied by two from the Crusader. At Richardson's plantation found the schooner sought and two others, which were burned, because the proof was positive that they were rebel

property, because it was evident that they were especially adapted to run the blockade, and might be fitted for that purpose with but little expense, and that they might not again deceive us or lead me to think vessels had run in. On the return of the boats they found at the landing of Lewis Hudgins one large scow capable of carrying about 70 men or a corresponding amount of goods, a large boat capable of carrying upward of 50 men, both flat and shoal, and well adapted to land goods from blockade runners. From his slaves and those of adjoining plantations and from his white neighbors they learned that he had been engaged in running the blockade; that he [had] 600 bushels of corn in his barns destined for Richmond; that he had sent a large quantity already, and was in constant expectation of wagons for the remainder. His son, Lewis Hudgins, jr., is known to be an agent and pilot for blockade runners. Believing it to be for the public interest, the boats were again dispatched to seize what they could of the corn (about 60 bushels), one set of sails, consisting of a whole suit for a schooner of about 60 tons burden, as well as a large boat, which, together with the sails (save a maintop staysail and flying jib, which I delivered to Commander Gillis), I have still in my possession. The corn was delivered to the army quartermaster at Yorktown.

May 5.—Heard that a schooner belonging to Carter Hudgins was in Queen's Creek, having run the blockade. Said Hudgins is known to be the most bitter secessionist in this (Mathews) county, and he has been the immediate cause of sending several men to Richmond prison for no other cause than supposed Union sentiments. It is understood he instigated the firing on the Mahaska's boats. Finding it would be dangerous to delay the boats long enough to get the schooner afloat, she was burned, together with one up another branch of the same creek. A large single-banked, 6-oared boat, which had run the blockade the preceding Saturday while we were cruising off Horn Harbor, was found, and is used by us at present as a boarding boat; also a large decked boat, admirably fitted for illegal traffic, was seized and

delivered to Lieutenant Commander Gillis.

May 6.—Up Haven Creek captured a sloop which had run the block-

ade repeatedly; delivered her to Lieutenant-Commander Gillis.

May 7.—Sent three cutters to Mr. Richardson's plantation to search for a boat which we had heard from various sources was being fitted to burn our vessels in Chesapeake Bay. We found it and have it still in custody. Found a schooner belonging to Captain John Winder; put her in an unfit condition to run the blockade (at his request). Her sails were taken and are on board, much worn. They are still on board. This steamer awaiting to be disposed of as you may order. He is reported to be a Union man.

May 8.—Sent two boats into Haven Creek in search of the boat which burned a tobacco ship some months since. She was found on the premises of Archibald Hudgins, who acknowledged she was manned by nine armed men from Richmond, who fled at the approach of our boats; that they had stopped at his [house] for several days; that we were correct in supposing they intended to prey on our merchant vessels passing in the bay; that they had been out once and put back, owing to roughness of the sea. This boat was also turned over to Lieutenant-Commander Gillis.

All the contrabands and free negroes came to the ship voluntarily, or begged our boats in passing to take them off. They were turned over to army authorities at Yorktown. Each expedition was undertaken because it appeared to be necessary for the public interest, for the protection of our commerce, and for the maintenance of the block-

ade. All possible discrimination was used in regard to private property, and the fact the court of Mathews County having passed an act to suppress the running of the blockade, shows the good effect of this activity. My officers were active in the discharge of their duties.

With regard to the extent of coast blockade, I would state that while I watch Piankatank with the vessel, it has been my practice to send a boat to the entrance of Milford Haven by night, and that the coast to the southward has been watched as closely as possible by me.

Allow me to ask what is meant by public property; and are provi-

sions destined for Richmond to be regarded as such?

Should boats' crews always be armed on going ashore in this vicinity; or am I to use my discretion regarding the propriety of such proceedings? I discharged Paul Dyer, pilot, and on recommendation of Lieutenant Commander Gillis took David Wright in his stead. Mr. Dyer started for Old Point Comfort to report to you.

I would state in regard to the question as to arming boats, that I have always had them armed, but that I enquire to know if there has

been any order in regard to the subject.

Very respectfully, your obedient servant,

Samuel B. Gregory,
Acting Master, Commanding.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Newport News, Va.

Report of Lieutenant-Commander Gillis, U. S. Navy, of operations in conjunction with the army in Mathews County, Va.

U. S. Gunboat Commodore Morris, Off Yorktown, May 22, 1863.

SIR: I have to report that at the request of Major-General Keyes I have acted in conjunction with Brigadier-General Kilpatrick by cov-

ering his operations in Mathews County.

The object of the expedition was to mount all the dismounted men under his command. On the morning of the 20th instant I took on board 100 men from the Fourth Delaware Volunteers under Major La Mott, and with the Winnissimet in company proceeded to North River, where I arrived at half past 5 a.m. I remained at this place until communication was had with General Kilpatrick, and in the evening I went in East River to cover his operations there. I remained at this place until about 9 o'clock the next morning and then started for the rendezvous on North River. After we arrived some horses were brought on board the Winnissimet and we lay quiet all day waiting to hear from the different squads of cavalry that had been sent out. At 6 o'clock, all being ready for a departure, I took on board 200 of the Fourth Delaware Volunteers and started for Yorktown, where we arrived at half past 12 last night. About 300 horses, 150 head of cattle, and a large number of sheep were captured by the cavalry during their march through the country. General Kilpatrick and Lieutenant-Colonel Suydam, in obedience to orders issued to them, destroyed all the property which they considered useful to the rebels.

Everything remains quiet as usual at West Point. Very respectfully, your obedient servant,

> J. H. Gillis, Lieutenant Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron. Report of Captain Case, U. S. Navy, transmitting report of Commander Bankhead, U. S. Navy, regarding the detention of the brig J. McIntyre by a blockade runner.

> U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, May 26, 1863.

SIR: I have the honor to transmit herewith a copy of Commander Bankhead's report of boarding a brig which had been detained and threatened with burning by a blockade runner, a bold and piratical act. I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Note.—Commander Armstrong in his report to me dated May 24, 1863, of occurrences off New Inlet during my absence at Beaufort, states the brig referred to above reported that she had been threatened with burning by the steamer that detained her.

A. LUDLOW CASE, Captain, etc.

[Enclosure.]

U. S. S. FLORIDA, New Inlet, North Carolina, May 25, 1863.

SIR: I beg leave to report that on the 20th instant the American hermaphrodite Brig J. McIntyre, of Camden, from Boston, bound to New Orleans, laden with army stores, was boarded by this vessel some 15 miles offshore. Her captain reported that he had been spoken on that morning at 4 a. m. by a steamer. He was questioned as to his cargo, voyage, etc., and doubt expressed as to the truth of his statement in reply to their questions. She laid by him full an hour and then allowed him to proceed on his voyage. He described the steamer as a paddle-wheel, schooner rigged, long, narrow vessel, painted lead color, about 500 to 600 tons, and from appearances he should judge her to be fast. Single funnel. She showed no colors. The captain supposed himself to be about 40 miles northeast from New Inlet at the time.

Very respectfully, your obedient servant,

J. P. BANKHEAD, Commander.

Captain A. LUDLOW CASE, Senior Officer Present, etc.

Report of Acting Rear-Admiral Lee, U. S. Navy, suggesting immediate operations against the defenses of Cape Fear River.

Confidential.]

NAVY DEPARTMENT, Washington, May 20, 1863.

SIR: Mr. Fox and myself had an interview with General Totten respecting the probable result of an exclusive naval attack on Fort Caswell with ironclads. The general said if the fort is now as it was when we had it, that six monitors ought certainly to silence its guns, but that owing to its glacis the fort itself could not be injured by the monitors. The general said the fort could easily be taken by land approaches and by a small force.

The rebels have casemated Fort Caswell, which is now the best sort of an earthen work, and are understood also to have an earthen work below it.

Mr. Fox and myself then had an interview with General Halleck, in which the general said that no troops could now be furnished to assist in the attack on the defenses of Cape Fear River, nor until we obtain sufficient conscripts; that every general is now asking for more troops, and that General Foster is now discharging troops whose time is up.

This, the mild season of the year, is the most favorable time for landing troops and supplies on the coast. The defenses of Cape Fear, as against naval attack, have been greatly strengthened since the departure of the joint expedition against Charleston, and these defenses are all the time increasing, as appears from my reports to the Department during the last three or four months. The sooner, therefore, the attack is made, the better it will be for us, and I respectfully suggest that a plan for joint operations may be agreed upon to be executed as soon as practicable and duly provided for in the meantime.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander Davenport, U. S. Navy, of the capture of the schooner Renshaw, May 20, 1863.

U. S. S. HETZEL, Off New Berne, N. C., October 10, 1863.

SIR: I enclose herewith an affidavit concerning the capture of a schooner called the *R. T. Renshaw*, which vessel is, by permission of the Navy Department, in use as an ordnance vessel in the United States naval service.

Neither papers nor parties were found on board at the time of capture.

I have had her appraised by a board of naval officers, who valued her at \$850.

Respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

R. H. DANA,

U. S. District Attorney, Boston, Mass.

[Enclosure.]

U. S. S. LOUISIANA, Off Hatterns Inlet, North Carolina, October 7, 1863.

SIR: I have the honor to report to you the capture of the schooner R. T. Renshaw (said to measure 75 tons) and formerly owned by a firm in Washington, N. C. (John Myers & Sons), the said [owners] being in arms in the Confederate service. The said schooner was seized on the 20th of May, 1863, 5 miles above Washington, N. C., in the Tar River, on an expedition fitted out from this vessel with launch and howitzer,

and a crew of 15 men under command of Acting Master's Mate Charles W. Fisher, and towed down the river to within our lines. Respectfully submitted.

EDWIN MCKEEVER,

Act, q Ensign U. S. Navy and Executive Officer, U. S. S. Louisiana.

Commander H. K. DAVENPORT, Senior Officer, Sounds of North Carolina.

Approved and sworn to by CHARLES W. FISHER,

Acting Master's Mate, U. S. Navy.

John Mills, Carpenter, U.S. Navy.

Report of Commander Renshaw, U. S. Navy, regarding the scizure of a new schooner in Tranter's Creek, Tar River, May 21, 1863.

> U.S.S. LOUISIANA, Off Washington, N. C., May 24, 1863.

SIR: I have respectfully to inform you that two of the launches under my charge have been constantly employed lately in the different branches of this river. On the 21st a new schooner was taken possession of at Tranters Creek, some distance above this place. She has never been masted, but a beautiful model, of 80 tons, well put together with galvanized fastenings. There can be no doubt of this vessel being a lawful prize, as I have made myself well acquainted with her history, and have been looking for her for some time.

I am, very respectfully, your obedient servant,

R. T. RENSHAW, Commander, U. S. Navy.

Commander H. K. DAVENPORT, Senior Officer, etc.

## [Telegram.]

PHILADELPHIA, May 21, 1863.

U. S. S. Galena arrived at Philadelphia May 21, 1863. Have arrived safely. Tug broken down. How shall I send my pilot back? LEONARD PAULDING,

Commanding Galena.

Acting Rear-Admiral S. P. LEE, Newport News.

Report of Lieutenant-Commander Babcock, U. S. Navy, of cooperative operations in the Mattapony River, Virginia.

U. S. S. Morse,

Off West Point, Mattapony River, Virginia, May 27, 1863.

SIR: On the 22d instant, by the request of Brigadier-General Gordon (commanding army forces at this point), I received a soldier on board

as a scout, went up the Mattapony River 3 miles, and put him on shore to examine a place on the left bank, where it was supposed the rebels were erecting a battery. The scout returned at 3 a.m. and reported everything quiet at the point specified.

On the same day, by the general's request, sent three armed boats' crews on left bank to accompany his forces. Together, captured six

mules, which I gave up to the army.

On the 23d, by the general's request, sent all boats armed ashore, together with some troops; captured 500 bushels of corn, which the

army took.

On the night of the 26th went about 15 miles up the Mattapony River. Went to general quarters and exercised the crew. Fired ten shells, one of which, I understand to day from a contraband, passed through a house where some rebel cavalry were, they running one way and he into our lines.

To-day, by the general's request, went up the Mattapony River as far as Frazer's Ferry (Colonel [Burr] Porter accompanying me). Heard of a number of rebel cavalry and infantry. Found, from a contraband, the direction of their camps. Fired eight shells among them.

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

Chas. A. Babcock, Lieutenant-Commander.

Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, off Newport News.

Report of Commander Armstrong, U. S. Navy, transmitting information of the chase of a blockade runner by the U. S. S. Penobscot under the guns of Fort Fisher, May 22, 1863.

U. S. S. STATE OF GEORGIA, Off New Inlet, North Carolina, May 22, 1863.

SIR: I have to report the entrance of a steamer this morning into New Inlet, and regret to inform you of the death of Assistant Surgeon Ed. A. Pierson, of the *Penobscot*, who was killed at his quarters by a shell fired from Fort Fisher at that vessel.

I enclose report from Lieutenant Commander De Haven, with reports from Acting Assistant Surgeons Pray\* and Bruce. The wounded man is doing well, and the sick of the *Penobscot* have been taken on board this ship for medical treatment.

At dusk last night the ships moved into their night stations. At 4 a. m. all were seen underway in the dim haze of the morning; the *Penobscot* and *Niphon* close in with the bar, the *Penobscot* almost in line with this ship, then heading in; the *Florida* to the southward of the *Niphon* toward Smith's Island, and the *Mount Vernon* to the northward of the *Penobscot*, up the beach.

Before day broke guns were heard and seen from the *Penobscot* and Fort Fisher, and soon after a small steamer already in by the fort. She was first seen by the *Penobscot*—was chased and fired at by her. As the *Penobscot* was coming out she was struck by a rifled shell, causing the death of Dr. Pierson and the wounding of the surgeon's steward. The shell cut off an iron awning stanchion, passed through the deck, tearing off and splintering the partners of the mainmast on port

<sup>\*</sup>Report of Acting Assistant Surgeon Pray not found.

side, into the steerage. Fortunately the shell failed to ignite its fuze. It was an elongated shell of 6 inches caliber with wooden stock fuze.

The damages to *Penobscot* will be soon repaired by the carpenters. At daylight the steamer was seen by all the vessels, but already by the fort and out of reach of our guns. She passed up the river.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG, Commander, Commanding.

Captain A. L. Case, Comdg. U. S. S. Iroquois and Senior Officer off New Inlet.

[Enclosure.]

U. S. GUNBOAT PENOBSCOT, Off New Inlet, North Carolina, May 22, 1863.

Six: I have to report that at 4 this morning a long, low steamer with one mast, one smokestack, and painted light lead color, was discovered bearing west, distant from Fort Fisher about a quarter of a mile. Chase was immediately given, and at 4:30 a. m. fire opened upon her, with what effect it is impossible to state, as she succeeded in making New Inlet. Six batteries, together with Fort Fisher, opened a heavy fire upon this vessel, all of the shot, with one exception, falling short or overreaching. At 5 a. m. a shell struck an iron stanchion on the port side, cutting the awning rope, passing through the partners of the mainmast, carrying them all away on the port side, springing one of the deck beams and entering the steerage, seriously wounding Assistant Surgeon Edward A. Pierson and Surgeon's Steward Julius C. Force, who were at their post. No further damage was inflicted and no other casualties occurred on board this vessel.

It is my painful duty to inform you that at 6:45 a.m. Assistant Surgeon Edward A. Pierson expired from the effect of his wounds. Herewith find enclosed the report of Acting Assistant Surgeon W. G. Bruce, U. S. gunboat Niphon.

I am, respectfully, your obedient servant,

JOSEPH E. DE HAVEN, Lieutenant-Commander.

Captain James F. Armstrong, U. S. S. State of Georgia, Senior Officer Present.

[Subenclosure.]

U. S. S. Penobscot, Off New Inlet, North Carolina, May 22, 1863.

SIR: At the request of your signals for surgeons, this morning, at 5:30 a.m., Captain Breck, of the U.S.S. Niphon, instantly dispatched me on board your ship. I arrived on board a little before 6, and have the honor to report the following casualties on board this ship, which occurred during the time she was under the rebels' fire from Fort Fisher and the rebel batteries along the coast near New Inlet:

Edward A. Pierson, assistant surgeon, killed.

J. C. Force, surgeon's steward, slightly wounded on the scalp at various points, and dislocation of the left shoulder.

Very respectfully, your obedient servant,

W. GAINES BRUCE, Acting Assistant Surgeon, U. S. Navy.

J. E. DE HAVEN, Lieutenant-Commander, U. S. Navy. Correspondence relative to the destruction of the schooner Sea Bird.

Report of Commander Davenport, U. S. Navy.

U. S. S. HETZEL, New Berne, N. C., May 22, 1863.

ADMIRAL: Referring to your letter of the 11th instant, I beg leave to say that the ordnance vessels here have as much ordnance and stores on board as they can stow. All the other vessels have as much as they can carry.

I learned this morning that the schooner Sea Bird, with a cargo of coal for the Navy, was burned, I presume by the rebels, on her way up the river. The circumstances, as far as I can learn, are these: The steamer Allison (belonging to the Army) on her way up the river discovered a vessel aground, on fire, and near her another small schooner. On approaching the latter she could see no one on board, but evidence of a recent and hasty departure. The Allison then went to the Sea Bird, where, finding no one, she scuttled her. On board of the other schooner was a quantity of coal (about 50 tons), evidently taken from the Sea Bird by the enemy. The schooner was towed up to this place. The commander of the Allison, whose name I don't know (will find out), deserves commendation for his conduct.

I shall send the *Ceres* and *Brinker* down and endeaver to capture or destroy any boats which may be about the vicinity. The spot is just below Wilkinson's Point, about 30 miles below this place.

I would like you to give me authority to transfer officers as I may think the good of the service may be promoted, keeping you advised of such transfer. I find it necessary quite frequently, but dislike to do it without your authority.

I have just received yours of the 9th instant with blank quarterly

ordnance returns.

The only palliation for the return of the returns of the *Hetzel* is the fact that I have an ignorant, illiterate executive officer, a man who is a monosyllabian; anything beyond that confuses and confounds him, and I could not, with my various duties, give as much attention to the returns as they require. I trust those hereafter sent will be found correct.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Letter from Major-General Foster, U. S. Army, to Commander Davenport, U. S. Navy.

HEADQUARTERS, May 22, 1863.

COMMANDER: In view of the recent little demonstration of the rebels, resulting in the burning of a schooner, it becomes necessary to take some action in the matter.

I shall occupy Wilkinson's Point, and should be pleased if you would take some necessary steps to punish the raiders, destroy the boats on Dawson's Creek, etc.

I am, very respectfully, your obedient servant,

J. G. Foster,

Major-General, Commanding.

Commander H. K. DAVENPORT.

Letter from Commander Davenport, U. S. Navy, to Acting Master Phelon, U. S. Navy, conveying expressions of commendation.

> U. S. S. HETZEL, Off Washington, N. C., July 6, 1863.

SIR: It gives me pleasure to call your attention to the following extract from a letter from Rear-Admiral S. P. Lee, dated June 27, 1863:

Acting Master Phelon's conduct (as reported to you by Acting Volunteer Lieutenant Plye, under date of June 21) in capturing four of the rebels who were concerned in the late burning of a coal schooner in Neuse River, is commendable.

Respectfully, etc.,

H. K. D[AVENPORT].

Acting Master H. A. Phelon, Commanding Steamer Shawsheen,

Report of Commander Davenport, U. S. Navy.

U. S. S. HETZEL, Off New Berne, N. C., July 6, 1863.

ADMIRAL: Your letter of June 27 has been received. In reply I beg leave to state that two of the persons who were engaged in the burning of the coal schooner Sea Bird were dressed in uniform, and belonged to Whitford's band of guerrillas. They were turned over to the military authorities.

other prisoners were noted to be. I have the honor to be, respectfully, etc.,

H. K. D[AVENPORT]. The other prisoners were not concerned in the burning of the schooner.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports and correspondence regarding attack upon U. S. mail boat Swan, May 23, 1863, and retaliatory measures adopted.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., June 4, 1863.

Sir: I enclose (A) the report, dated May 26, of Lieutenant Commander Gillis, enclosing the report of Lieutenant-Commander Babcock, of the U.S.S. Morse, regarding the firing by rebel artillery on the U.S. mail boat Swan from a point on York River about 4 miles below West Point in the afternoon of the 23d ultimo, when the Morse was moved at once to the spot, returned the fire, landed three boats' crews, and burned twelve houses in the vicinity, three full of corn, three full of bacon, three outhouses, and three dwelling houses.

I required Lieutenant Commander Gillis, senior officer in York River, to investigate the matter and report why the buildings were burned, whether they were occupied, whether anything was taken from the

houses, etc.

I respectfully enclose his reply (B) of June 3, accompanied by a letter of June 2 from Major-General Gordon, in command at West Point at the time, justifying the act and stating that it was done at his suggestion.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

[Enclosure A.]

U. S. Gunboat Commodore Morris, Off Yorktown, May 26, 1863.

SIR: Enclosed please find report of Lieutenant-Commander Charles A. Babcock, commanding U. S. gunboat *Morse*, in relation to an attack on the U. S. mail boat *Swan* on Saturday last. I have had the boat convoyed since that time and thus far there has been no more trouble. Everything remains quiet, and there has been no other demonstration by the enemy since my last report. General Ord has taken command at West Point.

I am happy to state that the blockade in this vicinity is so strict that I am able to get information from all those who are not immediately engaged in breaking it, and I have strong hopes of being able to break it up entirely in a very short time.

I am, very respectfully, your obedient servant,

J. H. Gillis,

Lieutenant Commander and Senior Officer, York River and Vicinity.

[Acting Rear-Admiral S. P. LEE, U. S. Navy,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

[Subenclosure.]

U. S. S. Morse,

Off West Point, Mattapony River, Virginia, May 24, 1863.

Sir: At 3:30 p. m. yesterday, 4 miles below West Point, on the right bank of the York River, a number of rebel artillery opened fire on the U.S. mail boat Swan while on her passage up from Yorktown. Got underway immediately and in a short time drove the enemy. General Gordon and staff came down in a tug and came on board.

All my officers and crew behaved well.

Silenced the enemy completely after firing several rounds.

Manned the three boats with armed crews, Mr. Merry (executive officer) having charge of first cutter, accompanied by Chief Engineer Divine; Mr. Russell (acting ensign) in gig, and Mr. Dunne (acting master's mate) in second cutter, went on shore and burned twelve houses in the vicinity, three full of corn, three full of bacon, three outhouses, and three dwelling houses. After firing the houses the boats returned on board in safety.

Captain Wright, of the *Mystic*, did all in his power to be on the spot as soon as possible, and rendered very efficient service, his boats accom-

panying our own.

Two of my breechings carried away, one IX-inch at the second fire and one 100-pounder Parrott after firing four rounds; also two side tackle blocks split at IX-inch gun and one rammer and handspike, also at IX-inch, broken.

On account of the limited space I had to be very careful in firing the guns and could only fire one at a time on each end, as it would endan-

ger the lives of the crew.

The breeching bolts all held good, but the forward part of the house is very much shattered, and a great many windows fore and aft broken.

The reason that I burned the houses was that the rebels fired from and behind them on an unarmed mail boat.

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

CPARLES A. BABGOCK, Lieutenant-Commander.

Rear-Admiral S. P. Lee,
Commanding North Atlantic Blockading Squadron.

[Enclosure B.]

U. S. GUNBOAT COMMODORE MORRIS, Off Yorktown, Va., June 3, 1863.

SIR: In reply to your letter of the 30th of May, in reference to the burning of certain buildings on York River below West Point by Lieutenant-Commander Babcock, of the Morse, I would state that upon investigation I find that the buildings were burned because the rebels had placed their battery in front of and on each side of them, and were in occupation of them at the time, the officer in command being in the largest one and watching the effect of and directing the firing. The occupants of the houses had all been sent away before the attack on the Swan was made. No search of the buildings was instituted, and the only property I can learn of being brought off is a thermometer and an old clock, which were brought off by the men of the Morse. The former is on board the Morse and the latter was taken ashore by the adjutant-general at West Point.

General Gordon was on board of the Morse at the time the buildings were burned and considered the act perfectly justifiable, and the opinion of both himself and General Keyes is that if the prompt measures which were taken by Lieutenant Commander Babcock had not been taken the consequence would have been that every unarmed boat that passed up and down the river would have been fired into unless con-

voyed by a gunboat.

The three buildings were owned, respectively, by the following-named men: Woodhouse, Lacy, and Blossingham. Mr. Woodhouse lives in Richmond, and his house was occupied by his overseer, a man by the name of Drake. Mr. Lacy occupied his own house, and is reputed to be a strong secessionist, and is magistrate of New Kent County. He has aided and abetted the robel cause. Mr. Blossingham also occupied his own house, and is a strong secessionist. He has a substitute in the robel Army. I have obtained all this information from Mr. Wright, who has lived in that neighborhood and knows all the parties.

Enclosed please find a communication from General Gordon to

Lieutenant Commander Babcock in relation to the matter.

I have the honor to be, very respectfully, your obedient servant,
J. H. GILLIS,

Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Subenclosure.]

HEADQUARTERS GORDON'S DIVISION, Yorktown, Va., June 2, 1863.

SIR: You have asked my opinion as to whether you were justified in causing the destruction by burning of private houses on the York River, near the location of a rebel battery which fired upon my mail boat in her passage from Yorktown to West Point, Va., on the date of the 23d of May, 1863. This rebel battery, secretly placed in position,

opened fire on an unarmed mail and passenger boat in which women and children are often conveyed, and on which women were passengers at the time of firing. I requested you to proceed to the position of the battery as soon as the firing was reported to me. You went immediately, but were unable to inflict any punishment upon the guerrillas, who fled at your approach. Seeing no mode of properly punishing the perpetrators of this outrage and preventing its recurrence but by a retaliatory act which should interest the residents of the York River in petitioning their rulers to prevent acts not justified in warfare of civilized nations, I suggested the burning of the dwellings immediately around the scene of the firing. You took the responsibility and burned three dwelling houses. I entirely justify your course, and commend its efficient workings to other commanders. Since your punishment of guerrillas not another shot has been fired at my boat. Condemning as I do, as barbarous in the extreme, all destruction of private property in the land of an enemy not made necessary by the exigencies of war, I fully, in the case above, justify your action.

Very respectfully, your obedient servant,

George H. Gordon, Commanding Division.

LIEUTENANT COMMANDING GUNBOAT MORSE, Yorktown, Va.

Report of Captain Boggs, U. S. Navy, regarding the condition of vessels under his command.

U. S. S. SACRAMENTO, Off Beaufort, N. C., May 23, 1863.

SIR: I have the honor to enclose report of a survey held on the U.S. S. Monticello. I am now making such repairs on this vessel with the limited means at my disposal as will probably enable me to keep her on the station for about three weeks longer.

The Maratanza having been dispatched to report to you for repairs, the Dacotah being ordered to Norfolk by the Department for the same purpose, and the present condition of the Monticello, and the condition of the Victoria, that must come to this place and spend at least ten days in patching her boilers (arches of the furnaces), leave so small a force off the Western Bar as to make the blockade only nominal, besides inviting an attack from the enemy, if they have, as is believed, two small ironelads—and one or two gunboats ready for some time to run out.

I have endeavored to keep you informed of the condition of the vessels off the Western Bar. The engineer of the *Minnesota*, to whom they appear to have been referred, seems to think the vessels are not in as bad a condition as has been represented, but states that if proper care had been taken of the boilers they would be in better order.

Such reports do not affect the facts in the case, or place more efficient vessels on the blockade.

Sir, I have made steam a study, and assert that I am a better judge of the condition of engines and boilers under my eye than any engineer can be hundreds of miles distant.

Very respectfully, your obedient servant,

Chas. S. Boggs, Captain, U. S. Navy.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron. Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Shokokon.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., May 24, 1863.

SIR: The U.S. S. Shokokon arrived here this morning from New York.

I have the honor to be, sir, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Gregory, U. S. Navy, commanding the U. S. S. Western World, regarding the operations of that vessel.

> U. S. S. WESTERN WORLD, Newport News, Va., June 2, 1863.

SIR: I would most respectfully report that during the past week we have not spoken any vessels. While at Yorktown we were ordered by Lieutenant Commander J. H. Gillis, to convoy the steamer Swan up the York River to West Point, [Va.], on the 24th of May, and that night lights were seen on the point where the Swan had been fired upon the day before. I was requested by the colonel in charge to proceed down the river and shell the place, which we did, throwing 16 shell, and returned in the morning. Since then we have been cruising in the Mobjack and up the bay as far as the Piankatank River, guarding the whole line as much as possible from York River to the south side of the Piankatank River.

I am, sir, very respectfully, your obedient servant, SAML. B. GREGORY, Acting Master, Commanding.

Acting Rear-Admiral SAMUEL P. LEE, Comdy. North Atlantic Blockading Squadron, Newport News, Va.

Order of Commander Davenport, U. S. Navy, to Acting Ensign Livermore, U. S. Navy, regarding the protection of troops to be landed on Wilkinson's Point, Neuse River.

U. S. S. HETZEL, Off New Berne, N. C., May 24, 1863.

SIR: The army will land a force at Wilkinson's Point to-morrow morning about 7 o'clock. You will get underway with the Brinker under your command on the receipt of this order.

Proceed down the river, and I wish you to inform the commanders of the Cercs and Shawsheen that I want the landing of the troops covered by those two vessels. The Shawsheen will remain off Wilkinson's Point, occasionally cruising in that vicinity until relieved.

The Ceres and Brinker will return here as soon as the troops have

been landed.

Respectfully, etc.,

H. K. DAVENPORT.

Mr. Livermore,

Acting Ensign, Commanding U. S. S. Brinker.

Report of Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, regarding the capture of a schooner.

U. S. S. CERES, Neuse River, May 25, 1863, Monday.

Sin: The schooner that I sent up with Mr. Hines I captured this morning, as she had no papers to show that she (the schooner) was not a lawful prize. I have sent her to you. I have reconnoitered the only creek that was not visited before; found nothing. I will go down as far as the light-house to-day, visiting both banks of the river.

Very respectfully, your obedient servant,

JOHN MACDIARMID,

Acting Volunteer Lieutenant, Commanding U. S. S. Ceres.

Commander H. K. DAVENPORT,

Senior Naval Officer in Sounds of North Carolina.

P. S.—I will be out of coal by 10 a. m. to-morrow.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Case, U. S. Navy, enjoining vigilance in blockade duty.

U. S. FLAGSHIP MINNESOTA, Newport News, Va., May 26, 1863.

SIR: Commander Armstrong, in a letter received to day, says that the steamers which run into New Inlet make the coast about Rich Inlet. It would be well to have a cruiser up the coast. Captain [R. B.] Forbes, in a letter also received to day, thinks that if the Niphon could cruise on an arc about 30 miles out from the inlet she would be able to pick up some of the blockade breakers. Her commander seems to be an energetic and active officer, and if you give him an opportunity to carry out one or both of these plans I think he can capture some of these blockade runners.

You must look out against a surprise from the enemy inside, who may be collecting a force there. No effort of vigilance should be spared to prevent the enemy from making a rendezvous at and then an attack from Wilmington.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Captain A. L. CASE,

Senior Officer off New Inlet, North Carolina.

Report of Commander Davenport, U. S. Navy, regarding assistance rendered in the occupation of Wilkinson's Point, Neuse River.

U. S. S. HETZEL, New Berne, May 26, 1863.

ADMIRAL: The recent depredations of the enemy in the vicinity of Wilkinson's Point rendered it necessary to take some action upon the subject, and I consequently sent three gunboats, the Ceres, Shawsheen, and Brinker, with launches, etc., to make a reconnoissance there. They entered the principal creeks on both sides of the river and captured

or destroyed a number of small schooners and boats of all descrip-

tions, but saw nothing of the enemy.

General Foster has now determined to occupy Wilkinson's Point, and a regiment left this place to-day for that purpose. The gunboats will remain to cover the landing of these troops, and it will probably be necessary to keep one there to protect them, at least until they have erected batteries sufficient for their own defense.

I beg leave to call your attention to the fact that there is a large number of small prize schooners and boats lying at anchor here, which are of no use to us and which we have no means of sending north. I recommend that I be allowed to sell them here, placing the proceeds to the credit of the Government.

I enclose herewith my ordnance return.

Respectfully, etc.,

H. K. DAVENPORT.

Acting Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron.

Report of Acting Master Gregory, U.S. Navy, commanding U.S.S. Western World, regarding boat expedition to Milford Haven, May 27, 1863.

U. S. S. WESTERN WORLD, Piankatank River, Virginia, May 27, 1863.

SIR: Having learned from contrabands coming on board that a canoe had run the blockade the day previous from the eastern shore of Virginia into Stutt's Creek, Mathews County, Va., situated midway from Piankatank River and the bay in Milford Haven, I dispatched two boats at 5 o'clock a. m. to catch them, and when the boats were about to enter Stutt's Creek two large sailboats were discovered coming from seaward through the thoroughfare (the ship channel from seaward in Milford Haven); gave chase, and the boats put into Stokes [Stock's] Creek (the first creek out of Milford Haven from the bay), and the parties landed and made their way toward the woods; threw out our pickets and discovered some of them; gave chase and captured two prisoners—one named E. C. Everson, who stated that he was from California, and L. J. Handy, who stated he was from Maryland and is in the Quartermaster's Department of the Southern Confederacy. It was impossible to state the exact amount each had, but between them the parties had \$472 in Confederate paper, a sight draft for \$500, payable at Baltimore, and dated at Richmond, Va., and \$191.78 in specie. We destroyed one of their boats and placed the goods in the other, which we have now upon this vessel, consisting of three trunks of personal baggage and a box of millinery goods, which were found in the chased boats. I turned the within-mentioned goods and prisoners over to the U.S. storeship Brandywine, as per your order.

Mr. Everson was very particular to state that he was a "Southernrights man," and that he was sorry he had not shot my paymaster, and that if he knew then what he does now he would have done so, and also that they intended to fight us if we came, and would have done so

had he not been surprised.

Very respectfully, your obedient servant,

Samuel B. Gregory,
Acting Master, Commanding.

Acting Rear-Admiral S. P. Marie, Comdg. North Atlantic Blockading Squadron, Flagship Minnesota.

Report of Acting Assistant Paymaster Husbands, U. S. Navy, regarding boat expedition to Milford Haven, May 27, 1863.

U. S. S. WESTERN WORLD, Hampton Roads, Virginia, June 6, 1863.

SIR: I have the honor to report that on the 27th ultimo Acting Ensign Ross, in charge of the first cutter, accompanied by myself, started from the steamer at 5 o'clock a.m. to find, if possible, a large canoe which had run into Stutt's Creek the day previous from across the We were about rounding Breeze Point, the eastern shore of Virginia. end separating the peninsula between Milford Haven and Stutt's Creek, Virginia, when we discovered two boats coming in from seaward, and evidently in great haste. We immediately gave chase; they soon turned into Stokes [Stock's] Creek; we followed, and could see a number of men, as well as three women, landing at the premises of Archb. Hudgins, in Stokes [Stock's] Creek. We were so near they were obliged to leave the contents of the boats in them, save a trunk they removed to a wood pile, and tried to conceal it by piling wood upon it. Mr. Ross having placed the contents of the two boats in one, destroyed the other, it being of little value. I discovered just then several men running from one piece of woods to another about three-quarters of a mile distant, and obtained permission of Mr. Ross to try and secure them as prisoners, having been informed they were a portion of the party who came in the boats captured. I took two men with me and ran after them. The two men and myself ran about three miles, when I discovered them in an open space about half a mile distant, evidently resting from their long run. I crept cautiously through the woods until quite near, and, seeing a larger force than I had, was inclined to give up my chase, but thought I would try and capture something from them before I did so. I gave instructions to the men to make as much noise as possible when I should seize them, so as to give the idea that our force was larger than theirs, or at least as large. There were six in their party, and telling the men the three men they were to pick and fight, I jumped the fence to secure the others, all of whom were armed with revolvers. In jumping over I gave sundry orders to men that were apparently at hand, so as to deceive my foes. I rushed up to the first man, seizing him by the beard, stating [that] he was my prisoner in the name of the United States Government, at the same time drawing this man to a second, who was just about to fire on me; I also arrested him, and immediately drew fire on a third, who was aiming his piece at me. The men jumped over, at which time the strangers fled, save the two I had secured. searched their persons and found on them \$472 in Confederate money, \$191.78 in specie, a sight draft payable in Baltimore for \$500, a document certifying that Evert Everson was the name of one of the prison-The other was named L. J. Handy, engaged in the Quartermaster's Department of the Southern Army. I returned to the boat with the two men captured, and reported to Mr. Ross my proceedings, and, taking the boat in tow, we started for the ship. I, being very tired, fell asleep, as I was up all the night previous assisting in taking the goods from Bob Simmons, and did not awake until I got alongside. I immediately reported what I had done to you verbally.

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

J. D. Husbands, Jr., Acting Assistant Paymaster.

Acting Master Samuel B. Gregory, Commanding U.S.S. Western World, Piankatank River, Virginia. Report of Acting Rear-Admiral Lee, U. S. Navy, regarding operations in Albemarle Sound.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., May 27, 1863.

SIR: A report\* from Lieutenant-Commander Flusser, dated May 6, has information of recent naval operations in Albemarle Sound and its

tributary streams.

Acting Volunteer Lieutenant French, who was sent with the White-head to cruise about the eastern end of the sound to break up the contraband trade there, under date of the 5th reported to Lieutenant-Commander Flusser that on the 26th ultimo he captured a large two-masted boat (without decks) containing some 500 pounds of tobacco, sailed and owned by a Mr. Sawyer, of Edenton, who acknowledges himself a rebel; he was bound to Nag's Head after goods.

In the Alligator River he reports that he captured or destroyed several boats which were engaged in illicit traffic, and seized on shore in different places, pork, bacon, leather, tobacco, bags, lard, and tallow, belonging to persons who, as Acting Volunteer Lieutenant French says, are directly engaged in supplying the rebel army, as the proof is, in my opinion, from perfectly reliable men. Their houses are said to

be used as depots for rebe! supplies.

The Valley City was sent up the Chowan River. Under date of the 4th, her commanding officer reported the capture or destruction of several boats, the dispersion of rebel pickets, the capture of their arms. He ascended as far as the State line. On his return, he sent Acting Ensign J. Cullaton on shore with an armed boat's crew and burned the grist mill of J. B. Hare, which, as he learned from papers found on the premises, was grinding corn for the rebel cavalry. While proceeding down the river, the rebels opened fire on the Valley City. Acting Ensign John Cullaton received a serious, though not fatal, wound through the groin by a rifle ball. The Valley City replied promptly with musketry, shell, grape, and canister, killing and wounding, it is supposed, a number of the rebels.

Lieutenant-Commander Flusser reports that lately, when at Hertford, on the Perquimans River, the rebels were all about gathering in

provisions for their army at Suffolk.

He landed at Hyman's Ferry, on the Roanoke River, with soldiers and sailors, captured a cavalry picket of four men, with their arms, in which affair William Benson, of the *Commodore Perry*, was severely, though not dangerously, wounded by a rifle ball through the right shoulder.

Lieutenant-Commander Flusser has taken command of the U.S.S.

Miami.

I beg to be informed what disposition should be made of property seized as above, the special Treasury agent not having yet arrived in any district in the neighborhood of the sounds to carry out the provisions of the act approved March 12, 1863. Two thousand six hundred and fifty-two pounds of the pork and bacon were turned over to the quartermaster, who gave a receipt for the same.

Should the quartermaster account for this to the Treasury agent

when he arrives?

I have the honor to be, sir, very respectfully, yours,

P. LEE.

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

## [Endorsement.]

If a purely naval capture, should be considered prize.

W[ELLES].

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, transmitting information regarding legal maritime prize.

NAVY DEPARTMENT, May 28, 1863.

SIR: In answer to your No. 566, dated the 25th instant, as to what is subject for naval capture or legal maritime prize, what is to be seized and adjudicated as prize, and what is to be turned over to the special Treasury agent, etc., I transmit herewith a letter from Charles Eames, esq., counsel for Potomac Flotilla, who was consulted by Commodore Harwood on the same subject. Mr. Eames was associated with the Attorney-General and selected by that officer in arguing the important prize cases before the Supreme Court, and has given the subject special attention.

I am, respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Old Point Comfort.

[Enclosure.]

Washington, April 28, 1863.

COMMODORE: After careful consideration of the general prize law and jurisdiction of the several acts of Congress bearing upon it in this country, and especially of the acts approved July 13, 1861, May 20, 1862, and March 12, 1863, I am of opinion, and advise you—

That all commercial property affected with enemy character is, when captured on land by exclusively naval forces, liable to condomnation

primarily as prize of war;

That commercial property owned by persons having residence and commercial domicil either in the loyal or disloyal States and actually engaged in transit without license from our Government between such loyal and disloyal States, or from the one section into the other, is, during the war, always so affected with enemy character, unless the same be so in transit for the use of the United States military or naval forces, or as permitted sutlers' supplies, and in case any part of the said property, though ostensibly destined to the Army or Navy use, be, in reality, destined for general consumption in the enemy country, then, upon proof of such intention, it is also, when captured on land in transit by naval forces, exclusively, primarily liable to condemnation as prize of war; but such property when transported by sutlers or others in violation of the conditions of their permit, or without due authority, but exclusively for the use of the United States military or naval forces, and not for general use in the enemy country is, when so captured, not liable to condemnation as prize of war, save when it is captured in violation of blockade, in which case it is primarily prize of war, being in other cases subject only to forfeiture under the statutes;

That when blockade is established and maintained by naval forces, all unlicensed commercial property whatever, when captured by naval forces exclusively, in transit on land, with immediate destination and purpose to violate such blockade, is always primarily prize of war.

I further advise you that in all cases of capture of prize of war by the naval forces under your command, it is proper for you, as the law

now stands, to place all such captured property, together with the regular proofs of such capture, whether made on land or water, as soon as possible, in the custody of the prize commissioners; and in all cases of seizure on land or water by the forces under your command of property not of the quality known as contraband of war, and not prize of war, but liable to forfeiture, then it is your duty, under existing laws, to turn the same over, not to the prize commissioner, but to a duly appointed agent of the Treasury, empowered to receive the same, if any such agent shall have been so appointed and empowered within the limits of your command. I advise you that in all cases of capture of prize of war on land by the naval forces under your command, it is especially desirable that all the circumstances of such capture, and all the facts tending to fix upon the property captured the quality of prize of war, should be carefully set forth by affidavit of the captors, and if possible also under oath by the persons out of whose possession or control the property is captured.

I do not intend to apply any of these observations to the case of any property not in transit, abandoned, or left derolict, such property being, as it appears to me, specially and exclusively provided for in the act of March 12, 1863, save only when it is abandoned or left derelict in the course of unlawful transit affecting it as above stated with the quality

of prize of war.

Should these observations conform to your own views, and in any way influence your official orders or proceedings hereafter, then I suggest that it may be proper for you to transmit, unless you see some objection to so doing, a copy of this letter to the Secretary of the Navy.

Very respectfully and truly, yours,

C. EAMES, Counsel for Potomac Flotilla.

Commodore Harwood, Commanding Navy Yard and Potomac Flotilla.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Captain Case, U. S. Navy, urging reinforcements for the immediate occupation of Smith's Island.

Confidential.]

U.S. FLAGSHIP MINNESOTA, Off Newport News, Va., May 28, 1863.

SIR: I enclose a copy of a report from Captain Case, dated 23d instant and received to-day, which shows that General Foster will lose 12,000 men in a fortnight and that he will need 10,000 men and his siege artillery now afloat in South Carolina to enable him to occupy Smith's Island. I am informed on reliable authority that General Foster will have but 4,700 troops left when the number above mentioned is discharged. It is certainly so very desirable to take advantage of the present mild weather and occupy Smith's Island, that I venture further to urge the importance of giving General Foster troops and artillery to enable him to initiate the land part of the operations designed for getting possession of the entrances to Cape Fear River.

I have the honor to be, very respectfully, your obedient servant, S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington City, D. C.

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[Enclosure.]

U. S. STEAM SLOOP IROQUOIS, Off Beaufort, N. C., May 23, 1860.

SIR: Captain Boggs and myself went to New Berne day before yesterday to have an interview with General Foster in regard to the occupation of Smith's Island. The general is desirous to move, but is unable to do so for the want of men and guns. Some 12,000 men, he states, will leave the department for the North in the next two or three weeks, which will put him in a defensive position only. His siege train was taken to South Carolina, and when last heard of was still afloat there; had not been landed. To occupy the island he would require, he says, some 10,000 men and the guns from South Carolina, or a like number from some other quarter. I trust that he may be able to obtain them. The object is very important. The enemy, Captain Boggs informs me, have already commenced occupying the west end of the island, and unless we can make a move speedily to dislodge them, they will have it so fortified that there will be great difficulty in doing so after the works are complete. The rebels work all the time and rapidly. inferred from what the general said that he would require some aid in obtaining the men, and although he did not name any one, I thought it was you from whom he expected the aid to come. I look upon the possession of Smith's Island as of the utmost importance. certainly could control (partially) at least one entrance to Wilmington, and, having that, could soon become masters of the other. Without it the expense of keeping up the blockade will be immense as well as very difficult.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain, U. S. Navy.

Acting Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron.

Report of Captain Boggs, U. S. Navy, regarding the inefficiency of the blockade in view of the absence of vessels for repairs.

U. S. S. SACRAMENTO, Off Western Bar, Wilmington, N. C., May 28, 1863.

Sir: I have received a communication in your absence from Fleet Captain Crosby, informing me that the Department by telegraph directed the ordering of the steamer Dacotah to Hampton Roads for temporary repairs. Presuming that the Department was not aware at the time of the fact of the Maratanza having been sent North on report of survey for repairs, and that the Monticello is also reported by survey (originals sent you) as absolutely necessary to be sent North in the exercise of what I believe to be sound discretion, I have determined to retain the Dacotah until relieved or actually unable to move under steam (bad as she is, she is still better than either of the others), as when unable to steam it is possible for her to reach a Northern port under sail. While at Beaufort, all the repairs possible were made on the Monticello, and I thought she would be able to hold out for two weeks until your pleasure could be known, but she is again disabled and has to blow down to day for repairs. The absence of these three vessels will leave on the blockade off this bar the Sacramento, Chocura, Vic-

toria, and steam tug Violet. The Sacramento must leave at least once in four weeks for coal; her absence would leave the blockade off this bar so weak as to invite a raid. The blockade vessels from their very weakness would be captured or driven off, and then a bombastic proclamation would be issued "that the blockade was raised," and you well know what effect this would have "over the water" and on our own people.

The force now on either side of the shoal is far too small to make an effective blockade, as evident by the number of vessels that get in and

out during the night, but we see none passing during the day.

As senior officer off this bar I think it my duty to lay the ease plainly before you. I believe every officer displays the utmost activity and zeal in the performance of his duty, but we must not be expected to perform impossibilities. The great strength of the forts prevents our lying as close in as would be desirable. A few vessels constantly cruising on the inner edge of the Gulf Stream would add to the efficiency of the blockade, as there would be a chance of seeing the blockade runners after leaving port or before making the land.

Very respectfully, your obedient servant,

Chas. S. Boggs, Captain, U. S. Navy.

Acting Rear-Admiral S. P. Lee, U. S. Navy, Commanding North Atlantic Blockading Squadron.

Report of Commander Davenport, U. S. Navy, of the withdrawal of the military force sent to occupy Wilkinson's Point, Neuse River.

U. S. S. HETZEL, New Berne, N. C., May 29, 1863.

SIR: I have the honor to acknowledge the receipt of two letters from Commander Crosby, fleet captain, of the 18th instant, one of which enclosed copies of letters, the originals of which were received at the hands of Acting Master's Mate Wilkinson. Mr. W. arrived safely, having made the last trip before the capture of the steamers Arrow and Emily by the enemy. I do not think I sent any by that route; if so, they were unimportant. I have noted the remarks with reference to the boiler for the Ceres, and will send her to you upon receiving orders to that effect. I hope to be able to keep her in running order until that time. The Lockwood is about as sadly out of repair as the Ceres.

In my letter of the 22d instant I informed you that General Foster had sent a small force to Wilkinson's Point with the view of occupying it. To-day he withdrew it, finding the place not suitable. I shall keep a gunboat cruising in the river to prevent a recurrence of such disasters as those which happened to the schooners Sea Bird and Mary Eliza.

Quite a large part of General Foster's force will return home during the next month, their time having expired. He ought to be largely

reinforced.

I have the honor, etc.,

H. K. DAVENPORT.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron. [Telegram.]

U. S. FLAGSHIP MINNESOTA, Newport News, May 30, 1863—2:15 p. m.

Cooperate with General Keyes to cover a movement of troops whenever he shall desire it.

S. P. Lee, Acting Rear-Admiral.

Lieutenant-Commander J. H. Gillis, Commanding U. S. S. Commodore Morris, Yorktown, Va.

Report of Lieutenant-Commander Gillis, U. S. Navy, regarding assistance extended in the evacuation of West Point, Va., May 31-June 1, 1863.

U. S. Gunboat Commodore Morris, Off Yorktown, Va., June 2, 1863.

SIR: In accordance with your instructions to render such assistance to General Keyes as he might require in the movement of troops, and at the general's request on Sunday morning, 31st ultimo, I went up to West Point, convoying some transports, and to assist in covering the evacuation of that place.

I arrived about 4 o'clock and immediately stationed the vessels there, the Morse, Mystic, and Commodore Jones, in such positions as would effectually prevent anything like an attack, and the work of evacuation commenced. Some eight or nine transports had arrived and each in their turn was laden as quietly as possible and moved down the river. By the morning of the 1st. of June one regiment of infantry and one company of cavalry thrown out as pickets were all that were left of our forces at West Point, and as soon as all the commissary and quarter-master stores, tents, baggage, etc., were on board the transports, these were called in and were immediately embarked, and at 6:45 p. m. everything belonging to the U. S. Government was safely on board of the different vessels, and the fleet stood down the river, the gunboats occupying the advance and rear. Much to the surprise of every one, the movement was unattended by any demonstration on the part of the enemy, not a shot being fired.

The last of the fleet arrived here about 11 o'clock last night, and were unloaded with so much dispatch that this morning a casual observer

would never notice that such a thing had occurred.

In addition to covering the operations, the gunboats assisted in the transportation, the Morse taking on board a quantity of oats and hay, which was placed around and served to protect her machinery; the Commodore Jones and Mystic both brought down a large quantity of ammunition in boxes. I await your instructions as to the disposition to be made of the Morse and Mystic, and until I hear from you will keep the Morse on blockade duty. The Mystic is so broken down that she is perfectly unfit for cruising. I have made enquiries in regard to the burning of the buildings at Brick House Point by Captain Babcock and will make a full report of the circumstances and send it down to-morrow. From all I can learn, his action in the matter was perfectly justifiable, if retaliatory measures are to be used.

My time has been so constantly occupied in assisting in the movements for the last two days that I have been obliged to defer several reports, and being completely broken down now, for want of rest, must be my excuse for the brevity of this.

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

J. H. GILLIS. Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U.S. Navy, of the burning of the U. S. tug Alert.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., June 2, 1863.

SIR: I regret to be obliged to report to the Department the burning and sinking of the U.S. tug Alert while at the wharf at the Gosport navy yard on Sunday p. m., the 31st of May.

I shall assemble a court of enquiry to investigate the matter, and have asked Commodore Livingston, commandant of the yard, to have the tug raised and repaired if practicable.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. 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 disposition of the vessels under his command.

> U. S. S. HETZEL, Off New Berne, N. C., May 31, 1863.

ADMIRAL: I have the honor to submit the following as the semimonthly report of the disposition of vessels in the sounds for term ending at date:

May 19.—The Southfield left New Berne for Plymouth.

May 21.—The Granite proceeded to Ocracoke Inlet, North Carolina. May 22.—The Underwriter arrived from Plymouth. The Ceres and Brinker started on reconnoissance down the river to Wilkinson's Point. Joined on the 24th by Shawsheen; on the 25th covered landing of troops at that point.

May 26.—The Ceres returned to New Berne.
May 27.—The Hetzel made reconnoissance down the river, returning on the 28th.

May 29.—The Hunchback left for Washington, N. C.

May 30.—The Delaware arrived from Washington.

May 31.—The Hetzel, Delaware, Ceres, and Underwriter are lying off New Berne.

The Shawsheen and Brinker are cruising down the Neuse River.

The Louisiana, Commodore Hull, and Hunchback are at Washington,

The Miami, Commodore Perry, Southfield, Whitehead, and Valley City are in Albemarle Sound.

The Granite is at Ocracoke Inlet and the Lockwood is at Hatteras. I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of North Carolina,

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron,

Report of Commander Davenport, U.S. Navy, of a conference with Major-General Foster, U. S. Army, regarding removal of obstructions.

> U. S. S. HETZEL, New Berne, May 31, 1863.

ADMIRAL: In accordance with the desire expressed in your letter of the 25th instant, I called upon General Foster and had a long interview with him upon the subject of removing the obstructions in the various rivers in North Carolina. I had directed Commander Renshaw to remove those in the Pamlico River, which has been done. There are a number of sunken vessels here, and the general thinks with me that it would be the better plan to ask the special agent of the Treasury Department to regard them as abandoned property, and to contract with a "wrecking man" here to remove them upon the terms indicated in my letter to you of September 22, 1862. If this can not be done, I should like authority to make such contracts as may be advisable to attain this object.

I embrace this occasion to thank you for your approval of the course pursued by me during the siege of Washington.

The necessary repairs (except boilers) upon the vessels in the sounds could be done here "to a sufficient extent to enable them to perform service until they can be spared to be sent north for repairs," provided I shall be supplied with plank, oakum, nails, tacks, etc., for all of which I have sent requisitions.

I have the honor, etc.,

H. K. D[AVENPORT].

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of vessels of the North Atlantic Blockading Squadron.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., June 1, 1863.

SIR: The following is the present position of the vessels of the North Atlantic Blockading Squadron:

Vessel.	Station.	Remarks.
Minnesota Lehigh Sangamon Western World.  Lilae Cohasset Young America. Mannet Washington	Off Newport News	Ironclad. Do. Do. Temporarily from Chesapeako Bay Tug. Do. Tug on picket.

Vessel.	Station.	Remarks.
Young Rover	Hampton Roads	Guard ship.
Brandy wino	do	Storeship.
Charles Phelps		. Do,
Roman	'do	Ordnanco vessel,
Houghton	do	Do.
Shakokon	do	Under orders for outor
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		blockade.
Commodoro Morris	York River and Chesapeake	
Commodore Jones	do	Do,
Crusador	do	•
Mystic	do	
Samuel Rotan	do	Schooner.
Wyandotto	NorfolkdodoNansemond River	Guard ship.
Zonavo	!do	Tug, repairing.
Alert		Tug.
Stepping Stones	Nansemond Kiver	Guard ship.
netzet	Sounds of North Carolina (position ac-	New Berne, N. C.
Hunghbook	cording to report of May 15).	T) o
Changhan	do	Do. Do.
	dodo	
Brinkar	do	Do.
Southfield	do	Do.
Lockwood	do	Hattaras Inlot
Granite	do do	Ocracoko Inlet.
Louis iana	<sup>†</sup> do	Washington, N. C.
Commodore Hull		Do.
Delawaro	dododododododododododododo	Do.
Miami	do	Plymouth, N. C.
Commodoro Porry	· · · · · · do · · · · · · · · · · · · ·	Do.
	do	Do.
winteneau	¦do	Cruising in Albemarle Sound.
Valley City	do	Cruising in Chowan River.
William Radgar	Regulart N C	Storeship.
Arletta	do Off New Inlet, Wilmingtondo	Ordnanco vessel.
roonois	Off New Inlet. Wilmington	orananco resser.
State of Georgia	do	
Plorida		
	do	
Mount Vernon	do	
Siphon	do	***
'erry	do	Brig.
Sacramento	Off Cape Fear River, Wilmingtondo	(), 1, 1, 31, C.11
Jacotan	do	Ordered to Norfolk.
Thomps	do	
Zietoria	'do	
	do	Tug.
Jatthew Vassar	do	Schooner.
Villiam Bacon	do	Do.
Inratanza	Baltimore	Repairing.
Commodoro Barney	<sup>1</sup> do	Do.
leneral Putnam	do	About finished.
Daylight	do	Dispatch boat.
evmour	- do	Do. '
hiladelphia	do	Do.
ampriago		Repairing.
аюна	I madelphia	Ironclad, repairing.
	•	

I have the honor to be, sir, very respectfully, yours,
S. P. Lee,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

P. S.—Since writing the above the U. S. S. General Putnam has arrived off Newport News.

S. P. Lee, Acting Rear-Admiral. Report of Acting Rear-Admiral Lee, U. S. Navy, regarding coal sapply for foreign men-of-war.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., June 1, 1863.

SIR: I took advantage to-day of the opportunity supplied by the visit of Commander Thrupp, of H. B. M. S. Desperate, and referred to in my No. 604 of this date, to inform him that I had been instructed that supplies could not be admitted within the blockade for foreign men-of-war, but that, under those instructions, I could furnish enough coal to any such vessel needing it to enable her to go to Annapolis for the pur-

pose of supplying her wants.

I told him that these instructions were given me on the 3d of January, in consequence of my having admitted a coal vessel for H. B. M. S. Petrel; that the officer in charge, during my recent absence, had admitted coal for H. B. M. S. Rinaldo on the 19th ultimo, being ignorant of my orders on the subject. Commander Thrupp replied that he was glad to be informed of these instructions, as it would prevent inconvenience, but that he thought there could be no objection to an English man-of-war coaling outside of the blockade off Charleston, and that the case was the same here. I considered the two cases were not similar.

Commander Thrupp further stated that he had been in the habit of obtaining coal from Colonel Thomas, quartermaster at Fort Monroe, who would order more down in its stead. I have called General Dix's attention to this and informed him that supplies brought within the blockade for the army and furnished to foreign men-of-war was a violation of the instructions of the Navy Department for the preservation of the blockade.

I will here mention that soon after receiving the Department's order of January 3, 1863, on this subject I called on General Dix and mentioned it to him.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Harris, U. S. Navy, to transfer his command in the Nansemond River.

U. S. Flagship Minnesota, Newport News, Va., June 2, 1863.

SIR: On being relieved by the U. S. S. General Putnam, you will transfer to her commanding officer, Acting Master Hotchkiss, the originals or copies of all orders and papers relating to the conduct of the blockade and general affairs in the Nansemond River, and give him such information as will enable him to carry on the duties there without embarrassment; you will then proceed here with the Stepping Stones and report to me.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Volunteer Lieutenant T. A. HARRIS,

Comdy. U. S. S. Stepping Stones, Nansemond River, Virginia.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding Army control of trade with Norfolk.

> HDQRS. DEPT. OF VIRGINIA, SEVENTH ARMY CORPS, Fort Monroe, June 2, 1863.

ADMIRAL: When I received your letter of the 23d of April, advising me that you considered the President's proclamation of the 31st March as superseding his order of the 11th of November last, I had no information on the subject to warrant me in giving it a definite answer. I have recently, and in several instances, seen letters from the Treasury Department informing individuals, in reply to enquiries made by them, that the whole matter of trade with Norfolk was still under my control by virtue of the order referred to. I would respectfully suggest, under these circumstances, that you ascertain from the President himself, through the Navy Department, whether the order is in force, unless you are satisfied with the view taken by the Treasury Department, which is constantly granting permits on my certificate as heretofore.

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

John A. Dix, Major-General.

Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Captain Case, U. S. Navy, regarding the opening of a new Confederate battery near Fort Fisher.

U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, June 3, 1863.

SIR: I have to report that the rebels opened a new battery to-day a few hundred yards north of Fort Fisher. The first intimation we had of its being there was a trial of the range of its guns. The fact of the battery being in line of view with some barracks and some other buildings prevented its recognition at an earlier date.

I send you a sketch of the several batteries at Federal Point, south of and including Fort Fisher. The flagstaff on Fort Fisher bears per compass N. 88° W., distant 4½ miles.

The slopes of the Mound are now being sodded. A large gang of men is at work on top daily preparing it, we think, for the guns.

Large gangs of men are also daily at work enlarging Battery No. 5, apparently preparing it for easemates.

Lieutenant-Commander De Haven reported, yesterday, seeing men on Smith's Island; he could not discover any work going on, but

thought they were watching the movements of the Penobscot.

The rebels have reoccupied the batteries near the head of the sound, about 4½ miles N. by E. from Fort Fisher. They fire from them frequently with the small Whitworth guns, but as yet without striking any of the vessels. For a long time no notice was taken of their firing, but now it is returned, and I have given directions to fire at all signal lights shown at night. They have at least one heavy gun in the main battery, and move the lighter ones up and down the beach as required. There appear to be small earthworks for their protection all along the beach as far as Masonboro Inlet. I can see no change in the defenses

at Zeek's Island. The vessels are never fired at from it, though frequently within short rifle range.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Enclosure.]

New Inlet and defenses as viewed from position of U. S. S. *Troquois*, June 2, 1863.



Zech's Island. New Inlet.

Sand Mound. Battery. Batt. Batt. Batt. No.5. No.4. No.3. No.2.

Butt. Fort Fisher, No.1. bearing N.88 W. dist, 41/2 m.

View of Fort Fisher and the batteries at New Inlet, N. C., as seen from station of U. S. gunboat *Penobscot*, near Smith's Island.



Unofficial report of Lieutenant-Commander Flusser, U.S. Navy, of expedition in the Blackwater River.

U. S. S. MIAMI, Plymouth, N. C., June 3, 1863.

MY DEAR DAVENPORT: I am on the doctor's list, and have had more sickness for the last two weeks than I have had before for several months.

While I was abed I got Furniss to write to you about our search for the two steamers captured in the Albemarle and Chesapeake Canal. He did not mention that he lost a launch while going down the sound; the launch was old and of little value. While up the Blackwater, after the Perry and Valley City grounded, I went up to within a mile of South Quay, where I was informed the enemy had a battery. I intended, had the water not been so low, to push by this and leave the Valley City there to prevent the rebs from obstructing the passage, but I did not dare go by with the Whitehead alone, as the abutments of the bridge remain there yet, and one or two large trees lodged against them would have effectually barred our return. If the water had been higher, I think we would have sunk or made the rebels burn the steamers.

I send down to day, by the Massasoit, Paymaster Anderson, who has charge of several prisoners to be turned over to you. Gregory is a

guerrilla and should be held on to; Miller is suspected of being one also. These two were caught with Kehoe at a notorious place of resort for blockade runners on the south bank of the Chowan. Kehoe should be detained at least until it can be ascertained whether he was commissioned at the time he murdered one of Dodge's cavalry near Edenton. Send me the date of his commission and I will make enquiry about the subject.

I send you Furniss's report of operations in the Chowan. Woodward and French are both there now. The articles mentioned in Furniss's report were sent down in the *Underwriter*. Can't you turn Kehoe and Gregory over to General Foster and get him to hold them? They might conveniently be forgotten when once incarcerated. I send receipts for coal to schooners *Eagle* and *Aquilla*, also receipted bill of lading of former. No bill of lading was sent up for the *Aquilla*. The captain had one which I signed for  $103\frac{1}{2}\frac{5.5}{240}$  tons; he should have delivered 109 tons.

I send receipts for some articles taken at Murfreesboro and turned over to quartermaster. Will you enquire of Admiral Lee whether ensigns are wardroom officers, and whether the proceedings of summary courts-martial are to be sent in, and to whom, or only the punishments mentioned on the bimensal returns? By the bye, I've seen no printed forms for punishment returns. Adios. Remember me to army and navy friends.

Yours, sincerely,

C. W. Flusser.

Commander H. K. DAVENPORT, etc.

P. S.—Important. Send up some old sails to make an awning for the *Whitehead*. That iron over her deck makes it so warm below that her men will all be sick if she has no awning: If no old sails, send canvas.

Joint military and naval expedition in the Mattapony River, Virginia, June 3-5, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional reports.

U. S. Flagship Minnesota, Off Newport News, Va., June 7, 1863.

SIR: The enclosed report from Lieutenant-Commander J. H. Gillis, commanding U. S. S. Commodore Morris, dated June 6, relates to a joint expedition of army and naval forces up the Mattapony River.

The main object of the expedition, according to Major-General Keyes, was to destroy a foundry at a point on the Mattapony River, some ten miles above Walkerton, where it was said ordnance matter was manufactured for the enemy.

With this purpose 400 infantry, on the morning of June 4, embarked at Yorktown on board the U.S.S. Commodore Morris, Lieutenant-Commander Gillis, the U.S.S. Commodore Jones, Lieutenant-Commander Mitchell, the army gunboat Smith Briggs, and the transport Winnissimet.

The expedition proceeded to Walkerton, about 20 miles above West Point, on the Mattapony River, where it arrived at 2 a. m. of the 5th.

Here the troops were landed and marched to Ayletts, where the objects of the expedition were successfully accomplished and the foundry, with all its machinery, together with mills, grain, etc., destroyed.

The land forces also destroyed grain at other places and captured

horses, mules, and cattle, and at 5:30 p. m. reembarked.

The vigilant dispositions of Lieutenant-Commander Gillis kept the river below clear, and the rebels, attempting demonstrations at several points on the banks, were dispersed by the gunboats.

The navy had no casualties.

It seems likely that the entire success of the expedition was owing to our evacuation of West Point only five days before, thus precluding the probability of any immediate movement in that direction and throwing the enemy off his guard.

The report of Lieutenant Commander Gillis is accompanied by that of Lieutenant-Commander Mitchell and a copy of the preliminary order

of Major-General Keyes.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. GUNBOAT COMMODORE MORRIS, Off Yorktown, Va., June 6, 1863.

SIR: On the morning of the 3d instant General E.D. Keyes informed me that he had an expedition on foot for the purpose of striking an effective blow at the enemy, and asked for my cooperation and wished me to start at once, but the boiler of this vessel having commenced to leak very badly the day before I was obliged to repair it, and by working all night I was ready to render such assistance on the following day as the general might require, and having informed him of my readiness every preparation was at once made to make a raid as far as Ayletts, on the Mattapony River, where there was known to be a large foundry which was used by the rebels for the parpose of casting guns, shot, shell, etc. Information had also been received that there were several factories, warehouses, and other public buildings at the place which it was desirable to destroy, and with this object in view 400 infantry, under the command of Lieutenant-Colonel C. Carroll Tevis, of the Fourth Delaware Volunteers, were embarked on board this vessel, the Commodore Jones, and the ferryboat Winnissimet, and at 8 p. m., with the army gunboat Smith Briggs in company, we started up the York River, passing West Point at 10:45 without noticing anything that would indicate the presence of the enemy, and everything passed off quietly during our trip up to Walkerton, where we arrived at 2 o'clock a. m. The troops were landed with all expedition and reached their destination (Ayletts) at 8 a.m. At that place they found the information they previously received was correct in every particular, and the work of destruction was soon accomplished. An immense amount of machinery of all kinds, and also a very large quantity of flour and grain, which was in a large flouring mill belonging to the rebel Government, was soon rendered useless. Colonel Tevis then started on his way back, stopping at different places to destroy grain, capture horses, mules, and cattle, and did not get back to the landing until 5:30 p.m. I proceeded to get everything on board at once, and at 6 p. m. we were underway on our return. Having received information that the rebels were making preparations to obstruct the river at

a place called Mantapike, I sent the Smith Briggs down at 2 p. m. to keep the river clear and to remain at that place until my arrival. Captain Lee, of that vessel, reports that when he came in sight of Mantapike there were about sixty or seventy rebels collected on the bluff and on the bluff at Indian Town, but a few shells served to disperse them. There are many places along the river where sharpshooters can be advantageously posted, and advantage of them was taken by the rebels, but by shelling ahead and on each side as we passed along they were kept off, and at only one place did they remain to give us a shot, and I am happy to state that, so far as the naval portion of the expedition was concerned, everything passed off in the most admirable manner and without a single easualty, for which I can not be too thankful, taking into consideration the fact that the whole country through which we passed had been aroused and the banks being lined with those who would have been delighted in taking the lives of the invaders of their soil.

The land forces were not as fortunate, 1 man being killed and 2 wounded, also 1 missing, so far as I have yet heard; but in consideration of the fact that Longstreet's Corps was at or near Newton [New Town], only 10 miles from Ayletts, and Pickett's division at the White House, 12 miles from where we landed, I think they were as fortunate as could possibly be expected, and I can only account for the success of the raid by supposing that the enemy was under the impression that our force was but the advance of a large body of troops. Skirmishing by the rear guard of our troops was kept up until they got under cover of the gunboats.

Two prisoners were taken, and two deserters were picked up on our way down. We arrived at this place at 2 o'clock this morning, all hands pretty well worn out by their two days and nights' constant work and watching.

I can not in justice to those under my command omit mentioning the perfect coolness of every one, when at any moment a galling fire could have been opened upon us from the bluffs under which we had to pass.

The only fault I have to find with Captain Mitchell is his unnecessary exposure of himself. Were he a common seaman it would have been highly commendable, but where so much depended on him it was recklessness. His management of his vessel and working of his battery were in the highest manner commendable.

Enclosed please find a report of Lieutenant-Commander Mitchell of the amount of ammunition expended on board his vessel, and copy of letter of General Keyes.

Very respectfully, your obedient servant,

J. H. Gillis,

Lieutenant-Commander and Senior Officer off Yorktown.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Subonclosures.]

U. S. S. COMMODORE JONES, Off Yorktown, Va., June 6, 1863.

SIR: The following is a list of ammunition expended yesterday afternoon in our passage between Walkerton and Indian Town, Mattapony

River: 23 rifle shell for 50-pounder rifle; 19-10-second shell, IX-inch;

12 5-second shell, IX-inch; 45 24-pounder howitzer shell.

I take occasion to remark here that this was the first time our men had been exercised with powder since going into commission. Most of the men have been but three weeks on board, and many of them but one week, and notwithstanding this everything moved as perfectly as I could have expected after a year's exercise.

In the hour and a quarter that we were shelling the works we fired 31 shell from the IX-inch gun, and during that time shifted pivots from one quarter to the other four times. We could have fired many

more had I considered it necessary.

The practice was excellent—as good if not better than any I ever saw. I am, sir, very respectfully, your obedient servant,

JOHN G. MITCHELL, Lieutenant-Commander, U. S. Navy.

Lieutenant-Commander J. H. Gillis, Commanding U. S. S. Commodore Morris.

> HEADQUARTERS FOURTH ARMY CORPS, OFFICE OF COMMANDING GENERAL, Fort Yorktown, Va., June 4, 1863.

A combined expedition of land and naval forces will leave this place at 6 o'clock this p. m. with the purpose of destroying a foundry at a

point on the Mattapony River, some 10 miles above Walkerton.

The land force will consist of 400 infantry-100 each from the Fourth Delaware, One hundred and sixty-eighth New York, and One hundred and sixty-ninth and One hundred and seventy-ninth Pennsylvania Drafted Militia, assisted by three gunboats and a transport under Lieutenant-Commander Gillis, U. S. Navy.

The main purpose of the expedition is to destroy the foundry, where it is said shot, shell, guns, and other instruments of rebellion are manufactured. In addition to that, all collections of supplies for the rebel army will be captured or destroyed. Horses and mules fit for the saddle and for draft, also sheep, cattle, and swine fit for slaughter, will be captured as far as practicable. It is strictly forbidden, however, to take anything or to destroy anything not useful to troops in the field.

As the expedition is intended to penetrate far within the enemy's lines, the infantry are expected to set out with a determination to achieve success at any cost. Volunteers will be called for, to move at thirty minutes' notice, and the commanding officer will be designated at the moment of departure.

The men will carry nothing but their overcoats, canteens, and cartridge boxes, with at least 50 rounds per man.

> E. D. KEYES, Major-General.

Lieutenant-Colonel C. Carroll Tevis is the commanding officer of the infantry, and will be obeyed accordingly.

E. D. KEYES, Major-General. Abstract log of the U. S. S. Commodore Jones, Lieuten ant-Commander J. G. Mitchell, U. S. Navy, commanding.

May 1, 1863.—Ship put in commission, navy yard, New York.

May 9.—Got underway, passed Sandy Hook.
May 11.—Anchored off Old Point Comfort, Va.

June 3.—At 2:30 a.m. got underway and started for Yorktown. At 4 came to anchor off New Point Comfort.

June 1.—At 5:30 p. m. hove up anchor and went alongside the wharf at Yorktown; took on board three companies of infantry; crossed over to Gloucester Point and took in more infantry. At 7:15 started up river with a colored pilot.

June 5.—At 2:20 a. m. arrived at Walkerton, on the Mattapony, a branch of the York River. Made fast alongside the wharf. Troops immediately commenced disembarking. At 3: 50 all soldiers ashore. At 10 a.m. second cutter, in charge of Acting Ensign C. A. Homans, went on shore, in company with the second cutter from the Commodore Morris and a detachment of 25 infantry in charge of captain of volunteers. Burned a sawmill. Was fired at from woods across a pond by rebel spy or picket, who was shot by one of the Morris's men, when all hands were ordered to return by captain of volunteers. At 2:30 p. m. the Smith Briggs went down to reconnoiter, shelling the river 6 miles. At 4:30 p. m. the troops returned on board, having had a skirmish with rebel cavalry, losing 1 man killed, 2 wounded, and 7 missing. A large amount of live stock was secured and some valuable property Immediately got underway and commenced shelling the river banks; the Commodore Jones taking the lead, the Commodore Morris, towing the Winnissimet, keeping some 500 yards astern. At 6:30 discovered cavalry, dropped a shell from the rifle Dahlgren, No. 1 pivot, and unhorsed one. Three more were unhorsed by the soldiers on board, who kept up a continual volley of musketry during the intervals of discharge from the ship's guns, the Commodore Morris throwing shell over our heads. Dropped shells into many deserted houses and completely scoured the banks, and sweeping all the points on the river. From 8 to 10 p. m., kept up the shelling with constant discharge of shrapnel, doing much execution and destroying all the houses at which signal lights were shown; passing all those at which the white flag was shown. Saw another body of cavalry, which dispersed. At 9 ceased firing, men remaining at quarters. At 11:25 p. m. passed West Point and secured the batteries about 10 miles below that point.

June 6.—At 2 a. m. arrived at Yorktown. Landed troops and contrabands. Anchored.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding captures by the Navy.

NAVY DEPARTMENT, June 9, 1863.

SIR: I received your No. 615, reporting the result of joint army and naval expedition up the Mattapony, the capture of mules and corn for the army, and asking whether it is proper for the Navy to make such captures.

The act of March 12, 1863, does not provide to the turning over of such articles to the special agent of the Treasury Department. The first section excludes "any kind or description (of property) which has been used or which was intended to be used for waging or carrying on

war against the United States, such as arms, ordnance, ships, steamboats, etc., or other water craft, and the furniture, forage, military supplies, or munitions of war."

It appears therefore proper for the Navy to make such captures and

to use them if necessary.

I am, respectfully, etc.,

GIDEON WELLES,

Secretary of Navy.

Acting Rear-Admiral S. P. IEE, Comdg. North Atlantic Blockading Squadron, Old Point Comfort, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, urging the need of additional vessels on the blockade.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., June 6, 1863.

SIR: The Department's dispatch of June 3 was received yesterday. The consular extracts therein enclosed have been printed, and, together with the substance of the Department's dispatch, will be immediately communicated to commanding officers on the blockade off Wilmington.

I enclose a copy of another letter from Captain Boggs, dated May 28, respecting the bad condition of several of the vessels blockading off Western Bar and in regard to the necessity of strengthening the

blockade of Wilmington.

The two entrances to Cape Fear River make the blockade of Wilmington very difficult. The vessels on one side can not support those on the other, and each side, particularly the New Inlet side, requires a large blockading force.

Two vessels like the New Ironsides are required to protect this block-

ade against the enemy's ironclads.

A relief of heavily armed wooden ships will be the next best provision. Then swift and suitably armed steamers are needed to capture the blockade runners. The fact that these last now go together adds to the difficulty of capturing them, and requires additional strength for this purpose.

The blockade requires more and better vessels and must eventually

fail without them.

1 respectfully submit the action of Captain Boggs in the case of the *Dacotah*, he determining, in the exercise of what he believes to be a sound discretion and in view of the present emergency, to retain that vessel on the blockade "until relieved or absolutely unable to move under steam."

I have directed him to pursue a similar course with regard to the *Monticello*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captains Boggs and Case, U. S. Navy, regarding circular issued to the British squadron.

U. S. Flagship Minnesota, Newport News, Va., June 6, 1863.

SIR: The Navy Department, under date of June 4, informs me that the following circular memorandum has been issued to the British squadron by Vice-Admiral Milne:

Her Majesty's ships, when approaching blockading squadrons, are to take every care in steaming, regulating speed, etc., so as to give no ground for the Federal cruisors to suspect that a deception is being practiced on them.

Communicate this to the blockading vessels in your vicinity. Respectfully, yours,

S. P. Lee,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain C. S. Boggs,

Senior Officer off Wilmington | Western Bar |, N. C.

Captain A. L. CASE,

Senior Officer off Wilmington [New Inlet], N. C.

Report of Captain Case, U. S. Navy, regarding the chase of a blockade runner off New Inlet, North Carolina.

U. S. STEAM SLOOP TROQUOIS, Off New Inlet, North Carolina, June 9, 1863.

SIR: I have the honor to report that at 10 p. m. yesterday a vessel was seen passing this ship, steering to the eastward. A gun was immediately fired at her and our cables slipped in pursuit. As we seemed to gain on her, she altered her course more to the northward, and finally hauled directly in for the land, and, getting soon under cover of the woods, we lost sight of her, the night being dark. Several guns were fired at her to draw the attention of the Shokokon, off Topsail Inlet, and the other blockading vessels. As the Massachusetts, which had supplied us with provisions in the early part of the evening, was to leave at 11 p. m. with the intention of running to the end of the shoals, to remain there until daylight, and I expected the Penobscot would be to the northward and eastward on her return from Beaufort, I determined to run to the eastward with this ship, with the hope that one of us would intercept the blockade runner.

At 2:30 a.m. this day I met the Victoria on her way from Beaufort

to the Western Bar, and informed her commander of my object.

At daylight boarded the American schooner *Secretary*, of and from Philadelphia, bound to Port Royal, S. C., with sutlers' stores, but I regret to say we saw no other vessel, and returned to our anchorage here, reaching it at 10: 30 a.m.

I trust that one of the other vessels may have been more successful.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

N W R---VOL 9----5

Report of Licutenant-Commander Flusser, U. S. Navy, transmitting plan of Confederate ironelad battery under construction in the Roanoke River.

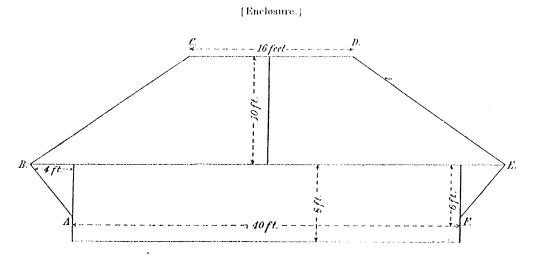
U. S. S. MIAMI, Plymouth, N. C., June 8, 1863.

SIR: I enclose you a plan of the ironclad battery above here, on the Roanoke. The man who furnishes the plan says the battery will not be finished this year. To-day I saw a man who says that two or three days ago he saw heavy guns on the way from Weldon to the battery, and to the boat which is to tow the battery, and he also says that they are now plating both, and that they are nearly completed. Which tells the truth I am at a loss to say, but should rather trust the later informant.

The battery is built of pine sills, 14 inches square, and is to be plated with railroad iron. The steamer intended to tow her is 134 feet long and 24 feet beam, with two screws. The boat has six ports, two on each side, and one on either end. She carries a pivot gun forward and another aft. Each gun works out of three ports. The battery carries two guns on each of two opposite faces, and one on each of the two remaining sides. The boat is built on the plan of the former Merrimack. The roof (slanting) of the battery and all parts exposed are to be covered with 5 inches of pine, 5 inches of oak, and then plated with railroad iron; so say the workmen. We are driving piles in the river and preparing to receive them. I do not doubt we shall whip them if they venture down.

I have the honor to be, sir, very respectfully, your obedient servant, C. W. Flusser, Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, Comdy, North Atlantic Blockading Squadron, Hampton Roads.



A, B, C, D, E, F is to be plated. Between C and D is a hatch by which to enter the vessel.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Hays, U. S. Navy, commanding U. S. S. Sumpter.

> U. S. FLAGSHIP MINNESOTA, Newport News, Va., Juné 10, 1863,

SIR: Proceed at once to Yorktown, Va., with the Sumpter under your command, and report to Lieutenant-Commander Gillis for duty. Respectfully, yours,

S. P. Lee,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Volunteer Lieutenant PETER HAYS,

Commander U. S. S. Sumpter.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Boggs, U. S. Navy, to send the U. S. S. Dacotah to Newport News when possible.

> U. S. FLAGSHIP MINNESOTA, Newport News, Va., June 10, 1863.

SIR: The Navy Department, under date of June 8, informs me that the U.S.S. Montgomery has been ordered here from Boston to proceed off Wilmington with all possible dispatch and report to the senior officer for duty. When, after her arrival, you think you can spare one of the vessels from the blockade, you will send the Dacotah here, as directed by the Department.

Respectfully, yours, S. P. LEE. Actg.  $ilde{Rear}\cdot Ad ilde{miral}$ , Comdg. North Atlantic Blockading Squadron.

Captain C. S. Boggs,

Senior Officer off Wilmington, N. C.

Report of Captain Case, U. S. Navy, regarding the escape of a blockade runner into Wilmington, N. C.

> U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, June 10, 1863.

SIR: I have to report that a long, low, paddle-wheel steamer was seen at 4:15 this a.m. passing over the inner rip into the river, having run the blockade inward during the night. She had two smokestacks and two light masts, and wore the new rebel flag (white, with a red union).

From her length and general appearance I suppose her to be either the Cornubia or Robert E. Lee.

She anchored in the 5-fathom hole until 2 p. m., and then went up the river.

I am, very respectfully, your obedient servant,

A. Ludlow Case,

Captain and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron. Correspondence relative to joint demonstration in the Chickahominy River, June 10-13, 1863.

Roport of Lieutonant-Commandor Gillis, U. S. Navy.

U. S. Gunboat Commodore Morris, Off Yorktown, Va., June 9, 1863.

SIR: General Dix has issued orders to General Keyes of such a nat.re as to interfere with his plans for the movement I mentioned in my No. 56.

General Gordon's division is moving this morning in the direction of

Williamsburg.

It is reported that Wise is on the move, and it is apprehended that he intends making a demonstration against Williamsburg and Fort Magruder. His forces are estimated to be about 6,000 or 7,000; some reports put it as high as 15,000.

Two battalions of infantry were sent out from Fort Magruder yesterday afternoon for the purpose of reconnoitering, but saw nothing.

Very respectfully, your obedient servant,

J. H. Gillis, Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Letter from Major-General Keyes, U. S. Army, to Lieutenant-Commander Gillis, U. S. Navy.

Secret.] HEADQUARTERS FOURTH CORPS, Fort Magruder, Near Williamsburg, June 10, 1863.

SIR: I shall expect you to be at the Jamestown Island wharf at midnight to night with three gunboats and two transports. As you pass, send a boat into the King's Mill wharf, which is a mile or so below the mouth of College Creek and directly opposite this place. I will have a letter there for you and a party there on the lookout. Show lanterns on the starboard side only till you get my note. After that go as dark as possible, as the enemy have lookouts on both sides of the river above. I shall send about 1,200 infantry, with two days' rations, and I wish them to land at one or two points on the right bank of the Chickahominy, as you may think most prudent, and that they should march briskly up the roads and make their presence known. I should like to have them ashore on that side from early morning till near night, you taking them on board before dark and landing them on the same Jamestown Island wharf, where you will wait till you learn the bridge across the stream to the mainland has not been destroyed during your absence. Should you not find my infantry at the wharf on your way up, wait there a short time and then steam up into the mouth of the Chickahominy, remain some time after daylight, and if my men are not there, return to Yorktown. Keep a good lookout for enemy's vessels and examine the river closely. If anything specified herein should not occur as foreseen, you must act in accordance with your own sound discretion. Send me a note from King's Mill wharf stating what vessels you have with you, etc.

I remain, respectfully, your obedient servant,

É. D. Keyes, Major-General.

Captain Gillis, U. S. Navy, Commanding Gunboats. [Telegram.]

WILLIAMSBURG, June 11, 1863.

The expedition up the peninsula has gone. The movement up the James River will go on to-day. All is right. I return this evening.

JOHN A. DIX,

Major-General.

Admiral S. P. Lee.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Keyes, U. S. Army.

U.S.S. COMMODORE JONES,

Off Jamestown Island Wharf, June 11, 1863-3:15 p. m.

General: Major Hall has just come on board and informs me that you are not near by, as I supposed you were when I wrote you an hour since asking for an interview. At Swan's Point, just above, I have the ironclads Sangamon and Lehigh. The gunboat Morris is with the Smith Briggs near the Chickahominy, where the latter, I fear, is aground. My best pilot informs me that the Chickahominy is only navigable a short distance for light drafts carrying, say, 7 feet; that it is stumpy and very dangerous for vessels. We were all aground last night and I did not get up with the Sangamon in tow of the Mount Washington until 1 p. m. to-day. We met the Morgan and Express below Hog Island going down, sent by Lieutenant-Commander Gillis.

Since seeing here your last note to Lieutenant-Commander Gillis, saying you purposed carrying out your plans to-night, I sent the vessels, except this (which is still here and will wait here until I hear from you), back to the neighborhood of Morris Island Point: I was returning with the vessels to Newport News when your last note of this date was received here; answered at 2:20 p.m. I will very gladly aid you as far as possible. We will probably have to remain in this part of the river to-night, owing to the darkness of the nights now and the difficulty of the navigation. Though if I hear from you that you have (as Major Hall intimates was, as he supposed, your intention) abandoned your expedition, I may go down to-night; but not unless we get the Smith Briggs off, if, as I fear is the case, she is aground on a falling tide.

If not entirely convenient to you to come here, let me know your views. I will do all in my power to aid you.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral Comdg. North Atlantic Blockading Squadron.
Major-General Keyes.

[Telegram.]

FORTRESS MONROE, June 13, 1863.

General Keyes wishes to make another movement up the Chickahominy. Will you let your fleet go back to-night or to-morrow night, or which night?

JOHN A. DIX,
Major-General.

Admiral Lee.

Letter from Acting Reac-Admiral Lee, U. S. Navy, to Major-General Dix, U. S. Army.

Confidential.]

U. S. Flagship Minnesota, June 13, 1863--2:15 p. m.

General: The ironclads could only make the proposed movement by daylight. We only know the way into the mouth of the Chickahominy, and there is only water in the entrance thereto for light-draft vessels. Above, it is reported dangerous from cypress stumps. Our gunboats can not go in or out at or near low tide. Good pilots would be required, and then if the enemy is there in force, the condition would be the same as on the Blackwater; a supporting army force would be needed in some situations. The late movement was of no moment whatever. Before any movements are attempted hereafter it is desirable that there should be a full understanding of the whole matter between you and myself.

I have the honor to be, respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron. Major-General Dix.

(Sent by Captain Crosby in a double envelope (it was marked confidential) in answer to General Dix's dispatch in cipher.)

Report of Acting Rear-Admiral Lee, U. S. Navy.

Confidential.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., June 16, 1863.

SIR: On the 8th instant I received a communication from Lieutenant-Commander Gillis, stating that General Keyes wanted the assistance of the gunboats then at Yorktown, on James River, in connection with an unexplained army movement which he (General K.) proposed to make. I replied, assenting, but stated that the object of the movement should be mentioned to me in order that I might make suitable dispositions and give proper orders.

On the 9th instant, at 11 p.m., I received a dispatch from Lieutenant-Commander Gillis saying that the boats would be here any time after

4 p. m. of that day.

Next day, the 10th instant, I received a letter from Lieutenant-Commander Gillis saying that General Keyes had given up the expedition. Early that night, however, Lieutenant-Commander Gillis arrived here from Yorktown with the Commodore Morris, Commodore Jones, the army gunboat Smith Briggs, and two empty army transports, and showed me an order to him, dated June 10, from General Keyes, marked secret (a copy of which is enclosed), which had been sent to him from one of these army transports since his arrival at Newport News and which set forth the objects of the expedition.

Irregular and objectionable as this mode of proceeding was, I, unwilling that the public service should sustain any embarrassment, at once ordered Lieutenant-Commander Gillis to proceed up the James River with the Commodore Jones and the army transports, and to endeavor

to meet the views of General Keyes.

The enemy having ironclads above, it was proper that I should move our ironclads in order to protect the gunboats. Accordingly I started immediately up the James River in the *Morse*, towing the *Sangamon*, and with the picket tug *Young America* towing the *Lehigh*. It was a

dark night. The navigation of James River is very difficult at that time—in fact, impracticable then for ironclads. The Morse, piloted by one of our best pilots, soon got aground, and the Sangamon, in tow, fortunately, instead of running into her, only ran under her port wheel, so crushing a part of it that it became necessary to send the Morse back to the navy yard for repairs. The Lehigh also got ashore. Both of these ironclads were hauled off the next morning by an army tug, two of our own tugs being broken down and a third recently burned and sunk. During the night the Commodore Morris also grounded, and the

Commodore Jones, to avoid doing so, was compelled to anchor.

In consequence of these delays, the gunboats and transports were not able to make the connection at Jamestown Island with the troops, as proposed by General Keyes in the enclosed. The ironclads reached that point on the next day, the 11th instant, at about noon. municated that p. m. in writing and in person with General Keyes, and the next morning, the 12th instant, at daylight, a regiment of infantry was embarked at the instance of General Keyes and under the supervision of Fleet Captain Crosby, and taken a mile or two up the Chicka-hominy, where it was landed. The regiment returned with a few horses and cattle in time to be landed that night at Jamestown Island. The next morning, the 13th, I returned here with the ironclads and gunboats. On the afternoon of that day I received a confidential dispatch from Major General Dix, saying that Major General Keyes wished to renew the expedition with naval cooperation that night or the next, and asking if I would let the vessels return up the river. In reply I informed him that the ironclads could only make the proposed movement by daylight; that the navigation of the Chickahominy was dangerous even for light draft vessels, and that if the enemy was there in force our condition would be the same as lately in the Blackwater, and a supporting army force would be necessary in some situations.

I took occasion to say that before any movements are attempted requiring naval cooperation hereafter, there should be a full under-

standing of the whole matter between him and myself.

On the p. m. of the 14th Major-General Dix called on me and informed me of his orders from Washington requiring other dispositions, and he further said that he had very reluctantly consented to the movement I have herein narrated. The movement seemed to have no important results, but, as far as the navy was concerned, afforded an opportunity to move the ironelads and clean their bottoms in the fresh water.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon. Gideon Welles,

Sceretary of the Navy, Washington City, D. C.

Abstract log of the U.S. S. Commodore Jones, June 19-12, 1863.

June 10, 1863.—At 9:30 p. m. got underway in company with the Commodore Morris, transports Express and Thomas A. Morgan.

June 11.—Proceeding up James River. At 6 a.m. stopped at King's [Mill] wharf. Rebels making constant signals on the left bank of the river. At 9:30 fleet went over and shelled them out. At 10 started up river again, shelling rebel signal stations as they came in view. At 3:45 p.m. made fast alongside Jamestown [Island] wharf, finding a body of Union cavalry there. Major-General Keyes and staff came on board.

At 4 east off and cruised up the river. Monitors Lehigh and Sangamon arrived in tow of tugs about 2 p. m. At 5:30 steamed slowly down river with Admiral Lee and suite and Major-General Keyes and staff on board.

June 12.—At 2 a. m. a large rebel fire in sight burning up to this hour; at 4 found it to be a wharf. At 5:30 a. m. we got underway, received orders from the admiral, and proceeded up the river. The Mount Washington and Smith Briggs loaded with troops. At 6 the whole fleet underway, tugs and all. The Smith Briggs and Mount Washington went up the Chickahominy and we lay to off the mouth of the river. The Thomas Morgan and Express came up with troops about 7 a. m. and proceeded up the Chickahominy River. At 5:45 p. m. transports came out of the river. At 6:15 all weighed anchor and went down the river but ourselves and the Smith Briggs, the Smith Briggs remaining to take horses on board. The woods on fire up the James River making much smoke and the wharf burning furiously. Proceeded down the river and at 9:30 came to anchor off Jamestown [Island] wharf.

Abstract log of the U.S.S. Commodore Morris, June 9-11, 1863.

June 9, 1863.—At 10:30 a. m. large bodies of troops commenced

marching on Williamsburg.

June 11.—At 4:30 a.m. proceeded up river to Jamestown Island wharf. At 6:30 other steamers joined us. At 7:30 left the wharf; saw a body of rebel cavalry on west shore of river. Fired two shells from 30-pounder; rebels signaling from shore. Proceeded on up river. Fired a number of shell at rebel signal stations. At 10:30 arrived off the mouth of the Chickahominy. Water too shoal, could not go up. At 11:30 ironelad monitors came up. Proceeded down the river; fired several shell to destroy signal station.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy.

NAVY DEPARTMENT, June 27, 1863.

SIR: Your confidential communication No. 653, of the 16th instant, with enclosures, has been received.

Cooperation is requisite for a combined movement, and to have cooperation there must be confidence and a mutual understanding. The officers of neither branch of the service commands the other. I think this is stated in the order of the President settling relative rank, drawn up by General Scott.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, U. S. Navy, Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Report of Brigadier-General Wise, C. S. Army, of movements of the enemy.

WHITE HOUSE, VA., June 11, 1863.

GENERAL: \* \* \* The telegraph officer announces report of a courier from Slatersville that the enemy was advancing up the Dias-

cund road, 8 miles from that place. The commander of the Sandy Point signal station reports gunboats advancing up James River and shelling Swan Point.

> Henry A. Wise, Brigadier-General.

Major-General Elzey, Commanding, etc.

Capture of Confederate steamer Calypso, June 11, 1863.

Report of Commander Bankhead, U. S. Navy, commanding U. S. S. Florida.

U. S. S. FLORIDA, Of Wilmington Bar, June 11, 1863.

SIR: I beg leave to report that on the 11th of this month, at 3 p. m., while at anchor some 6 miles from the squadron off the Western Bar, a strange sail was discovered bearing S. by W. and barely visible from the masthead. General signal 1116 was made to the senior officer and answered. I immediately ordered the vessel to be got underway and started in pursuit. The strange sail, as soon as she perceived us, altered her course and stood off S. by E., the volumes of black smoke giving evidence that she was a steamer. I used every exertion to overtake her, and by crowding canvas during the squalls (that were constant during the afternoon), and by burning slush in the furnaces, I soon had the satisfaction of getting her within range of my rifled At the third shot, which fell very close to him, he appeared to stop, and showed a white flag, having shown no flag of any description previously. I ceased firing, and at 6 ranged up close to him and discovered the people on board of her endeavoring, in great haste, to leave her, two boats having previously shoved off with a number of persons in them, among them four females. Suspecting that something was wrong, I ordered Lieutenant Greene and the chief engineer, Ziegler, to board her, keeping every one on board until the danger (if there was any) should be discovered. Lieutenant Greene carried out his instructions and, having remained on board, sent word back by the boat that the injection pipes were cut, engines badly broken, and water coming in very fast. The furnace doors were closed and safety valves lashed down. The chief engineer, with one of the engineers of the ship whom he forced to go below with him, immediately raised the valves and with shot plugs, sent from this ship, stopped the leak temporarily. It was discovered that the crew had broken into the cabin, ransacked and pillaged the staterooms, strewing articles of clothing, bottles, bedding, etc., in every direction. Many of them were more or less intoxicated. I ordered the first lieutenant, Mr. Greene, to send every one out of the ship as soon as he was satisfied that the danger was over, setting our own men to pump the ship, which we soon freed from water.

She proved to be the Confederate steamer Calypso, four days from Nassau, bound to Wilmington, N. C., by way of New Inlet. No ship's papers were discovered on board and but one flag (Confederate, or rebel) hidden away in a washstand. The captain, without hesitation, acknowledged her to be a Confederate vessel and stated his cargo to

consist of liquors, medicines, drugs, and provisions, with probably some articles for the rebel Government. Finding that her engines could not be made to work I took her in tow and brought her up to the anchorage off the Western Bar. Many private papers and memoranda were found, all of which have been sealed up ready to be forwarded to the prize commissioners of the port to which she may be ordered. The number of persons on board amounts to fifty, among whom were nine passengers for various parts of the United States now in rebellion. I had them all assigned to messes, according to their positions and rating on board of the Calypso, and ordered rations to be issued for them while they should remain on board. Some of the cargo was thrown overboard; how much, it is impossible to state, as they had succeeded in destroying or concealing all papers or cargo lists which could throw any light upon the subject. Some iron plating for ironclads was thrown overboard, and no doubt many smaller articles.

From letters on board it would seem that a great depreciation of the Confederate currency and bonds had taken place in Nassau, as bad news was expected. The writer urged upon his correspondent "to get rid of all his Confederate money and bonds at any price," as it would soon "not be worth the paper it was written upon." Freights had fallen from £60 to £40 per ton, and many cargoes remained unsold in Wil-

mington and Charleston.

I have detailed Acting Ensign S. P. Crafts, Third Assistant Engineer D. M. Lane, one fireman, and eight men from the crew as a prize crew, with orders to return as soon as possible and when their services will

be no longer required.

I have forwarded duplicate lists of prisoners taken on board of the Calypso, respectively, to the Secretary of the Navy and to the U.S. marshal of Philadelphia, with their nativity and position defined as near as could be obtained. The prisoners have all been transferred to the U.S. S. Massachusetts, which steamer has been ordered to tow the Calypso to Hampton Roads.

Respectfully, your obedient servant,

J. P. BANKHEAD, Commander, U. S. Navy.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

## Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., June 23, 1863.

SIR: I have received the report of Commander Bankhead, dated June 14, relative to the capture, by the U.S.S. Florida on the 11th instant, of the Confederate steamer Calypso (reported in my No. 667, of June 20).

Of the officers and crew of the Calypso, Thomas H. Greaves, first mate, and R. Eldredge, second mate, are reported to be natives and citizens of New York. John C. Beauman, passenger, born in Wilmington and a citizen of North Carolina, is suspected of being an agent of the rebel Government. I enclose a copy of a certificate (June 13) from pilot F. W. Savage, of the Monticello, to that effect.

I would respectfully represent that the commanding officer of the supply steamer Massachusetts did not report to me on his way up,

according to his general orders.

Commander Bankhead informs me that Acting Volunteer Lieutenant West had been directed to stop at Hampton Roads with the Calypso in ćow.

I have the honor to be, sir, very respectfully, yours,

Actq. Rear-Admiral, Comdq. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES.

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U.S. Navy, to Major-General Dix, U. S. Army, regarding army control of the Norfolk trade.

> U. S. FLAGSHIP MINNESOTA, Newport News, Va., June 13, 1863.

GENERAL: In reply to your letter of June 2, on the supposed super-seding of the President's order of November 11, 1862, by the President's proclamation of March 31, 1863, with respect to Norfolk trade, I beg to inform you that according to your suggestion I referred the matter to the Department on the 3d, and in reply under date of the 9th, received this morning, I am instructed that the order of November 11, 1862, is not considered suspended.

I have instructed the guard vessels accordingly.

I have the honor to be, general, very respectfully, yours, S. P. Lee,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. A. Dix, U. S. Army,

Commanding Seventh Army Corps, Fortress Monroe, Va.

Report of Captain Case, U. S. Navy, of the reoccupation by the Confederates of three forts north of Fort Fisher.

> U. S. STEAM SLOOP IROQUOIS, Beaufort, N. C., June 15, 1863.

SIR: I have the honor to inform you that the rebels have reoccupied three of the five forts north of Fort Fisher, from which they signalize with the latter night and day, as well as fire at our vessels whenever they are supposed to be in range.

They are situated as follows:

No. 3, about 1 mile from Fort Fisher; No. 4, about 2 miles from Fort Fisher; No. 5, about 4½ miles from Fort Fisher and near the head of Masonboro Sound. Nos. 1 and 2 are nearer Fort Fisher and have been only lately discovered by us.

In my No. 176 I mention the rebels firing from a new battery. This is No. 3, which another bearing shows to be farther north of Fort Fisher than I then supposed. Including Zeek's Island, there are now thirteen

forts in the vicinity of New Inlet.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Report of Lieutenant-Commander Babcock, U. S. Navy, of his assumption of command in the York River.

U. S. S. Morse, Off Yorktown, Va., June 16, 1863.

SIR: I have the honor to acknowledge the receipt of your communi-

cation dated the 15th instant.

After having been relieved of the guard duties at Fortress Monroe by Acting Master William Wright, I proceeded to this place and relieved the U.S.S. Commodore Morris. The Crusader and Samuel Rotan having been placed in my charge, the latter is at an anchor off the mouth of York River, the former is here, having just finished coaling. I received orders from Lieutenant-Commander Gillis to place an officer on board the Crusader to take charge; sent my executive officer, Mr. Merry, acting ensign, who is a very good officer, but not knowing his abilities to take command of such a vessel and cruise with her, I do not feel authorized to send her out until I hear from you.

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

CHARLES A. BABCOCK, Lieutenant-Commander.

Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

## [Telegram.]

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., June 16, 1863—10:30 a.m.

Transfer your orders to the Morse and proceed to this place with the Commodore Morris with all practical dispatch.

S. P. Lee, Acting Rear-Admiral.

Lieutenant-Commander GILLIS,

Commanding U. S. S. Commodore Morris, Yorktown, Va.

Report of Commander Bankhead, U. S. Navy, commanding U. S. S. Florida, of the capture by that vessel of the schooner Hattie.

U. S. S. FLORIDA, Beaufort, N. C., June 21, 1863.

SIR: I beg leave to report while on my way from the Western Bar off Wilmington, N. C., to this place (Frying Pan Shoals, North Carolina, at the time bearing S. W. by S., distant 45 miles), at 6 a. m., I captured the Confederate schooner *Hattie*, of and from Wilmington, N. C., bound to Halifax, Nova Scotia.

The circumstances of her capture are as follows: At 5 a. m. a schooner was discovered standing to the northward, distant about 5 miles. I at once gave chase, and upon coming up with her sent a boat on board in charge of an officer, with orders to examine her papers, and if anything suspicious was discovered to send the captain and any ship's papers he might find on board this vessel. The boat shortly returned, bringing a person (styling himself captain) with the ship's papers. Her papers were all regularly made out—register, manifest,

clearance, bill of health—and all signed by persons (professing to hold authority so to do under the so called Confederate Government) of the port of Wilmington, N. C. She cleared from Wilmington on the 22d of May last and only succeeded in getting out last night, the 20th instant. Her register is endorsed with permission to proceed to sea by William H. [C.] Whiting, major-general, commanding at Wilmington, N. C.

Her cargo is composed of cotton and naval stores. Her crew consists of seven persons, including the captain, five of them, as shown by the shipping articles, being British subjects; the remaining two,

Americans.

Her captain acknowledged that he was attempting to evade the blockade, and had as defense to urge that she was a Confederate vessel, owned in the Confederate States, and the cargo also.

He reports the steamer Eugenie as having come out at the same time as himself, and that the steamer Banshee was burned at the wharf at

Wilmington.

I have ordered the vessel to New York in charge of Acting Ensign R. M. Wagstaff and six men, and have sent the former captain north in the vessel in case his testimony should be required. The remainder of the crew I shall retain on board this ship until I receive orders from the commanding officer of this station as to their future disposition.

Respectfully, your obedient servant,

J. P. BANKHEAD, Commander, U. S. Navy.

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

Report of Acting Master Phelon, U. S. Navy, of an expedition up Bay River and the capture of schooner Henry Clay, June 22, 1863.

U. S. S. SHAWSHEEN, Off New Berne, N. C., July 8, 1863.

SIR: I have the honor to report to you that on the morning of June 22, by order of Acting Volunteer Lieutenant William Flye, commanding U. S. S. Underwriter, I took on board as pilot Captain Carrow, keeper of the Neuse River light-house, and proceeded up Bay River in company with U. S. S. Henry Brinker. Sent an armed boat up Spring Creek and captured the schooner Henry Clay, owned by Mrs. Giles, of New Berne, but at the time in charge of William Jones, of Spring Creek. I then proceeded farther up and sent an armed boat up Dumbargon Creek and captured a small schooner containing 1 barrel turpentine, owned by Mr. Griggs, of said creek; found no papers on board of either schooner to show to whom they belonged. I then proceeded back to the light-house and received orders from Captain Flye to give the schooners in charge of U. S. S. Henry Brinker.

I am, very respectfully, your obedient servant,

HENRY A. PHELON,
Acting Master, Commanding.

H. K. DAVENPORT,
Commander and Senior Naval Officer, Sounds of North Carolina.

Report of Captain Case, U. S. Navy, transmitting information regarding the escape of blockade runners off New Inlet, North Carolina.

U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, June 22, 1863.

SIR: I have the honor to transmit herewith copies of reports of Commander Armstrong and Acting Volunteer Lieutenant Trathen of the passage of blockade runners and transactions during my absence at Beaufort.

The schooner referred to, and which has been lying in the river three weeks, waiting an opportunity to run out, was captured by the *Florida* yesterday morning off the end of the shoals.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. STATE OF GEORGIA, Off New Inlet, North Carolina, June 22, 1863.

Sir: I have to report the entrance of a steamer on the morning of the 14th. The night had been dark and thick with rain. At daylight

a steamer was seen passing the forts; she went up the river.

On the morning of the 17th, at 4 a. m., this ship being underway, a side-wheel steamer, lead color, with two short masts or staffs, was seen passing Fort Fisher. We stood down toward the Mount Vernon on the lower station and passed her to observe the steamer, and had turned out when we were struck by a Whitworth bolt of 120 pounds, 5 inches in diameter, and of three calibers. It came in over the starboard wheelhouse, passed through the hurricane deck about 4 feet from starboard rail, splitting and splintering the carline, then struck the main deck about 14 feet forward, abreast the main hatch, passed through the double deck, split and carried away about 2½ feet of a carline, and down, striking the berth deck 8 feet forward, splintering the deck and starting a carline. The shot then rebounded and fell on the berth deck. I regret to say that a landsman was severely and two petty officers slightly wounded by the splinters.

I enclose a report from the acting assistant surgeon.

On the morning of the 18th a steamer was seen on shore at the Rip and a schooner one-half mile to the eastward of her. The commanding officer of the *Mount Vernon* reports that the steamer was seen coming out, chased back across the Caroline Shoal, and that she got on shore.

The Mount Vernon was sent to try the range of her 100-pounder Parrott, but the shot fell short, while a gun from the Mound battery nearly reached her. I enclose a report of the commanding officer of the Mount Vernon.

The vessels were afloat during the day and were seen underway at

sunset, both moving up the river.

On the 20th the schooner was seen ready to come out at dark. The Mount Vernon and Penobscot moved close in and a picket boat from this ship was placed outside of the bar channel. At 10 p.m. a steamer passed the boat and a signal rocket was fired from her. This ship slipped cable, the other vessels were underway, but except by the boat the steamer was not seen. She came out the channel and passed along the shoal to the westward. Nothing was seen of the schooner, but she was gone in the morning.

The steamer is believed to be the same as the one seen on the 18th

answering her description.

The nights during your absence have been dark, and we have had much bad weather. The absence of the moon, high water making early in the evening and morning, have given the rebels great facilities to elude the four steamers stationed off this inlet.

I enclose communications.

Very respectfully, your obedient servant,

JAS. F. ARMSTRONG.

Captain A. L. CASE, U. S. Navy, Comdy. U. S. S. Iroquois and Senior Officer off New Inlet.

[Subonclosure.]

U. S. S. MOUNT VERNON, Off New Inlet, North Carolina, June 18, 1863.

SIR: I have to report that yesterday I discovered a side-wheel steamer with two masts and two smokestacks lying in behind Fort Fisher, apparently awaiting an opportunity to run the blockade. A schooner, evidently having the same object in view, was also at anchor

just inside of the bar at New Inlet.

At 8 last evening I got underway and stood close in to New Inlet Bar, bringing Fort Fisher to bear about N. N. W., distant 1½ miles. I then hove to, to await the time of high water, intending to see if either of these vessels would attempt to run out. At 9 p. m. we discovered a vessel coming out over New Inlet Bar and soon made it out to be the steamer seen during the day. She appeared to be steering S. S. W. We immediately gave chase under a full head of steam, but after a run of about ten minutes the steamer, apparently discovering us, altered her course to N. W. I stood after her as long as the depth of water would permit of my doing so, but she appeared to run directly across the Caroline Shoal. I then stood off and anchored in 6 fathoms of water for the night. I did not fire on the steamer for the following reasons:

1. We were so close under the guns of the forts that the slightest alarm would have drawn the fire of six different batteries upon us.

2. Because to bring my guns to bear on him I should have had to give the ship a considerable sheer, thus enabling the chase to gain on us considerably.

This morning the steamer was discovered ashore on the inside edge of the Rip. She ran over the shoal in that place where it curves in, something in the form of a horseshoe, thus confirming my opinion that there was a passage across the Caroline Shoal through which steamers

could go.

The schooner is also ashore about one-half mile to the eastward of the steamer. This morning I stood in to reconnoiter the position of the steamer. Having run in as close as was prudent I fired a shot at the steamer, which fell short one-half mile. This shot was returned from the sand mound lately erected to the westward of Fort Fisher. It fell short of us about 50 yards, and is the first shot fired from that battery.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Commander J. F. Armstrong, U. S. Navy, Comdg. U. S. S. State of Georgia, Senior Officer off New Inlet. Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, transmitting information from the U.S. consul at Nassau, New Providence.

NAVY DEPARTMENT, June 23, 1863.

SIR: I transmit herewith a copy of a dispatch, dated the 1st instant, received by the Secretary of State from the U.S. consul at Nassau. The views and calculations therein contained in reference to the business of blockade running appear worthy of attention.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Condy. North Atlantic Blockading Squadron, Old Point Comfort.

[Enclosure.]

U. S. CONSULATE, Nassau, New Providence, June 1, 1863.

SIR: I beg leave to state, after careful enquiry into the business of blockade running, that the opinion which I expressed in my dispatch No. 23, that "blockade running since I have been here has been on the whole unprofitable," was founded in error. I therefore write to lay before you such data and estimates as I have been able to collect, after

careful enquiry and conference with intelligent persons here.

Since the 10th of March last steam vessels have made, or attempted to make, voyages to the States in rebellion, viz: Wave Queen, Granite City, Stonewall Jackson, Victory, Flora, Beauregard, Emma, Ruby, St. John, Margaret and Jessie, Eagle, Calypso, Cherokee (late Florida), Nicolai I, Gertrude, Douro, Georgiana, Antonica, Pet, Britannia, Ella and Annie, Charleston, Banshee, Dolphin, Sirius, Orion, Norseman, Minna—28 in all. Of these vessels the following have been lost and destroyed or captured, to wit: Wave Queen, Granite City, Stonewall Jackson, St. John, Eagle, Cherokee, Nicolai I, Gertrude, Douro, Georgianna, Dolphin, Minna, and Norseman, or 13 of 28. Eight of the 13 were captured, 5 were driven on shore and destroyed or otherwise wrecked. This proportion of loss seems too large to allow the business to be profitable, but this view is deceptive. The number of successful and unsuccessful voyages must be compared to make a sound conclusion.

Access can not be had to the custom-house record, and there is no other certain means of ascertaining the number of voyages made by these 28 steamers since the 10th of March last. Careful enquiry, however, has satisfied me that the voyages will average two to each steamer, making 56 voyages, counting a trip to Dixie and back as a voyage. This gives us one capture to 4½ voyages, about. To arrive at the probable profits of the business, I made an estimate in the case of the *Ella and Annie*. She came into the business in April, has made two successful voyages, and is now absent on the third venture.

One voyage expense, etc.	\$100,000 15,000
	115,000
She returns with 1,300 bales of cotton, weighing an average of 400 pounds per bale, equal to 45 cents per pound, or	234, 000 115, 000
Leaves profit	119,000

Assume that she makes the average four voyages and is lost on the fifth with her cargo, the account would stand thus: Four voyages, profit at \$119,000 each, is \$476,000; deduct cost of steamer, \$100,000, and cargo, \$100,000, equal \$200,000, leaves as profit on four voyages, \$276,000. This estimate of profits is far less; it is not half as great as the figures made by those engaged in the business. Such profits are sure to command a large fleet of steamers to engage in the business. Notwithstanding the number of steamers lost within the last eighty days, the number engaged is as great as ever, and I do not expect to see it reduced until our blockade is made more effective, or the cities of Charleston and Fort

Fisher (Wilmington) are taken.

Since my dispatch No. 23, there have arrived from England and entered upon the business the Orion, Sirius, Norseman, Gladiator, and Warrior. The two last named have not yet sailed on the contraband trade, but are preparing for it. We are now in the midst of moonlight nights, and for the week past there has been less movement than ever before since I have been here. The fall in the price of cotton materially interferes with the margin of profits. The holders at Charleston are slow to concede a corresponding reduction in price, which would be from five to six times as much as the fall here, as transactions there are at the standard of Confederate paper. The new wheat crop has come in in the Confederate States, and the demand for breadstuff is not now considerable. The number of persons in that unfortunate country who have nothing to pay with (whatever may be their wants) is rapidly increasing and proportionately reducing the demand for goods furnished by blockade runners.

I beg leave to direct attention to another view of the subject. In making the 56 voyages above referred to the "runners" have passed our blockading squadron, say, 42 times in less than ninety days. Our squadron has captured and destroyed but 10 or 11, others having been casually wrecked. Suppose a foreign power should allege that our blockade is null and void for want of force or vigilance, would a reply that our blockade had defeated or captured 1 in 10 or 12 of the ven-

tures satisfy the requirements of the law of blockade?

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

S. C. HAWLEY, U. S. Consul.

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

Expedition under Commander Crosby, U. S. Navy, in the York and Pamunkey rivers, in cooperation with army forces, June 23-30,1863.

[Telegram.]

FORTRESS MONROE, June 22, 1863. (Received at Newport News 12:30 p. m.)

Will you send up to Yorktown this evening two additional gunboats of as light draft as possible? We shall move thence to-morrow morning early.

JOHN A. DIX, Major-General.

Admiral Lee,

Flagship Minnesota, Newport News.

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Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Gregory, U. S. Navy, commanding U. S. S. Western World.

U. S. Flagship Minnesota, Newport News, Va., June 23, 1863—p. m.

SIR: Proceed with all practicable dispatch with the Western World under your command, and deliver the accompanying dispatch to Lieutenant-Commander Gillis.

Respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Acting Master S. B. GREGORY,

the fortifications, 2 miles outside the city.

Commanding U. S. S. Western World.

Report of Acting Rear-Admiral Lee, U. S. Navy.

Confidential.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., [June 25?].

Sin: I have just received, by Lieutenant Lamson, from Lieutenant-Commander Gillis, commanding the U.S. S. Commodore Morris, and now in York River, a memorandum, hastily written in pencil, from which, and Lieutenant Lamson's verbal report, it appears that Lieutenant-Commander Gillis sent out a man to obtain information, who has returned, reporting that there were no batteries on the Pamunkey; that the Merrimack was just below Fort Darling; the Chickahominy was launched last week; and that the Ladies' Gunboat was to be launched by the 4th of July. These three are all ironclads.

He further stated that all the forces lately in defense of Richmond had left except about 4,000 men, most of whom were at Chaffin's and Drewry's bluffs; that General Wise was in command at White House and vicinity, from which place, as far as West Point, it is represented two companies of the Sixteenth Virginia Cavalry are employed in scouting; that he had seen a man just from Richmond, the defenses of which city had been left very weak, only a few guns being mounted on

Yesterday morning, June 24, General Dix was to leave Yorktown for the White House, on the Pamunkey, with about 5,000 troops. His supplies are to be landed at West Point. He was also to move 5,000 men, under General Gordon, from Barhamsville, via Slaterville, to the White House, a distance of from 15 to 20 miles. Fleet-Captain Crosby, with the Commodore Barney (Lieutenant Cushing, commanding), the Commodore Morris (Lieutenant-Commander Gillis), the Morse (Lieutenant-Commander Babcock), and the steamer Western World, which last is also to serve as an army transport, is cooperating in the Pamunkey with General Dix.

General Dix told me on the 23d instant that if he had 10,000 more men he thought he could go into Richmond without any difficulty. He said he did not know what would come of his present movement. A short time since the general informed me that he had 30,000 effective men in this department. If General Dix had gone up James River, I would have moved up with our two ironclads. I suppose the present demonstrations would not admit the delay which an investment of Fort Powhatan would require. I apprehend it will take sometime to repair the carriage of the Sangamon's XV-inch gun. I hope the Department meditates increasing, as soon as practicable, the ironclad force here.

The deep draft, the great size, feeble steam power, and structure of the *Roanoke* will not allow her to act as a substitute for the active, less vulnerable, and lighter draft monitors.

In view of the casualties of the service, especially in action, I respectfully suggest that in addition to the Roanoke two efficient moni-

tors be kept here.

The Atlanta's commander says his plans were defeated and this ironclad lost by getting aground. He expected, favored by the Atlanta's speed, to choose his distance, and, with his Brooke rifles, whose projectiles have great penetrating power, to injure the monitors whilst out of reach of the greatest effect of their smoothbores.

I have the honor to be, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

## Report of Commander Crosby, U. S. Navy.

U. S. S. COMMODORE BARNEY, Off White House, Pamunkey River, [June 25, 1863].

ADMIRAL: I arrived here at 7 p. m. to day in the Commodore Barney; found Lieutenant-Commander Gillis, with the other three gunboats, here. The army gunboats Smith Briggs and Jesup are also in the

river and under my orders.

The enemy had just erected a fine earthwork, circular, near the railroad bridge, with a turntable in it ready for mounting a neavy pivot gun so soon as it could be brought down; fortunately our forces interrupted them and destroyed their work and the picket and men left in haste on the arrival of our forces. I understand that they had about 100 men here.

The railroad bridge across the Pamunkey River is in good repair. Should it not be needed for army services, we will destroy it. I am informed that the cars from Richmond were here yesterday afternoon.

I will look for General Dix to-morrow.

Two of the enemy's scouts were captured to day. They say they knew we were coming yesterday. I suppose they imagined so by our having so many transports moving about at Yorktown. They are certainly aware of our movements now, as they have had sufficient time to see our movements.

I arrived at Yorktown at 9:30 p.m. yesterday and called on General Dix, but he had retired and I did not see him until this morning at 7:50 a.m.; after communicating with him came directly here.

We have about 100 tons of coal at Yorktown, and I think it advisable to have about double the amount. Will you please have it sent up.

The army has not arrived yet, and I expect it will occupy to morrow to get here, when possibly it will make a start on the following day. The cavalry has already landed here and advanced.

Very respectfully, yours,

PEIRCE CROSBY, Fleet Captain.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Report of Lieutenant-Commander Gillis, U. S. Navy.

U. S. GUNBOAT COMMODORE MORRIS, White House, June 25, 1863.

Sir: I have but a single moment in which to inform you of the complete success of the expedition up to this time. We arrived about 7 a.m., and found about 100 cavalry in possession, but they left on our approach. The Western World brought up nearly 300 cavalry and they have all been landed. Wise's Legion is reported to be advancing, but I do not anticipate much difficulty in repulsing him, if he does attack, unless he is much stronger than has been reported. No infantry has arrived yet, and we have not been able to hear from General Keyes.

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

J. H. GILLIS,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

P. S.—Please send me some ammunition, if an opportunity offers. We have not used any of any account, but may have need of a supply. Respectfully,

J. H. GILLIS.

[Telegram.]

WHITE HOUSE, [VA.], June 27, 1863.

General Dix and forces are here now. All ready to move to morrow. Everything progresses well.

PEIRCE CROSBY, Fleet Captain.

Acting Rear-Admiral S. P. LEE, Commanding Blockading Squadron.

Report of Commander Crosby, U. S. Navy.

U. S. S. COMMODORE BARNEY, Off White House, Pamunkey River, June 27, 1863.

ADMIRAL: Colonel Spears with his cavalry arrived this evening at sundown, after a successful raid. They captured General William H. F. Lee, Lieutenant-Colonel Hargrove, 7 captains, 2 lieutenants, 100 privates. Destroyed the [Virginia] Central Railroad bridge over the South Anna, captured 35 6-mule teams and wagons, 150 mules in addition, and 75 to 100 horses, \$20,000 Confederate bonds, all the property of the rebel Government.

The rebels made a gallant defense, but all the party were captured. Some 6 or 7 of the rebels were killed and as many as 10 or 15 wounded; our troops lost 3 killed and 5 wounded.

General Lee is a son of General Robert Lee and owns the White House plantation.

I expect they will commence moving to-morrow. We have no other news of importance. We hear nothing of rebels since our first arrival.

The rebels have been within the last two weeks erecting earthworks to command the river. The Western World and Smith Briggs and Jesup are kept moving up and down the Pamunkey River.

I send down requisition for ammunition for the *Morse*, which is an extra allowance. The vessels are full of ammunition, and this amount is all that can be stowed.

I wrote for coal in a former letter, and as we will possibly be here longer than I at first anticipated it would be better to have a vessel holding not less than 200 tons to come to Yorktown.

I did not mention that a rebel master was captured among the pris-

oners, by name of Hudgins.

General Dix wishes me to present his compliments to you.

Respectfully, yours,

Peirce Crosby,

Fleet Captain.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

N. B.—I send a copy of your letter to me, as you desired.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting detailed report of Commander Crosby, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 2, 1863.

SIR: Enclosed herewith (A), under date of July 1, is a copy of the report of Fleet Captain Crosby, regarding the movements of a naval force, in the York and Pamunkey rivers, under his command, from the evening of the 24th to the morning of the 30th ultimo, in cooperation with the movements of the army under Major-General Dix.

I also enclose herewith (B) copies of my orders, issued June 22, 23, and 24, to Lieutenant-Commander Gillis, of the Commodore Morris,

and to Fleet Captain Crosby on the 24th.

I last night sent Fleet Captain Crosby back to the Pamunkey in the Shokokov.

The naval force at present therefore in the Pamunkey River is composed of the Shokokon, Commodore Morris, Western World, and General Putnam.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure A.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 1, 1863.

SIR: In obedience to your order of the 24th instant I left here on the U.S.S. Commodore Barney to take command of the United States naval vessels in the York River and its tributaries, and cooperate with the army under General Dix, giving all practicable assistance.

The naval vessels consisted of the Commodore Morris, Western World, Morse, and Barney, the three former being in the York River, besides two armed army vessels, the Smith Briggs and Jesup, which were put

under my orders by Major-General Dix.

On my arrival at York River at about 9:30 p. m. I found General Dix there and communicated to him through his chief of staff, Colonel

Van Buren, my instructions. The general was unwell, and having retired I could not see him next morning until 7:30 a.m., when I learned from him the particulars of the movement and where he would want the assistance of the gunboats, which he informed me would be at West Point and the White House landing.

At 8 a. m. we stood up for the White House, arriving there at about 6:30 p. m. We found it impossible to run fast, as our pilots had great difficulty in keeping the channel, which was very narrow in places, and

the vessels drawing 9 feet 6 inches.

I found Lieutenant-Commander J. H. Gillis, with the Commodore Morris, Western World, Morse, and Smith Briggs, at the White House landing, and the Jesup at West Point.

I found all quiet on the river; cavalry under Colonel Spear had

started on a scout.

I stationed the gunboats at White House, the Jesup at West Point, and daily sent two vessels to run from White House to West Point to protect the army transports and examine the banks of the river to discover signs of the enemy should they be near, but nothing could be seen or heard of them.

The captain of the Western World reported three new earthworks on the right bank of the Pamunkey, midway from West Point and White House, which appeared to have been thrown up about two weeks previous to our going up the river, and that they were concealed from view on the river, which fact I reported to General Dix, who said he would have them leveled.

At the White House landing the enemy had an earthwork thrown up in circular form, which had a branch from the railroad running into it, and inside of the earthwork they had a heavy turntable, upon which they intended running a car with heavy guns mounted upon it; with this arrangement they could work their guns on a pivot, and if necessary could retreat with the guns on the railroad to Richmond. I was informed that they had several such arrangements between the White House and Richmond.

I sent some of our men on shore to destroy the turntable and tear up the rails.

On the 26th General Dix arrived with a part of his force, under General Getty's command, which was brought up in the transports.

On the 27th Colonel Spear returned with his command, the particulars of which I reported in a former communication; the same day General Keyes arrived with his forces from Yorktown.

The army was busily employed when I left landing commissary and quartermaster's stores, repairing the railroad track where it needed it, and getting the trains ready for marching.

They had landed a locomotive and cars, which were in running con-

dition.

When I left the White House we had in our army about 18,000 or 20,000 men and fourteen or fifteen batteries of artillery, and troops from New Berne were arriving.

At 9 p. m. on the 29th I received your orders to send the U.S. steamers Commodore Barney and Morse to Washington and myself to return to the flagship, which orders I issued with all dispatch and informed General Dix of the fact.

The Barney left at 9:30 p.m. and the Morse at 11 p.m. for Washington, provided and prepared for immediate service, both with pilots, ammunition, stores, etc.

I took passage in the Morse to Yorktown and from there here in army transports and arrived at 11 p. m. on the 30th instant.

Very respectfully, your obedient servant,

PEIRCE CROSBY,

Fleet Captain.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Enclosure B.]

Confidential.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., June 22, 1863.

SIR: Proceed with the *Commodore Morris* under your command to Yorktown this evening and communicate in the morning with General Keyes.

The army proposes to make a movement of troops some time

to-morrow, perhaps early, from that point.

You will accompany the troop transports as far as may be practicable, cover the landing, and render all assistance in your power to promote the objects of the expedition.

Duly notify Lieutenant-Commander Babcock, of the Morse, to accom-

pany you and cooperate.

Respectfully, yours,

S. P. LEE, Acting Rear-Admiral.

Lieutenant-Commander J. H. GILLIS, U. S. S. Commodore Morris, off Newport News, Va.

Confidential.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., June 23, 1863.

SIR: I send the Western World to report to you. Major-General Dix thinks he will be glad to avail himself of her services to transport cavalry from Yorktown.

Let her render this service if she is adapted to it, as I suppose her to be, or such other service as she may best perform to promote the objects

of General Dix's expedition.

Render General Dix all the assistance in your power to advance his wishes and views.

Besides the Commodore Morris and the Morse, I hope to-morrow to be able to send the Commodore Barney to join you.

General Dix says he can procure you pilots.

Wishing you success, I am, yours, respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. GILLIS, Commanding U. S. S. Commodore Morris.

P. S.—Write by an officer to Lieutenant-Commander [Dawson] Phenix for any ammunition you may need.

S. P. LEE, Acting Rear-Admiral.

U. S. S. MINNESOTA, Newport News, June 24, 1863.

SIR: My confidential order to you of the 23d instant, sent to you by the Western World last evening, is hereby revoked.

Report to Fleet Captain Crosby, who will take charge of the expedition.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. GILLIS, Commodore Morris, Yorktown, Va.

Strictly confidential.]

U. S. Flagship Minnesota, Off Newport News, Va., June 24, 1863.

SIR: General Dix at first proposed to land 5,000 troops at West Point, and asked for two gunboats to protect that position. He at the same time intended to move 5,000 more troops from Barhamsville to the White House. Last evening General Dix said he wished the gunboats to go up to the White House, where I suppose he purposes to land.

He also asked for one gunboat to be left at West Point. He said he

would furnish pilots for the gunboats.

I offered him the use of the Western World to transport some cav-

alry, as he said he was in want of transportation.

Proceed up the York River in the Commodore Barney and communicate with General Dix, sealing and delivering to him the enclosed letter after reading it.

You will cooperate with the troops, rendering in the exercise of your sound discretion all practicable assistance to promote the public

interests.

The Commodore Morris, Morse, Commodore Burney, and Western World are placed at your disposition.

Try and obtain good pilets.

When the expedition is over return here with the Commodore Morris, the Commodore Barney, and the Western World.

Keep me advised as well as you may of what transpires.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Fleet Captain Crosby, Minnesota.

Sinking of the U.S. S. Sumpter, June 24, 1863.

[Telegram.]

U. S. FLAGSHIP MINNESOTA, June 24, 1863.

At about 12:45 this morning, Smith's Island light bearing W. N. W., 8 or 9 miles distant, Sumpter collided with transport steamer General Meigs, in consequence of which, at 1:15 a.m., Sumpter sank in about 7 fathoms of water. No lives lost; officers and men lost all their effects. General Meigs reported uninjured. The officers and crew of the Sumpter were kindly brought into the roads by Captain Laverett,

of the schooner Jamestown, bound from Washington to Boston. I ask authority to issue to officers and men the necessary rations, clothing, and money. Paymasters saved nothing.

S. P. LEE, Acting Rear-Admiral.

Hon. GIDEON WELLES, Secretary of the Navy.

## Report of Acting Rear-Admiral Lee, U. S. Navy

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., June 25, 1863.

SIR: I regret to be called upon to forward the enclosed certified copy of the report by Acting Volunteer-Lieutenant Peter Hays, late commanding U.S. S. Sumpter, of the circumstances connected with the loss of that vessel yesterday morning.

I shall order a board to investigate the matter.

I propose to distribute her officers and men in this squadron as soon as the Department authorizes issues to them, and as soon as their accounts are opened again, about which I am informed (although all the paymasters's books, papers, and funds are lost) there will be but little difficulty when copies of their transfer accounts have been obtained from the former paymaster of the Sumpter and Paymaster Marcy, of the receiving ship at New York.

I have telegraphed for them.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

P. S.—I enclose herewith Acting Assistant Paymaster Robinson's report of the loss of his books, papers, etc.

S. P. LEE, Acting Rear-Admiral.

[Enclosures.]

Schooner Jamestown, Hampton Roads, June 24, 1863.

SIR: I have to report that at half past 12 this morning, Smith's Island light bearing W. N. W., distant about 8 miles, a light was reported, apparently a steamer's. The officer of the deck, Acting Ensign Thomas W. Spencer, reported it to me, and asked if he should run for it. I told him to run in her direction and try and ascertain what she was. We approached her very slowly, going through the water slowly. There was a heavy mist at the time and we were unable to distinguish an object with any degree of accuracy beyond 200 yards.

The steamer showed one white light forward and one aft and a red light apparently amidships. Upon nearing her it was the intention of the officer of the deck to pass astern of her, but being deceived by the mist he found he had not room, and endeavored to bring our ship upon a course parallel with hers, and in endeavoring to do so the vessels collided, our bow striking her about the fore chains. The shock was a very slight one, but the *Sumpter* being very rotton, even that slight shock had the effect of wrenching the entire stem off her.

The steamer dropped astern. I hailed but got no answer, but immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after was hailed and asked to send a boat, which I did immediately after the boat which is a boat which it is a boat which it is a boat which is a boat which it is a boat which is a boat which is a boat which it is a bo

ately, supposing the steamer was sinking.

The boat returned immediately and reported the steamer to be the General Meigs, from New York for Port Royal, and that she was uninjured. The officer reported that the captain of the Meigs asked if a volunteer officer commanded the Sumpter, and being answered in the affirmative, replied that he thought some secesh officers were on board of her. She immediately resumed her course and was soon out of sight.

I asked the engineer of the watch if the ship was making any water; he replied she was not. I then went forward to see what damage was done to our bow and sent the carpenter with an officer to see if she was making any water forward. They immediately reported an immense body of water was rushing in forward. I went down myself and was immediately convinced she could float but a short time, and at once gave the order to abandon ship, as she had settled forward some 5 feet. We laid by her five minutes and her bows were nearly under.

Made a sail close by and pulled for her; she proved to be the schooner Jamestown, from Washington, bound to Boston, Captain Laverett. I told him the condition we were in and asked him to return with us to Hampton Roads, with which he complied.

About twenty minutes after leaving the Sumpter she sunk in about

7 fathoms of water, her mastheads only being out of water.

Very respectfully, your obedient servant,

PETER HAYS,
Acting Volunteer-Lieutenant.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

U. S. SHIP BRANDYWINE, Hampton Roads, Virginia, June 25, 1863.

SIR: I have to report that in the loss of the U. S. S. Sumpter nothing in my department was saved. All my books and accounts, the iron chest containing \$2,070, with a small amount of provisions, small stores, and clothing, went down with the ship. Myself and the other officers arrived yesterday and reported to Acting Rear-Admiral Lee, commanding North Atlantic Blockading Squadron, on board U. S. S. Minnesota, who ordered us to report on board U. S. ship Brandywine for temporary accommodation.

Very respectfully, your obedient servant,

A. B. Robinson, Acting Assistant Paymaster, U. S. Navy.

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

Report of Commander Patterson, U. S. Navy, commanding U. S. S. James Adger, of a collision between that vessel and an unknown steamer.

U. S. S. JAMES ADGER, At Sea, Lat. 38° 25' N., Long. 74° 40' W., June 24, 1863.

SIR: I have the honor to report that about 2:15 this morning, when 25 miles N. E. by E. of Cape Henry, gentle breeze from northward and

eastward, and misty, the officer of the deck, Acting Ensign C. Moore, reported to me a light in sight on our port bow. I sent him orders to be careful and avoid running into vessels. A few moments after I heard the bell ring to slow our engine and the steam whistle blown twice. I immediately went on deck and saw a masthead and green light a little forward off our port beam and a strange steamer so near that a collision was inevitable. Our helm at this time was aport, and had been so some time. The strange steamer must have ported her helm immediately after I saw her, as her port bow struck and slued the after gun (which was cast loose) on our port quarter with slight damage to our upper works, but I regret to add that Quartermaster John T. Simpson, at our wheel, was seriously injured about the head by splinters.

The strange steamer, I think, was a propeller. As we were struck by her bow (her strongest point) and did not receive serious injury, and she continued on after the collision without our hearing her steam whistle or discovering any signals, I presumed she had not sustained much damage, and not aware either, until too late, of all the facts attend-

ing the collision, I kept on my course.

I forward herewith a copy of a statement made to me by Acting Ensign C. Moore, by which it appears that he followed the prescribed rules for avoiding a collision under the circumstances, while the strange steamer disregarded them.

Very respectfully, your obedient servant,

T. H. PATTERSON, Commander.

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

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, revoking order to send all prizes to Boston.

NAVY DEPARTMENT, June 25, 1863.

Sir: The order of the 30th of March, 1863, to send all prize steamers to Boston is revoked, and the previous instructions to send a fair proportion of captured vessels to that port, will be considered in force.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, regarding strengthening the blockade.

NAVY DEPARTMENT, June 25, 1863.

SIR: If in your judgment the blockade of Wilmington is likely to be jeopardized by an attack from within or without, you will add to the force now there the steam frigate *Minnesota*. The *Roanoke* will soon be in Hampton Roads.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Reports of Acting Master Coffin, U. S. Navy, of an attack, June 25, 1863, upon a reconnoitering party from the U. S. S. Crusader, and retaliatory measures employed.

U. S. S. ORUSADER, Off Yorktown, Va., June 26, 1863.

Sir: Having received information that a boat was being fitted out in a small stream called Pepper Creek, near New Point Comfort, for the purpose of preying on the commerce of Chesapeake Bay, I yesterday went in with two boats to reconnoiter. While passing up the creek we were fired on by a party concealed in the woods, and two of my men, James Duffy (coxswain of the gig) and John Moran (seaman), were slightly wounded. We at once landed and returned the fire, when the enemy ran away.

Having been wantonly fired at I deemed some retaliation necessary and proper; so, landing at two points 'twixt New Point Comfort and East River, I burned several houses and destroyed considerable grain, etc. I enclose the surgeon's report of the wounded men, and am,

Very respectfully, your obedient servant,

ROLAND F. COFFIN,

Acting Master, Commanding U. S. S. Crusader.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

U. S. S. CRUSABER, Off Yorktown, July 3, 1863.

SIR: I have the honor to inform you that I was relieved from the command of this steamer this afternoon by Acting Volunteer Lieutenant Peter Hays, acting under your orders. He tells me that you wish to know from me more full particulars of the destruction of property in Mobjack Bay on the afternoon and evening of June 25, 1863, than was

mentioned in my dispatch to you of June 26, 1863.

The information upon which I acted I obtained from a man named Morse, who represented himself as a good Union man, and believing it fully within the scope of my instructions to prevent all illicit trading by all means in my power, and taking into consideration the damage which an armed boat might in a few hours effect in the commerce of this bay, I deemed it my duty to look into the creek and ascertain if the information was correct, and if possible capture the boat. I accordingly sent Acting Ensign Albert Buhner with the first cutter, armed, and followed myself with my gig. The creek was narrow and crooked, and after proceeding some distance up the creek I myself went on shore alone, giving orders to the gig's crew to remain in the boat. made enquiry at several houses, but obtained no information of any hoat such as had been described by Mr. Morse. While returning I heard shots (several volleys) on the opposite side of the creek, and at once made haste to reach my boat. Arriving at the shore, I saw the first cutter's crew with Mr. Buhner on shore engaged with a party in the woods and the gig's crew about landing. I ordered them to return and take me over, which they did. Seeing that the enemy had retired, and seeing my coxswain in the boat wounded by a rifle shot in the arm, I ordered Mr. Buhner to return to his boat, which was effected in good order. He informed me that he had one man wounded. pulled out, the gig following the cutter, with half the crew at the oars and half with their rifles ready, but saw no more of the enemy. Arriving on board we attempted to shell the place, but the distance was too

great for our battery. I then proceeded to a point where the depth of water enabled me to approach nearer the shore, and after firing a few shells sent in three boats, with orders to burn the houses and return as quickly as possible. They burned three, one of them known to them to be that of a noted rebel and blockade runner named Kerwan, and the others supposed by them to be such. At the house first mentioned was found a quantity of new dry goods and other stores, the quantity enough to stock a small country store. As the party was ordered to use all the expedition possible, and only to destroy and not to plunder, none of the goods were captured. I afterwards landed myself at a place still farther up the bay, near the mouth of East River, with the gig and first cutter, and then destroyed four more farms, with their outbuildings, where there was considerable grain, bacon, etc.

My object in this destruction was to render the approach to shore by any of our armed boats more safe for the purpose of reconnoissance if necessary. I am aware that my proceedings conflict somewhat with the orders received by Lieutenant Commander Babcock, of June 17, but at the time of giving me those orders he told me that emergencies might arise other than contemplated by those orders, and in that event I was to use my own judgment. Deeming the wounding of my men an

outrage requiring prompt satisfaction, I so acted.

Trusting you may approve my conduct,

I am, very respectfully, your obedient servant,

R. F. COFFIN,
Acting Master.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

Letter from Commander Davenport, U. S. Navy, to Brigadier-General Wessells, U. S. Army, regarding withdrawal of vessels from Plymouth, N. C.

U. S. S. HETZEL, Plymouth, N. C., June 26, 1863.

GENERAL: Will you be good enough to inform me whether in your opinion the fortifications and earthworks erected for the defense of Plymouth are such that the presence and assistance of the gunboats can be dispensed with?

I am desirous that the naval vessels should be permitted to cruise in the sounds and perform their legitimate functions as an active police of the waters, if the defenses of this place are such as to admit of their being withdrawn.

I have the honor to be, etc.,

H. K. DAVENPORT, Commander and Senior Officer, etc.

Brigadier-General H. W. WESSELLS,

Commanding Department of Albemarle, Plymouth, N. C.

Letter from Brigadier-General Wessells, U. S. Army, to Commander Davenport, U. S. Navy, advising the continued presence of a naval force for the defense of Plymouth, N. C.

DISTRICT OF THE ALBEMARLE, Plymouth, N. C., June 25 [26], 1863.

CAPTAIN: I have the honor to acknowledge the receipt of your communication of this date, asking my opinion as to the sufficiency of the

earthworks in this vicinity for the defense of Plymouth, without the assistance of the gunboats. So many contingencies are involved in this enquiry that I can only reply that the presence of the gunboats may not be necessary except under certain circumstances. If it is desirable to hold the place at all, I consider that every available means should be used, not only to render it secure, but such as will deter the enemy from an attack. I see no reason for inviting him here by removing any serious obstacle to his success. The gunboats are a formidable auxiliary to the defenses of the place, and being the most accessible point within the district occupied by troops, I consider that the gunboats should remain habitually as they are. The river obstructions are not completed, and an attack by water should, if possible, be met by water.

I do not by any means believe that the whole naval force should be compelled to lie idle in the Roanoke. The heavy batteries of the Miami and Southfield would allow the Valley City, Commodore Perry, and Whitehead to cruise throughout the sound and its tributaries for the suppression of contraband trade, and to perform the usual duties of ships of war. This has been their usual practice under the active administration of Lieutenant-Commander Flusser. I am of the opinion that it is judicious, and although the defenses may be alone sufficient, the presence of the gunboats is too important to be dispensed with.

Very respectfully, your obedient servant,

H. W. WESSELLS,
Brigadier-General Volunteers, Commanding.

Commander H. K. DAVENPORT,
Commanding Naval Forces, Sounds of North Carolina.

Letter from Captain Kennedy, Royal Navy, commanding H. B. M. S. Challenger, to Acting Rear-Admiral Lee, U. S. Navy, making enquiry regarding the passing of the blockade by British vessels.

H. B. M. S. CHALLENGER, Hampton Roads, June 26, 1863.

SIR: I have the honor to inform you that next Monday, 29th June, being the anniversary of the coronation of her Most Gracious Majesty Queen Victoria, the British ships of war in Hampton Roads will dress with flags at 8 a. m. and fire a royal salute at noon.

Will you kindly inform me whether the blockading ships have orders to stop one of her Britannic Majesty's ships, should I think it necessary to send one up to Washington, Annapolis, or Norfolk?

I think of going up to latter place immediately, if I can get permission of the commodore at Gosport dockyard, to make a new foreyard for H. M. S. Challenger, having found it badly sprung.

I have the honor to be, sir, your most obedient servant, J. KENNEDY,

Captain and Senior Officer.

Admiral Lee, Commanding U. S. Squadron, Newport News. Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Kennedy, commanding H. B. M. S. Challenger, regarding admission of foreign men of war within the blockade.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., June 27, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 26th instant, and to inform you that this ship will hoist the English flag and fire a national salute at noon Monday, 29th June, in honor of the anniversary of the coronation of her Most Gracious Majesty Queen Victoria.

Foreign men of war are admitted within the limits of the blockade. There is, therefore, no objection to your sending one of her Britannic Majesty's ships to Washington, Annapolis, or Norfolk.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain J. KENNEDY, Royal Navy, Commanding H. B. M. S. Challenger,

Senior British Officer in Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, [June 28, 1863].

If the Bermuda comes in first let her take the negroes to Portsmouth, N. II., and then return to Philadelphia. Have the squadron ready for work. Probably the Passaic will be also added to your force, and some larger gunboats. You may have orders for work in a day or two. You must not go south.

GIDEON WELLES,

Secretary.

Rear-Admiral S. P. LEE.

[Telegram.]

NAVY DEPARTMENT, June 28, 1863.

Fitzhugh Lee captured a wagon train near Tennallytown. He had about 300 cavalry. All your people came in to the judge's and will remain there. In addition to the Secretary's order this evening, 1 think you better send up the Aquia Creek boats you have, and if the communication is cut between here and Baltimore, which is probable, an attempt [will] be made to add to the panic by moving fieldpieces to prominent points on the Potomac. In that event a couple more of gunboats ought to be here, as we have sent one from here to guard the Havre de Grace ferry, and may have to send one into the Gunpowder and one into Bush River to guard the bridges.

G. V. Fox.

Rear-Admiral S. P. LEE, Newport News.

The Tacony's career is ended by the capture of Lieutenant Read and his party.

[Telegram.]

NAVY DEPARTMENT, June 28, 1863.

Send the Shokokon to Annapolis to communicate with the military commandant, and there remain until further orders. Send the Dai Ching to Washington. When the Roanoke arrives at Hampton Roads send the Lehigh to Washington.

GIDEON WELLES, Secretary.

[Acting] Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

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Order of Commander Crosby, U. S. Navy, to Lieutenant-Commander Babcock and Lieutenant Cushing, U. S. Navy, to report to the Department for orders.

U. S. S. COMMODORE BARNEY, Head of Pamunkey River, June 29, 1863—9 p. m.

SIR: In obedience to orders from Acting Rear-Admiral S. P. Lee, under date of June 29, 1863, received by me this p. m., you will proceed immediately to Washington City, D. C., with the Commodore Barney [and] Morse under your command, and report promptly to the Department for orders.

PEIRCE CROSBY,
In charge of Naval Forces.

Lieutenant BABCOCK, Lieutenant CUSHING.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Commander Mitchell, U. S. Navy, to prepare the U. S. S. Commodore Jones for service and proceed to Annapolis.

Confidential.] GOSPORT NAVY YARD, June 29, 1863-Noon.

SIR: Prepare the Commodore Jones for service with all practicable dispatch, obtain a pilot, and proceed without delay to Annapolis, where put yourself in communication with the military commander there, and immediately by telegraph and mail report your arrival to the honorable Secretary of the Navy and remain there for further orders. I have requested Commodore Livingston to afford you every facility, and employ on the Jones every mechanic who can work on her, so that you may, I hope, get off to night. Fleet Engineer Garvin says the Jones can be got ready by noon to morrow without difficulty. With earnest effort I hope it may be done sooner. Spare no effort to reach Annapolis with dispatch. Much depends on the efforts you make.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. G. MITCHELL, Commanding U. S. S. Commodore Jones, Norfolk Navy Yard. Letter from Commodore Dornin, U. S. Navy, to Acting Rear-Admiral Lee, U. S. Navy, regarding threatened attack upon the city of Baltimore.

> COMMANDANT'S OFFICE, Naval Station, Baltimore, June 29, 1863.

SIR: I have received your telegram about the Seymour, which would have left here all complete by Thursday, but an immediate attack on this city is threatened by the enemy, and General Schenck requested the aid of all the war steamers here to protect points he designated, so

I have the Seymour, Daylight, and Penguin assigned to that duty, which does not interfere with the work doing for them by the boiler-makers and machinists.

I hope, however, in a few days to be able to send you down the

Seymour.

I send down Michael Riley (fireman)—left here by the Commodore Barney—who came to my office of his own will and requested to be sent down to rejoin his own vessel. I have sent him with a note to the

frigate Brandywine.

Paymaster's Steward Thomas E. Morris, of the Commodore Barney, to whom I had given transportation to Washington, thinking his vessel was there, reported himself at the Department and was referred back to me. I now send him down to you, directing him to report on board the Brandywine.

I have reported to the Secretary of the Navy the disposition I have

made of the steamers for the defense of this city.

I am, respectfully, your obedient servant,

Thos. A. Dornin, Commodore.

Acting Rear-Admiral Samuel P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, June 30, 1863.

The Department does not wish to indicate the disposition of the vessels, but has every confidence in the judgment of the admiral commanding.

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Hampton Roads, Va.

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

U. S. S. HETZEL, Off New Berne, N. C., June 30, 1863.

ADMIRAL: I have the honor to submit the following statement of the disposition of the vessels in the sounds for term ending at date:

June 4.—The Hetzel left New Berne for Washington, Hatteras Inlet, etc., returning on the 14th instant.

June 20.—The Underwriter joined the Shawsheen and Brinker off Wilkinson's Point, Neuse River.

June 23.—The Hetzel left New Berne for Plymouth, having Fleet

Surgeon Wood on board.

June 29.—The Hetzel arrived at New Berne. The Whitehead arrived

from Plymouth for stores, coal, etc.

June 30.—The Whitehead left for Plymouth. The Commodore Perry arrived at New Berne from Plymouth for stores, coal, and slight repairs to her decks. The Hetzel, Delaware, Ceres, and Commodore Perry are at New Berne. The Shawsheen, Brinker, and Underwriter are cruising down the Neuse River in the vicinity of Wilkinson's Point.

The Louisiana, Hunchback, and Commodore Hull are at Washing-

ton, N. C.

The Miami, Valley City, Southfield, and Whitehead are in the upper sounds. The Commodore Perry will return as soon as possible.

The Lockwood is at Hatteras and the Granite is at Ocracoke Inlet.
I have the honor to be, etc.

H. K. DAVENPORT.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. schooner William Bacon.

NAVY DEPARTMENT, June 30, 1863.

SIR: Your No. 689 has been received. Commodore Harwood has been directed to send one of his best steamers to you for the purpose of relieving the *William Bacon*, which you will order to the Potomac on the arrival of her relief.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 1, 1863.

SIR: The following is the present position of the vessels attached to the North Atlantic Blockading Squadron:

Vessel.	Station.	Remarks.	
Minnesota	Off Newport News		
Sangamon	do		
Leniga	do	Tamporarily	
Young America	do	Tug, on picket.	
ilac	do	Tug.	
Mount Washington	do	Dispatch boat.	
Brandywine	Hampton Roads		
harles Phelps	do	Coal vessel.	
oman	do	Store hulk.	
en Morgan	do	Do.	
onghton	dodo	Ordnance vessel.	
vatio	do	Guard ship.	

Vessel.	Station.	Remarks.	
Commodore Morris	Pamunkoy Rivor	•	
Western World	do	•}	
General Putnam	do		
	. West shore of Chesapeake		
Samuel Rotan	do	.  Schooner, blockading.	
Commodore Jones	Annapolis, Md	·i	
Commodore Barney	Potomac River	.{	
Morse	. [ (10	•{	
	. Baltimore, Md		
	do ob		
Philadelphia	do	.) Do.	
Daylight	. do	Do.	
Zonave	.ldo	d Do.	
Seymour	. do	. Do.	
Mõnticello	. Philadelphia, Pa	.]	
Cambridge	do Philadolphia, Pa Poston, Mass	1.	
Wyandolto	Norfolk, Vado	Guard ship,	
Stepping Stones	. do	1	
Coliasset	.]do	1	
	do	At navy yard undergoin repairs.	
Hetzel	.   Sounds of North Carolina	1 *	
Mfami	.]do		
Hunchback	. do	i	
Commodoro Perry	do	1 .	
Underwriter	.]do		
Louisiana	. do	ì	
Commodore Hull	.ldo		
Shawsheen	do		
Brinker	do		
	do		
Whitehead	do do		
Southfield	dodo		
lockwood	ldo		
3ranit <b>e</b>	do		
Zalley City	[do		
)elaware	do		
Villiam Badger	Beaufort, N. C	Store hulk.	
Arletta	do	Ordnanco vessel.	
roguois	Off New Inlet, Wilmington, and coast to I		
tate of Georgia	do		
enobscot	northward.' dodo		
lount Vernon	[ do		
Liphon	ldo		
erry	do Off Western Bar, Wilmington, and coast	Brig.	
acrămento	Off Western Bar, Wilmington, and coast	3	
lorida	to southward.		
	do	Tug.	
hocura	do	O	
ictoria	do		
latthew Vassar		Schooner, ordered to cruise	
	•	between Cape Fear and Cape Hatteras.	
Alliam Bason	do	Do.	

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Act. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

. Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U.S. Navy, regarding the movements of certain vessels of his command.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 1, 1863.

SIR: The U.S. steamers Commodore Barney and Morse left White House, Pamunkey River, at 9:30 p. m. of the 29th ultimo, and Yorktown at 8 a.m. yesterday, both for the Potomac.

The U.S.S. Dai Ching left the roads at 5:30 p.m. yesterday for the Potomac.

The U. S. S. Commodore Jones left the roads at 1:30 p. m. yesterday for Annapolis.

The U.S. S. Shokokon arrived here from Beaufort, N. C., at 3 p. m. yesterday.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, regarding the U.S. steamers Cambridge and Howquah.

NAVY DEPARTMENT, July 1, 1863.

SIR: Orders have been sent to day to the Cambridge, Commander William F. Spicer, and Howquah, Acting Volunteer Lieutenant W. G. Saltonstall, at Boston, to proceed off Wilmington and report to the senior commanding officer there for duty.

Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Order of Acting Rear-Admiral Lee, U.S. Navy, to Commander Crosby, U.S. Navy, to resume his duties in the Pamunkey River.

U. S. FLAGSHIP MINNESOTA, Newport News, Va., July 1, 1863—10 p. m.

SIR: The Shokokon has just come from the navy yard, where she has left one rudder to be repaired. I wish you to proceed immediately in her to the White House, on the Pamunkey, to resume your duties under your former instructions in connection with the operations of Major-General Dix.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Fleet Captain Peirce Crossy, U.S. Navy,

U. S. S. Minnesota.

Report of Commander Crosby, U.S. Navy, regarding affairs in the cignity of White House, Pamunkey River.

U. S. S. SHOKOKON, Off White House, Pamunkey River, July 2, 1863.

ADMIRAL: We arrived here at 10:45 a.m. Generals Keyes and Getty have advanced. General Dix is here. This afternoon we heard

rapid artillery firing in direction of Keyes, but have received no news from him. I imagine there has nothing serious occurred, else we would have heard from him.

I delivered your letter to General Dix. He was glad to have the additional gunboat. He seems desirous of carrying out the views expressed to you in his note. Contrabands are at work leveling the works on the river banks at Cumberland. He has no news. As yet all is quiet here.

Very respectfully,

Peirce Crossy, Fleet Captain.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Letter from Major-General Foster, U.S. Army, to Commander Davenport, U.S. Navy, regarding the proposed experimental trip of the gunboat Bombshell.

HEADQUARTERS EIGHTEENTH ARMY CORPS, New Berne, July 2, 1863.

SIR: I have the honor to inform you that our new gunboat *Bombshell* is now ready for service, and it is proposed to send her up the Neuse River on an experimental trip to try her sailing qualities, test her guns, and to make a diversion.

The commanding general would be pleased to have any naval boats which would be of sufficiently light draft accompany her on the trip, and desires me to ask you for the loan of twelve men, good seamen and gunners, if you can spare for the trip. The men will be needed to-morrow; the boat will go on Saturday.

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

Assistant Adjutant-General.

Commodore H. K. DAVENPORT, Senior Naval Officer, Commanding, etc.

Report of Captain Boggs, U. S. Navy, of arrival at Beaufort, N. C., and of the presence of Confederate ironclad and steamer at Smithville, N. C.

U. S. S. SACRAMENTO, Beaufort, N. C., July 3, 1863.

SIR: I anchored at this place to day for the purpose of coaling and repairing the screw of the 150-pounder rifle, disabled, having on leav-

ing Western Bar only enough coal on board to reach here.

On the morning of the 30th of June the ironclad alluded to in my letter of May 14, No. 35, was seen going down the river and is now lying at Smithville, in full sight of the blockade vessels, with steam up, and apparently ready to come out the first favorable opportunity. She is pierced for seven guns, two on the broadside, two on the stern, and one on the bow.

A most formidable looking vessel in company with her is a large, paddle-wheel steamer, evidently English built, very long, with two

large smokestacks between her masts, no bowsprit, lying low in the water, and altogether a very fast and efficient looking war vessel. I presume a consort of the ironelad, but if intended for cruising would do

immense damage on the coast.

I left off the Western Bar the Chocura, Victoria, and steam tug Violet. Off the end of Frying Pan Shoals the Florida, making arrangements for placing the light vessel. I directed Captain Bankhead to anchor her anywhere and proceed off the bar. I touched off New Inlet and placed Captain Case on his guard by informing him of the appearance of the ironclad.

The vessels off the Western Bar are all cripples in their engines, and should the raid come from that quarter before reinforcements arrive, they will be fortunate if they escape capture, as to prevent such formidable vessels from coming out is impossible on either side with such vessels as compose the blockading squadron. Unless instant reinforcements are sent down, and some ironclads, their programme of raising the blockade and then destroying everything in the harbor of Beaufort will certainly be carried out, to the dishonor of the officers commanding here and the eternal disgrace of our country. All this might have been prevented by acting on the suggestion of my commenting of the 14th of May.

The condition of the majority of the vessels here prevent their offering any effective resistance. This ship and the *Iroquois* are the only ones capable of making any fight, and their powers of endurance would not carry them through ten minutes' action with so formidable an iron-clad, even were they together, but separated by the shoals, not knowing which side she may come out, what prospects have we but defeat and mortification? I shall use all dispatch in returning to my station,

but fear it will be at least a week before I can reach there.

Believing this information to be of sufficient importance to justify it, I have sent a communication direct to the Secretary of the Navy on the subject and directed Lieutenant-Commander Queen, who has completed his inspection of the vessels of this squadron, and has seen the ironclad and gunboat, to proceed north with the least possible delay and lay all the information with [in] his knowledge, respecting the state of the vessels of this squadron, before you.

From undoubted information it is certain that a second vessel is

nearly ready, and several gunboats.

Very respectfully, your obedient servant,

CHARLES S. BOGGS, Captain, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

P. S.—I send north Mr. Windman [Weinmann], who made his escape from Wilmington and can give very important information respecting the defenses and state of affairs in and around Wilmington, including blockade running, etc. Mr. Windman claims to be a citizen of Baltimore and in the employ of Mr. W. Sisson, marble cutter.

Very respectfully, your obedient servant,

ĆHAS. S. BOGGS, Captain, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Kennison, U. S. Navy, regarding the seizure of the schooner Champion.

U. S. SCHOONER SAMUEL ROTAN, Off Yorktown, July 3, 1863.

SIR: I very respectfully report that I seized off Piankatank River, July 2, and brought to this place for your disposal, the schooner *Champion*, of Yorktown, 35 tons, with three men on board, viz, M. P. Morse, captain and part owner; James Foster, and Washington Brown,

all of Mathews County, Va.

It appears from Mr. Morse's statement that she was formerly in the oyster trade, and had been sunk with others of same class 30 miles up the Piankatank River for two years. James Foster also had a schooner up there and carried sails up to get her down, but the only one they could raise was the *Champion*, and the sails were bent on her. They worked several nights, remaining hid through the day. Foster destroyed his schooner before he left. On the way down were repeatedly fired at by guerrillas. There was nothing on board. She appears to be thoroughly water-soaked; had no papers of any kind; made no attempt to evade, but came directly toward us, stating they were afraid to anchor inside on account of guerrillas. Mr. Morse appears to be possessed of considerable information. I think it would be desirable for you to see him. He told me there was a barrel of poisoned whisky at Mathews County Court-House for our cavalry on their next raid.

The schooner leaks very badly; the prize crew were constantly at the pumps.

I have the honor to remain, very respectfully, your obedient servant, WM. W. KENNISON,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, off Newport News.

P. S.—I arrived at Yorktown at dusk. Finding no one to report to here, have concluded to send her to Newport News for you to investigate.

Very respectfully, your obedient servant,

WM. W. KENNISON, Acting Volunteer Lieutenant, Commanding.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting the addition of three vessels to the force under his command.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 3, 1863.

SIR: In reply to the Department's letter of June 30, I beg leave to represent that this is the only man of war in this squadron (not on the blockade at Wilmington) with cabin accommodations for more than her commander.

Besides this vessel, there are in these waters only the store hulks, the tugs, and transports, some ferryboats, and the ironclads. Hence, the detail of this vessel for the blockade of Wilmington necessarily made like disposition of me.

In the West Gulf Blockading Squadron, referred to by the Department, the Colorado may be regularly attached to the blockade of

Mobile and the admiral be elsewhere or mostly in the Mississippi, as he has there the *Hartford* and 'the *Richmond*, regular sloops-of-war, with two cabins each, besides several other regular men-of-war not on the blockade and subject to his use.

With a proper ironclad and movable force at Newport News, this vessel might be stationed off Wilmington or in the roads, where the

man-of-war force now consists of foreign pennants.

I respectfully suggest that there should be an addition of three vessels of force to this squadron for the protection of the blockade; also some swift gunboats, for the double blockade required for Wilmington, and several cruising steamers on the outside of the blockade.

The Department has ordered the Lehigh to be sent to Washington on the arrival of the Roanoke, and intimated that the Passaio would be sent here. I beg leave to repeat that it is desirable to have at least two of the monitors here, as the Roanoke is almost immovable.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commanders Nicholson and Howell, U. S. Navy, regarding strict lookout for the C. S. S. Patrick Henry.

U. S. FLAGSHIP MINNESOTA, Newport News, Va., July 1, 1863—10 p. m.

SIR: I enclose a copy of a dispatch, \* just received from the Navy Department, dated to-day, 8:20 p.m., relating to the running of this blockade by the privateer *Patrick Henry*. Inform your officers and men and keep the best sort of a lookout to prevent this. I wish to see you at 9:30 a. m. to-morrow.

At 6:30 p.m. the Secretary of War telegraphs to Fortress Monroe

that the victory is complete and Lee is in full retreat.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander NICHOLSON,

Commanding U. S. S. Sangamon.

(Same to Commander Howell, commanding U. S. S. Lehigh.)

Report of Commander Crosby, U. S. Navy, regarding affairs in the Pamunkey River.

U. S. S. Shokokon,

Off White House, Pamunkey River, July 4, 1863.

ADMIRAL: General Getty has not yet returned, but expected to-morrow.

General Keyes advanced to Baltimore Cross Roads, and is encamped 5 miles from White House.

To-day Captain Huse, of the Shokokon, went up the river and destroyed a schooner which he was unable to get down, she being aground about 5 miles up the river. Night before last General Keyes had a skirmish with the enemy, it resulted in nothing more than his remaining where he is. As yet all is quiet. Captain Gillis captured a small sloop yesterday up a creek near Cumberland.

The railroad track in this vicinity is all up, and locomotive embarked;

also the railroad iron.

Very respectfully, your obedient servant,

Peiroe Crosby, Fleet Captain.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Captain Boggs, U. S. Navy, of the placing of the Frying Pan Shoals light-ship, July 4, 1863.

U. S. S. SACRAMENTO,
Off Western Bar, Wilmington, N. C., July 11, 1863.

SIR: I have the honor to report that the light-ship was moored off the end of Frying Pan Shoals by Commander Bankhead on the 4th of July, and the light exhibited that night. Approximate position ascertained by meridian altitudes and time sights, latitude 33° 33′ N., longitude 77° 51′ W., in 10 fathoms of water.

Very respectfully, your obedient servant,

OHAS, S. BOGGS, Captain, U. S. Navy.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron

Report of Captain Case, U. S. Navy, regarding work on Confederate defenses at New Inlet.

U. S. STEAM SLOOP IROQUOIS, . Off New Inlet, North Carolina, July 4, 1863.

SIR: I have to inform you that the Mound battery at New Inlet is apparently completed, and that the rebels are now mounting guns on it. The first gun fired in celebration of this day was fired from it at noon. The face of casemated fort No. 3, south of Fort Fisher, has been recently taken off and workmen are busy in altering it. I suppose they are facing the embrasures with iron.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Naval correspondence regarding the mission of Hon. Alexander H. Stephens as military commissioner from the Confederate Government.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commanding officer at Fortress Monroe.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 4, 1863.

Enclosed herewith I forward a communication for you, just received

from flag of truce just arrived from Richmond, Va.

Supposing that the enclosed is of the same nature as a communication just received by me by the same conveyance, I would respectfully suggest the propriety of keeping its contents strictly secret until the will of the Government is made known.

Very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Condy. North Atlantic Blockading Squadron.

COMMANDING OFFICER AT FORTRESS MONROE.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July, 4, 1863.

SIR: At 2:30 p. m. to-day I received the enclosed original communication from Mr. Stephens, a copy of which I included in a telegram to the Department and sent to Fortress Monroe to be forwarded in eigher.

At the same time I received a communication from the same source, directed to the commanding officer at Fortress Monroe, which I deemed it prudent to enclose in a communication, of which the enclosed (No. 1) is a copy.

This was sent by Lieutenant Lamson, who, as General Dix was absent, was directed to ascertain and deliver it to the proper officer and to repeat to him that I thought the matter should not be disclosed without the instructions of the Government.

The picket tug was then sent back to its station, which is 5 or 6 miles above and in sight from this anchorage, with orders to deliver my reply (copy enclosed, No. 2) to Mr. Stephens on board the unarmed rebel tug *Torpedo*, which had been required, agreeably to my standing written orders, to anchor above White Shoal light, which is about 8 statute miles above this anchorage.

Notwithstanding these precautions, I heard this evening that it was known generally that Mr. Stephens was on board and that he wanted

to go to Washington.

This information was, I suppose, purposely communicated by the

flag-of-truce tug Torpedo to our picket tug, the Lilac.

There was manifested on board the flag of truce a great desire to come down to the fleet. On being informed of my order, it was represented that she had no anchor, but on being offered one, the people on board said they would get one from the hold. Mr. Stephens (I suppose it was) wished to come down for the more speedy delivering of his applications, which he could prepare on the way.

To allow the so-called Confederate States steamer to pass this blockade and display its assumed sovereign flag at the national capital was an act of recognition wholly at variance with my feelings and sense of duty. The proposition was otherwise objectionable.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure No. 1.]

C. S. S. TORPEDO, On James River, July 4, 1863.

SIR: As military commissioner I am the bearer of a communication in writing from Jefferson Davis, commander in chief of the land and naval forces of the Confederate States, to Abraham Lincoln, commander in chief of the land and naval forces of the United States. Hon. Robert Ould, Confederate States agent of exchange, accompanies me as secretary.

For the purpose of delivering the communication in person and conferring upon the subjects to which it relates, I desire to proceed directly to Washington City in the steamer *Torpedo*, commanded by Lieutenant Hunter Davidson, of the C. S. Navy, no person being on board but the Hon. Mr. Ould, myself, and the boat's officers and crew.

Yours, most respectfully,

ALEXANDER H. STEPHENS.

Rear-Admiral S. P. Lee, U. S. Flagship Minnesota, Newport News.

[Enclosure No. 2.]

U. S. S. MINNESOTA, Off Newport News, July 4, 1863—2:30 p. m.

SIR: Your communication of this date is received. I will report by telegraph your arrival and object, and inform you of the result without delay.

Very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. ALEXANDER H. STEPHENS,
Military Commissioner.

[Telegram.]

FORT MONROE, July 4, 1863-9 p. m.

Your telegram went immediately. No reply yet. The Secretary of War telegraphs to Colonel Ludlow not to allow the flag of truce to come down, and to hold no communication with her till further instructions. Secretary of War telegraphs at 6:30 p.m. the victory over General Lee is complete. The enemy in full retreat.

LIEUTENANT LAMSON.

Acting Rear-Admiral LEE, Newport News. [Telegram.]

FLAGSHIP MINNESOTA,

Fort Monroe, Va., July 5, 1863-3 p. m.

(Received 4:15 p. m.)

At 1:30 p. m. the flag-of-truce boat Torpedo got underway from off White Point light-house and went up James River.

S. P. LEE. Acting Rear-Admiral.

Hon. Gideon Welles, Secretary of the Navy.

[Telegram.]

FLAGSHIP MINNESOTA,

July 5-5:30 p.m.

(Received July 5, 1863, 6:50 p. m.)

The flag-of-truce tug Torpedo has returned and anchored off White Point light-house, 8 miles above this ship.

S. P. LEE, Acting Rear-Admiral.

Hon. GIDEON WELLES, Secretary of the Navy.

[Telegram.]

WASHINGTON, July 6, 1863—10:45 a.m.

The request of Alexander H. Stephens is inadmissible. The customary agents and channels are adequate for all needful military communications and conference between the United States forces and the insurgents.

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE.

[Telegram.]

WASHINGTON, July 6, 1863—10:45 a.m.

You have above the answer of this Department to the request of Alexander H. Stephens, and will govern yourself accordingly.

Please acknowledge receipt of this.

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of reply to Hon. A. H. Stephens.

Confidential.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 6, 1863.

SIR: I informed the Department by telegraph of the receipt of its dispatch of 10:45 a.m. to-day.

Enclosed is a copy of the letter in which I communicated to Mr. Stephens the decision of Government in regard to his request to proceed to Washington as military commissioner, etc.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 6, 1863.

SIR: The request contained in your communication of the 4th instant is considered inadmissible.

The customary agents and channels are adequate for all needful military communications and conference between the United States forces and the insurgents.

Very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron. Hon. Alexander H. Stephens.

Additional report of Acting Rear-Admiral Lee, U. S. Navy, transmitting letter from Hon A. H. Stephens.

Confidential.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 7, 1863.

SIR: My confidential communication No. 726, of yesterday, enclosed a copy of the note in which I conveyed to the Hon. A. H. Stephens the answer, under my instructions, to his application to proceed to Washington in the rebel steamer *Torpedo* as military commissioner.

On receiving this note, and after an interview between Lieutenant-Colonel Ludlow and Mr. Ould, the *Torpedo* returned up James River.

Enclosed is the original of a letter from Mr. Stephens, dated July 6, 12 m., which had been previously dispatched by him. The letter to Lieutenant-Colonel Ludlow, alluded to in the within, was duly delivered.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

C. S. S. Torpedo,

Off Newport News, Va., July 6, 1863-12 o'clock m.

Sir: Will Admiral Lee inform me, if he can, how long it will probably be before an answer will be made to my note of the 4th instant? Will he please also forward the accompanying letter from Hon. Mr. Ould, Confederate agent of exchange, to Lieutenant-Colonel William H. Ludlow, United States agent of exchange.

Most respectfully,

ALEXANDER H. STEPHENS.

Acting Rear-Admiral S. P. LEE,

U. S. Flagship Minnesota.

Report of Acting Master Babcock, U. S. Navy, of the arrival of the U. S. schooner T. A. Ward in Hampton Roads.

U. S. SCHOONER T. A. WARD, Hampton Roads, July 5, 1863.

SIR: In obedience to orders from Commodore A. A. Harwood, I hereby respectfully report the arrival of the U. S. schooner T. A. Ward at this port from the Potomac River, for duty in the North Atlantic Blockading Squadron.

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

W. L. BABCOCK,

Acting Master, Commanding U. S. Schooner T. A. Ward.

Rear Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Endorsement.]

Reported July 6. Order him to prepare for sea, report when ready, and proceed to the blockade and report to Captain Boggs for duty to relieve the William Bacon. Direct Captain B. to send the William Bacon here and to assign such duty to the Ward on the blockade as she can most advantageously perform.

Report of Acting Master Rogers, U. S. Navy, commanding U. S. schooner William Bacon, regarding the cruise of that vessel, July 1-20, 1863.

U. S. SCHOONER WILLIAM BACON, [July 20, 1863].

SIR: I respectfully submit the following report of the cruise of this vessel between the parallels of Cape Fear and Cape Hatteras from July 4 to date:

In compliance with orders to that effect, which were received on the 3d July, made all possible dispatch. At meridian on the 4th July weighed, made sail, and proceeded to sea from the Western Bar off Cape Fear, with light easterly winds and fine weather, U. S. schooner Matthew Vassar in company. At 11 p. m. Frying Pan light-ship bore north, distant 8 miles.

July 11.—At meridian, in latitude 34° 40′ N., longitude 76° W., boarded American schooner Chief, of New York, B. Rider, commanding, from Beaufort, N. C., bound to New York, laden with naval stores. At 9 p. m. saw a steamer's lights; appeared to be steering S. W. Showed the challenge and private signals, but received no answer. At 10 p. m. fired blank shot and hove her to. Attempted to board her, but she steamed off, when we fired three shots at her, but it being dark and the wind light, could not overtake her.

July 14.—At 9:20 a.m., in latitude 33° 58′ N., longitude 75° 45′ W., boarded American schooner Surprise, of Key West, F. B. Rhodes, commanding, from Key West, bound to New York, laden with prize goods on Government account. At 5:40 p. m. heavy gale and rough wind; vessel under close-reefed sails, steering west; a suspicious steamer was reported by the lookout offshore, steering in to the westward. She came down on our weather beam about 3 miles distant. Set our colors, of which she took no notice. Fired a blank, which produced no other effect. Fired three shots at her, the second of which took effect on her starboard quarter. She immediately bore up and steamed to

windward in order to get out of range, which she accomplished in a few minutes, and then, resuming her former course, steered in for the land and was soon lost to sight. The steamer was schooner-rigged, with no topmasts, no bowsprit, and a straight stem, one smokestack, with the escape pipe directly forward it, painted lead color, and apparently from 700 to 800 tons burden, and I think no doubt a blockade runner, bound into Wilmington, N. C., as we were at the time about 35 or 40 miles to the eastward of Masonboro Inlet, North Carolina.

July 20.—From the edge of the stream stood in toward the light-ship. Made a sail bearing S. W. by W. Exchanged signals and found it to be the T. A. Ward. Communicated and received orders to proceed in company to Little River and transfer the ammunition, crew, etc., to that vessel, and then proceed to the Western Bar and report to the senior officer for further instructions.

Very respectfully, your obedient servant,

WM. P. ROGERS,

Acting Master, Commanding U. S. Schooner William Bacon.

Captain C. S. Boggs, U. S. Navy,

Commanding U. S. S. Sacramento, off Wilmington, N. C.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Acting Master's Mate Miller, U. S. Navy, regarding picket duty.

U. S. FLAGSHIP MINNESOTA, Newport News, Va., July 6, 1863.

SIR: The picket boat underway will remain at from 1 to 2 miles below the White Shoal light-house during the day and toward dark will run down about halfway to the flagship, where she will keep underway during night, and at early daylight she will run up to her position for the day. This change will be made at such time of the morning and evening twilight as will render it least liable to be observed by the enemy. If a rebel flag-of-truce boat comes down by day the picket boat will meet it at the light-house, not approaching nearer than 50 yards; desire it to anchor off the light-house, and say that you will come down and report it, and that the officer in charge of flags of truce will immediately come up and communicate. You will neither give nor ask for any information, nor hold nor allow any other than the necessary intercourse with the rebel flag of truce.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master's Mate ISAAC MILLER, U. S. Navy, Commanding Young America, on Picket, James River.

Correspondence regarding naval demonstration in James River, Virginia, July 6-20, 1863.

[Telegram.]

NAVY DEPARTMENT, July 6, 1863.

On the arrival of the Mahaska and other gunboats, you are authorized to make such a demonstration up the James River as in your judgment

would be advisable, in view of the desire of the Government to threaten Richmond by that approach to assist military movements in this vicinity. The whole matter is committed to yourself as being advised of the difficulties that exist in that river. The Roanoke has met with an accident to her middle turret, but is ordered peremptorily to Old Point.

> GIDEON WELLES, Secretary of the Navy.

Acting Rear Admiral S. P. LEE, U. S. Navy, Old Point Comfort, Va.

[Tolegram.]

NAVY DEPARTMENT, July 10, 1863.

Move a strong force up the James River as far as you can without engaging batteries that are likely to give you a useless cannonade, and report the condition of things for further orders. The Shenandoah, Cambridge, and Montgomery have been sent out after the Florida, which is on the Eastern coast.

> GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, U. S. Navy, Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival in James River of the naval

U. S. STEAM TENDER SEYMOUR, Off Chippoak Creek, James River, July 11, 1863.

SIR: I am here with the ironclads Sangamon and Lehigh and the gunboats Mahaska, Morse, Commodore Barney, Commodore Jones, and Shokokon, two tugs, and two small coal schooners.

Enclosed is a copy of the Department's telegram, which I received and acknowledged yesterday afternoon. Please inform me if it has been correctly transmitted.

Signals were made along the river this morning, which I suppose made known our arrival at Fort Powhatan and at Richmond.

The river is very muddy, with much small drift.

I left the Minnesota and Western World at Newport News.

I have the honor to be, sir, very respectfully, yours, S. P. LEE,

Acting Rear-Admiral, etc.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding a reconnoissance to Fort Powhatan.

> U. S. S. SEYMOUR, James River, July 13, 1863.

SIR: There are no casemates to Fort Powhatan, no guns mounted, and no garrison. This I discovered by a reconnoissance which I made this morning in this vessel. Since then the ironclads and some of the gunboats have passed up. The lower fort has five embrasures. The upper work is much more extensive and has a water battery. I will leave two gunboats to picket and cover the works. I have intimated to General Dix the expediency of occupying or razing them.

I have the honor to be, sir, very respectfully, yours,

[S. P. Lee,]
Acting Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy.

P. S. (Confidential).—On firing the *Lehigh's* XV-inch gun this afternoon the shell burst inside and burst the gun very badly. I will nevertheless go on to City Point and await your further orders.

## [Endorsement.]

This communication came down this morning to be forwarded, but without signature of the admiral. I nevertheless forward it, as it contains important information.

Respectfully,

B. F. SANDS, Captain, Senior Officer Present.

Additional report of Acting Rear-Admiral Lee, U. S. Navy, regarding Fort Powhatan.

U. S. S. SEYMOUR,

Off Fort Powhatan, James River, July 14, 1863.

SIR: We destroyed two magazines at Fort Powhatan and twenty platforms for gun carriages to-day. The lower fort was finished for six guns; the upper fort was not completed, yet was formidable from its position and extent. It had, however, platforms and embrasures finished for fifteen guns. Written evidence was found at the lower fort that it was occupied by the enemy as late as the 7th instant. It was probably abandoned in consequence of this demonstration.

To morrow morning I shall move up to City Point.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, regarding telegram incorrectly transmitted.

NAVY DEPARTMENT, July 15, 1863.

SIR: I return herewith the telegram sent to you by the Department on the 10th instant. It was not correctly transmitted, as you appeared to apprehend. The following is a correct copy of the original:

Move a strong force up the James River as far as you can without engaging batteries that are likely to give you a useless cannonade and report the condition of things for future orders.

N W R-VOL 9-8

The Shenandoah, Cambridge, and Montgomery have been sent out after the Florida, which is on the Eastern coast.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, annulling previous orders.

NAVY DEPARTMENT, July 15, 1863.

SIR: It is not considered necessary now to extend the operations up James River, indicated in the Department's telegram of the 10th instant.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. Lee,
Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Letter from Major-General Dix, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, advising the demolition of the works at Fort Powhatan.

HDQRS. DEPT. OF VIRGINIA, SEVENTH ARMY CORPS, Fort Monroe, July 15, 1863.

ADMIRAL: I have received your letter from the James River informing me that there are neither guns nor garrison at Fort Powhatan. I think it very important that the works there should be demolished, and if you will hold the position I will send a force there at once to effect the object.

I have the honor to be, very respectfully, your obedient servant, JOHN A. DIX,

Major General.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

P. S.—Since writing the above I have received an order to go to New York. My successor here is Major-General Foster, now in North Carolina.

Report of Acting Volunteer Lieutenant Huse, U. S. Navy, transmitting report of an attack upon picket guard stationed in Fort Powhatan.

U. S. S. SHOKOKON,

Off Fort Powhatan, James River, Virginia, July 16, 1863.

SIR: I enclose herewith a report of an attack on the picket guard sent from this vessel and stationed in Fort Powhatau under command of Acting Ensigns Charles J. Goodwin and James A. Brannan. Mr. Brannan has a flesh wound through the shoulder, and is doing well.

Immediately on the alarm being given from the shore I opened on the fort with shell and shrapnel, and continued for two hours at intervals. At 4 this a, m, I fired a few more shell into the fort. Soon after commencing, I heard the discharge of a musket, and also the sound of

a bugle.

At 9 a.m. we saw two or three men inside of the forts. Judging them to be pickets, I opened on them with shrapnel. After firing a few rounds, and not seeing anything to indicate the presence of an enemy, I went on shore myself with an armed boat's crew to reconnoiter; found nothing but fresh tracks.

Very respectfully, your obedient servant,

SAMUEL HUSE,

Acting Volunteer Lieutonant, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. SHOKOKON,

Off Fort Powhatan, James River, Virginia, July 16, 1863.

SIR: The picket guard from this vessel at Fort Powhatan, under my command, was attacked last night at 11:15 p.m. Acting Ensign James A. Brannan, who was in command of the guard at the lower fort, was with me at the time with his men, I having notified him of the presence of the enemy, and being doubtful of their number, we concluded to remain together and ascertain, if possible, the strength of their force. The night was very dark, and at first we saw only two or three, and hoped to be able to capture them, although there were indications of more about. As they moved up cautiously Mr. Brannan hailed the advance. The answer was "Charge the damned Yankees" (or something similar), and a volley of about 50 shots. Our men at once started for the boats, some returning their fire. Mr. Brannan fell wounded through the shoulder (not seriously) while in the act of firing himself. He was the only one struck on our side. As he fell two rebels fell over him, whether they are hit is unknown. It was impossible to judge of the number of the enemy, but I should say from 30 to 50.

Very respectfuly, etc.,

CHARLES J. GOODWIN, Acting Ensign, U. S. Navy.

Acting Volunteer Lieutenant Comdg. SAMUEL HUSE.

Report of Acting Volunteer Lieutenant Huse, U. S. Navy, regarding ammunition expended by the U. S. S. Shokokon.

U. S. S. SHOKOKON,

Off Fort Powhatan, James River, Virginia, July 20, 1863.

SIR: In obedience to your order I respectfully submit the following report of ammunition expended by this vessel since leaving Newport News on the 12th instant: Twenty-five shell, 30-pounder Parrott, Schenkle percussion fuze; 8 shell, 30-pounder Parrott, 5-second time fuze; 36 shrapnel, 24-pounder howitzer; 16 shell, 24-pounder howitzer, 2-second to 5-second time fuze. Out of the 33 shells discharged from 30 pounder rifle there were—16 effective; 16 premature explosions; 1 turned end over end.

As the average number of premature explosions was the same with the 5-second time fuze as with the Schenkle, I attribute it to weakness in the base of the shell. The discharges from howitzers were satisfactory in every particular.

Very respectfully, your obedient servant,

SAML. HUSE,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the results of the expedition.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 20, 1863.

SIR: The late joint army and navy expedition up the Pamunkey demonstrated that there are no defenses this side of West Point, which

is 23 miles by railroad to Richmond.

The demonstration up James River, required by the Department's order of the 10th instant, occasioned the evacuation by the enemy and the partial destruction by us of Fort Powhatan, leaving no defenses on James River below Chaffin's and Drewry's bluffs, distant about 8 miles by river and 8 miles by land from Richmond.

Hence both these rivers are immediately available as convenient

approaches to Richmond.

The James River expedition has exposed the weakness of the enemy. We saw no troops except a few cavalry pickets. There are no works visible except a few rifle pits at City Point. We heard that at Petersburg, 10 miles distant by railroad from Richmond, there is a large cannon foundry in active operation, and no defenses except some intrenchments for riflemen, of which there are said to be some between Petersburg and Richmond.

The defenses around Richmond and those at the bluffs above mentioned constitute all the works of any account I could hear of in that region from contrabands and from the refugees who are fleeing from the conscription ordered July 16, which they say includes all, without

regard to age, who can stand up or hold a musket.

Our informants all agree that the ironclads\* Chickahominy and Lady Davis were launched about the first of this month; that the first is being plated, has had steam up, and will soon be ready. Work was stopped on the second to advance the outfit of the first and on account of the recent necessity for manning the fortifications. The Richmond and Patrick Henry are anchored above Drewry's Bluff.

These ironclads of the enemy, protected in front by the obstructions which the ironclads and fort defend, will be an obstacle to our land forces in operating against Fort Darling. Our army and naval forces cooperating, however, can take this fort, and then their ironclads can be driven away and a sufficient part of the obstructions can, I think, be readily removed.

I returned here this afternoon with the force which I moved up James River, and shall dispatch the *Lehigh* to New York as soon as possible, according to the Department's telegraphic order of July 14.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon, Gideon Welles,

Secretary of the Navy, Washington D. C.

<sup>\*</sup>The only Confederate ironclads in the James River at this time were the flag-ship Virginia No. 2, Fredericksburg, and Richmond.—COMPILERS.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding orders issued to vessels.

NAVY DEPARTMENT, July 7, 1863.

SIR: Orders have been sent to the Shenandoah at Boston to proceed immediately off Wilmington and report for duty to the senior officer there; also the U. S. S. James Adger at New York.

The Commodore Jones, at Annapolis, has been ordered to return to Hampton Roads, and Commodore Harwood has been instructed to send to you the vessels of your squadron now in the Potomac, including the

The Roanoke has been directed to proceed to Hampton Roads if two of her turrets will work. If the necessities of the case, in your judgment, require it, you can transfer your flag to some other vessel of your squadron and send the Minnesota off Wilmington temporarily.

As soon as your force off the coast is strengthened by the addition

of the several mentioned vessels send the brig Perry to Boston.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Report of Captain Case, U. S. Navy, regarding the chase of a supposed blockade runner.

> U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, July 7, 1863.

SIR: I have to report that the smoke of a steamer was reported from aloft at 6 p.m. last evening bearing S. E. Supposing it to come from a blockade runner, I immediately sent the Mount Vernon in chase, and soon after followed with this ship. At dark a steamer was seen bearing N. E., which we ran for and communicated with at 9 p. m. She proved to be the State of Georgia, from Beaufort, N. C.

The Mount Vernon continued the chase of the vessel first seen to the southward and eastward as long as she could see the smoke and then stood in toward her station—and anchored near the shoals.

Acting Volunteer Lieutenant Trathen reports that he saw her a

second time and chased her off until he lost sight of her.

At 11:30 p. m. signals of an outward blockade runner were made from the *Perry*. We stood in, believing she would be seen by the *State of Georgia*, which was inshore in the direction the steamer was reported to be running, or by ourselves. The night was clear and a bright moon rendered objects offshore distinctly visible. We saw nothing, but you will observe in the accompanying copy of a letter from Commander Armstrong that she was seen and chased by the State of Georgia.

This morning we see a large two pipe, schooner-rigged, paddle-wheel steamer flying English colors at anchor in the river. She is so low in the water that her hull can not be seen over the low strip of land at

the inlet, at 6 miles distance.

Of late, all the vessels have been kept underway at night when there was no moon.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Fleet Engineer Garvin, U. S. Navy, to proceed to the sounds of North Carolina for the examination of United States vessels in those waters.

U. S. FLAGSHIP MINNESOTA, Newport News, Va., July 8, 1863.

SIR: You will proceed to Beaufort or New Berne by first opportunity, taking with you a skillful boiler maker and report to the senior naval officers off Wilmington and in the sounds for the purpose of carefully examining into the condition and wants of the engineers' departments of the vessels on those stations, including the character of the engineers, to ascertain what changes are necessary among them to increase the efficiency of the squadron, what vacancies exist, and who among them who have been recommended are worthy of advancement. Acquaint yourself with the necessities at Beaufort and New Berne as regards engineers' supplies and coal, and generally exercise all the duties of fleet engineer, as set forth in the Department's communication to me of December 12, 1862 (with a copy of which you were supplied under date of June 16, 1863). Use all the dispatch consistent with a thorough performance of these duties, and report to me the result of your examinations, your recommendations as to the most expedient method of increasing the efficiency of the several vessels by repairs to their machinery or by change or promotions among their engineers or firemen, regarding facilities for repairing engines or boilers at Beaufort or New Berne, and what you would recommend to increase those facilities. Require the necessary drawings to be made and forwarded with the least possible delay in all cases where new boilers are likely soon to be required.

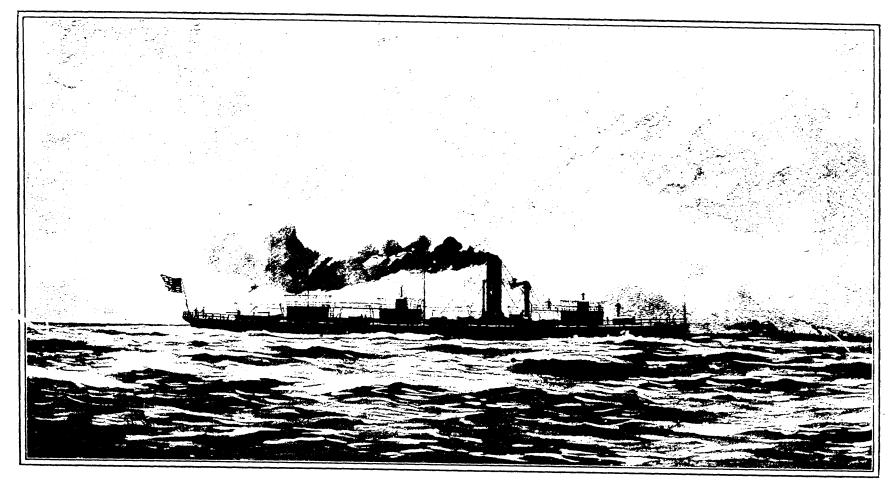
Respectfully, yours,

S. P. Lee,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Fleet Engineer B. F. Garvin, U. S. Navy,
U. S. S. Minnesota.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the strengthening of the blockade of Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 10, 1863.

SIR: With reference to that portion of the Department's communication of July 7, concerning transferring my flag from this ship to some other, if the necessities of the case require it, and sending the *Minnesota* temporarily to Wilmington, I respectfully submit that the necessities of the case, in my judgment, do require that the blockade of Wilmington should be so strengthened that the force present off each



UNITED STATES IRONCLAD STEAMER ROANOKE.

entrance should be sufficient to prevent the blockade being raised by a combined attack by the rebel cruisers at either position, the two blockading divisions being separated by Smith's Island and Frying Pan Shoals—50 miles by sea, or from six to eight hours' run for this vestel.

The inconvenience to the service arising from the temporary detail of this vessel for blockade duty there is that here are the staff officers and records of the squadron, that there is no room for both on board any of the men-of-war of the squadron, and that the separation of the commander in chief from the fleet surgeon, fleet paymaster, fleet engineer, fleet captain, the secretary and his assistants, with their records, is embarrassing and delays the proper execution of the duties of the squadron.

If the New Ironsides is a sufficient protection for the blockade of Charleston, some of the men of war with weight of battery from that blockade might, with some of the fleet steamers from that squadron (now that the blockade breaking is understood to be mostly transferred

from Charleston), be sent to the blockade off Wilmington.

The situation in the West Gulf Blockading Squadron will be materially changed by the surrender of Vicksburg and Port Hudson. Should this leave to the Mississippi Squadron and its ironclads the police and defense of that entire river, some of the men-of-war heretofore required in that river may be available for the blockade of Wilmington until its complete investment can be made with the means which the conscription promises to supply.

I propose, as soon as the demonstration ordered up James River is completed, to visit the blockade, give it personal attention, and hold some courts-martial there. I desire also to visit the sounds and confer

with General Foster.

I have the honor to be, sir, very respectfully, yours, S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles, Secretary of the Navy.

Report of Captain Sands, U. S. Navy, regarding the trial trip of the U. S. S. Roanoke.

U. S. IRONCLAD FRIGATE ROANOKE, Hampton Roads, Virginia, July 11, 1863.

SIR: I have the honor to report my arrival in Hampton Roads with the U.S. ironclad frigate Roanoke after her trial trip at sea.

Having been detained by fogs in the lower bay of New York after the repairing of the pillow block of one of the turrets, I got to sea on Thursday, the 9th instant, passing the bar at New York at 2 o'clock

p. m.

A heavy swell from the south had set in, sufficiently to test her buoyancy, which I found much greater than I had expected, from the immense quantity of iron she carries. Her rolling motion, however, is so great as to preclude the possibility of fighting her guns at sea, and I was obliged to screw them by bracing them with pieces of timber to prevent their "fetching away" in the rolling motion to which the ship is subjected in even the swell we encountered.

We made the trip in less than forty-eight hours, making a speed of from 5 to 6 knots an hour, with from thirty to thirty-five revolutions,

with occasional heatings of the journals, for cooling which she had to be stopped, for the particulars of which I refer to the report of the engineers. The tug which accompanied us was not brought into requisition to tow or assist, we making the trip under our own steam and motive power alone.

Her steering gear we found to be inconvenient, taking two men one minute and a half to put the helm hard down from amidships and

requiring nineteen revolutions of the wheel in the operation.

The steam steering apparatus of Mr. Sickles I considered much better, requiring but one man to handle the wheel, seven turns only of which were needed to heave it hard down, and to do this but twenty seconds were required, and would, with a large barrel to the wheel, require only the same number of turns as our ordinary steering wheels.

I only regretted that it was not fitted to the forward turret, where

our best compass (Ritchie's) was fitted.

Though I do not consider the *Roanoke* adapted to fighting a battle at sea on account of her rolling, rendering her guns unserviceable and exposing her to shot below her iron plating, yet she has proved herself capable of being safely and readily transported from harbor to harbor upon our coast for the defense of any part thereof.

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

B. F. SANDS, Captain, U. S. Navy, and Senior Officer Present.

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

The driving ashore of the blockade runner Kate, July 12, 1863.

Report of Captain Case, U. S. Navy.

U. S. STEAM SLOOP IROQUOIS, Beaufort, N. C., July 13, 1863.

SIR: I have the honor to report that the double-screw schooner-rigged iron steamer *Kate* was driven on shore at the south end of Smith's Island at 4:30 a.m., yesterday by the *Penobscot*. She was immediately abandoned by her crew and taken possession of by a party from the *Penobscot*.

Lieutenant-Commander De Haven reported, on my reaching the end of the island, that the steamer had an assorted cargo of merchandise, was afloat aft, and could be easily taken off at high water. She being far from any batteries, and most of the officers concurring with Lieutenant-Commander De Haven's views, I gave my consent for the trial, against my own judgment, but with orders to have everything ready to fire and destroy her if she did not move at high water, or if the gathering of the enemy in any force in the dense chaparral or behind the sand hills in the vicinity should make it necessary before.

Small parties of the enemy were seen running for these covers, but were kept dispersed by an occasional shell or shrapnel from one of the vessels. The State of Georgia was stationed off the point and the Mount Vernon at the inner end of the woodland to cover the flanks, while the Penobscot's crew were preparing to haul off or destroy the Kate.

At 1 p. m. several steamers were reported coming down the river. As the tide was rising, and fearing that they were coming with the

view either to attempt the rescue of the Kate or to take advantage of the absence of all the vessels except the Niphon from the inlet to run out, I gave Commander Armstrong charge of the Kate, to get her off, or destroy her if he thought proper, and returned off the entrance of the inlet, where I remained until high water, and then returned to the point of the island.

Soon after I left the vessels off the Western Bar commenced firing, and signal was made that the enemy was approaching in force with

fieldpieces.

Orders were immediately given to fire the *Kate*, which was done by Lieutenant Commander De Haven, who reported that she burned three hours and was effectually destroyed, XI and IX inch shells being also fired through her. The enemy opened fire on the vessels with a battery of Whitworth guns, but without effect. The battery was soon silenced by the fire from the vessels on both sides of the shoals, the *Chocura* and *Violet* having come up close to the point on the western side.

Lieutenant-Commander De Haven did not have time before I left the inlet to make a written report of the destruction of the *Kate* and enclose the papers he found on board. I will send you a copy of the report, with the papers, when they are received. At 7 p. m., having but 15 tons of coal on board, I was obliged, reluctantly, under the circumstances, to leave for this place for a fresh supply.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional information.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 28, 1863.

SIR: I transmit herewith copies of the reports of Lieutenant Commander De Haven (A, July 12) and of Acting Master Jack (B, July 12), respecting the chasing ashore, abandonment by her crew, and destruction by the *Penobscot* of the blockade runner *Kate* on the 12th of July, reported to the Department in my No. 759 of July 22.

I enclose also an original draft of a letter found in the steam log book of the *Kate*, on running the blockade of Charleston and the means adopted to elude or deceive the blockaders, and especially to

obtain quiet running as regards blowing off steam, etc.

I have sent an extract from this letter to the Bureau of Steam Engi-

neering for its information in this respect.

It will be perceived from the steam and other log books which I forward to the Department by express that the *Kate* started from Nassau June 28 for Charleston or Wilmington, and that at 10:30 p. m. of July 10 she got among the cruisers off the former place "and was chased off and made for Wilmington."

I have the honor to be, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon. Gideon Welles,

Secretary of the Navy, Washington City, D. C.

[Enclosures.]

## A.

U. S. Gunboat Penobscot, Off New Inlet, North Carolina, July 12, 1863.

Sir: I have to report that at 4:55 a.m. this morning a steamer was discovered running in toward the inlet. Immediate chase was given by this vessel to cut her off, when her course was changed seaward, and again, on my opening fire upon her, toward shore at the end of Smith's Island, where she ran aground with full head of steam, her officers and crew deserting her. She proved to be the iron steamer *Kate*, Captain Stubbs, a new vessel, of 344 tons, English built, about three months old, and, from her log, bound from Nassau to Charleston with a general cargo.

A boat was sent in under command of Acting Master Charles E. Jack (whose report is herewith enclosed), with instructions to get her off, but finding it impossible, as the tide was fast falling, I made arrangements to burn her should we not succeed in getting her off at

high tide.

At 7:30 a.m. I was joined by the balance of the fleet.

About 11 a. m. heavy firing was heard on the other side of Smith's Island in the direction of the fleet stationed on that side of the entrance, and soon after communication was opened by signals that the enemy were, with guns, approaching. A constant and heavy fire was opened by the fleet on the woods back of the steamer to harass and annoy the enemy.

Our efforts to get her off proving unavailing, and receiving signals to destroy, orders to that effect were sent ashore. At 4 p. m. all boats having returned, the steamer being fired by Mr. Jack, I opened a heavy

fire upon her, inflicting severe damage to her hull.

She was, by fire and shell, rendered totally unserviceable, and her cargo, as far as could be judged, a complete loss. John Reigler and Andrew Fuller, firemen, prisoners taken from the steamer, were brought

aboard this vessel and are held subject to your order.

The log of the Kate and other books and papers are herewith enclosed. I have also to report that I received on board this vessel from the steamer Kate the following articles which are necessary for the use of this vessel: Two binnacles, with compasses complete; 1 parallel rule, 1 ratchet brace, 2 seawater hydrometers.

I am, very respectfully, your obedient servant,

JOSEPH E. DE HAVEN, Lieutenant-Commander.

Captain A. LUDLOW CASE, U. S. S. Iroquois, Senior Officer Present.

В.

U. S. S. PENOBSCOT, Off Smith's Island, July 12, 1863.

SIR: I have the honor to inform you that in compliance with your orders to destroy the steamer *Kate*, I started a large fire on the starboard side of the vessel near the engines, placing four 20-pound charges of powder close to the fire, thinking that I should have time to leave the vessel before it exploded. I also ordered Mr. Barrett, second assistant engineer, to destroy as much of the engine as was possible, who did so by breaking the eccentrics and air pumps and let the

water out of the boilers and closed the furnace doors with very heavy fires in them. The engines are totally disabled; the bonnets were removed from the reservoirs, which caused the ship to fill as high as the tide would admit. I think that we so effectually disabled her that she will be of no further use to anyone. The cargo, consisting of liquors, medicines, and cotton goods, was destroyed or more or less damaged.

Very respectfully, yours,

O. E. JACK, Acting Master.

Jos. E. DE HAVEN,
Lieutenant-Commander, Commanding U. S. S. Fenobscot.

STEAMSHIP KATE, Nassau, [New Providence], June 30, 1863.

SIR: \* \* \* I have much pleasure in reporting to you the further progress of the Kate, as we have finished one round turn of the blockade and again in Nassau. The blockade is very strong at Charleston. Now, in getting to Charleston, we got very nearly through them ourselves, but a large paddle steamer coming in at the same time, close to us, alarmed them with her wheels flapping, when they fired up rockets and discovered us nearly through, among them, when they opened on us, and before we got over the bar we got eight shots at us. Though they came near, they did not touch, and we were kept four weeks in Charleston watching a favorable night to get out, and our being able to run so quietly around favored us and we came through among eighteen of the blockading squadron, and lying as close as they could round the bar, without ever receiving a shot; we being the first to get through, the rest being paddle and coming after us. We heard very heavy firing, and it is feared the Britannia'is captured, and three others had to put back to Charleston again. We are not the fastest here, but we have a great advantage by running so quiet. When we got to Nassau we found the Hebe here and getting ready to make a run, but she can't go till the moon answers, so we will likely all sail together again. I have had a good deal of trouble with my funnel flaring, but I have nearly stopped it now, as one flare would do for us going through the fleet. I have also put a steam pipe on to the boiler leading to the donkey suction pipe to blow steam through the bottom, because if stopped among them and blow off the least [we] are made a target of, so I carry a good head of steam, and [if] suddenly stopped can keep it in check without damping my fires for going ahead again. We brought 730 bales of cotton, the largest number of her tonnage, here. Everything is doing very well and giving great satisfaction. [No signature.]

M. Dudgeon.

Report of Acting Master Phelon, U. S. Navy, regarding a reconnoissance in Bay River.

U. S. S. SHAWSHEEN, Neuse River, July 12, 1863.

SIR: I have the honor to report to you that at daylight this morning I got underway and made a reconnoissance up Bay River, within a half

mile of Jacksonville. On my return I took the schooner *Dolphin*, with seven barrels of turpentine, owned by John McCarty and B. Allen. I also took four muskets. I then proceeded to Neuse River light-house and came to an anchor.

July 13.—At 1 a. m. [1] got underway and proceeded up the river as far as Smith's Creek and sent two boats with twenty armed men up the creek, under charge of Acting Ensign Charles Ringot, and succeeded in capturing David Salter and Lucius Dixon; also a small mail with their mail boat; also three shotguns, powderhorn, pistol, and caps. They have been running the mail across the river for some time past. It is reported that Mr. Dixon was one of the leaders in the burning of the schooner Sea Bird.

I am, very respectfully, your obedient servant,

H. A. PHELON, Acting Master, Commanding.

H. K. DAVENPORT,

Commander and Senior Officer, Sounds of North Carolina.

Report of Captain Case, U. S. Navy, regarding the movements of blockade runners in Cape Fear River.

> U. S. STEAM SLOOP IROQUOIS, Beaufort, N. C., July 13, 1863.

SIR: I have the honor to report that a large paddle-wheel steamer, which we had been watching in the river at New Inlet for two or three days, attempted to run the blockade outward on the morning of the 11th instant. She crossed the bar at 2:20 a.m., and finding she was discovered, turned immediately and ran back. A second steamer, also paddle wheel and smaller, was seen to turn and run back a little later, crossing the bows of the *Penobscot* and *Niphon*, both of which vessels were too distant to stop her. These vessels, with three other steamers, two large and one small (five in all), were lying in the river ready to come out when we left the inlet last evening.

Of late all the blockading vessels have been ordered to keep underway at night to prevent surprise by the enemy's ironclads and gunboats. A light is kept on the day station buoy of this ship to guide our vessels. This, and the fact of it being near daylight when the vessels attempted to run the blockade, may have induced their masters to return.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, regarding the purchase of needed materials.

NAVY DEPARTMENT, July 14, 1863.

SIR: The naval service is greatly in want of the products of the State adjacent to your command, viz, tar, pitch, rosin, and turpentine. You

will please ascertain by some reliable and confidential person what the probabilities are of getting these articles, and the prices at which they can be obtained and delivered for shipment at any point where they can be sent north.

The Department will purchase any quantity of each, and hereby authorizes you to obtain on the best terms possible, not exceeding 1,000 barrels of each.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

The prices of these articles in 1860-761 and at the present time are as follows:

		•
•	1860-'61.	
Turpentineper barrel	43 M	\$35.00
Rosindo	3.00	30, 00
Pitchdo	2.50	20.00
Tardo	2.75	15. 00

Report of Captain Sands, U.S. Navy, regarding the disabling of the guns of the U.S. S. Roanoke.

U. S. IRONCLAD FRIGATE ROANOKE, Newport News, Va., July 14, 1863.

SIR: I have to report that in exercising the guns of this vessel to-day, the two XV-inch guns and one rifle 150-pounder were temporarily disabled by their recoil, driving them from their slides, carrying away the rear guides, cutting off several boltheads of the floor plating, and bringing up against their turrets with great force, bending the shield plates inside the turrets, starting one bolt of the surrounding plating, and breaking off the head of another.

I had taken the precaution first to fire blank charges to try the recoil and only using shells with the ordinary charge, when their recoil caused the damage, although the compressors were hove as tight as four

men could heave them with levers.

The concussion of the XV-inch discharge in the middle turret fractured the "bull's eyes" in the light room, extinguishing the lights.

With the purchase of jackscrews the guns can be hove upon their slides, but it will take several days to replace the guides and bolts, all of which can be done by the mechanics here. But when that is done it will be dangerous to the guns to use them with solid shot, if not with shells, without some stronger compression can be devised.

This is the first time these guns have been fired upon their carriages,

and had not been tested before I took command.

Very respectfully, etc., your obedient servant,

B. F. SANDS, Captain, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Qomdg. North Atlantic Blockading Squadron, James River. Order of Commander Davenport, U. S. Navy, to Commander Renshaw, U. S. Navy, regarding iron breastworks for the U. S. S. Louisiana.

U. S. S. HETZEL, Off New Berne, N. C., July 14, 1863.

SIR: Mr. Respess, of Washington, N. C., has requested me to deliver up the cotton which has been used on board the *Louisiana* as breastworks for the protection of her erew. I have consented to do so, provided iron breastworks can be substituted, and you will please send me a statement of the amount of iron required to construct a screen for the men on board your vessel. A large quantity has recently been received, and your requisitions can be promptly supplied.

Respectfully, yours,

H. K. DAVENPORT.

Commander R. T. RENSHAW,
Washington.

Report of Acting Ensign Breck, U. S. Navy, regarding the planting of new Confederate batteries between Fort Fisher and Masonboro Inlet.

U. S. S. NIPHON, Off New Inlet, North Carolina, July 15, 1863.

SIR: I have the honor to report that a new battery of two heavy guns opened fire on us yesterday morning. I think they are 100-pounder rifles. Our day station is E. N. E. from Fort Fisher, about 5 miles distant. This battery bears N. W. by W. from us when on our station. There are also three other batteries of small rifle guns and one field battery which is transported along the beach and planted where it is needed.

All these batteries are between Fort Fisher and Masonboro Inlet. These batteries have many times opened fire upon this vessel as we were cruising along the beach in 6 or 7 fathoms of water, the shot passing over us, all being long-range guns.

Very respectfully, your obedient servant,

J. B. Breck, Commanding U. S. S. Niphon.

James F. Armstrong, Esq., Comdy. U. S. S. State of Georgia and Senior Officer Present.

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

U. S. S. HETZEL, Off New Berne, N. C., July 15, 1863.

ADMIRAL: I have the honor to submit the following as the semimonthly disposition of the vessels in the sounds for the term ending at date:

July 1.—The Commodore Perry left New Berne for Plymouth. The Lockwood arrived from Hatteras Inlet, North Carolina. The Ceres left for Hatteras Inlet.

July 9.—The Commodore Hull arrived from Washington with the prize schooner Renshaw in tow.

July 12.—The Granite arrived from Ocracoke Inlet.

July 15.—The Commodore Hull left for Washington with coal schooner in tow.

July 14.—The Miami arrived from Plymouth, N. C.

July 15.—The Lockwood left for Hatteras Inlet. The Hetzel, Underwriter, Delaware, Granite, and Miami are at New Berne. The Louisiana, Commodore Hull, and Hunchback are at Washington. The Commodore Perry, Valley City, and Whitehead are at Plymouth. The Ceres is at Hatteras Inlet. The Granite will leave to-day for Ocracoke. The Shawsheen and Brinker are cruising in the Neuse River off Wilkinson's Point.

I have the honor, etc.,

H. K. DAVENPORT,

Commander.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Gillis, U. S. Navy, of two expeditions up the York River, as a protection during the removal of goods.

U. S. GUNBOAT COMMODORE MORRIS, Off Yorktown, July 16, 1863.

SIR: I have to report that yesterday morning I proceeded up York River with this vessel to a place called Bigler's Mills for the purpose of covering the removal of the family and household goods of a man by the name of Evans, who had come inside of our lines and taken the oath of allegiance. No interruption to the movement was attempted.

I also went up the river as far as Scimmino Creek this morning for the purpose of covering the removal of the household goods of a man by the name of Colly, who had also taken the oath of allegiance. Acting Master's Mate W. H. Otis with three men was fired upon while a short distance from where we landed, having gone up the creek to secure a boat that was being taken off. The party that fired at him numbered six men at first, and was afterwards joined by several others. All were bushwhackers, none being in uniform. They were armed with fowling pieces and rifles, and came down on our party yelling like so many fiends, cursing the "Yankees" and encouraging each other; but they took good care not to pursue beyond the cover of some woods. Mr. Otis and his party returned safely.

Very respectfully, your obedient servant,

J. H. GILLIS, Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Newport News.

Letter of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, transmitting extracts from consular reports.

NAVY DEPARTMENT, July 20, 1863.

SIR: I transmit herewith extracts from consular dispatches relative to suspicious vessels, and call your attention to the case of the Gibraltar, which vessel should be captured anywhere on the high seas.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Old Point Comfort. [Enclosure.]

St. John, New Brunswick, July 13.—The steamer Spaulding, formerly the American steamer St. John, cleared from this port for Nassau late on Saturday night last. This vessel will probably proceed to her port of destination, but would not fail to improve an opportunity to break the blockade. Master, John T. Sayles; tonnage, 276; assorted cargo, consisting of shoes, haberdashery of all kinds, and a small quantity of drugs and medicines. Gun caps of the value of \$500 were sent on board after the steamer had been furnished with the certificate from the collector of customs that the vessel did not carry contraband of war. Old, dingy looking craft, slow, and sails low down in the water, formerly the prize steamer St. John.

Florence, [Italy], June 13, 1863.—The consul refers to the Southerner, believed to be intended for a privateer, and says: "Captain T. Jefferson Page, formerly an officer in the U. S. Navy, well known from his association with the Paraguay expedition, and now a prominent officer in the rebel service, has been staying for several weeks in Florence, and, it is freely reported, under orders from his Government. There is good reason to believe that this duty is to assume command of the aforesaid privateer, she obtaining her armament at some obscure rendezvous under the same circumstances as was the case with the Alabama."

San Juan, Puerto Rico, June 27.—The British steamer Juno, Captain Duguid, of Glasgow, 185 tons register, reported in ballast bound for Nassau, New Providence, arrived here on the 18th instant. consigned to her British Majesty's consul, H. A. Cowper, esq., and after taking on board a supply of coal and fresh provisions left on the 21st instant with the avowed intention to run the blockade. when loaded but 4 feet of water and is very fleet. This Captain Duguid is the same individual who had charge of the British steamer Giraffe. I am credibly informed that other vessels are likely to come in here, this island being more easy to make and the harbor of San Juan more acceptable than that of St. Thomas, while there is less danger of being overhauled by United States vessels of war, as they visit this port less frequently than the former. It is stated that sometimes ten vessels leave Nassau in a day for Charleston and Wilmington, and that there is not always the vigilance on the part of the blockading vessels that there might be. This captain said he was for some minutes alongside of one of our vessels and was not observed, all hands appearing to It is to be hoped that they will be wide awake enough to take him, should be accompany the vessel to her place of destination. He said that ordinarily a vessel was not exposed more than six minutes to serious danger in running past a blockader. He avowed his intention to run square in. This class of vessels is generally painted white, lead, or some light neutral color, as being less discernible at night than those of a darker.

Another dispatch the same date: I say the Juno was from Liverpool. She hailed from Glasgow, but I was informed that she belonged to Liverpool. I also know that she contained several tons of powder and several thousand muskets. Her owner is a Frenchman from New Orleans.

\* \* I was informed that she brought important dispatches for Jeff. Davis.

Liverpool, July 3.—The steamer Sumter, now called the Gibraltar, sailed this morning. As yet she has not cleared from the customs; will do so probably next week. She is one of the privileged class and not held down like other vessels to strict rules and made to conform to regulations. She has on her a number of guns in cases, among them

the two large Blakely, weighing some 22 tons each, shot, shell, and other munitions of war, and machinery, which, I think, is intended to work the guns in the turret of the ironclads now building by the

Messrs. Laird. I believe these guns are for these ironclads.

July 4. The ram at Lairds' was launched to day about 1 o'clock. She has been taken into one of the private docks to receive her masts and engines. \* \* \* The clearance of the Sumter, called Gibraltar, appears in the papers this morning for Nassau. I forgot to mention yesterday that she is commanded by a Southerner by the name of E. C. Reid. M. G. Klingender's name figures as her consignor.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding copies of extracts from consular reports.

NAVY DEPARTMENT, July 21, 1863.

SIR: One or two copies of the extracts from consular dispatches printed for your squadron were sent to the Department of State, and in a recent letter Mr. Seward says he would be glad to receive from time to time a few copies of each of them with a view to send them to the consuls to encourage them and to increase their vigilance. If convenient for you to print a few extra copies, this Department would like to comply with the request of the Secretary of State.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, requesting the nomination of a commanding officer for the dispatch boat Fahkee.

NAVY DEPARTMENT, July 22, 1863.

SIR: The Department has purchased the side-wheel steamer Fahkee, 700 tons, to be used as a dispatch boat for the accommodation of yourself and staff and desires that you will nominate a volunteer officer to command her.

The Fahkee was one of the steamers of the Adams Express Company. Her apartments will not be altered and a light armament will be placed on board.

Very respectfully,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Master Phelon, U. S. Navy, regarding the capture of schooners Sally, Helen Jane, Elizabeth, Dolphin, and James Brice.

U. S. S. SHAWSHEEN, Neuse River, July 22, 1863.

SIR: I have the honor to report to you that on the morning of the 20th instant I proceeded to Cedar Island for the purpose of capturing

two small schooners which lay concealed in a creek, having been informed by good authority that they belonged to noted rebels. I succeeded in capturing the schooner Sally, of Portsmouth, N. C., 14 tons burden, owned by Mr. J. L. Goodwin and Mrs. Mary Goodwin, of Cedar Island; also schooner Helen Jane, 14 tons burden, belonging to same place, owned by Thomas E. Harris and Easton Daniels, of Cedar Island. I then proceeded up Long Bay River and succeeded in capturing two large schooners concealed in the swamp, namely schooner Elizabeth and schooner Dolphin, belonging to Portsmouth, N. C., each about 80 tons burden. There being no person on board or any papers to show to whom they belonged, I took them in charge. They are said to belong to John Hill & Brother, who are reported to be rebels. On returning from Long Bay, fell in with schooner James Brice, of Portsmouth, N. C., 10 tons burden, bound from Portsmouth to Long Bay for the purpose of sinking and concealing her. Having no pass, I took her in charge and sent the captain back to Portsmouth. Schooner said to belong to William T. Dixon, of Portsmouth, N. C.

I am, most respectfully, your obedient servant,

HENRY A. PHELON, Acting Master, Commanding.

H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of North Carolina.

Report of Asting Rear-Admiral Lee, U. S. Navy, regarding the departure of vessels from Hampton Roads.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 23, 1863.

SIR: This morning at 7 o'clock the Lehigh, in tow of the U. S. S. Circassian and accompanied by the U. S. S. Mahaska, left the roads for New York, the Circassian being under orders to drop the Lehigh at Sandy Hook and proceed thence to her destination, and the Mahaska to proceed thence to the blockade off Wilmington, there to report for duty, after taking in supplies at New York.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, for the elearance of the schooner G.W. Grice, carrying army stores.

NAVY DEPARTMENT, July 23, 1863.

I enclose herewith the usual permit given to army sutlers for Mr. R. B. Smith to clear the schooner G. W. Grice from Baltimore, Md., to Plymouth, N. C., with sutlers' supplies for the Eighty-fifth Regiment New York Volunteers. If said schooner and cargo conform to the conditions stated in the enclosed permit, you will allow her to proceed to her destination for the purpose indicated.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, U. S. Navy, Comdg. North Atlantic Blockading Squadron, Old Point, Va. Report of Acting Rear-Admiral Lee, U. S. Navy, forwarding information regarding a naval operation in Roanoke River.

U. S. Flagship Minnesota, Cff Newport News, Va., July 23, 1863.

SIR: Commander Davenport has forwarded to me the following report, dated July 16, from Lieutenant Commander Flusser, respecting a recent operation of his in Roanoke River with a naval force:

I went up to Williamston some days since in the Whitehead, with the Perry, Valley City, and Southfield in company, having been requested by General Wessells to make a diversion in that direction to cover the retreat of some cavalry that moved out from New Berne, in case they should have to fall back in that way. We also intended (having 400 soldiers on board) to move down in the rear of Gardner's Bridge (2 miles above Jamesville) and cut off the guard at that point (200 men and two pieces of artillery). This was to be done in concert with a movement of forces by land from Plymouth. We arrived at Williamston eleven hours later than agreed on, and the commander of the land forces deemed it imprudent to carry out this part of the programme. At Williamston we found Colonel Lamb with two fieldpieces and a portion of the Seventeenth North Carolina Regiment. A flag of truce was sent and a demand made to him to evacuate the town within an hour. On his refusal one hour more was given to remove the women and children and then we opened fire on the town. We fired three rounds from each boat.

At 10 p. m. we again commenced and fired a shell every five minutes from that time till 4 of the next morning. This was done to prevent the rebels from throwing up works in the town during the night and also to keep them from throwing out pickets to annoy our men exposed on the decks. Next morning we landed and took possession of the town. Very little injury was done to the town on account of our shells not being thrown so much to hurt the town as at positions on the outskirts where we supposed the enemy might congregate.

At I p. m. we returned to Plymouth (started for it). We received no fire from the enemy. My fire during the night was done at the request of Colonel Morris, who had command of the troops affoat.

We scared the enemy, but did not hurt him.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

Capture of the steamer Merrimae, July 24, 1863.

Report of Captain Case, U. S. Navy, commanding U. S. S. Iroquois.

U. S. STEAM SLOOP IROQUOIS, Off New Inlet, N. C., July 21, 1863.

SIR: I have the honor to report that the rebel steamer *Merrimac* was captured by this ship about 40 miles east of Masonboro Inlet at 10 a.m. to-day.

Signal of blockade runners coming out was made by the Perry, I think, at 2 a.m. After becoming satisfied of the course taken, we started in pursuit and soon had a vessel in sight steering to the northward and eastward, which we followed, the Mount Vernon joining us in the chase, but the vessel was soon lost and the Mount Vernon chased in another direction. We continued up the coast along the land until daylight, when we made the Merrimae and the smoke of another steamer bearing about E. S. E. We were immediately in chase, gaining slowly until about 9 a.m., when a steamer hove in sight to the northward and eastward. She joined in the chase and being

very fast soon cut the *Merrimac* off, enabling us to get alongside of and take possession of her at 9.30 a.m. I regret to say that the steamer giving us such great aid, at so opportune a time, did not stop to communicate, but after we took possession of the *Merrimac* continued her course to the southward and westward. Should you ascertain the name of the vessel, I beg that you will express in some marked manner our thanks to her commander for his timely service.

The Merrimae is an iron paddle-wheel steamer, of 63477 tons, and had a cargo of 642 bales of cotton, 9 barrels spirits of turpentine, 77 kegs and 34 half tierces of tobacco, and was cleared from Wilmington for Bermuda. Her officers and crew, with but few exceptions, are citi-

zens of North Carolina.

I send in the *Merrimae* the captain, first officer, and four men to give evidence in the case. The others will be sent to Hampton Roads in the *Penobscot*, subject to your order.

The Merrimae crossed the bar at midnight in company with the

Eugenie and Emily, which escaped.

I send Acting Ensign Stothard in charge of the prize, with Acting Second Assistant Engineer Warren Ewen, Acting Third Assistant Engineer John T. Earl, Acting Master's Mates Horace Dexter and John R. Mitchell, and a prize crew of 6 seamen, 2 ordinary seamen, 7 landsmen, 1 first-class fireman, 3 second-class firemen, and 2 coal heavers.

I have ordered the *Merrimac* to New York for adjudication. I enclose a list of the officers and crew of the *Merrimac*.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Captain Case, U. S. Navy, regarding the officers, passengers, and crew of the captured vessel.

U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, July 25, 1863.

SIR: I have the honor to inform you that I have sent such of the officers, passengers, and crew of the *Merrimae* as did not go in that vessel to New York to Hampton Roads in the *Penobscot*, with directions to Lieutenant-Commander De Haven to hold them as prisoners of war, subject to your order.

Mr. Roberts is the agent and part owner of the Merrimac and cargo. He is a Northerner by birth, but has been long engaged in business in the South, and, from his own account, largely in the blockade running

business.

Mr. Lauriston, a passenger, is a seafaring man, I judge, who has visited the English Islands and New York within the year. Both of these gentlemen are desirous of seeing you with regard to their detention, etc., and may give you important information.

Mr. Burroughs is a regular and well-known pilot of Wilmington. He seems to be disposed to enter our service, and I think might be made valuable in any operations here. I would commend him to your

consideration.

Mr. Cartlidge, an Englishman, and engineer by profession, had charge of the Merrimae's engines when coming from England. He was acting

as an advising chief engineer on her present trip, but was to leave her at Bermuda to return to England. I am very sorry to have to report that Mr. Cartlidge was assaulted by a groggy seaman, George Lilly, of this vessel, without the slightest provocation, and severely injured by a blow on the nose. It is feared the bone is broken. I shall keep the man in confinement until I have your instructions in regard to him.

I had the honor to forward to you yesterday a complete list of the people found on board the *Merrimae*, with the report of her capture.

I enclose herewith a duplicate list of the persons found on board the *Merrimae*, also duplicate report of capture.

I am, very respectfully, your obedient servant,

A. Ludlow Case,

Captain and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Additional report of Captain Case, U. S. Navy, regarding the captured vessel.

U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, July 27, 1863.

SIR: I have the honor to inform you that the Merrimac was owned by the rebel Government and sold with the cotton by its agents to the late owners for \$2,200,000 (Confederate money). She is reported to be very fast (16 to 18 knots), certainly looks it, and I am satisfied would not have been caught by us if she had been properly managed. She was fired badly; the free use of rosin soon filled her flues, besides her boilers foamed some, and she was rather deep. It is reported that on her trial trip, with 150 tons of fuel on board only, she made 18 miles the She is a new iron steamer, 230 feet long, 30 feet beam, loaded draft 8 feet 6 inches aft and 8 feet 4 inches forward. At the time of capture, with a single short mast only forward, but could be rigged as a bark, having sails on board for that purpose. She has two oscillating side-wheel engines of 9 feet stroke, and four boilers, fitted with composition tubes, all reported by our chief engineer to be very superior and valuable. She has also two smokestacks, hinged for lowering. She was originally built for opium smuggling on the coast of China, but was purchased by the rebel agents, and had made the passage outward from England (via Nassau) to Wilmington only.

One of her late owners, Mr. Roberts, told some of the officers of this ship that he would gladly pay \$100,000 for her. As he was very desirous of going to New York in her, and is largely (from his own account) engaged in blockade running, I thought it might possibly be with a view to get some of his friends to purchase and start her for Bermuda,

Halifax, or Nassau to load again.

She is in good order, and could be readily fitted as a cruiser (if it is desired) or for any other service. Her cargo is very valuable, but owing to a portion of it having been thrown overboard there will be a great chance for peculation if she falls into dishonest hands, for it would be very easy to add a few bales to the missing list.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Report of Commander Creighton, U. S. Navy, commanding U. S. S. Mahaska, regarding the movements of that vessel.

U. S. S. Mahaska, Navy Yard, New York, July 25, 1863.

SIR: I have the honor to report my arrival at this place, in company with the ironelad *Lehigh*, at 8 o'clock this morning. Agreeably to your orders of the 21st instant, I shall leave with the *Mahaska* for Wilmington, N. C., with all practicable dispatch.

Very respectfully, your obedient servant,

J. BLAKELEY CREIGHTON, Commander.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant-Commander Mitchell, U. S. Navy, of an expedition in corperation with army force for the capture of guerrillas, July 25, 1863.

U. S. S. COMMODORE JONES, Yorktown, Va., July 27, 1863.

SIR: On Friday last I was requested by Brigadier-General Wistar, commanding at Fort Yorktown, to cooperate with him in an expedition to capture a force of guerrillas between Cappahosic and Gloucester Point. He wished me to take on board the Ninth Vermont Regiment and land them at Cappahosic, while a force was to leave Gloucester Point, to march so as to meet them at the junction of the roads leading from Gloucester Court-House and Gloucester Point. The troops were taken on board this vessel at 2 a.m. on the 25th and six companies were landed by 4:30. These took the road to Gloucester Court-House, while the remainder of the regiment, four companies, left Cappahosic at 6, taking the direct road to Gloucester Point. Everything turned out well, excepting that the guerrillas were not found, having left two days before. Several horses were captured, but in not very good condition, a rebel mail and a number of shotguns, double and single barreled. After landing the troops, we dropped slowly down the river to cover the troops in case of their having to fall back on its bank. We arrived at Yorktown at 5 o'clock.

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

JOHN G. MITCHELL,

Lieutenant-Commander and Senior Naval Officer.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Letter from Commander Davenport, U. S. Navy, to Major-General Foster, U. S. Army, forwarding proposition from Lieutenant-Commander Flusser regarding the destruction of floating battery at Edwards Ferry.

U. S. S. HETZEL, Off New Berne, N. C., July 25, 1863.

GENERAL: I enclose herewith a copy of a letter just received from Lieutenant-Commander Flusser, to which I respectfully call your attention.

Should any action be taken upon the matter by the forces under your command, any aid or assistance the gunboats can render will be cheerfully and promptly given.

I have, etc.,

H. K. D[AVENPORT].

Major-General J. G. FOSTER,

Commanding Department of North Carolina, New Berne, N. C.

[Enclosure.]

[U. S. S.] MIAMI, July 24, 1863.

MY DEAR DAVENPORT: The floating battery and steamer up the

river at Edwards Ferry are having their iron put on.

They could be destroyed by 500 cavalry landing at Winton and marching on them with some combustibles. I should like to go with a party. If they are not destroyed they will give us trouble yet. Keep it quiet and suggest it to Foster or Potter.

Yours, sincerely,

O. W. Flusser.

Commander DAVENPORT.

Report of Acting Rear-Admiral Lee, U. S. Navy, of intended departure for the blockade.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 26, 1863.

SIR: I shall go down to the blockade in this ship in a day or two unless otherwise advised by telegraph on receipt of this by the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, relative to joint expedition in Chowan River, North Carolina, July 26-30, 1863.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, September 10, 1863.

Six: On the 22d of July last, in a confidential communication of that date, a copy of which (1) is enclosed, I ordered Lieutenant-Commander Flusser to cooperate with General Foster in a movement he was about to undertake up the Chowan River. Lieutenant-Commander Flusser, in a report dated August 21, a copy of which is enclosed (2), gives the particulars of that movement and the part taken by the naval force, and mentions therein his endeavor to have this expédition of General Foster's destroy the boats (ironclads) building at Edwards Ferry, on the Roanoke River, which were inaccessible to our navy.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure No. 1.]

Confidential.

JULY 22, [1363]—At night.

SIR: General Foster has in view an expedition to come off immediately. He wishes great secreey observed, so as not to reveal its destination.

He will acquaint you with his object. I desire you to take such of the gunboats as you may think best adapted to the service and to cooperate within the limits of your sound discretion.

Report result to me without delay.

Very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Lieutenant-Commander C. W. FLUSSER, U. S. Navy,

Plymouth, N. C.

[Enclosure No. 2.]

U. S. S. MIAMI, Hatteras Inlet, August 21, 1863.

SIR: In obedience to your order directing me to cooperate with General Foster in a movement up the Chowan River, I left Plymouth on the 26th ultimo and went to Winton with the Commodore Perry, Valley City, and Whitehead.

I lay there to protect the transports and infantry while the cavalry made an unsuccessful attempt to destroy the railroad bridge at Weldon.

While the cavalry were absent I ran up to Murfreesboro, on the Meherrin, and burned the bridge at that place. This would prevent the enemy, were they so minded, from throwing troops from Franklin in the rear of our force.

At Murfreesboro I found a rebel soldier and brought him off.

I should have written you sooner, but expected every day to see you at Plymouth, and was afterwards sick with fever.

I have the honor to be, very respectfully, your obedient servant, O. W. Flusser,

Lieutenant. Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

P. S.—I requested General Foster to detach a small party from the main cavalry force to destroy the boat and battery building at Edwards Ferry, but did not succeed in impressing him with the importance of the move, and it was not done.

Report of Acting Volunteer Lieutenant Kennison, U. S. Navy, regarding the capture of a canoe in York River.

U. S. Schooner Samuel Rotan, York River, Virginia, July 27, 1863.

SIR: I respectfully report that my picket boat captured last night a canoe with corn, about 10 bushels, and some eggs and chickens. Had come from Severn River, [Virginia], and was bound to Back River.

The canoe had evidently run the blockade. There was one man and a boy on her. On the boy was found \$500 in greenbacks, Confederate money, and currency. In the canoe was found a loaded revolver.

I have sent the canoe to Yorktown with an officer for the senior officer to investigate.

I have the honor to remain, very respectfully, your obedient

servant,

WM. W. KENNISON,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

Report of Captain Boggs, U. S. Navy, regarding the weakened condition of the squadron blockading Cape Fear River.

U. S. S. SACRAMENTO,

Off Western Bar, Wilmington, July 27, 1863.

SIR: I enclose reports made by the commander of the U.S.S. Victoria (marked A and B), also the report of survey held on said vessel, and trust I may be relieved of the responsibility of sending her north

by receiving early instructions from you.

This squadron is indeed very weak. Captain Case informs me that he has but three vessels off New Inlet; consequently I have ordered the tug Violet and the James Adger to report to him. This leaves me the Sacramento, Florida, and Chocura, one of them being always away for coal; so that two vessels are all that I can depend upon. The Victoria is in such a state as to be worthless on blockade duty.

With the exception of the James Adger, no reinforcements have joined

the squadron.

Respectfully, your obedient servant,

CHAS. S. BOGGS, Captain, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving information regarding the condition of the Western Bar and New Inlet channels.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., July 29, 1863.

SIR: Mr. Burroughs, pilot of the Merrimae, blockade runner, has informed Captain Case that the channel of the Western Bar has become quite shoal, owing to the obstructions placed there, and the New Inlet channel deepened to 14 feet. Captain Case says that a vessel drawing 13 feet has lately gone in and out by the latter channel.

Mr. Burroughs has to day taken the oath of allegiance on board this ship, and I shall use him as Wilmington pilot in this squadron.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee.

Actg. Rear-Admiral, Comdy. North Atlantic Blocking Squadron.

Hon. GIDEON WELLES,

Secretary of Navy, Washington, D. C.

Report of Captain Case, U. S. Navy, regarding the capture by the U. S. S. Niphon of the British ship Banshee.

U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, July 29, 1863.

SIR: I have the honor to report that the *Banshee*, a ship under English papers and colors, belonging to Nassau, New Providence, was taken possession of to-day about 12 miles E. N. E. of New Inlet by the *Niphon* in presence of all the blockading vessels.

The Banshee was formerly owned in Baltimore, Md., and cleared from New York on the 20th instant for Matamoras in shingle ballast, and such as is usually prepared for a cargo of cotton. She is commanded by Nehemiah Hayden, a citizen of New York, born in Connecticut. Her

draft of water, as stated by the captain, is 10 feet.

The usual track of sailing vessels bound to the Gulf of Mexico is east of the Gulf Stream. The wind for several days past has been from the southward and westward. Under the circumstances I am fully satisfied that it was intended to run her into New Inlet or any other convenient port on the coast. A prize crew will be put on board of her from the Niphon and the vessel will be sent to Boston for adjudication. The portion of the officers and crew not wanted for evidence will be carried to Hampton Roads in the State of Georgia, which I have detained for that purpose.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Master Breck, U. S. Navy, commanding U. S. S. Niphon, regarding the capture by that vessel of the British ship Banshee.

U. S. S. NIPHON, Off New Inlet, North Carolina, July 30 [29], 1863.

SIR: I have the honor to report to you that on the morning of this date I (with permission of the senior officer given by signals), stood out seaward and overhauled the ship Banshee, of Nassau, New Providence, in ballast, from New York, bound to Matamoras, Mexico. Firing a shot across her bow, she hoisted English colors, being at the time E. N. E. from the flagship stationed off this place and within signalizing distance of the whole fleet. She being a long ways out of her course, I put a boat's crew and officer on board, with orders for him to stand in, while I proceeded to report the circumstances to the senior officer, who requested the master of said vessel to repair on board the flagship with all his papers. With the advice of the senior officer, and considering the suspicious circumstances connected with the vessel, I concluded to send her to Boston as a prize to the U. S. S. Niphon, putting on board a prize crew of an acting ensign, N. Larsen, and Acting Master's Mate M. E. Wandell and eight men; also the master, chief, and second officer and two seamen, cook, and steward belonging to the said prize, retaining eight men of the crew as prisoners, and transferring them to the U.S.S. State of Georgia.

The master of the said vessel (prize) is an American; the two officers, cook, and steward are foreigners; the two of the crew remaining on board are Americans.

Of the prisoners retained four are Americans and four are foreigners. Respectfully, your obedient servant,

J. B. Breck, Commanding U. S. S. Niphon.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Master Phelon, U. S. Navy, of the capture of the schooner Telegraph, July 29, 1863.

U. S. S. SHAWSHEEN, New Berne, August 1, 1863.

Sir: I have the honor to report to you that on the morning of July 29 I espied a small schooner beating out of Rose Bay. I kept off for her, when she immediately put back. I gave chase and succeeded in capturing her some 16 miles up the bay. Finding no person or papers on board, I took possession of her. She had in her cabin 15 large sacks (empty).

I am, most respectfully, your obedient servant,

HENRY A. PHELON, Acting Master, Commanding.

11. K. DAVENPORT,

Commander and Senior Officer, Sounds of North Carolina.

P. S.—The name of this vessel is the Telegraph, of Washington, N. C., 15 tons.

HENRY A. PHELON, Acting Master, Commanding.

Instructions for the guidance of the senior officer in Hampton Roads during the absence of Acting Rear-Admiral Lee at Wilmington, N. C.

JULY 30, 1863.

1. The Western World, now here, and Valley City, to be ordered here, are to be used alternately as mail boats to carry my mail off Wilmington, stopping off Beaufort to ascertain if I am there. Send the Western World with the mails up to Sunday, inclusive, then to make trips as fast as practicable.

2. Receive my mail every day and dispatch it as often as practicable.

and keep me informed of occurrences here.

3. Keep yourself in communication with the military authorities to ascertain when opportunities occur for sending to New Berne or Beaufort, N. C., officers who may report for the blockade, endorsing the orders of the officers accordingly. As soon as you have ascertained from the military authorities that the canal route is opened from Norfolk to the sounds dispatch the Seymour thither with mails and such officers as may be ordered to report for duty there. (Captain Glasson, of the Brandywine, has orders to send men and officers down by her when you notify him of her departure.)

4. Instruct the supply vessel when she stops on her way north to communicate with the Brandywine.

5. Keep a gunboat or tug on picket duty, taking care that they are not surprised by boarding parties in boats.

6. Board all flag-of-truce boats going and coming, and keep up the

usual record in the boarding book I send you.

7. Ask Major Mulford, in command of flags of truce, to try to secure two files of Richmond papers, one for the Navy and one for the State Department, which I wish you to forward by the first mail to these respective Departments.

8. It would be well, if practicable, to send two files of New York

papers for exchange.

- 9. The guard vessels now at Norfolk and Fortress Monroe, viz, the Wyandotte and Young Rover, have full instructions, which I desire you to consult. Please see that their duties are performed properly. I enclose a copy of a letter to General Foster on this subject, dated the
- 10. Foreigners are prohibited from visiting the ironelads, by order of the Department.
- 11. The Dacotah, Maratanza, Stepping Stones, Crusader, Daylight, Morse, Zouave, and Philadelphia are at Baltimore undergoing repairs.
- 12. The Alert, Mount Washington, Cohasset, Mystic, and Shokokon are

- at the Gosport navy yard undergoing repairs.

  13. If the Daylight comes here during my absence, let her receive her men and necessary stores and my mail, and order her directly to the blockade off Wilmington, N. C.
- 14. As soon as the *Mystic* is repaired let her take the place of the Young Rover as guard vessel off Fortress Monroe, and her commanding officer, Captain Wright, is not to receive a leave of absence, should one be granted by the Department, until my return.

15. Let the Young Rover then cruise in Chesapeake Bay on the outer blockade between the capes of Virginia and the mouth of the Piankatank, using her sails as much as possible and her steam as little as

possible.

- 16. When the Cohasset is repaired and comes down, let her take the picket, and the Young America can go up to the yard to receive repairs to her boiler, etc., her rifle-screening, gun carriages, etc., and be fitted
- 17. The Commodore Morris, Commodore Jones, General Putnam, and Samuel Rotan are engaged in the blockade of Chesapeake Bay and its tributaries. Lieutenant-Commander Gillis, of the Commodore Morris, is stationed in York River opposite Yorktown, and is senior officer in the above-named waters.
- 18. When the ordnance stores are removed by Lieutenant-Commander Phenix, assistant inspector of ordnance, Fortress Monroe, from the ordnance bark Houghton (according to the order he has from the Bureau). now lying in the roads, you will send her to Norfolk navy yard for repairs to her hull, which leaks. Inform Commodore Livingston of this Communicate with Lieutenant-Commander order from the Bureau. Phenix on the subject.

When the Morse returns from Baltimore, let her perform guard duty off Fortress Monroe, with the tug Alert to assist her in looking after the refuge vessels. Keep the Barney with you at Newport News, and concert signals with the Morse, and prevent the Patrick Henry (supposed to be fitting out at Richmond as a privateer) from evading the

blockade.

Commander Glasson is ordered to send 150 men by the Western World to Beaufort for the vessels in the sounds. Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, urging the needs of the blockade.

> U. S. FLAGSHIP MINNESOTA, Off Cape Hatteras, July 31, 1863-11 p. m.

SIR: Meeting here the State of Georgia, bound to Hampton Roads for repairs, I have deemed it best to send her to Philadelphia, where she was built, for examination and thorough repairs.

I now forward to the Bureau of Engineering a copy of the report of survey held on the State of Georgia's machinery, etc., and to the Bureau of Construction a copy of a report from her carpenter on the condition

I trust the repairs of this vessel and those of the Penobscot may be made with dispatch. Neither the Shenandoah nor the Cambridge have joined the blockade, which is now at this trying time very weak. The Mount Vernon is condemned, and the James Adger complains of low speed and weak boilers. More force is absolutely necessary.

Captain Case's description (copy enclosed) and recommendation of the Merrimac induce me to request that she may be immediately taken

into service, fitted, and sent back to the blockade.

If the Départment approves of this, I propose to send Lieutenant Cushing or another active officer up to command her.

Very respectfully, your obedient servant,

S. P. LEE.

Actg. Rear Admiral, Comdy. North Atlantic Blockading Squadron. Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

> U. S. S. HETZEL, Off New Berne, N. C., August 1, 1863.

ADMIRAL: I have the honor to submit the following as the semimonthly statement of the disposition of vessels in the sounds for term ending at date:

July 15.—The Granite left for Ocracoke Inlet.
July 17.—The Miami left for Plymouth, N. C. The Ceres arrived from Hatteras Inlet.

July 23.—The Underwriter left for Washington, N. C., and returned on the 25th to New Berne.

July 24.—The Southfield arrived from Plymouth for stores, etc.

July 25.—The Louisiana arrived from Washington for stores, etc. July 28.—The Louisiana left for Washington. The Underwriter left for Plymouth, N. C.

July 29.—The Geres left for Hatteras Inlet to relieve the Lockwood. July 31.—The Hetzel, Southfield, and Delaware are at New Berne. The Shawsheen and Brinker are cruising in the Neuse River, in the vicinity of Wilkinson's Point. The Louisiana, Hunchback, and Commodore Hull are at Washington. The Miami, Whitehead, Valley City, and Underwriter are in Albemarle Sound. The Lockwood and Geres are at Hatteras Inlet, the Granite at Ocracoke Inlet.

I have the honor, etc.

H. K. DAVENPORT.

Acting Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding the cutting out of the steamer Kate at New Inlet, North Carolina, August 1, 1863.

U. S. FLAGSHIP MINNESOTA,

Off Western Bar, North Carolina, August 6, 1863.

SIR: I have the honor to enclose herewith a report (1) from Captain Case, commanding U. S. S. Iroquois, and a copy of a report (2) from Acting Volunteer Lieutenant Trathen, commanding U. S. S. Mount Vernon (dated August 3, 1863), respecting the cutting out by the James Adger, Iroquois, and Mount Vernon of the rebel steamer Kate on the morning of August 1, 1863. The Kate had been driven ashore by the U. S. S. Penobscot, July 12, while attempting to run into Wilmington, and was floated off on the night of 31st ultimo and towed under the batteries at New Inlet, where she was anchored and abandoned on the approach of our vessels. She was towed to Beaufort by the U. S. S. Iroquois.

Captain Case in a letter to me of August 2, on this subject, speaks of the gallantry of Acting Volunteer Lieutenant Trathen while under the fire of the robel betteries

fire of the rebel batteries.

I have directed Acting Master S. B. Gregory, commanding the Western World, to touch at Beaufort on his way up and tow the Kate to Hampton Roads, from whence I have ordered Captain Gansevoort to send her to New York or Philadelphia by first opportunity, reporting his action to the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. STEAM SLOOP IROQUOIS, Beaufort, N. C., August 2, 1863.

Sir: I have the honor to inform you that the rebels floated the Kate

off the beach at Smith's Island on the night of the 31st ultimo.

At 5:45 a.m. of the 1st instant signal was made from the Mount Vernon, stationed at the south end of the line nearest to Smith's Island, "I wish to communicate with you," and on receiving permission to do so, she came within hail, when Acting Volunteer Lieutenant Trathen informed me that the Kate was off, and being towed toward New Inlet. I immediately ordered him back with instructions to cut the Kate off or destroy her, and to tell Captain Patterson as he passed to go with the Adger to aid him. We slipped our cable at once and went down as

fast as possible, our steam at first being very low. We arrived within range, however, and opened fire at 6:40 a.m., before the other vessels, closing with the Kate under a fire from the batteries at New Inlet, and one on the beach near Zeek's Island, until within short range, when I found the Kate was at anchor, and apparently abandoned. The Mount Vernon opened fire some fifteen minutes after us, and, coming within hail at this time, I ordered Acting Volunteer Lieutenant Trathen to go alongside the Kate and tow her out, the water being too shoal for us to do so. Acting Volunteer Lieutenant Trathen performed this duty gallantly, but I regret to say not without loss, Edwin II. Peck, first-class fireman, being killed by a Whitworth rifle shot, which passed through the side of the vessel into the engine room, cutting both of Peck's legs off.

The Mount Vernon had her port fore-rigging, fore-topmast rigging, and fore-gaff halyards cut away, and this ship her jib nettings slightly

injured by shot, being the only injury she received.

The *Kate* has been stripped of everything but her boilers, bedplates, shafts, and a quantity of coal. She is not seriously injured, there being but two shot holes in her, one from an XI-inch gun and the second from a 32-pounder.

At 1 p. m. yesterday I took her in tow and brought her to this place, where I shall leave her until an opportunity offers to have her towed to Fortress Monroe. I shall send her with letters not addressed to any district judge, in order that you may address them and send the vessel to the district most convenient.

Since the reported destruction of the *Kate* I have had her watched by the vessels nearest Smith's Island. On the 28th ultimo Acting Volunteer Lieutenant Trathen reported her to be "high and dry with the beach made outside of her." Sand may have been thrown up outside to conceal the operations of the rebels.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

U. S. S. MOUNT VERNON, Off New Inlet, North Carolina, August 3, 1863.

SIR: I have to report that at 5:30 a.m., on the 1st instant, I discovered that the steamer Kate, driven ashore by the U.S.S. Penobscot July 12, 1863, was affoat and being towed toward Fort Fisher by a number of small boats. At 5:45 made signal, "I wish to communicate with you," to U. S. S. Iroquois, and receiving permission, steamed up to her and reported the circumstance and was ordered to endeavor to cut the Kate off or destroy her, and to inform Commander Patterson, of the James Adger, that he was to assist us, and that the Iroquois would follow us immediately. At 7 commenced firing at the Kate; at 7:15 a.m. received orders from the Iroquois to attempt to drag the Kate out. Called away and manned two boats and sent them to board the Kate; at the same time ran alongside of her with the ship and boarded her from boats and ship simultaneously. We then slipped her cables (the enemy having let go both anchors and abandoned her). A hawser was then made fast from our starboard bow to the port bow of the Kate, and we then backed off until we found sufficient water to pass under her stern; this hawser was then let go and we passed

around under her stern, and then passed a hawser from our starboard quarter to the port bow of the Kate. The fire from the rebel batteries at this time was terrific. At the time we ran alongside of the Kate she was in 16 feet of water, Fort Fisher bearing N. by E. ½ E.; the Mound and casemated fort bearing N. by E., distant 3 miles; the fort on Zeek's Island bearing N. by W. ¾ W., distant 2 miles, and a masked battery of Whitworth flying artillery on Smith's Island bearing due west, distant 300 yards. All of these batteries kept up a constant fire on us. One shot, apparently an 80-pounder Armstrong, passed in through a port on the port side of the Kate, and out through the bulwarks on the starboard side just as we boarded her.

The shots fired at us were principally from heavy Armstrong guns and a battery of Whitworth 12-pounder flying artillery, several of which struck this vessel, and I have the following casualities to report, viz: One shot, a 12-pounder Whitworth, passed through the engine room, instantly killing First-Class Fireman Edwin H. Peck. This shot lodged in the engineer's tool chest, demolishing many of the tools. Another shot, apparently an Armstrong, cut away all the shrouds of the port fore-rigging; another, a Whitworth, cut away the fore-topmast rigging, and another, also a Whitworth, cut away the fore-gaff; a fifth shot, fired from the Mound battery and apparently from a heavy Armstrong gun, cut away the stock of the port anchor; many shots passed over us, just clearing the ship and going a mile and more beyond us; many of their shots also struck inside of and ricochetted over us. After taking the Kate in tow, I steamed offshore and anchored near the U. S. S. Iroquois.

The Kate is apparently a new steamer. She has two screws, one on each side of the sternpost clear of rudderpost. She is entirely of iron, round, full bottom, very sharp forward, small shield for figurehead, one funnel, telescope fashion, and two masts, schooner-rigged, and hinged so as to lower down. All her furniture, engines, and cargo had been removed. Her boilers remained complete. There was also a small quantity of coal on board. Her hull was comparatively as good as new, having only one shot hole through her quarters and one through the starboard bulwark. The hole on the quarter had been stopped up with wood. Her spars are in good condition; she had a jib and mainsail bent and ready for use. She has a house which runs nearly the whole length of her and goes entirely across from side to side. She has a bridge amidships, and is steered by a large wheel, placed well forward; there is also an auxiliary wheel aft.

At 1, on the 1st, the U.S.S. Iroquois sailed for Beaufort, having the Kate in tow. Officers and men behaved with coolness.

I am, sir, respectfully, your obedient servant,

JAMES TRATHEN,

Acting Volunteer Lieutenant, U. S. Navy, Commanding.

[Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.]

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Flye, U. S. Navy, to proceed from Boston to Beaufort, N. C., in command of the U. S. storeship Release.

NAVY DEPARTMENT, August 3, 1863.

SIR: After taking on board the Release the building that has been prepared for a storehouse at Beaufort, N. C., and such stores as may be

ordered by the Eureau of Provisions, etc., proceed with that vessel to that port and land the storehouse and stores.

You will also take out in the Release as passengers the workmen that are necessary to put up the building after it is landed at Beaufort, and supply them with the regular ration while on board.

After discharging cargo, the Release will remain at Beaufort, subject to the orders of the commanding officer of the North Atlantic Blockading

Squadron.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Volunteer Lieutenant WILLIAM FLYE,

Commanding U. S. Storeship Release, Boston.

Order of the Secretary of the Navy to Commander Frailey, U.S. Navy commanding U.S. S. Quaker City.

NAVY DEPARTMENT, August 4, 1863.

SIR: Proceed with the U.S.S. Quaker City, with all possible dispatch, off Wilmington, N.C., and report to the senior naval officer there for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander James M. Frailey, U. S. Navy, Commanding U. S. S. Quaker City, New York.

Expedition up James River in cooperation with army forces under Major-General Foster, August 4-7, 1863.

[Telegram.]

U. S. S. ROANOKE,
Off Newport News, August 3, 1863.
(Received at Washington 8:25 a. m., August 4.)

Major-General Foster has desired me to accompany him on a reconnoissance up the James River to-morrow with the Sangamon, Commodore Barney, and some army transports. Does this request meet the views of the Navy Department?

Respectfully,

GUERT GANSEVOORT, Captain and Senior Officer.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, August 4, 1863.

You can accompany Major-General Foster on the reconnoissance indicated.

GIDEON WELLES, Secretary of the Navy.

Captain Guert Gansevoort, U. S. Navy.

Schior Naval Officer off Newport News, Va.

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[Telegram.]

U. S. S. ROANOKE,
Off Newport News, August 7, 1863.
(Received at Washington 1:20 p. m.)

SIR: I have the honor to inform the Department that I have just returned from a successful reconnoissance up the James River. We went 6 miles above Dutch Gap. The Commodore Barney has sustained some injuries by the explosion of a torpedo, shot, and shell, and she will require docking. Permission is asked to send her to Baltimore. Casualties, 1 officer killed, 2 drowned, 3 slightly wounded. My reports in detail will soon follow.

Yours, respectfully,

GUERT GANSEVOORT, Captain, Senior Officer.

Hon. Gideon Welles, Secretary of the Navy.

Detailed report of Captain Gansevoort, U. S. Navy.

U. S. IRONOLAD ROANOKE, Off Newport News, Va., August 8, 1863.

SIR: I have the honor to inform the Department that in accordance with the permission asked and granted, I accompanied Major-General Foster on his recent reconnoissance up the James River. The force consisted of the Sangamon, Commander S. Nicholson; Commodore Barney, Acting [Volunteer] Lieutenant Commanding S. Huse, and Cohasset, Acting Master S. Cox; also the John Farron, an army boat. All these vessels were armed except the latter, which had aboard a corps of sharpshooters.

The Sangamon, towed by the gunboat Barney, and the tug Cohasset left the anchorage off Newport News about 2 p. m., August 4. The John Farron, with Major-General Foster and staff, Brigadier-Generals Naglee and Potter, with myself, Surgeon Woodworth, and Acting Master Hargous, soon followed. At 8 p. m. the vessels under my command and the Farron anchored off Jamestown Island in 7 fathoms water. Got underway next morning at half past 4. At 8 the flag-of-truce boat New York, with prisoners, passed us, bound to City Point. At half past 8 passed Fort Powhatan, which remained in a dismantled state. At 11 all the army and navy officers left the Farron and went on board the Sangamon. When off Tilman's [Tilghman's] Wharf there was a slight discharge of musketry from the shore, which was responded to by the Sangamon with one XI-inch shot. At half past 4 p. m. the Sangamon anchored off Dutch Gap, owing to the low stage of water on the bar. General Foster and staff, myself, and Acting Master Hargous then went aboard the Commodore Barney and were followed by the Cohasset. When just beyond Cox's, two torpedoes exploded under the starboard bow of the Barney, producing a lively concussion and washing the decks with the agitated water. Some 20 men were either swept or jumped overboard, two of whom are missing and may have been drowned. The engine of the vessel was partially disabled by the cutting of steam pipe and the connection of steam whistle. The Commodore Barney was then taken in tow by the Cohasset, and they came to anchor at Dutch Gap about half past 7. At half past 8 o'clock the Cohasset went up the river on picket duty.

The next morning at early daylight the Sangamon got underway, towed by the Barney and Cohasset, near Four Mile Creek. About 5 a.m. the enemy opened fire with artillery and musketry. The Sangamon and Barney returned the fire. The Barney was disabled by a shot through the boiler below the water mark. The tug was sent to her assistance and got her off, she having drifted ashore. The Sangamon anchored, the narrowness of the stream preventing her from turning and going to the aid of the Barney. At half past 7 the Sangamon again weighed, with the Barney in tow, and the Cohasset on the port side. About this time the army tug Jesup came up the river and assisted us, towing the disabled vessel. At 9:25 a.m., when near Turkey Island Bend, the enemy opened with artillery and musketry and repeatedly hit all the vessels, but did them no material damage and injured no one. The fire was briskly returned by the Barney and Jesup. At 9:45 the firing ceased. For much of the time the vessels were exposed to a raking fire. More than thirty round shot penetrated the Barney. The Jesup and Cohasset were hit several times and the Sangamon once on the port bow, making only a slight indentation. The marks of musketry on the different vessels were almost innumerable, the difficulty being rather to avoid than miss the targets. Below City Point the tugboat John Farron, which was left behind on our passage up the river, came alongside and assisted in towing. About 8 p. m. army boats east off and Sangamon anchored below Deep Water Shoals. Shortly after the Farron grounded, got off at daylight, and reached Newport News at 6 a.m. The other vessels arrived and anchored shortly afterwards.

The casualties were few. Acting Master Cox, of the Cohasset, was killed by a round shot, which perforated his body. Three men were slightly wounded from musketry, and two were supposed to be drowned at the time of the explosion of the torpedoes. Officers and crew all behaved with that characteristic gallantry which has ever distinguished the Navy.

The purposes of the reconnoissance were fully and satisfactorily accomplished.

Very respectfully, your obedient servant,

GUERT GANSEVOORT,

Captain and Senior Officer.

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

Report of Acting Volunteer Lieutenant Huse, U. S. Navy, regarding damages sustained by the U. S. S. Commodore Barney.

U. S. S. COMMODORE BARNEY, Newport News, August 7, 1863.

SIR: I have the honor to submit the following report of the condition of this vessel, with detailed list of damages received (as far as ascertained) on James River August 5 and 6, 1863.

August 5.—At 5:30 p. m., near Cox's farm, a torpedo exploded under the bow. Damage to vessel: Guard perforated from hull on starboard side forward for a distance of about 10 feet; connecting steam whistle carried away, letting steam out of the boiler (repaired temporarily during the night). Several of the crew were washed overboard; all but two were recovered. One man injured by being struck in the head by splinters.

August 6 .-- At 5:30 p. m., while proceeding down the river, the enemy opened fire with musketry and artillery. Damages: One shot about 18 inches below water line, entering the boilers, disabling the vessel; aperture in boiler 7 inches long and 2 inches wide. One shot under port bow, cutting away two braces and two knees supporting the guard; one rifle shell in main brace supporting outboard journal of port wheel, weakening it very much; two arms of port wheel shot away; bearings of journal melted out, caused by oil pipe being shot away; two shots

through after pilot house, smashing it and doing considerable damage.

August 6.—Two shots in captain's cabin, cutting off six carlines; one shot through the armory, leaving it in a badly shattered state; three shots in paymaster's quarters, ripping the roof of the hurricane deck and cutting off a carline; one shot in wardroom, badly damaging berths and pantry; two shots in yeoman's storeroom; two shots in galley, carrying away two carlines and badly injuring the stove and cutting holes in mess coppers; one shot in engineer's room, shattering the lockers, and several bullets passing entirely through the bulkheads; two shots in surgeon's quarters, shattering the berths; one shot in paymaster's quarters; one shot in ensign's quarters; waterway on port side pierced by a 12-pounder shot; one shot abreast the magazine on the port side under the guard; one shot through third cutter and down into paddle box port side; one shot striking carriage of 100pounder Parrott rifle; one shot striking muzzle of 100 pounder Parrott rifle; one shot through firemen's hatchway; one shot through starboard gangway, knocking the doors into splinters. The entire ship badly perforated with bullets. The entire upper works are riddled with bullets. The vessel was struck about thirty times with artillery. The hole below the water line has been plugged; the vessel is kept free by the pumps.

Ammunition expended by this vessel:

8 IX-inch shell (charge 10 pounds)	$\frac{80}{200}$
5 100-pounder rifle shell	50
	330

Casualties:

James M. Ellis, landsman; wounded in head by explosion of torpedo. Martin Krant, seaman; missing, supposed drowned. Allen Gramby, contraband; missing, supposed drowned.

Very respectfully, your obedient servant,

SAML. HUSE, Acting Volunteer Lieutenant, Commanding.

Captain GUERT GANSEVOORT, Commanding U. S. Flagship Roanoke.

Report of Chief Engineer Fithian, U. S. Navy, regarding damages to the U. S. tug Cohasset.

U. S. IRONCLAD ROANOKE, Newport News, August 10, 1863.

SIR: In obedience to your order of this day I have made an examination of the steam tug Cohasset, and respectfully report the damages to be as follows:

There is a shot hole in the main steam pipe and in the exhaust pipe which can be repaired by patching.

On the port side of hull, amidships, one shell entered and went so far through as to break the plank upon the inside; one shot, passing through the pilot-house door on port side and coming out of the forward part of pilot house and damaging the steering wheel and one window; one shot through engine room, breaking a stanchion on the starboard side, also a part of the waist; one shot through the galley, injuring the house and waist; shot through coamings of house on port side, carrying away a part of the coaming; one shot, carrying away the port after corner of house on deck. The chain and rod attached to steering wheel were shot away on port side. The mess chest and paint chest damaged by shot. The port side of house on deck is damaged by shot.

Very respectfully,

EDWIN FITHIAN, Chief Engineer, U. S. Navy.

Captain Guert Gansevoort, U. S. Navy, Commanding U. S. Ironclad Roanoke.

## [Telegram.]

NAVY DEPARTMENT, August 5, 1863.

The following telegram has been received from the light-house keeper at Eastville, Va.:

A party of eight or nine armed men appeared on Smith's Island on Monday, the 3d instant, and completely gutted the light-house, carrying away the lamps, reflectors, and everything else belonging to the establishment, and broke every glass. They threaten to destroy Hog Island and Cherrystone lights.

You will immediately send a force to capture them.

GIDEON WELLES,

Secretary of the Navy.

Captain Guert Gansevoort, Commanding U. S. S. Roanoke, Hampton Roads, Virginia.

Report of Acting Rear-Admiral Lec, U. S. Navy, regarding the inefficiency of the blockade of the entrances to Wilmington, N. C.

U. S. FLAGSHIP MINNESOTA, Off Wilmington, N. C., August 7, 1863.

Sir: At 1 a. m. to-day a screw steamer ran out of New Inlet, which was seen in time by the *Mount Vernon*, fired at, and chased by her without effect, from want of speed. The *Mount Vernon* has been ten months on the blockade, and requires overhauling. The only other steamer off New Inlet at that time was the *Niphon*, as the *Iroquois* was at Beaufort for coal, and the *James Adger*, the only other steamer belonging on that side, was and is still engaged in placing the Frying Pan Shoals light-boat in its proper position.

The *Sacramento*, *Chocura*, and *Victoria* were off Western Bar. The

The Sacramento, Chocura, and Victoria were off Western Bar. The Chocura and Victoria, always too slow to chase, are worse now for want of repairs, which they should at once have. The Sacramento has speed, but her valves are cut so badly that she must probably be very soon sent north for new ones, as in the case of the Ossipee. The Florida, the only other steamer belonging to that side, was at Beaufort for coal.

I beg leave respectfully and earnestly to represent to the Department that it is generally felt by the officers here that the blockade of this, the most difficult port to close on the coast of the United States, is exposed and inefficient from the want of many more and suitable vessels.

This blockade, being like that of two ports distant about 50 miles the one from the other, requires from fifteen to eighteen steamers. There are ironclads inside, and the enemy has a cruising squadron. To an attack from both of these the blockade is exposed. One suitable ironclad is required for the blockade of each entrance to neutralize the enemy's ironclads.

If these can not be had there should be two wooden vessels with effective broadside batteries at each entrance, and two others for relief while these go for coal. The other vessels required for the blockade are of two classes, both classes to have high speed—one small, without masts, to keep the bar and to move close in under the batteries at night; the other with canvas and suitable batteries, capable of chasing and capturing blockade breakers, some of which are armed, or of fighting rebel privateers.

I am sure the Department will do all in its power to put this blockade in condition to stop the large, lucrative trade by which the rebels obtain military supplies and a foreign navy, and to prevent disaster and disgrace to the Navy.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, of the escape of a blockade runner from Wilmington, N. C.

U. S. S. MOUNT VERNON, Off New Inlet, North Carolina, August 7, 1863.

SIR: I have to report to you that at 2 p. m., on the 5th instant, two steamers--one a side wheel steamer, with walking-beam engine, one mast, and one funnel; the other a propeller, with two small masts and one funnel—moved down the Cape Fear River and took position near the bar at New Inlet, evidently with the intention of running the blockade. At dark a picket boat from the U.S.S. Niphon took up a position on the bar, with orders to signalize in event of the steamer attempting to come out. The Niphon took up her station to the northward of the bar, and this vessel to the southward of the bar. 11:26 the propeller came out over the bar, and a rocket was immediately sent up by the picket boat, seeing which the steamer recrossed the bar and went back. At daylight on the 6th both of the steamers remained inside of the inlet, and at dark last evening the picket boat again went in on the bar, while this vessel and the Niphon took up their positions as on the previous night. One of the steamers succeeded in getting over the bar unobserved by the picket boat. This was the propeller, and at 0:40 a.m. she was observed standing across our stern. We immediately stood for her at full speed, but soon found that she was fast leaving us. She passed so close to us before discovering us that we fired two broadsides at her, with what effect is

unknown. At 3 [a. m.] we gave up the chase, the speed of the steamer being so much greater than our own that she had run out of sight. We then stood back for our station. At 4 the forward key on the after journal gave way, and we were compelled to stop the engine to repair it. This morning the side wheel steamer is yet at anchor inside the bar at New Inlet. The Iroquois and James Adger, neither having returned, and the disabled condition of the Mount Vernon leaving the Niphon the only serviceable ship here, I am of the opinion that the blockade at New Inlet is inadequate with the present force. I most respectfully make this suggestion from the fact of there being an unusual stir among the steamers in the river.

I hardly consider it safe to chase for any distance, as it leaves only

one vessel here.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, U. S. Navy, Commanding.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Captain Boggs, U. S. Navy, regarding orders to the U. S. S. Chocura on the arrival of the U.S. S. Montgomery,

> U. S. S. SACRAMENTO, Off Western Bar, Wilmington, N. C., August 9, 1863.

SIR: The Montgomery, Acting Volunteer Lieutenant E. H. Faucon (from Boston, August 1), having joined the squadron, I send the Chocura to report to you, presuming it is your intention to send her north for repairs. She is of very little use on the blockade. She might possibly cripple a passing vessel, but certainly could not catch a blockade runner.

The commander of the Montgomery being unacquainted with this portion of the coast, I have directed Lieutenant Commander Truxtun to transfer his pilot to the Montgomery.

I enclose the resignation of Mr. Tilby as pilot, sent in since his being

ordered to the Montgomery.

Very respectfully, your obedient servant,

CHAS. S. BOGGS. Captain, U. S. Navy.

Acting Rear-Admiral S. P. LEE.

Report of Captain Case, U. S. Navy, of the escape of blockade runners through New Inlet, and the grounding of a propeller on Caroline Shoal August 11, 1863.

> U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, August 13, 1863.

SIR: I have the honor to report that since you left here four paddlewheel steamers have passed out. A propeller inward bound went ashore on the Caroline Shoal on the morning of the 11th instant. A portion of her cargo was thrown overboard, and tugs and lighters have been alongside to lighten her. She still remains on the shoal, and should a fresh wind arise from the southward or from the eastward of

north, she will, I think, be a total loss. She appears to be very like the *Kate*, and is, I think, the *Diana* or *Don*.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Captain and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Order of Captain Case, U. S. Navy, to Lieutenant Cushing, U. S. Navy, commanding U. S. S. Shokokon, regarding orders for that vessel.

U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, August 11, 1863.

SIR: As you say you have by Acting Rear-Admiral Lee's directions read his orders to me of the 9th instant, I make the following extract, as regards the movements of the *Shokokon*, from them for your guidance, viz:

Lieutenant Cushing can take station at discretion on either side to suit weather, and if after trial he reports to you that the Shokokon is not adapted to the blockade, direct him to return to Hampton Roads and report to Captain Gansevort and exchange commands with Lieutenant Huse.

The station of the Shokokon will be at the southern end of the line, to watch the shores of Smith's Island and the shoals along which vessels often pass in and out. At this station you will be able to make yourself familiar with the passages across the shoals, so as to be able to make use of them when you, in your discretion, deem a change of station necessary.

There is a small battery of rifled guns reported to be at the south point of Smith's Island, and another at the upper end of the Sand Spit, near Zeek's Island.

Herewith you will receive a copy of the general instructions for the guidance of vessels on the New Inlet blockade; also a copy of the distinguishing pennants, signals, etc., the receipt of which you will please acknowledge.

Very respectfully, etc.,

A. Ludlow Case, Captain and Senior Officer Present.

Lieutenant W. B. Cushing, U. S. Navy, Commanding U. S. S. Shokokon.

Letter of the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, transmitting extracts from consular reports.

NAVY DEPARTMENT, August 14, 1863.

SIR: I herewith enclose extracts from consular and other dispatches in relation to suspicious vessels.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

## [Enclosure.]

## Extracts from consular dispatches.

Queenstown, Cork, July 18, 1863.—The steamer Jupiter arrived here for coal yesterday from Glasgow. She was formerly a river steamer in the Clyde and is precisely similar to the Mail and the Spunkie, previously described. She goes out to Nassau in ballast. The captain's name is Brown and formerly had the Ruby. She has two smokestacks, no bowsprit, two short masts, very large wheels, and draws about 5 feet of water. Said to steam 16 knots in smooth water, but can do

nothing in a seaway; decked over forward.

Liverpool, July 22, 1863.—I have to advise you that the steamer referred to in my No. 103 as the Bendig is called the Bendigo, and is the same vessel formerly called the Milly, and referred to in prior dispatches. Her crews are shipped for twelve months to go to Madeira, and thence to port or ports in North America. She has portholes and will be a very fast sailer. Description: Topsail yard schooner Bendigo, steamship, of Liverpool, late Milly; 178 tons; built of iron, bull painted green; three portholes each side, fore and aft of paddle boxes. Elliptic stern, carvings, and name on same, painted white \* \* \*; bridge athwartships on top of paddle boxes; after funnel or smokestack, with steam pipe fore part of same, fire funnel or smokestack with steam pipe fore part of same \* \* \*; draws 8 feet 6 inches aft and 8 feet forward.

Liverpool, July 25.—The Bendiyo cleared for Madeira and Bermuda

yesterday.

Bristol, July 23, 1863.— It is my duty to report the fitting out of the steamer Flora from this port to run the blockade. She is a companion to the steamer Juno, referred to in my dispatches Nos. 23 and No. 28. The Flora now lies in the basin and is expected to sail in the course of a day or two. It is reported by some that the vessel will clear for Bermuda, by others for Nassau. Commanded by the captain who took out the Calypso from this port, and will have some portion of the same crew. The Juno sailed as stated in dispatch No. 28; is commanded by the former mate of the Calypso.

The Flora, as well as the Juno (as was the case with the Calypso), is fitted out by the infamous W. S. Lindsay, of parliamentary and shipping notoriety, or his shipping firm. The Flora was sold for £35,000, £3,000 more than she cost new. Heavily loaded, having a variety cargo, but has on board, as appears from the cases, a large number of small arms, ammunition, and percussion caps (largely suspected), some

bales of goods, and packages of brandy.

Side-wheel steamer (iron) 200 feet long, breadth 40 feet, about 450 tons burden, two smokestacks standing fore and aft, schooner-rigged with light spars. No figurehead, and an unusual straight stem for an English boat; has a topgallant forecastle deck over her, about 25 feet in length. Said to be the fastest running steamer in the British Channel.

Cardiff, July 29, 1863.—The steamer Cumberland has just cleared out for Havana. I have received a letter from London saying that she has a large number of cases of Enfield rifles on board entered as hardware. She is a paddle-wheel steamer, 931 tons; J. Bell, captain; Adamson, owner; built at Sunderland, 1857; length, 176 feet; beam, 32 feet; hails from London. She clears out for Havana, but I believe will try to run the blockade. I trust she may be caught and converted to our use.

Liverpool, July 31, 1863.—Enclosed is a description of the bark Nauria, now loading for Havana. G. H. Fletcher & Co. are her consignees.

think she will go to Havana. My reason for sending a description of her is that her cargo consists very largely of woolen cloth intended to be used as clothing for the Southern Army, and iron such as is used for ship building, and which I believe is also intended for the rebels. (Bark of 454 tons.)

The ironclad ram launched on the 4th is still in the dock at Laird's yard. Her mizzen and main masts are up and both topmasts in. These are made of iron plates, in such a manner as to slide one into the other like a telescope. Her boilers earlies in and they are now at work on her machinery. The turrets are traished, but not mounted on the vessel.

London, July 31, 1863.—I herewith enclose additional invoices of cargoes therein named and also a description of a new steamer called the Witch. There has been so much expedition and mystery about this steamer that I think there are strong grounds to suspect her, and therefore name her among those that want looking after.

A brigantine called *Lone Bird* has been rapidly loaded by Bennett & Wake and sent to sea. She has several thousand stand of arms on board and has cleared for Matamoras, though she may be sent elsewhere, now that that port is blockaded by the French. Items of cargo: 500 cases (10,000) rifles, 15 cases percussion caps, 25 cases ammunition, 3 cases revolvers, harness, gun nippers.

A sailing bark called Lemuella is taking in Confederate cargo, and bound to Bermuda.

Another of Dudgeon's double-screw steamers is launched and will soon be ready. Rebel operations still continue on the Clyde and several fine steamers are in course of preparation. The City of Petersburg is nearly ready.

Halifax, August 12.—British side-wheel steamer Boston, referred to in former dispatches, cleared last night for Nassau with cargo, as reported on her clearance, of shingles and scantlings. Believed to have other articles, including drugs and medicines, if not powder, on board; has been painted lead color.

Report of Lieutenant-Commander Gillis, U. S. Navy, of a boat expedition in Piankatank River, August 14, 1863.

U. S. Gunboat Commodore Morris, Off Yorktown, Va., August 15, 1863.

SIR: On the 14th instant I proceeded to the Piankatank River, and brought off an old lady by the name of Owens, whose son is in the employ of Government as a pilot. While on shore I captured a man by the name of Carter Hudgins, whose name has been a terror to all those in Mathews County who have any Union feeling. He is also notorious as being engaged in aiding and abetting the rebel cause, by forwarding to Richmond goods that have run the blockade and by every means in his power. There was but one expression of feeling in regard to his capture, except in his own family, and that was of intense satisfaction. He and some two or three other just such characters have done and are doing more than any other set of men toward keeping alive a spirit of rebellion in that section.

It has also been reported to me that he has often threatened to fire on our boats, and that in one instance he did so. Acting Master Gregory, of the Western World, is more conversant with all the particulars of his doings than I am, as it was from him that I gained most of my information.

Hudgins would not have been captured but that as soon as he saw the boat's crew pulling up the creek where he lives he started for the woods, where he was met by another party that had landed and was marching across to meet the boat. He no sooner saw this party than he started to run, when, his movements being suspicions, he was taken, and I soon learned that he was the man whose capture has been sought after for a long time. If he is permitted to return to Mathews County he will be likely to cause a great deal more trouble, besides encouraging those who are engaged in violating the blockade.

I am, very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Captain Case, U. S. Navy, regarding his orders for the blockade of New Topsail Inlet.

U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, August 11, 1863.

SIR: I have the honor to report that the *Perry* sailed last evening for Boston, with directions to stop on her way and blockade New Topsail Inlet (where, I am informed, a schooner is now loading with an outward-bound cargo) so long as her wood, water, and provisions will permit, after reserving sufficient for her voyage to Boston.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,

Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Foster, U. S. Army, regarding expedition in Pasquotank River, August 14, 1863.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, September 10, 1863.

GENERAL: In a communication dated August 20 from Acting Volunteer Lieutenant French, commanding U. S. S. Whitehead, he informs me of an expedition on the 14th in which he captured, in conjunction with a squad of men from the army, several prisoners who were delivered to General Wessells, and through the information given by one of the prisoners, Jos. E. Parr, was enabled to take a quantity of arms. He suggests, for this reason, Parr should be allowed to take the oath of allegiance. I respectfully recommend that if Parr desires to do so, and you approve it, that this may be done.

I have the honor to be, general, very respectfully, yours, S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Major-General J. G. Foster,

Commanding Seventh Army Corps, Fortress Monroe, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, urging the destruction of the ironclad under construction at Edwards Ferry.

U. S. FLAG STEAMER HETZEL, Of New Berne, N. C., August 14, 1863.

Sin: There are 11,000 troops, 1,500 cavalry, and eight batteries of light artillery in this Department of North Carolina. Generals Peck and Palmer leave here to morrow for Plymouth on the arrival of the commanding general there. I wish you to urge upon him the importance of destroying the ironclad now completing at Edwards Ferry, above Rainbow Bluff, on the Roanoke. Represent to him if it comes down it may attack each of the three fortified towns on their water side. Now is the time, before it is completed, to prevent the great mischief it may do. The fortifications at Rainbow Bluff and the stage of water in the Roanoke limit the attempt to land expeditions. This should be conducted with secrecy and celerity. Give to the enterprise all the aid in your power. Report what is done in this important matter.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Lieutenant-Commander C. W. Flusser, U. S. Navy, Plymouth, N. C.

Report of Lieutenant Greene, U. S. Navy, regarding the chase of blockade runners off Wilmington, N. C., August 15 and 17, 1863.

U. S. S. FLORIDA, Off Wilmington, N. C., August 20, 1863.

Sin: In obedience to your order of to-day I submit the following: At about 9 p. m. on Saturday, the 15th, the Victoria, Acting Volunteer Lieutenant J. MacDiarmid, commanding, made signals of an enemy in sight and fired two guns. The squadron immediately slipped their chains and prepared to chase. The Montgomery came within hail of this vessel and said a blockade runner had passed the Victoria, standing about S.E.; ordered the Montgomery to her station and chased with this vessel until daylight, steering south. I thought that I saw a light from the blockade runner's smokestack several times during the night, but at daylight, nothing being in sight, returned to my station. Lieutenant MacDiarmid said the blockage runner was within 400 yards of him when discovered. He described her as a double-piped, side-wheel steamer, long and low, and painted lead color. She evidently ran out over the Western Bar.

On Monday, the 17th, at about 7 p. m., discovered a strange sail standing directly up for the squadron. From our masthead made her out to be a small side-wheel, beam-engine steamer, painted white; ordered the Victoria to go out and see what she was. As soon as the Victoria started for her the strange sail altered her course more to the westward. Thinking something wrong, I ordered the Montgomery, as she was just about underway, to give chase in the direction of the steamer then about S. W. by W., and immediately got underway with this vessel. It was now quite dark and strange sail hoisted a dim light, she still standing to the westward.

As this vessel was about underway and standing down for the stranger, discovered another vessel bearing E. and apparently a very short distance from us. This second vessel appeared to have a light illuminating his bow, but as soon as I started for him he extinguished his light, and it being very dark, nothing more was seen of him. I cruised about for three quarters of an hour trying to find him, but saw nothing. I now stood down in the direction of the dim light showing from the strange sail, bearing about W. S. W. The Victoria made the Coston signal 0, and I answered with the same, when the stranger immediately put out his light and nothing more was seen of him. Lieutenant MacDiarmid thinks she was a bark-rigged, armed steamer, and endeavored to entice him from the squadron, as her movements were certainly very strange, going ahead slowly when he did, stopping when he did, showing a light and gradually working to the southward and westward when he lost sight of him. He communicated with me, and at daylight stood out several miles from the squadron, but saw nothing. I think both vessels were enemies, but what they were, or where they went, it is impossible to say, as the night was very dark. Nothing was in sight up the river in the morning, and I do not think either vessel went in.

I am, sir, very respectfully, your obedient servant, S. D. GREENE, Lieutenant in Command.

Captain C. S. Boggs, Senior Officer.

Report of Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, regarding the chase of two blockade runners, August 15 and 17, 1863.

U. S. S. VICTORIA, Off Western Bar, Wilmington, August 20, 1863.

SIR: I have to report that while at anchor on the 15th instant, about a mile from the land to the westward of Fort Caswell, about 9 p. m., the attention of myself and the officer of the deck was attracted by a bright light on the shore. About the same time a large side-wheel steamer ran out, about 400 yards across the stern of the *Victoria*; immediately slipped and fired at her as soon as the guns could be brought to bear.

From the time of slipping the cable until getting the ship into position so that her guns would bear, was about three minutes; by that time the steamer was three-quarters of a mile from us. I gave chase and fired two more guns at her, when she disappeared in the S. E. From the time we first saw her until she was lost sight of was not more than ten minutes. Had the Victoria been a vessel possessed of ordinary speed, I have no hesitation in saying that I might have kept the blockade runner in sight, firing at her until intercepted by other vessels of the fleet. In my opinion the Victoria is totally unfit to perform the duties of a blockading vessel off Wilmington.

I have also to report that about 6 p. m. on the 17th instant, while lying at anchor in the usual position, a sail was made bearing about S. by E., and evidently bound in toward the fleet. At 7 p. m. received orders from Lieutenant Commanding Greene, of the U. S. S. Florida, to stand out and speak the strange sail, then bearing S. by W. I got underway and stood out in the direction of the strange vessel. At 7:45 made a light bearing S. W., and steered for it for one hour, but

did not gain on it; it appeared to keep about a mile from me. During the flashes of the lightning made her out to be a bark-rigged propeller with one smokestack. I burned the usual Coston signals. She did not answer. After an interval of fifteen minutes burned the private Coston signal again, which was answered by the *Montgomery*. As the strange steamer did not answer my signals, I deemed it prudent to return. Immediately after my turning around in the direction of the fleet her light disappeared and I lost sight of her.

There is no doubt in my mind that she was a Confederate armed steamer, and with the battery carried by this vessel I did not want a

repetition of the Hatteras affair.

Very respectfully, your obedient servant,

JOHN MACDIARMID,

Acting Volunteer Lieutenant, Commanding U. S. S. Victoria.

Captain Chas. S. Boggs, U. S. Navy,

Commanding U. S. Forces off Western Bar, Wilmington, N. C.

Report of Commander Harrison, U. S. Navy, regarding violation of the blockade at New Inlet, August 16, 1863.

U. S. Flagship Minnesota, Off New Inlet, Cape Fear River, August 18, 1863.

SIR: Lieutenant Cushing leaves to-night for Beaufort.

In the absence of Captain Case, I have the honor to report that the blockading force is reduced to the Minnesota and Niphon, the latter

vessel being nearly out of coal.

On Sunday, the 16th, a side-wheel steamer ran the blockade. On Monday, at daylight, a bark-rigged propeller was discovered at anchor under the guns of Fort Fisher. On the approach of the Niphon and Shokokon she ran into the inlet. This vessel is evidently one of the English-built privateers, and answers to the description of the Southerner.

This morning the side-wheel steamer *Hebe* was run on shore and destroyed by the *Niphon* and *Shokokon*. Lieutenant Cushing will make his report.

I am, respectfully,

N. B. HARRISON, Commander and Senior Officer.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Beaufort, N. C.

Report of Captain Case, U. S. Navy, regarding the chase of a blockade runner off New Inlet, North Carolina, August 16-18, 1863.

U. S. STEAM SLOOP IROQUOIS, Off New Inlet, North Carolina, August 20, 1863.

SIR: I have the honor to report that about fifteen minutes a. m. of the 16th instant signals were made from the *Minnesota* indicating that a blockade runner (as we supposed) was going out. The officers of the watch and lookouts imagining they saw a steamer, we were soon in pursuit toward the southeast, the direction indicated apparently by the rocket from the *Minnesota*. At daylight a steamer was seen steering to the northward and eastward, which we gave chase to. At sunrise the

smoke of another was seen southeast from us. As the steamer to the northward and eastward appeared to be a transport, or one of our cruisers, we abandoned the chase of her, and stood for the smoke which could be seen only from aloft. We gained upon it steadily, and at 8 a. m. could see (from aloft) that she was a paddle-wheel steamer. At 10 a. m. we began to pass through bales of cotton which she was throwing overboard. We counted 114 bales and 5 bags. At sunset she was about 6 or 8 miles distant from us, and we were fast coming up The night was quite dark, there being no moon, and the only thing to guide us was the smoke, which was very uncertain. Before daylight, as I had feared, we lost sight of her, she having in all probability stopped feeding her fires until we passed, and then steered another course.

She was a two-masted, side-wheel steamer, with a single pipe painted white, and her hull painted lead color. I think it was the Banshee and the same vessel that was at anchor off Smithville on the 15th instant. She evidently came out by the Western Bar, for when first seen she was coming from the west side of the shoals. We learned on our return that the Minnesota, when she made the signals, took this ship (Iroquois) for a blockade runner.

We abandoned the chase in latitude 30° 17′ N., longitude 75° 15′ W., having followed her over 270 miles. Had either our boilers or coal been good, we would certainly have caught her before sunset, but the first leaking badly and the last being largely mixed with slate made it

impossible to keep up a proper supply of steam.

On our return at 8 a. m. of the 17th instant, when off the Frying Pan Shoals light vessel, we encountered a northeast gale with a heavy sea. We were over eight hours in running the light vessel hull down, doing our best, and did not get back to the inlet until the morning of the 19th instant.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Ensign Breck, U. S. Navy, regarding the chase of a blockade runner near Fort Fisher.

> U. S. S. NIPHON, Off New Inlet, North Carolina, August 17, 1863.

SIR: I have the honor to report that at daylight on the morning of this date I saw a large steamer near Fort Fisher. I gave chase, but

on my getting near she stood in under the guns of the fort.

She was a large steamer, of some 1,500 tons, of great sheer, and pierced for six side guns and two pivot guns. She was bark rigged, had long lower masts, and short topmasts and topgallant masts and was painted lead color.

She had the English colors at the peak and the rebel flag at the main. Very respectfully, your obedient servant,

J. B. Breck,

Acting Ensign, Commanding U. S. S. Niphon.

Captain A. LUDLOW CASE,

Comdg. U. S. S. Iroquois, Senior Officer Present off New Inlet.

Report of Lieutenant-Commander Gillis, U. S. Navy, transmitting reports regarding an expedition in the Piankatank River.

U. S. GUNBOAT COMMODORE MORRIS, Off Yorktown, Va., August 17, 1863.

SIR: Enclosed I forward reports of Acting Master W. R. Hathaway, temporarily in command of the Commodore Jones, and also report of Acting Ensign Charles A. Homans. I regret that I have to report the death of Acting Master Commanding Hotchkiss, shot by guerrillas and killed instantly, the shot passing nearly through his neck; three men were also wounded: John McDonald, ordinary seaman, belonging to the General Putnam, severely; William H. Prospect, landsman, of the Commodore Jones, severely, and Joseph Madden, seaman, also of the Jones, slightly. I have sent the Commodore Jones to Fortress Monroe with the body of Captain Hotchkiss and the wounded men; the former to be embalmed and sent to his family, and the latter to be sent to the hospital.

I sent the expedition to the house of Thomas Hutchings on account of information received from Captain Hotchkiss in regard to his being fired upon by Hutchings and Pritchard, and also that obtained from the negro Warner, detailed in my communication No. 75. The prisoner Pritchard acknowledges that he has fired upon our boats and that he has been engaged in running the blockade.

I have him on board in close confinement. Had Captain Hotchkiss simply carried out my orders no casualty would have happened; but his desire to do all in his power to break up blockade running has caused the service the loss of an energetic and efficient officer.

Very respectfully, your obedient servant,

J. H. GILLIS, Lieutenant Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Enclosures.]

U. S. S. COMMODORE JONES, Piankatank River, August 17, 1863.

SIR: In obedience to your order of the 10th, I proceeded to the above-named river, where I arrived at 8:30 p. m. After making signal for the General Putnam, which she answered, I sent the second cutter, in charge of C. A. Homans, acting ensign, to search for her. After a fruitless search of three hours he returned, when I immediately ordered away the first and second cutters, the first cutter in charge of Acting Ensign George W. Adams, the second I took charge of myself, Acting Master Lewis accompanying me in his cutter. We then started to find the General Putnam, boarded her at 1:50 a.m., and at 2:20 a.m. got underway and proceeded up river, towing the boats. At 3:20 came to anchor; sent the above-named boats in charge of the same officers, also accompanied by the General Putnam's cutter, in charge of Acting Master Commanding Hotchkiss. We landed, as you ordered, at Hutchings's house, surrounded it, and stationed our pickets. At daylight searched the house; found concealed up the chimney a man who answers to the name of Pritchard, whom we took prisoner. barn loft we found concealed 1 large box of tobacco and 8 small boxes of tobacco, marked and directed to Richmond. Our pickets seeing a man run through the woods fired at him, but missed him; but he lost his hat, which we secured and found the name of Thomas Hutchings written inside.

Having secured our tobacco and prisoner we proceeded on board. I then went on board the General Putnam, when Acting Master Commanding Hotchkiss informed me there was a rebel schooner up river in a creek, also a canoe which had run the blockade, and a launch. went on board and got underway in company. After proceeding up the river about 5 miles, anchored at a creek, called away both cutters, in charge of same officers, the Putnam manning two boats, the gig and cutter. We then proceeded up the creek in the following order: First, the gig of the General Putnam, Acting Master Commanding Hotchkiss in charge; Morris's boat, first cutter of Jones, second cutter of Jones, and General Putnam's cutter bringing up the rear. Immediately on rounding a point in the creek we were fired upon by rebel soldiers and guerrillas. We returned the fire with spirit, but they having the advantage, owing to their being in the woods, we were obliged to retreat. Acting Master Commanding Hotchkiss was killed, two of his men wounded; also two of the Jones's men which were in the second cutter; the cutter received four shots, the first cutter one shot. Immediately on returning we got underway, Acting Master Lewis having the General Putnam in charge. We commenced shelling the woods and continued to do so for about 4 miles down the river, when I took the General Putnam in tow and proceeded to Yorktown.

Respectfully, your obedient servant,

W. R. HATHAWAY, Acting Master, Commanding U. S. S. Commodore Jones.

Lieutenant-Commander J. H. Gillis, Commanding U. S. S. Commodore Morris.

> U. S. S. GENERAL PUTNAM, Yorktown, August 18, 1863.

SIR: I have the honor of reporting to you that on the 17th of this month, at 3 a.m., Acting Master William J. Hotchkiss, commanding this steamer, started on an expedition with 18 men up Hudgins Creek, and supported by 25 from the Commodore Morris, in charge of Acting Master A. A. Lewis, and 25 men from the Commodore Jones, in charge of Acting Master [W.] R. Hathaway. They succeeded in capturing a noted guerrilla and blockade runner by the name of Pritchard, also some boxes of tobacco. At 7:30 a.m. he started in this steamer, accompanied by the Commodore Jones, up the Piankatank River to Wilton Creek, where he came to anchor. Let then started up the creek with 60 men. We had proceeded about half a mile when we were suddenly fired into by a large force of guerrillas. Captain Hotchkiss fell mortally wounded at the first volley. We returned the fire with great vigor, but were obliged to retreat. I had one man wounded in my boat, and the boat riddled in several places with bullets. We returned on board and commenced shelling the woods, and continued doing so down the river. We then proceeded to Yorktown for medical aid. Captain Hotchkiss died just as he was brought on board. At 6 p. m. John McDonald, of New York, died from the effects of his wounds. The prisoner was transferred to the Commodore Morris.

I am, very respectfully, your obedient servant,

WM. JENNINGS, Acting Ensign, in Charge.

Acting Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron.

N W R-VOL 9-11

Letter of Acting Rear-Admiral Lee, U. S. Navy, to the Scerctary of the Navy, relative to affairs in the sounds of North Carolina.

> U. S. FLAG-STEAMER HETZEL, Off New Berne, N. C., August 17, 1863.

SIR: I called on General Foster when he came to Fortress Monroe as successor to General Dix, and was informed by him that he had adopted my suggestion (contained in our correspondence on file in the Department) to fortify the places he thought proper to hold, and that half the gunboats now in the sounds might be removed, as they were no longer necessary for the defense of the military positions at New Berne, Washington, and Plymouth.

I have just visited these places and their defenses. As these towns are now strongly fortified, I propose to withdraw the Commodore Perry, Hunchback, Lockwood, Ceres, and Shawsheen, and to send them to Norfolk and Baltimore for thorough repairs, and when repaired to return them here, to constitute, with the Southfield, Commodore Hull, and Whitehead, the permanent force in the sounds, then to withdraw the Delaware, Louisiana, Valley City, Hetzel, Brinker, and Miami for repairs and for other duty. Some of these will probably be found to be worn out.

I propose also to keep one gunboat at a time at New Berne, Washington, and Plymouth, the others cruising and blockading, especially during the sickly seasons, in the sounds as much as practicable, keeping them away from the towns, out of the rivers, in the sounds and in the salt air, a course which will promote the health, morals, and the duties of the blockade, leaving a force for reliefs and ready to concentrate at a given point when needed.

It has never been reported that the enemy are building gunboats on The vessel on the stocks at Tarboro, not plated, but probably designed for an ironclad, together with two small light-draft river steamers, erroneously reported as gunboats, were recently destroyed in a military raid ordered by General Foster.

The ironclad on the Roanoke at Edwards Ferry, 40 miles above Rainbow Bluff, heretofore reported to the Department, is considered by Lieutenant-Commander Flusser as a formidable affair, though of light draft. The fortifications at Rainbow Bluff, and the low stage of water in the river, make it impracticable for the navy to destroy her before completion, which is reported near. I have made a written application to Major-General Peck to send out an expedition to accomplish this desirable object if practicable. If this is not done, we must have ironclad defense in the sounds, though I do not see how any ironclads we have now can be got over the bulkhead at Hatteras, where the most water is about 9 feet in the best tides.

I have the honor to be, respectfully, your obedient servant, S. P. Lee,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron. Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Ensign Winton, U. S. Navy, regarding the wreck of the U. S. steam tug Crocus, off Bodie's Island, North Carolina, August 17, 1863.

> Bodie's Island, North Carolina, August 18, 1863.

SIR: I am obliged to report a painful casualty, viz, the total loss of the U.S. steam tug Crocus, 2 guns, from New York 14th instant and

Hampton Roads 17th. The vessel was stranded at 9:10 p. m. 17th instant. She now lies in a critical condition, bilged and the sea making a clean breach over her. I succeeded in landing the entire crew by means of a line sent on shore by a rocket; and, assisted by the inhabitants of the island, could only save a small quantity of provisions in a damaged state. We are now dependent upon the generosity of the people here, who are very kind.

I take the liberty of addressing you as being the nearest naval commander to this place. My orders were to report to Rear-Admiral Dahlgren, but hope, under [the] circumstances, you will advise me how to proceed. I will forward particulars to-morrow. The bearer is

my executive officer, William H. Leavitt, acting master's mate.

I am, sir, yours, most respectfully,

J. LEGRAND WINTON, Acting Ensign, late Commanding U. S. S. Crocus.

FLAG-OFFICER,

Commanding at Roanoke Island, North Carolina.

Report of Commander Davenport, U. S. Navy, forwarding report of investigation regarding the loss of the U. S. S. Crocus, August 17, 1863.

U. S. S. HETZEL, Off New Berne, N. C., October 12, 1863.

ADMIRAL: I enclose herewith report of investigation of the loss of

the U.S. tug Orocus.

As you will perceive by the testimony of Acting Ensign Winton, he made a light bearing south, which he thought was Hatteras light; when, if he had consulted the chart, he would have seen that to have Hatteras light bearing south he must necessarily have been on shore or in the sounds. I have no doubt that Acting Ensign Winton would make a good officer in a subordinate position, but I think him utterly unfit to command a vessel.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Lamson, U. S. Navy, acknowledging the Department's orders.

U. S. S. NANSEMOND, Baltimore, Md., August 18, 1863.

SIR: I have the honor to acknowledge the receipt this morning of your orders of the 7th instant, detaching me from the *Minnesota* and ordering me to the command of the U.S.S. Nansemond.

She will sail this evening to report to the senior naval officer off Wil-

mington in obedience to your orders.

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

R. H. LAMSON, Lieutenant, Commanding.

Hon. Gideon Welles, Secretary of the Navy. Letter of Acting Rear-Admiral Lec, U. S. Navy, transmitting correspondence and information concerning Confederate ironclads building on Roanoke River, North Carolina.

NEW BERNE, N. C., August 18, 1863.

I enclose a copy (1) of my letter to General Peck of the 14th instant, and (2) of a statement by Michael Cohen, respecting the ironclads on the Roanoke, near Halifax. If Cohen's statement is correct the destruction of these ironclads should not be delayed. I am sure you will do all that you can to effect so important an object. Our ironclads drawing over 12 feet can not reach or neutralize those of the rebels, owing to the shoal water on the bulkhead at Hatteras Inlet and Croatan Sound, etc.

I have the honor to be, general, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Major-General Foster.

[Enclosure.]

NEW BERNE, August 14, 1863.

GENERAL: I hear that the ironclad on the Roanoke at Edwards Ferry, above Rainbow Bluff, is nearly completed.

If not destroyed she may attack your fortified town on the water side. We have only wooden vessels to oppose her. I respectfully suggest to you the propriety of an expedition to destroy it at once.

Owing to the fortifications at Rainbow Bluff and the low stage of

water in the Roanoke, the expedition must be mainly military.

Lieutenant Commander Flusser, at Plymouth, will give you all the aid in his power.

Respectfully, yours,

S. P. LEE.

Major-General John J. Peck.

[Enclosure 2.]

Statement of Michael Cohen, a plumber and gas fitter by trade.

NEW BERNE, N. C., August 18, 1863.

I am a naturalized citizen, of Irish birth; have lived twenty-one years

in the United States and six years in North Carolina.

When the war broke out I was carrying on a distillery at Tarboro. This business not being allowed, I turned my distillery into a gristmill. As a miller I was exempt from conscription. When, on July 20, 1863, General Potter destroyed the vessels at Tarboro, my mill and property, worth \$11,000, was burned by mistake by the United States troops. now became liable to conscription, and followed the United States troops here, where I am now employed in the quartermaster's department, at the request of General Potter. The work on the gunboat at Tarboro was begun in September last, continued one month, then stopped (in order to work on the ironclads at Wilmington and afterwards on the Roanoke), and renewed only two weeks before General Potter destroyed it (July 20, 1863), at which time about 20 feet of its midship section had been put up in six parts of the frame (of bottom four parts, making sides and angle and top); more of the frame in sections was ready to put up. General Potter destroyed this and two unarmed river steamboats; one of iron, stern wheel, drawing 20 inches, fast, and in good order, called Governor Morehead, owned by Myers, who took the lights

from the house at Hatteras Inlet when the war begun; the other, called the General Hill, old, slow, and stern wheel, drawing 6 feet, and owned by Willard. There was then a high flood in the river. were then no troops guarding the ironclads building at Smith's, on the Roanoke, in Halifax County, 6 miles below Halifax town and 40 by land from Tarboro. The ironclads on the Roanoke are a ram gunboat like the Merrimack, and a floating battery, 40 feet square, with a Merrimack roof. This gunboat was launched about 1st of July, 1863. Putting on her plating was begun a day or two before General Potter destroyed the boats at Tarboro. The plating is 2 inches thick, and was brought from Wilmington. It is being put on in two layers, one horizontal, the other vertical. The holes are punched with a small engine brought from Richmond. When the ram is plated, the floating battery No guns in either. The ram is to have the Brooke rifle. will be Mated. The boiler (he is not sure about the machinery) was in the ram. floating battery is to be stationed at Rainbow Bluff (just below Hamilton), a fortified point. This information was got from men taken from my service to work on this gunboat, and is not later than July 20, 1863. There were, before the war, and are now, three small steamers on the Roanoke, light draft, side wheel boats.

The engine of one of the ironclads at Wilmington was taken from a

steamer; the other was built at Richmond, Va.

Statement made to me August 17, 18, 1863.

S. P. Lee, Acting Rear-Admiral.

Driving ashore of the blockade runner Hebe, August 18, and her destruction August 23, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Wilmington, N. C., August 24, 1863.

SIR: At daylight on the 18th instant the steamer *Hebe* attempted to run into Wilmington by the New Inlet entrance. Being headed off by the *Niphon*, Acting Ensign Breck, commanding, she chose to run ashore a few miles above Fort Fisher (on Federal Point) and her crew escaped in boats.

It was then blowing a gale from the northeast, with a heavy sea.

As there was no prospect of getting the *Hebe* off, she was set on fire by a boarding party from the *Niphon*, or by the shells of the *Niphon* and *Shokokon* (Lieutenant W. B. Cushing, commanding) after the boarding party had been captured by the enemy, who, with two pieces of artillery and riflemen, well protected by the sand hills close by, fired sharply upon the boarding party and upon the vessels, whose firing was affected by the heavy swell.

The Niphon lost two boats, which were swamped, and 15 persons by capture, principally, viz. Acting Ensign W. W. Crowninshield, Acting Master's Mate John Paige, Acting Third Assistant Engineer William Mason, 5 petty officers, 5 seamen, and 1 ordinary seaman. Of the Niphon's boarding party, Acting Ensign Dewey and 3 men were saved

by the boats of the Shokokon and Niphon.

Acting Ensign Breck reports very favorably of the good and gallant conduct of Acting Ensign Crowninshield and the officers and men with him.

Lieutenant Cushing and Acting Ensign Breck deserve credit for their good conduct on this occasion.

The Hebe is an iron propeller, and like the Kate. She was as thor-

oughly burned as the water in her would allow.

On my return to the blockade here from a brief and active tour of duty in the sounds I moved this and the other vessels to the wreck, which the enemy was protecting and discharging of some damaged cargo.

The enemy was driven off, and two rifled pieces (one a Whitworth)

captured and brought off, with some ammunition.

The wreck was fired into as a target and with a view to the effective destruction of the boilers and machinery, as the latter could not be saved.

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

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. G. WELLES,

Secretary of the Pavy, Washington City, D. C.

Report of Acting Master Breck, U. S. Navy, commanding U. S. S. Niphon.

U. S. S. Niphon,

Off New Inlet, North Carolina, August 18, 1863.

SIR: I have the honor to report that on the morning of this date (it blowing a gale of wind from the northeast), at 4:45 a.m., saw a steamer burning black smoke about 5 miles N. by W. of us, Fort Fisher bearing W. S. W. of us 4 miles. Stood for her to head her off, and when within about a mile the blockade runner (which proved to be the *Hebe*) up helm and ran inshore, the crew of the steamer escaping in boats.

Sent Acting Ensign W. W. Crowninshield, executive officer; Acting Ensign E. H. Dewey, Third Assistant Engineer William Mason, and a boat's crew of men.

They succeeded in getting on board, but the boat was swamped alongside. Mr. Crowninshield's orders were to set her on fire, as there was no possibility of getting her off, on account of the heavy sea.

I sent two other boats, and the steamer Shokokon, which had now come to our assistance, sent one. One of my boats was driven on shore and the crew taken prisoners by some cavalry soldiers. other boat succeeded in getting Ensign Dewey and one man off, the Shokokon's boat getting two men. I again sent the remaining boat to endeavor to rescue Mr. Crowninshield and those with him, but unfortunately it was capsized, but I think all succeeded in getting on shore and were taken prisoners. On both trips Acting Master's Mate Paige had charge of the boat. Some 50 or 60 riflemen, besides the cavalry, kept up a constant fire on us and upon the men on board the steamer, we being in about half rifle range. A Whitworth two-gun battery kept up a constant fire also at point blank range, but, strange to say, no one was hurt by either rifles or large shot. Our running rigging was somewhat cut up and we have a great many marks of bullets about our masts and bulwarks, but no damage of consequence, except the loss of our three boats.

Mr. Crowninshield, finding that we could not rescue him, set fire to ker thoroughly, jumped overboard with his officers and men, and no

doubt reached the shore. We saw some men lying on the beach killed, but if ours or the enemy's I do not know. We shelled them for three hours, until we saw the flames break out through her, and that her destruction was sure, when we stood offshore, the sea being so high that it was dangerous for the *Niphon* to remain any longer, she being very light, having only 15 tons of coal on board.

All hands, both officers and crew, did their duty well. I enclose Ensign Dewey's report to me. The Shokokon was of great assistance,

standing in and drawing the enemy's fire.

To Mr. Crowninshield and the officers and men with him the destruc-

tion of the Hebe is due, and I have only to regret their loss.

The *Hebe's* cargo consisted of drugs, coffee, clothing, and provisions. She is an iron propeller of the same description as the *Kate*. The state of the weather only prevented our getting her off without damage.

Very respectfully, your obedient servant,

J. B. Breck, Commanding U. S. S. Niphon.

Captain A. LUDLOW CASE, Senior Officer Present off New Inlet, North Carolina.

[Enclosure]

U. S. S. Niphon, Off New Inlet, North Carolina, August 18, 1863.

SIR: I have the honor to report that in company with Acting Ensign W. W. Crowninshield, in charge of boat, and Acting Third Assistant Engineer W. Mason, I proceeded in the second cutter on board of the

prize steamer Hebe with orders to fire her.

We found her hard and fast aground in 7 feet of water. She was evidently from Bermuda, bound to Wilmington, with a full cargo of coffee, drugs and medicines, clothing, and a few bales of silk. On arriving on board we found the engines still in motion, but the engineer finding no water in the boilers and no means of getting any into them, hauled the fires. We immediately commenced gathering together combustibles in the after cabin and forehold, using bulkheads, furniture, etc., to spread the flames should it become necessary to burn her. At 5:45 the first cutter, in charge of Coxswain John C. Laroach, with four men, came to run a line to us from our ship, but the line parted, the boat swamped, and the crew waded ashore, which was within 10 rods of where the *Hebe* lay.

I immediately ordered them to abandon their attempts to save our boat and take possession of one of three of the Hebe's boats, which were lying abreast of her on the beach, and come off to the steamer. The men, headed by Laroach, started to execute my order, but just as they arrived at the boat three rebel cavalrymen on shore, about 150 yards distant, opened fire with rifles upon us on board the steamer, which fell about 50 yards short. Laroach, followed by his boat's crew, ran up the bank and surrendered himself. At 8 a. m. a cavalry force of about 40 men came down under cover of the bank and opened a rapid fire of mus-We immediately hauled our boat alongside, set the ketry upen us. ship on fire forward and aft, and made preparations to abandon her, but while alongside our boat was stove in and filled, and we were forced to abandon the idea of leaving her. We immediately put out the fires and made signals to our vessels for assistance. All this time a rapid fire from the enemy was kept up at the steamer. At 10:30 a.m. the Shokokon and our ship sent boats to our assistance. As the sea was making a clean breach over us, it was impossible to bring the boats alongside,

so we were obliged to jump overboard and swim to them. Theodore F. Naudin, Jediah W. Green, Daniel Sullivan, and William S. Vickery were in this manner rescued; the rest being unable to swim, were forced to remain on board. The Shokokon's boat having a line fast to her from the ship, I took a small line and jumped overboard with it for the purpose of taking it to her boat to assist those remaining on board to get off, narrowly escaping drowning, having been knocked forcibly by a sea twice against the propeller, though I succeeded in my attempt to run the line to the boat, when she made it fast and hauled alongside of her own vessel. I then returned to the ship, leaving on board Acting Ensign and Executive Officer W. W. Crowinshield, Third Assistant Engineer W. Mason, Boatswain's Mate William A. Cooper, Captain of Forecastle Timothy Driscoll, and Seaman Peter Hyland. I would most respectfully recommend for your consideration the following men, who particularly distinguished themselves for gallantry and good behavior. While on board the Hebe they worked with alacrity and attended strictly to the business of gathering combustibles to fire her with, and although there were several cases of liquors on board, yet, instead of drinking it, they broke the bottles and poured the contents upon the fuel. Their names are as follows: William A. Cooper, boatswain's mate; Timothy Driscoll, captain of forecastle; Jediah W. Green, coxswain; Peter Hyland, Theodore Naudin, William S. Vickery, seamon and Daniel Sullivan landament. men, and Daniel Sullivan, landsman.

Very respectfully, your obedient servant,

E. H. DEWEY,

Acting Ensign, U. S. S. Niphon.

Acting Ensign J. B. BRECK, Commanding U. S. S. Niphon.

Report of Acting Assistant Paymaster Barker, U. S. Navy, giving list of missing.

U. S. S. NIPHON.

Off New Inlet, North Carolina, August 18, 1863.

SIR: The following is a list of officers and crew missing from this

vessel, viz:

William W. Crowninshield, acting ensign; John Paige, acting master's mate; William Mason, acting third assistant engineer; William A. Cooper, boatswain's mate; Frank Hansel, carpenter's mate; John C. Laroach, captain forecastle; Timothy Driscoll, captain forecastle; Bernard Hughes, second-class fireman; Peter Hyland, Theo. F. Naudin, John Grey, Charles A. Thompson, John Reynolds, seamen; Robert Carr, ordinary seaman; John A. Rodgers, landsman.

Respectfully, etc.,

THEOD. BARKER, Acting Assistant Paymaster.

J. B. Breck, Esq., Commanding U. S. S. Niphon.

Report of Acting Master's Mate Porteous, U. S. Navy, in charge powder division.

U.S. S. Niphon,

Off New Inlet, Wilmington, N. C., August 18, 1863.

SIR: I have the honor to report to you the amount of ammunition, shell, rifles, pistols, and cutlasses expended and lost this day during

the running ashore and destruction of the blockade runner steamer

Hebe, as follows, viz:

Five revolvers, 6 rifles, 9 pistols, 10 cutlasses, 54 32-pounder shell and cartridges, 26 Parrott shell and cartridges, 32 howitzer shell and cartridges, 95 rifle shell and cartridges, 50 revolver cartridges, 10 musket cartridges, 1 battle-ax.

Your obedient servant,

JAMES PORTEOUS,

Acting Master's Mate, in Charge of Powder Division.

J. B. BRECK,

Acting Ensign, Commanding U. S. S. Niphon.

Additional report of Acting Master Breek, U. S. Navy, commanding U. S. S. Niphon.

U.S.S. NIPHON,

Off New Inlet, North Carolina, August 20, 1863.

SIR: I have the honor to report that I stood down near the wreck of the *Hebe* and found her high up on the beach. She appeared to be burned out inside and her foremast gone. She also seemed full of water and the sea breaking over her. Her boats and those of this steamer were hauled up on the beach; also some other small articles from the wreck. A large number of people were on the shore near the *Hebe*.

Very respectfully, your obedient servant,

J. B. Breck,

Commanding U. S. S. Niphon.

Captain A. Ludlow Case, Comdg. U. S. S. Iroquois, Senior Officer Present of New Inlet.

Report of Lieutenant Cushing, U. S. Navy, commanding U. S. S. Shokokon.

U.S.S. SHOKOKON,

Off Wilmington, N. C., August 24, 1863.

Sin: I have the honor to report that early on the morning of the 18th I discovered a steamer ashore about 8 miles to the northward of Fort Fisher. Stood in and found it to be the Anglo-rebel steamer Hebe. She was on the beach, and the gunboat Niphon was near, making preparations to board her. One of the Niphon's boats succeeded in going alongside, but was stove, leaving the crew on the deck of the prize. It was blowing a gale from the northeast, making it a lee shore for us, and in the heavy sea two more boats belonging to the Niphon were swamped and their crews either shot, drowned, or taken prisoners by the enemy, who kept up a constant fire from infantry and artillery. I now sent a boat in and succeeded in rescuing two of the Niphon's men.

After throwing a shell into the *Hebe* forward to warn the three men left on her deck to leave her, and having seen them reach the beach, we commenced a heavy fire, that soon riddled her. Twice she was on fire from our shells, and twice the sea extinguished the flames, but just after a shell exploded abaft the smokestack her decks blazed up and continued to burn until she was a wreck. Our fire was kept up at from 100 to 300 yards' range. The rebel artillery was used against us about four hours, but all their shell passed over us and did no injury. The vessel was somewhat marked by musket bullets.

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

W. B. Cúshing, Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Roport of Commandor Harrison, U. S. Navy, of the part performed by the U. S. S. Minnesota.

U. S. FLAGSHIP MINNESOTA, Off Wilmington, N. C., August 23, 1863.

Sin: This morning, in obedience to your order, I steamed toward the wreck of the *Hebe*, lying on the beach about halfway between Fort Fisher and Masonboro Inlet. The *Niphon* and *James Adger* were sent ahead to report soundings and cut off the retreat of the enemy by the beach to Fort Fisher, and onfilade him if he remained. This ship was brought within 600 yards of the wreck, when a two-gun rifled battery was discovered behind the sand hill just back of and near to the wreck. Several shots from this battery passed over between our masts, and one struck under the sill of No. 9 port, cutting two planks halfway through.

At 8:30, having got the range, while waiting for the Adger's recalled boat to get out of the line of fire, opened on the battery with 5-second shell, beginning with the forward gun and firing in succession aft. The practice was good and soon caused the enemy to cease firing and to abandon his guns, as was ascertained by a boat sent from this ship

in charge of Acting Master Coop.

The Hebe being full of water, we opened a deliberate fire for the purpose of destroying her boilers and machinery. At 10:30 sent the launch and four cutters, in charge of Fleet Captain Crosby, on shore to bring off the guns. At 2:30 the boats returned, having accomplished the purpose. Chief Engineer Garvin could not ascertain the condition of the Hebe's boilers and machinery, owing to the quantity of water in the vessel.

Enclosed herewith I send a report of ammunition expended from the

gunner.

I am, respectfully,

N. B. HARRISON, Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

(Enclosure.)

U. S. FLAGSHIP MINNESOTA, Off New Inlet, North Carolina, August 24, 1863.

SIR: I respectfully submit the following report of ammunition expended on board this ship while engaged with rebel battery and

destroying the wreck of the Rebe:

Fourteen XI-inch shell, loaded and fuzed, 5-second; 111 IX-inch shell, loaded and fuzed, 5-second; 21 IX-inch shell, loaded and fuzed, 10-second; 3 150-pounder shell, loaded and fuzed, percussion; 10 150-pounder shell, loaded and fuzed, 5-second; 6 100-pounder shell, loaded and fuzed, 5-second; 3 XI-inch shot; 1 150-pounder; 3 100-pounders; 1,977 pounds of cannon powder.

Very respectfully, etc.,

CHARLES W. HOMER, Gunner.

Commander N. B. HARRISON, Commanding U. S. Flagship Minnesota, Report of Commander Crosby, U. S. Navy, regarding the bringing off of battery used by the Confederates.

U. S. FLAGSHIP MINNESOTA, At Sea, September 8, 1863.

SIR: In obedience to your order of the 23d ultimo I landed with the boats from this ship and brought off the battery, consisting of two guns, used against us by the rebels near the wreck of the blockade runner *Hebe*, they having been abandoned and the enemy driven off by the fire of our guns.

The following is a description of guns, ammunition, and articles

belonging to them which we brought on board, viz:

One Whitworth rifled gun, 3-inch caliber; extreme length, 8 feet 10 inches; length of bore, 8 feet 4 inches, and marked "Whitworth Ordnance Co., No. 46, Patent 1861, Manchester." One field carriage for the same, marked "No. 220;" 1 caisson for the same; 1 limber for the same; 3 ammunition boxes for the same; 24 shot for the same; 8 shell; 3 sights; 35 charges for the Whitworth gun; 1 extractor for the same. One rifled gun, 4 inch caliber; extreme length, 6 feet 11 inches; length of bore, 5 feet 5 inches, marked "Fawcett, Preston & Co., Liverpool, 1862." One field carriage for the same; 1 sight for the same; 18 shell for the same.

There was a quantity of rubbish on the beach, such as an old sail, rope, and two boats badly stove, which I have burned up; also some three or four bales containing cloth and blankets, and about three bales of the same which had been broken open and scattered on the beach prior to our landing, all of which had been damaged by fire, water, and dirt.

Very respectfully, your obedient servant,

PEIRCE CROSBY, Fleet Captain.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Commander Patterson, U. S. Navy, of the part performed by the U. S. S. James Adger.

U. S. S. James Adger, Off New Inlet, North Carolina, August 23, 1863.

SIR: I have the honor to report that, in obedience to your orders of this morning, I steamed toward the *Hebe*, lying close to the beach about 6 miles north of Fort Fisher, the *Niphon* leading and the flagship *Minnesota* following this vessel.

At 8:10 a. m., when within about 500 yards of the *Hebe*, in obedience to a general signal I opened fire on the enemy, which was immediately returned by them, who were in some force with two pieces of artillery in position on sand hummocks about 100 yards from and abreast of the *Hebe*.

I approached the Hebe within 300 yards, and sent a boat in charge of Acting Ensign Charles F. Keith, accompanied by Acting Second Assistant Engineer John Carren, to ascertain if it was practicable to haul her off and the condition of her engines. The enemy, on discovering the boat, opened fire on her with musketry and from a Whitworth gun. Shortly after she reached the Hebe she was recalled, in obedience to signal from the flagship, and in returning was fired on as before, but I am happy to be able to state that, except a very slight

flesh wound received by John Deuchars, boatswain's mate, no one in her was injured, neither did the boat sustain the slightest damage.

While the boat was absent it was necessary to keep this vessel as near the *Hebe* as the depth of the water would admit and in one position. During this time the enemy appeared to concentrate their fire on this vessel, and struck her hull three times, several shots ricochetting close over us. One Whitworth shot cut two of the second rim braces of the starboard wheel, which broke the shot; large fragments of it then passed through the starboard bulwarks and lodged in the port side. A second shot passed through the air jacket, smoke pipe of donkey boiler, cut in two an iron manrope stanchion on port side of hurricane deck, and through both sides of port waist boat, destroying all her oars. A third shot passed through the starboard side about 3 inches above the berth deck, demolished a mess chest, cut through five planks of the berth deck over the starboard boiler, then broke in two, one piece lodging on the deck and the other passing between it and the boiler, tearing some of the felt off the latter.

After getting my boat alongside, I moved a short distance to the southward and continued my fire on the enemy until called off by signal from the flagship.

About 3:15 a. m. the enemy ceased firing and made no further demonstration.

Following the motions of the flagship, I commenced firing at the Hebe with shell from the IX-inch pivot, unloaded shell from the Parrott, and solid shot from the 32-pounder. At 10:15, in obedience to signal, passed within hail of the flagship and reported in person to you, when I was directed to send a boat from this vessel to cooperate with others from the squadron in embarking the abandoned guns of the enemy. Moved this vessel to the position assigned me, to observe any movements on the part of the enemy and protect the working parties.

At 2:30 p. m., the guns having been embarked, my boat returned, and, in obedience to signal, I left my position near the *Hebe* and at 5 proceeded to occupy my station on the blockade off New Inlet, North Carolina.

Though the force opposed to us this morning was not great, it was sufficient to develop the character of the officers and men, and their conduct was all that could be desired. Permit me, sir, to bring to your notice the coolness and good conduct of Acting Ensign Charles F. Keith and Acting Second Assistant Engineer John Carren; also that of the boat's crew while under a sharp fire from a Whitworth gun and musketry in going to and returning from the *Hebe*.

Enclosed herewith I forward a report of the ammunition expended.

Very respectfully, your obedient servant;

T. H. PATTERSON, Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, off New Inlet.

[Enclosure.]

U. S. S. JAMES ADGER, Off New Inlet, North Carolina, August 24, 1863.

SIR: I very respectfully submit the following report of ammunition expended on board this ship while engaging rebel battery and destroying wrecked steamer [Hebe], August 23, 1863:

Shells loaded and fuzed,		34
Shells loaded and fuzed,	6-inch, 5-second	31

Shells loaded and fuzed, 20-pounder rifle, 4-second	) )
Total	<u>[</u>
Total sholl and shot	}
90 6-pound charges cannon power	;)
Total amount of powder	}

Very respectfully, your obedient servant,

J. H. PENNINGTON,
Acting Gunner.

Commander T. H. PATTERSON, Commanding U. S. S. James Adger.

## Report of Major-General Whiting, C. S. Army.

HEADQUARTERS, Wilmington, August 24, 1863.

Sir: \* \* \* Yesterday the enemy took a fancy to destroy what remained of the wreck of the Hebe, a Crenshaw steamer run ashore some days ago, and from which a company of the garrison of Fort Fisher was engaged in saving property. The steam frigate Minnesota and five other gunboats approached the beach, and, under a terrific fire, attempted to land, but were gallantly repulsed by Captain Munn, with a Whitworth and two small rifle guns of short range. The site was about 9 miles from Fisher, on the narrow and low beach between the sounds and the ocean, and completely under the fire of the enormous batteries of the enemy. A portion of the squadron, steaming farther up the beach, effected a landing some 2 miles off in largely superior force, and came down upon Captain Munn, still gallautly fighting his little guns against the Minnesota, they being moved by hand, and having fired his last round, the Whitworths disabled, 1 gunner killed, lieutenant and 4 men wounded, Captain Munn with his small party was compelled to fall back under a heavy enfilade fire toward Fort Fisher, with the loss of his guns.

This took place 9 miles from Fort Fisher and about the same distance from the city. The narrow beach, separated from the mainland by the sounds, gives every facility to the enemy, and secures them from us who are without boats or means of getting at them. The Fiftieth [North Carolina] Regiment—the only one I have—was off at a distance, called by a landing made by the enemy at Topsail, in which they burned, the night before, a schooner, a salt work, and took 2 artillerymen

prisoners.

These little affairs, however, are only mentioned in illustration. This is the first time they have landed; but what they have done once they can do again, and doubtless will. There is no day scarcely until the winter gales set in but what they could put 5,000 men on the beach; they can get them from New Berne and Beaufort before I could know it. I only say, if they do they can get either Fort Fisher or the towns, as they elect, if they set about it at once.

The efforts of the enemy to stop our steamers are increasing. Their force is largely increased. I have met with a serious and heavy loss in that Whitworth, a gun that in the hands of the indefatigable Lamb has saved dozens of vessels and millions of money to the Confederate States. I beg that a couple of the Whitworth guns originally saved by him from the Modern Greece may be sent here at once. Their long range makes them most suitable for a seaboard position. Could I get them with horses we could save many a vessel that will now be lost to us. But chiefly in this letter I beg of you, if you concur in my views, to lay the matter of the necessity of increasing the force here before the Paradent.

y respectfully,

W. H. C. Whiting, Major-General.

Hon. JAMES A. SEDDON, Secretary of War, Richmond.

Memorandum of instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, commanding at New Berne, N. C.

NEW BERNE, N. C., August 20, 1863.

When the general court-martial now in session here is dissolved, send the Commodore Perry, Hunchback, Ceres, Lockwood, and Shawsheen to Hampton Roads, Virginia, for repairs, by the most practicable route. Let them choose favorable weather for the passage, leaving here such supplies as may be necessary and proper.

From these, fill up the complements of the vessels remaining in the sounds, discriminating in favor of those officers and men who have

been longest on duty in the sounds.

When these vessels are repaired they will be sent back, and, with the Southfield, Commodore Hull, Whitehead, and sloop Granite, will constitute the permanent force in the sounds; and then the Louisiana, Valley City, Miami, Underwriter, and Hetzel will be sent to Hampton Roads for repairs, the complements of the first-named vessels to be previously filled up from the last named.

General Foster informed me, on his arrival at Fortress Monroe to succeed General Dix, that half the gunboats in the sounds might be withdrawn, they being no longer necessary for military purposes, as he had carried out my suggestion to fortify the positions he thought necessary to hold and had accordingly fortified New Berne, Washington, and

Plymouth.

During the sickly season, especially, leave one gunboat at a time, having them regularly and frequently relieved at each of these towns. Keep the others cruising and blockading and, as much as possible, out of the rivers and in the sounds and sea air.

You will strictly enforce the squadron regulations, which require all officers and men to be on board their respective vessels at someown and

during the night.

When the Hunchback goes north, transfer Lieutenant Commander McCann to the Miami and Lieutenant Commander Flusser to the Hunchback. This will afford the latter, who has been a long time in the sounds and whose health is much impaired, an opportunity to recruit; but this transfer need not be made unless Lieutenant Commander Flusser, whom you will consult, shall wish it.

Do all in your power, consistent with the regulations of the service, to cooperate and to preserve a good understanding with the army, and to preserve the discipline of this portion of the squadron.

\* \* \* \* \* \*

When you send the vessels to Hampton Roads, require those in the best order to look out for the others, keeping company with and towing when necessary.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Flusser, U. S. Navy, of proposed expedition to destroy Confederate boats building at Edwards Ferry.

U. S. S. MIAMI, Hatteras Inlet, August 21, 1863.

SIR: I had an interview with General Peck at Plymouth, and he has nearly concluded to send a force to destroy the boat and battery building at Edwards Ferry. I return to Plymouth to day in the Southfield, to gain all the information possible concerning roads, etc. To be successful the movement must be secret and expeditious, therefore I shall try to make all preparations myself.

It is greatly to be regretted that General Foster did not destroy the vessels on his late raid in the direction of Weldon, as the rebels, know-

ing their importance, have now a guard of 500 men there.

I informed General Peck of this fact, and he proposes to send 1,000 eavalry, by a road little used, in order to surprise the enemy.

He desires that his intention may be made known to no one.
I shall write you so soon as the arrangements are completed.

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

C. W. FLUSSER, Lieutenant Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Frailey, U. S. Navy, regarding a collision between the U. S. steamers Quaker City and Connecticut, August 22, 1863.

U. S. S. QUAKER CITY, Harbor of Beaufort, N. C., August 23, 1863.

SIR: I have the honor to report my arrival at this place from off the entrance of New Inlet, reaching here at 1 p.m., after a passage of nine hours, having left there at 4 a.m. under instructions of Acting Rear-Admiral S. P. Lee, a copy of which accompanies this, marked "A."

The misfortune which overtook my vessel yesterday evening, and which is detailed in my previous letter of this date, made it imperative for me to use dispatch in reaching this point, where every effort shall be made to hasten her repairs with as much dispatch as practicable, to enable me to proceed to a more northern port to place her in thorough condition again, and which I learn will be impracticable in this vicinity.

The entire stem has been cut short off by the collision, but since my arrival, and previous to my departure from New Inlet, I am pleased to add the vessel made but little water, though large quantities passed

into her while running between the two points, but from which the steam pumps readily relieved her. The Connecticut accompanied us to the mouth of the harbor and thence proceeded on a cruise.

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

JAS. MADISON FRAILEY,

Commander, U. S. Navy.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, of the collision between the U. S. steamers Quaker City and Connecticut, August 22, 1863.

> U. S. FLAGSHIP MINNESOTA, Off New Inlet, Wilmington, N. C., August 28, 1863.

SIR: I transmit enclosed the clear report\* of that intelligent and discreet officer, Commander T. H. Patterson, of the James Adger, respecting the untoward collision between the Connecticut and the Quaker City on the 22d instant, to which he was a disinterested witness.

It appears that the Quaker City put her helm aport, as required by

the law of the road.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon. Gideon Welles.

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report regarding the destruction, in New Topsail Inlet, of the blockade running schooner Alexander Cooper, August 22, 1863.

U. S. FLAGSHIP MINNESOTA, Off Wilmington, N. C., August 28, 1863.

SIR: I transmit enclosed the interesting report of Lieutenant Cushing respecting the destruction of the blockade running schooner Alexander Cooper in New March Laboratory and the Cooper in New March Laboratory and

ander Cooper, in New Topsail Inlet, on the 22d instant.

Lieutenant Cushing had previously communicated his plan to me and received my authority for undertaking it. This was a handsome affair, showing skill and gallantry. I regret that the contrabands who, under orders, assisted our little band, and thereby were compromised, could not have been brought off.

I recommend Mr. Cony for promotion to acting master and approve of Lieutenant Cushing's recommendation to promote Robert [T.] Clif-

ford to master's mate.

I have the honor to be, very respectfully,

S. P. LEE.

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron. Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

P. S.—I recommend an investigation to discover the owners and shippers by the schooner Alexander Cooper.

S. P. LEE, Acting Rear-Admiral.

<sup>\*</sup> Not necessary to publish.

## [Endorsement.]

Give Clifford a medal and promote to acting master's mate; appointed September 7. Promote Cony; promoted September 7.

[Enclosure.]

U. S. S. SHOKOKON, Off Wilmington, N. C., August 25, 1863.

SIR: I have the honor to report that we have destroyed the blockade running schooner Alexander Cooper under the following circumstances:

On the 12th I made a reconnoissance with boats in New Topsail Inlet and was driven out by the fire of four pieces of rebel artillery stationed opposite the mouth, but not before I had discovered a schooner at a wharf some 6 miles up the sound. This schooner I determined to destroy, and as it was so well guarded I concluded to use strategy. On the evening of the 22d the Shokokon anchored close into the sea beach about 5 miles from the inlet and I sent ashore two boats' crews, who shouldered the dingey and carried it across the neck of land that divides the sea from the sound. This was about half a mile in width and covered with a dense thicket. The crossing placed my men some miles in the rear of the artillery force guarding the entrance. The dingey being launched on the inside waters, 6 men, under my executive officer, Acting Ensign Jos. S. Cony, started with orders to destroy or capture anything that could be of use to the enemy. Now, it seems that a 12-pounder howitzer was stationed at the point for which we were aiming, and the smokestack of my steamer having been seen over the trees, the commandant of the post, Captain Adams, had come down from the main camp to insure a bright lookout.

While the rebels at the schooner's mastheads were straining their eyes in looking to the southward, my boat was approaching in the other direction, and the men succeeded in landing about 50 yards from the wharf, without being discovered. The master at arms, Robert Clifford, crept into the rebel camp and counted the men, and having returned to his shipmates, a charge was ordered, and our 7 men bore down on them with a shout. In a moment the enemy, who outnumbered us 3 to 1, were routed, leaving in Mr. Cony's possession 10 prisoners, including Captain Adams and Lieutenant Latham, one 12 pounder army howitzer, 18 horses, 1 schooner, and some extensive salt works.

Mr. Cony then threw out two pickets, detailed two men to guard the prisoners, and with the remaining 2 fired the vessel and salt works; these were thoroughly consumed.

The object of the expedition being accomplished, my men returned to this vessel without loss, bringing with them 3 of the prisoners, all that the boat would contain.

The rebel officers and privates were dressed alike, and Mr. Cony was at a loss to know what three to retain. He settled the matter, however, by picking out the three best-looking ones, who all turned out to be privates. So the officers owed their safety to their lack of physique, a new feature in military strategy.

While this was going on at the mainland, my pickets on the beach side, under Acting Master's Mate Proudit, engaged and repulsed the rebel picket force in that quarter without loss on our side. The manner in which my orders were carried out in highly creditable to Mr. Cony, who is, I beg leave to state, a good officer, seaman, artillerist, and navigator. The names of the men who made this daring charge are: Robert T. Clifford, master at arms; James Wallingford, captain forecastle;

Henry Mansfield, coxswain; Herman P. Loss, Edward Brett, Henry Vonversen, ordinary seamen.

Clifford has volunteered upon no less than four occasions of danger since I have been aboard and never fails to do his duty. He is qualified

for promotion to master's mate. All are good men.

This schooner cleared from New York for Port Royal, S. C., with an assorted cargo, and was towed once outside the line of blockade by a gunboat. I shall try to learn the names of the patriotic citizens of my State who entered into this little speculation.

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

W. B. Cushing, Lieutenant, Commanding.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, off Wilmington, N. C.

Correspondence\* relative to the capture of the U.S. steamers Satellite and Reliance, August 23, 1863.

Report of Lieutenant-Commander Mitchell, U. S. Navy.

U. S. S. COMMODORE JONES, Yorktown, Va., August 30, 1863.

SIR: On Monday last the General Putnam came down here to coal, and her commanding officer told me he had received information that the rebels in four boats were coming down the Piankatank to cut her out. As she carries but few men when her complement is full, and she is now 10 men short, I sent the Commodore Morris to take her place, instructing her commanding officer to be unceasingly vigilant and

guard against surprise.

On Wednesday the Morris returned to Yorktown with several refugees on board, among whom was Mr. Hill, from Gwynn's Island. Two of these refugees had received information that they were to be seized as hostages for Pritchard and Hutchings, and sent to Richmond until exchanged for them. The Morris also brought a report that two vessels in the Rappahannock, the Currituck and Satellite, had been captured by the rebels. \* \* \* We left here on Friday morning and reached the mouth of the river at 3 in the afternoon, where we found the Currituck, Jacob Bell, Thomas Freeborn, and Tulip, of the Potomac Flotilla. From Acting Master Linnekin, commanding the Currituck, I learned that the Satellite and Reliance were the captured vessels, and that they were taken on Sunday morning at 1 o'clock and were now up at Deep Creek. I learned that Lieutenant Commander Magaw had been down and had returned for more force. Considering that we were strong enough (all the vessels carrying together some thirty guns), and believing that the rebels might destroy the vessels or withdraw them farther up the river, if so large a force were in the river, I concluded it would be better for all the vessels to go up at once and cut them out at Deep Creek. We proceeded up as far as Urbana, which we did not reach until nearly dark, some of the slower vessels detaining us. At this place a flag of truce was flying, and I sent in a beat, in charge of Acting Master Hathaway, who landed and brought off one of the officers of the Satellite, a paymaster's clerk, who was wounded. He brought off a communication from Mr. Sommers, executive officer of

<sup>\*</sup> See also Series I, Vol. 5, pp. 322-346.

the Satellite, stating that he, together with the captain of the Reliance and a boatswain's mate of the same vessel, were on shore, wounded, the last two so dangerously that it would not be proper to move them.

The Currituel saw a large body of cavalry at that point going at a gallop up the road leading up the river. They signaled it, together with their position, but from the difference between their signals and ours it read that our vessels (which were close in and in less than 2 fathoms water) were at a proper distance, and, as I interpreted it, meant from the shore. By this mistake they escaped unharmed, although they were in good shelling distance with our rifle guns.

After the return of the boat from shore I called the commanding officers on board, together with the pilot, and informed them of the whereabouts of the vessels and of my intention of going up and retaking them. Much to my disappointment the pilots declared their inability to pilot us up, although it was a bright moonlight night, just as clear as day. For this reason I concluded to wait until the morrow, hoping that Captain Magaw would return with his other vessels and a suitable pilot to take us all up. In the morning at 4 o'clock I sent the Freeborn down to notify him of our being up the river. I also sent one of our surgeons ashore under a flag of truce to see whether Captain Walters could be moved. The surgeon reported against moving either him or the boatswain's mate, as there was a possible chance of saving him if he was kept quiet.

On Tuesday they put 150 men on board the Satellite and came down to cut out the Currituck and another vessel of the flotilla, but these vessels had gone to give the alarm, so they went into the bay and picked up the three vessels I have spoken of above. The coal schooner was sunk off Urbana with her head booms out of water; the other two vessels, together with the captured steamers, had been taken up to Port Royal.

I waited until 3 o'clock yesterday afternoon for the return of the Freeborn and Captain Magaw, but they did not come, nor was anything in sight, so I reluctantly concluded it best to drop down the river, as some of the vessels were short of coal and to give the appearance of abandoning the expedition I left the Morris at the Piankatank, with instructions to offer her services to Captain Magaw if he should come down and wish to go up the river himself. I shall relieve her to-morrow, as she has to go to Fortress Monroe for provisions.

I should like to have another vessel on the station. If you could spare the Barney or Morse when the latter comes down from Baltimore, either one would answer. It is reported that the boats which captured the Satellite and Reliance are concealed in the woods somewhere on the Piankatank, and the Marine Coast Guard, as they called themselves, are part of the old Merrimack's crew. I am sorry that I have not been able to give you a more connected account of the affair, but I wish to get this off by the mail. I trust the action I have taken in it will meet your approbation, and can only regret that the pilots failed me or you would have received a different story altogether. It was the wish of everybody else to retake the vessels.

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

JOHN G. MITCHELL,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Letter from Lieutenant Wood, C. S. Navy, to Lieutenant Hoge, C. S. Navy, requesting a call

OFFICE OF ORDERS AND DETAIL, July 7, 1863.

DEAR HOGE: Come up and see me this evening; I have something of importance to communicate.

Yours, truly, etc.,

J. TAYLOR WOOD.

Appointment of Frank L. Hoge as First Lieutenant, C. S. Navy.

CONFEDERATE STATES OF AMERICA, Navy Department, Richmond, September 21, 1863.

SIR: You are hereby informed that the President has appointed you a first lieutenant in the Navy of the Confederate States, to rank from the 23d day of August, 1863, "For gallant and meritorious conduct in the capture of the U.S. gunboats Satellite and Reliance on the Rappahannock River, on the 23d of August, 1863, by the expedition under command of Lieutenant John T. Wood, C.S. Navy."

You are requested to notify this Department of your acceptance of

the appointment.

S. R. MALLORY, Secretary of the Navy.

First Lieutenant Frank L. Hoge, C. S. Navy, Richmond, Va.

Letter from Major-General Foster, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding Confederate ironclads in Roanoke River, North Carolina.

> HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA, Fort Monroe, Va., August 23, 1863.

With regard to the ironclads on the Roanoke River I sincerely regret that the force at my disposal is not adequate to overcome the resistance I would meet by the concentration of troops from Richmond, Petersburg, and North Carolina.

Cohen was taken by General Potter on his recent raid and was examined by him; his information appeared meager, and from all I know I can not think that, even if the gunboats be meant for offensive movements, they will be able to move till the spring freshets.

Any military movement would, I fear, induce the enemy to strengthen their works and so, perhaps, block future movements intended for

farther up.

I am, admiral, very respectfully and truly, yours,
J. G. FOSTER,

J. G. FOSTER,
Major-General, Commanding.

Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Newport News, Va. Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, to confer with Navy Department regarding defenses in the sounds of North Carolina.

Confidential.

U. S. FLAGSHIP MINNESOTA, Off Wilmington, N. C., August 23, 1863.

SIR: If you go to Hampton Roads in the Hunchback, I desire you to go to Washington and confer with the Navy Department respecting the construction at the North of two suitable iron floating batteries to be sent to Plymouth and there put up, with suitable rows of pilings, for the defense of the sounds. I hope you will soon return to your important post at Plymouth with restored health and good means of defense. Write me and keep me advised of your movements.

Respectfully, yours,

S. P. LEE,

Actq. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Lieutenant-Commander U. W. Flusser, U. S. Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding means of defense against the ironclad floating battery built in the Roanoke River.

> U. S. FLAGSHIP MINNESOTA, Off Wilmington, N. C., August 25, 1863.

SIR: I have this day authorized Engineer J. L. Lay, who is on duty in the sounds of North Carolina, to repair immediately to Washington and submit to the Department his plan of a torpedo which he invented

and practiced at Washington, N. C.

In my No. 786 of August 23 I submitted to the Department the expediency of building two floating ironclad batteries at the North, to mount a suitable number and class of guns, and to be put up at Plymouth for the defense of the sounds against the enemy's ironclad ram and ironclad floating battery of 40 feet square, reported having been launched on the Roanoke 6 miles below Halifax and as receiving their iron plating during the last month.

Should Mr. Lay's plan be approved, a proper number of torpedoes should be at once made at the Washington navy yard and taken to Plymouth for use. Should his plan not be approved, I suggest that Mr. Kroehl or some other person with suitable torpedoes and apparatus be sent to Plymouth to report to the senior officer there for preparing and

making this defense.

I have never been satisfied with a defensive policy, but this must now be resorted to unless the rebel ironclads on the Roanoke are destroyed at once, and they can only be reached by the army, or unless one or two of our lightest draft monitors can be floated by camels, etc., over the bulkhead at Hatteras and the shallow water of Croatan Sound, at each of which places there are on high tides but about 84 or 9 feet of water.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES. Secretary of the Navy, Washington, D. C. Report of Lieutenant-Commander Parker, U. S. Navy, of the assumption of command of the U. S. S. Florida.

U. S. S. FLORIDA,

Off Western Bar of Wilmington Harbor, N. C., August 25, 1863.

SIR: I have the honor to inform the Department that I yesterday assumed the command of this vessel, in obedience to an order of Acting Rear-Admiral S. P. Lee, commanding North Atlantic Blockading Squadron, dated August 24, 1863.

Very respectfully, your obedient servant,

JAMES PARKER, Lieutenant-Commander.

Hon. Gideon Welles, Secretary of the Navy.

[Endorsement.]

**SEPTEMBER 9, 1863.** 

I have directed Lieutenant-Commander Parker to rejoin the *Minnesota* when relieved by Lieutenant-Commander Queen. I hope the Department will order him to another command on this blockade.

S. P. LEE, Acting Rear-Admiral.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the crection of additional Confederate works near Fort Caswell.

U. S. FLAGSHIP MINNESOTA, Off New Inlet, Wilmington, N. C., August 26, 1863.

SIR: Captain Boggs, under date of August 23, writes me as follows:

I have the honor to inform you that the rebels have commenced throwing up an additional work about 14 miles to the westward of Fort Caswell, near the site of the Old Bug light-house, immediately commanding the bar of the western entrance of Cape Fear River and the approaches to the fort in that direction.

The blockaders can not prevent the erection of this work. The Minnesota could not reach it, and it would be unwise to risk the disabling of the two or three vessels we have on that blockade by the long-range guns of Fort Caswell, even if the rebel ironclad would allow them to approach and attempt it. But such works can be erected at night without regard to the blockaders.

This work is probably to be a huge mound, to mount heavy, long-ranged rifle guns, like the Mound now completed and the one building, both just west of Fort Fisher, on Federal Point, New Inlet entrance.

The enemy appears to be profiting by his experience at Charleston. Every day this strong place is becoming stronger.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Spicer, U. S. Navy commanding U. S. S. Cambridge,

NAVY DEPARTMENT, August 26, 1863.

SIR: Proceed off Wilmington, N. C., and relieve the U. S. steam sloop *Sacramento* in blockading there. Enclosed is a dispatch for Captain Boggs, which you will deliver to him.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Commander W. F. SPICER, U. S. Navy, Commanding U. S. S. Cambridge, Newport, R. 1.

Order of the Secretary of the Navy to Captain Boggs, U. S. Navy, commanding U. S. S. Sacramento.

NAVY DEPARTMENT, August 26, 1863.

SIR: On being relieved by the U.S.S. Cambridge, proceed with the U.S. steam sloop Sacramento to Hampton Roads, report your arrival there by telegraph, and await the orders of the Department.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Captain Chas. S. Boggs, Commanding U. S. S. Sacramento, off Wilmington.

Report of Acting Rear Admiral Lee, U. S. Navy, transmitting report regarding in ries sustained in a gale by the U. S. S. Shokokon.

U. S. FLAGSHIP MINNESOTA, Off Wilmington, N. C., August 28, 1863.

SIR: I enclose the report of Lieutenant William B. Cushing, commanding the U. S. S. Shokokon, of this date, from which, and the verbal reports of that zealous and able young officer, it appears that the Shokokon was near being lost in the severe gale of yesterday. The gale backed from the east to N. N. W., and blew a hurricane for nearly four hours.

I send the Shokokon to Hampton Roads, and have authorized Lieutenant Cushing to report in person to the Department, in the belief that the Department will cheerfully assign him to a swift and staunch steamer and immediately return him to my command for present duty on the blockade of Wilmington.

In view of the extent and difficulty of the blockade of Cape Fear River and the adjacent inlets, of the accidents to steamers and their necessary absence for repairs and coal, I am satisfied that not less than twenty four or thirty really good steamers, swift, staunch, and with efficient batteries, are required for making the blockade efficient.

The Commodore Jones and the Commodore Morris are new, have horizontal engines, and speed. If their guards were cut off, their houses removed, except between the wheels, and their hulls well strengthened, I think that they would make a superior class of vessels for inside work here.

The withdrawal of vessels from the sounds will admit of this, as the latter will supply the places of the former inside the capes until the Department can, from the new vessels, supply an effective movable force for that locality.

The Shokokon might be converted in the same manner.

The Jones and the Morris are now in the vicinity of Yorktown.

Instructions in regard to them may be sent under cover to Captain Gansevoort.

I have the honor to be, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington City, D. C.

[Endorsement.]

This vessel [Shokokon] was the new Clifton, purchased from Mr. Law, and similar to the Clifton, now in the service. Length, 181 feet; beam, 32 feet; hold, 13 feet.

JOHN LENTHALL.

[Enclosure.]

U. S. S. SHOKOKON,

Off Wilmington, N. C., August 28, 1863.

SIR: I have the honor to report that, having tested this vessel's seagoing qualities in a gale of wind, I do not deem her fit for blockading service. In yesterday's blow I just managed to get her to the anchorage under the lee of Frying Pan Shoals, and it is my opinion that if she had been 10 miles farther off land she would have gone down.

Her condition at present is as follows: Sponsons torn off or crushed, forward decks started and seams opened, forward ports carried away, and sternpost split. During the gale her wood ends opened about half an inch

She now leaks to the extent of 450 gallons a minute.

When struck by a sea forward she seemed to give and bend like india rubber. This I judge to be caused by a weakness of the beams, they not being sufficiently set by knees.

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

W. B. Cushing,

Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Wilmington, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the steamer which grounded on the Caroline Shoals.

U. S. FLAGSHIP MINNESOTA,

Off New Inlet, Wilmington, N. C., August 29, 1863.

SIR: Captain Case, in a communication to me of the 14th instant, informs me that the steamer before reported as aground on the Caroline Shoals floated off on the evening of the 13th, and passing inside, proceeded up the river.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES.

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Harris, U. S. Navy, commanding U. S. supply steamer New Berne, regarding the movements of that vessel.

NAVY DEPARTMENT, August 29, 1863.

SIR: On the 1st September next, proceed with the U.S. supply steamer New Berne on another trip to the North Atlantic Blockading Squadron.

Hereafter the New Berne will form a part of that squadron, and her movements will be directed by Acting Rear-Admiral Lee, by whose

instructions you will be guided.

On your way south, touch at Hampton Roads and report to the senior

commanding officer present, showing him your orders.

The returns required in your original instructions will always be made on your departure from or arrival at any of the Northern ports. Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Volunteer Lieutenant T. A. HARRIS, Commanding U. S. Supply Steamer New Berne, New York.

Report of Captain Gansevoort, U. S. Navy, regarding the light on Smith's Island.

U. S. IRONOLAD ROANOKE, Newport News, Va., August 30, 1863.

SIR: I have the honor to acknowledge the receipt of your letter dated August 28, in regard to the dispatch sent from here by Lieutenant-Commander Breese, informing you of the destruction of the light on Smith's Island. I left the anchorage on an expedition on the 4th of August, and did not return until the 7th. Your telegraphic dispatch dated the 5th of August did not reach me until the afternoon of the 7th of August.

I received reliable information that day that the men who had damaged the light, etc., had gone into the interior, and so much time had clapsed before I received the dispatch, I thought the Department had

later information.

Very respectfully, your obedient servant,

GUERT GANSEVOORT, Captain and Senior Officer.

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

Order of the Acting Secretary of the Navy to Captain Ridgely, U. S. Navy, commanding U. S. S. Shenandoah, to proceed to Wilmington, N. C.

NAVY DEPARTMENT, August 31, 1863.

SIR: The contractors report that the Shenandoah's engines will be ready for service at sea in a week or ten days from the 29th instant. You will therefore leave Philadelphia with that vessel on the 8th of

September next, without fail, and proceed with her with all practicable dispatch off Wilmington, N. C., and report to the senior commanding officer there for duty.

Very respectfully, etc.,

G. V. Fox,

[Acting] Secretary of the Navy.

Captain D. B. RIDGELY,

Commanding U. S. S. Shenandoah, Philadelphia.

## [Tologram.]

NAVY DEPARTMENT, August 31, 1863.

Proceed with the Maratanza with all dispatch off Wilmington, N. C., and report to the senior officer present. Inform the Department when you can sail.

G. V. Fox,

Acting Secretary of the Navy.

Commander A. D. HARRELL,

Commanding U. S. S. Maratanza, Baltimore. .

Letter from Brigadier-General Palmer, U. S. Army, to Commander Davenport, U. S. Navy, requesting the cooperation of a gunboat in expedition to Broad Creek.

HDQRS. FORCES AND DEFENSES OF NEW BERNE,

August 31, 1863.

SIR: I wish to send an expedition both by land and water to the mouth of Broad Creek, some 8 miles from here. If you can place a small gunboat at my disposition to morrow at 6 a. m. I will send one company of infantry there. They would probably return before night. I am, sir, very respectfully, your obedient servant,

I. N. PALMER,

Brigadier-General, Commanding Defenses, New Berne.

Commander H. K. DAVENPORT,

\_\_\_\_\_Senior Naval Officer, New Berne.

Letter from Commander Davenport, U. S. Navy, to Brigadier-General Palmer, U. S. Army, responding to request for a gunboat.

U. S. S. HETZEL,

Off New Berne, N. C., August 31, 1863.

SIR: In reply to your communication of this date, just received, I beg leave to say that I will place two gunboats at your disposal to-morrow at 8 o'clock, a. m.

Very respectfully, your obedient servant,

H. K. DAVENPORT.

Brigadier-General PALMER,

Commanding Eighteenth Army Corps, New Berne, N. C.

Report of Commander Davenport, U. S. Navy, regarding the disposition of the vessels of his command.

> U. S. S. HETZEL, Off New Berne, N. C., August 31, 1863.

ADMIRAL: I have the honor to submit the following statement of the disposition of vessels for the month of August:

August 1.—The Hunchback arrived from Washington.

August 3.—The Lockwood arrived from Hatterns Inlet. August 4.—The Hunchback returned to Washington, N. C.

August 10.—The Commodore Perry and Valley City arrived from Plymouth. The Hetzel, as flagship, left for Washington; getting aground there, the Commodore Hull relieved her and proceeded in her stead to Plymouth. The Hetzel started for Hatteras, and thence to New Berne, arriving there on the 13th instant.

August 15.—The Hunchback, from Hatterns, and the Commodore Hull, from Plymouth, arrived at New Berne.

August 17.—The Commodore Hull left for Washington.

August 19.—The Delaware, Hunchback, and Valley City went to the assistance of the U.S. S. Crocus, reported ashore on Bodie's Island, North Carolina.

August 19.—The Southfield left for Plymouth.

August 24.—The Valley City returned from Bodie's Island with dispatches from the Delaware.

August 25.—The Brinker left for Hatteras Inlet to relieve the Ceres. August 26.—The Valley City returned to Bodie's Island with the dispatches for the Delaware,

August 27.—The Veres arrived from Fortress Monroe.
August 31.—The Hetzel, Hunchback, Commodore Perry, Lockwood, Ceres, and Shawsheen are at New Berne, N. C. The Louisiana and Commodore Hull are at Washington, N. C. The Southfield, Whitehead, and Underwriter are at Plymouth, N. C. The Miami and Brinker are at Hatteras. The Granite is at Ocracoke. The Delaware and Valley City are at Bodie's Island, endeavoring to save the steamer Crocus.

I have the honor, etc.

H. K. DAVENPORT.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Additional blockade instructions from Acting Rear-Admiral Lee, U. S.

U. S. FLAGSHIP MINNESOTA, Off Wilmington, N. C., September 1, 1863.

Blockaders must not waste fuel by unnecessary moving about in the daytime.

Boats used for landing on the beach should be suitable for the purpose, and provided with a good kedge; a long, strong, and clear cable line, means to keep it ahead, a stern line, good oarsmen, and must be commanded by a skillful officer or petty officer. Where a vessel has been from six weeks to two months on the blockade, and needs repairs, she may, when practicable to leave the blockade, come in turn to coal and be overhauled at Norfolk.

Outside cruising and distant chasing must not be allowed, except when the blockade is so strong and close, from number and quality of vessels, as to allow one to be absent for this purpose on each side of the shoals.

Each blockader should have one spare anchor on board and two spare anchor stocks; besides these a suitable supply of spare anchors, cables, and anchor stocks will be kept at Beaufort.

The blockaders must not lie huddled together by day or night, and especially in thick weather; there must be specified day anchorages and

night positions.

Vessels should weigh anchor before sunset and be in their night positions by dark, as when the draft of vessels or stage of the tide permits, escapes are made out at or near to evening twilight, without showing black smoke, and inward in the morning at daylight. The distance to be kept from the bar, the batteries, and the beach, must be regulated by the state of the weather and atmosphere and the light. When vessels anchor at night they must be underway one hour before dawn of day, so as not to expose their position, and to be ready to chase.

Each vessel will make a report on the first day of each month, giving an abstract of her log for the previous month. Unusual detention in harbor must be carefully accounted for.

Each blockader should have two good 8, 9, and 10-inch manila hawsers, the first two sizes for the smaller, and the two last sizes for the larger vessels. Each blockader must have double the usual allowance of good leads and leadlines. She must always have four good lines marked, and leads not too light ready for use. Leadlines must be corrected daily (when wet) and then noted in the log. When underway the lead must be hove constantly. There must always be two good leadsmen, one on each side, heaving the hand lead when it can be used.

Every effort must be made to prevent collisions, the general laws of the road to pass to the right must be observed, but the vessel which has sea room on her side must not force the other into danger. Both vessels steer or stop, or back so as to avoid a collision or running into danger (see all the directions printed in the boat code signal book).

When a prize is taken, the duplicate list of the vessels, officers, and crews entitled to prize money must be promptly made out and transmitted through me, and must state not only the name of the vessel but that she belongs to the North Atlantic Blockading Squadron, commanded by Acting Rear-Admiral S. P. Lee.

Each vessel must have on a deck board, in charge of the officer of the deck, accurate tables showing time of high and low water, and of moon

rise and set, and of the rising and setting of the sun.

Each vessel must keep in charge of the officer of the deck a varnished sketch of the chart on a deck board, showing the shore line, the 1, 2, 3 fathoms curves, the significant soundings, the positions of prominent objects, the anchorage, and a compass.

The senior officer present may, if he wishes it, station one to show a light from a position known to all the others, on which they can take bearings; this steamer should be ready to move at a minute's warning,

and in the event of doing so, must lower the light.

There must be a separate deck board on which the commanding officer must every morning plainly put the distinguishing signals for the next night, which he must know are understood by the officers of

the deck and forecastle, and the men to attend the light, and he must see that such arrangements are made as will ensure, under all circumstance, that the proper means are ready for making the necessary signals.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Behm, U. S. Navy, making reference to the second evacuation of Elizabeth City.

U. S. S. SOUTHFIELD,

Off Plymouth, N. C., September 2, 1863.

SIR: I met the schooner Horizon, in tow of the U.S. S. Seymour, in Pasquotank River, on my way to this place on Monday, the 31st ultimo, at 3 p. m. I anchored and commenced coaling, there being too much wind and sea to coal while underway. Started yesterday morning at 1 a. m. and arrived here at noon. I have the honor to enclose you bill of lading and coal receipts of that cargo. I have lent the army 15 tons, as you will see by my receipt, the army having been out of coal here for some time. I trust you will approve of this, as I could not well refuse, and as the gunboats here could have no more coal. The second evacuation of Elizabeth City took place at 2 a. m. on Monday, August 31, when the First United States Colored Troops went bag and baggage to Morehead City, and from thence no doubt to Charleston. The whole thing was a great fizzle and rather disgusting. Will you kindly tell the gunner McDonald to send me up the balance of my ordnance stores if he has received them? The health of the officers and crew of this vessel continues fair, only four on the sick list, although I am afraid it will not continue so favorable long.

I am, most respectfully, your obedient servant,

CHAS. F. W. BEHM.

Commander H. K. DAVENPORT.

Report of Acting First Assistant Engineer Orswell of injury to machinery of the U. S. S. Cambridge.

U. S. S. CAMBRIDGE, Beaufort, N. C., September 2, 1863.

SIR: In making some repairs on the engine to day I discovered that the crank pin was cracked. As this is a very important part of the machinery, I would ask that you have a survey held on it to determine whether it is a seaworthy condition.

I am, respectfully, your obedient servant,

GEORGE B. ORSWELL,

Acting First Assistant Engineer in Charge.

Commander WM. F. SPICER.

[Endorsement.]

Engineers McArthur, Jordan, and Campbell will please hold an examination and report in regard to this crank pin.

Respectfully, etc.,

JOHN J. ALMY, Commander and Senior Officer Present. Report of board of survey of condition of machinery of the U.S.S. Cambridge.

ON BOARD U. S. S. CONNECTICUT, Beaufort Harbor, N. C., September 3, 1863.

SIR: In compliance with your order of this date we have made a strict and careful examination of the crank pin of the engine of the U.S.S. Cambridge, and beg leave to report that we find the crank pin is cracked, next the driver, and that in our opinion it is unsafe under heavy duty, and not seaworthy.

Very respectfully, your obedient servants,

DAVID MOARTHUR,
Acting Second Assistant Engineer.
JOHN JORDAN,
Acting Third Assistant Engineer.
JAMES CAMPBELL,
Acting Third Assistant Engineer.

Commander John J. Almy, U. S. S. Connecticut.

#### [Telegram.]

NAVY DEPARTMENT, September 3, 1863.

Send the Iron Age off Wilmington and retain the Tuscarora in her place until further orders.

G. V. Fox,
Acting Secretary.

Commodore MONTGOMERY, U. S. Navy Yard, Charlestown.

Order of Commander Davenport, U. S. Navy, to various commanding officers, to proceed with their vessels to Hampton Roads.

U. S. S. Hetzel, Hatteras Inlet, North Carolina, September 3, 1863.

SIR: You will proceed at the first favorable opportunity to Hampton Roads, Virginia. On your arrival there, you will report to Acting Rear-Admiral Lee or to the senior naval officer there.

I particularly desire and direct that you keep in company with the rest of the squadron, and render all possible assistance, should either vessel break down.

Very respectfully, your obedient servant,

H. K. DAVENPORT.

Acting Volunteer Lieutenant WOODWARD, Commanding U. S. S. Commodore Perry, etc.

(Similar orders given to Lieutenant-Commander William P. McCann, U. S. S. Hunchback; Acting Volunteer Lieutenant Graves, U. S. S. Lockwood; Acting Master Phelon, U. S. S. Shawsheen; Acting Master Foster, U. S. S. Ceres.)

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the condition of the U. S. S. Iroquois.

U. S. FLAGSHIP MINNESOTA, Off New Inlet, Wilmington, N. C., September 4, 1863.

SIR: I enclose herewith a report from the chief engineer, Mr. Garvin, showing the condition of the boilers and machinery of the *Iroquois*. from which it appears that she should be relieved as soon as practicable, that she may go to Hampton Roads for repairs.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Case, U. S. Navy, regarding various matters pertaining to vessels.

U. S. FLAGSHIP MINNESOTA, Off New Inlet, North Carolina, September 4, 1863.

Sir: I send word by Commander Patterson to Commander Frailey that the Quaker City will need convoying after she is repaired. The New Berne will convoy her on her return trip north, and will wait a few days for her if she is not ready. I will have the Iroquois relieved as soon as possible, when you will bring her to the roads for repair. On arriving at the roads this ship will be prepared to be immediately returned to the blockade in case a suitable force has not been sent. Economize fuel all you can for the present; until more vessels come, you may find it expedient not to keep more than one of the little vessels moving about at a time, even at night. The Adger goes to coal and then finish placing the light-boat.

Respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Captain A. L. Case, U. S. Navy,

U. S. S. Iroquois.

Report of Lieutenant Commander Stone, U. S. Navy, of his departure for Wilmington, N. C.

U. S. S. IRON & E, Off Navy Yard, Boston, September 5, 1863.

Sir: In obedience to your orders I got underway at 11:30 a.m. and shall proceed with all dispatch to Wilmington, N.C. Accompanying this please find descriptive list of the crew attached to this vessel. Since this ship went in commission 1 second-class fireman, 1 ordinary seaman, 1 seaman, 2 coal heavers, and 3 landsmen have been sent to the hospital; 1 first-class fireman, 1 second-class fireman, 1 ordinary

seaman, 1 coal heaver, and 6 landsmen have run; 1 first-class fireman discharged, and 1 landsman awaiting orders for a court-martial.

Respectfully, your obedient servant,

EDWD. E. STONE, Lieutenant-Commander, U. S. Navy.

Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding injury to the U. S. S. Cambridge.

U. S. FLAGSHIP MINNESOTA, At Sea, September 6, 1863.

SIR: On the 1st instant Commander Spicer, of the Cambridge, reported to me off New Inlet. As the Cambridge had but 50 tons of coal on board, I directed Commander Spicer to coal her at Beaufort and then to relieve the Sacramento.

The Connecticut, just from Beaufort, and spoken near Hatteras to-day, reports that the Cambridge is at Beaufort with her crank pin broken, and will wait there to receive a new one from the North.

She will be unable, therefore, to relieve the Sacramento. I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

#### [Telegram.]

NAVY DEPARTMENT, September 7, 1863. Order the Britannia to proceed off Wilmington, N. C., and report to the senior officer for duty.

G. V. Fox, Acting Secretary of Navy.

Commodore Jno. B. Montgomery, Commandant Navy Yard, Boston.

Order of the Acting Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy.

NAVY DEPARTMENT, September 7, 1863.

SIR: Proceed to Washington and report in person to the Department. Very respectfully, etc.,

G. V. Fox, Acting Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving information of a steamer aground off New Inlet.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., September 11, 1863.

Sin: I have the honor to inform the Department that Captain Case, commanding U. S. S. Iroquois, reports under date of September 7 that at daylight of that date a propeller steamer, having two masts and one pipe and flying the English flag, was seen under the New Inlet forts, apparently aground.

The Niphon fired a few shots at her, which fell short, and at about

2 p. m. she went inside and up the river.

She was about the size of, and resembled, the Kate and Hebe.

Lieutenant Lamson, being close in to the bar all night, thinks that nothing passed in.

I have the honor to be, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

FORT MONROE, September 8, 1863. (Received at Washington 9:10 p. m.)

Captain Almy, of the Connecticut, reported having met Admiral Lee on his way here. I am expecting him at any moment, and waited for his arrival, as I had no suitable vessel to send to tow the Aries. The Daylight arrived to day. I send her to tow the Aries to Baltimore.

Very respectfully, your obedient servant,

GUERT GANSEVOORT, Captain and Senior Officer.

Hon. G. V. Fox,
Acting Secretary of the Navy.

Report of Acting Rear-Admiral Lee, U.S. Navy, regarding two blockade runners driven ashore by the U.S.S. Nansemond.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., September 11, 1863.

SIR: I have the honor to inform the Department that Captain Case, commanding U. S. S. Iroquois, under date of September 8, 1863, reports that two steamers flying the rebel flag were seen ashore, outside, but near the Mound, at daylight of that morning, one of which, as Lieutenant Lamson reports, attempted to pass out at 1 a. m., but was driven back and ashore by the Nansemond. They had each two masts and two pipes.

Acting Master Breck reports that they each mount four guns.

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One of them had succeeded in getting off, and returned up the river; the other was placing her cargo in a lighter.

I have the honor to be, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Commander Davenport, U.S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, forwarding copy of instructions to revenue officers.

U. S. S. HETZEL, Hatteras Inlet, September 8, 1863.

SIR: I transmit herewith for your information and guidance a copy of the instructions from the Secretary of the Treasury, under which Captain Douglass Ottinger, of the Revenue Marine, and commanding the revenue vessels in the waters of North Carolina, is acting. Respectfully, your obedient servant,

H. K. D[AVENPORT],

Commander, etc.

Lieutenant-Commander C. W. Flusser, Commanding U. S. S. Miami.

Sent a duplicate of above, with copy of instructions, to Commander R. T. Renshaw, commanding U. S. S. Louisiana.

J. B. L.

Report of Acting Volunteer Lieutenant Behm, U. S. Navy, regarding reported progress on the Confederate ironclad ram, and suggesting measures of defense.

> U. S. S. SOUTHFIELD, Off Plymouth, N. C., September 8, 1863.

. SIR: When up at Hyman's Ferry day before yesterday, I was informed both by Mr. Hyman and Mr. Bell (men from whom Captain Flusser has been in the habit of getting Southern papers and information) that a force of from 400 to 500 men were at work on the ironclad battery and ram, and that even the guns for both were already there. They told me that the engine out of the Cotton Plant was being put into the ram, and that it was their intention to have both ready in a month, or at the latest in six weeks, and that they (the rebels) then intended to make an attack on Plymouth both by land and water.

I have thought it my duty to give you this information direct as soon as possible, the more so as I understand that the Hetzel is not at New Berne at present, and in the absence of Captain Davenport my

letter might lie there for a long time.

It is impossible for me to say what truth there may be in this information, but Messrs. Hyman and Bell seemed both confident that their statements could be relied upon. With the strong conservative movement at present taking place in North Carolina, I should think it not unlikely that the rebel Government at Richmond would make a strong effort to crush this, and certainly this could be no better done than by

a recovery of Plymouth and New Berne. If the ironclad ram is really as formidable as people say it is, there is no gunboat in the sounds which could, except by chance, injure the ram, and as regards the obstructions about Plymouth, they do not amount to anything and could not stop a wooden propeller. The only thing would be a number of effective torpedoes or a light-draft ironclad, not to draw more than 8 feet. I trust you will excuse these suggestions, but if the report about those ironclads is true, and it may be so, something ought to be done, or the whole of the sounds may be lost again.

I am, most respectfully, your obedient servant,

CHAS. F. W. BEHM,

Acting Volunteer Lieutenant, Commanding Southfield.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding repairs required by the U. S. S. Minnesota.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, September 9, 1863.

SIR: With a view to keeping this steamer on the blockade, I had coal schooners brought from Beaufort and attempted to coal off New Inlet, but the bad weather made it impracticable.

On the night of the 5th, off Hatteras, in good weather and when on

her way to Hampton Roads to coal, etc., her crank pin broke.

I transmit to day to the Bureau of Steam Engineering the report of Chief Engineer Garvin, showing the repairs required for the Minnesota and the probable time required to make them.

I await the instructions of the Department as to the disposition to be made of this ship. She will require a new shaft and to be docked.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Boggs, U. S. Navy, to proceed to Hampton Roads with the U. S. S. Sacramento.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, September 10, 1863.

SIR: Upon the reporting of the U. S. S. Maratanza, which vessel will relieve the Sacramento in the place of the U. S. S. Cambridge, you will turn over to Commander A. D. Harrell all squadron instructions, etc., and proceed without delay with the Sacramento to Hampton Roads, reporting by telegraph your arrival to the Department, agreeably to its order to you of August 26.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain C. S. Boggs, U. S. Navy, Commanding U. S. S. Sacramento. Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, to proceed to duty at New Inlet, relieving the U. S. S Iroquois.

U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, September 10, 1863.

SIR: When the *Dacotah* is ready for sea, you will proceed to New Inlet and relieve the *Iroquois*, which vessel will come here for examination and repairs. Captain Case, of the *Iroquois*, is hereby instructed to leave at Beaufort all supplies not needed by him, and fill deficiencies in vessels on the blockade, both of officers and men, taking men of short terms and giving those having the longest time to serve.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy, U. S. S. Dacotah.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Gregory, U. S. Navy, regarding the U. S. S. Western World.

> U. S. FLAGSHIP MINNESOTA, Hampton Roads, Virginia, September 10, 1863.

SIR: Proceed with the U.S.S. Western World under your command to the Washington navy yard and report to Commodore A. A. Harwood, agreeably to the Department's order to me of the 4th instant.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master S. B. GREGORY,

Commanding Western World.

Report of Commander Almy, U. S. Navy, regarding his orders to report for duty off Wilmington, N. C.

U. S. S. CONNECTICUT, Navy Yard, Norfolk, September 10, 1863.

SIR: Having just heard of your arrival in Hampton Roads, I hereby report that I have received the following order from the Navy Department by telegraph, viz:

Fill up with coal and report for duty to Rear-Admiral Lee, or the senior officer off Wilmington, with all possible dispatch.

G. V. Fox.

Acting Secretary.

I therefore report to you accordingly as one of your squadron.

By permission of Captain Gansevoort (senior officer in Hampton Roads in your absence), I came up here to the yard to have a few necessary repairs effected, which are being done with dispatch while I am coaling ship from the yard, cleaning and scaling boilers and tubes at the same time, in order that there may be no delay in carrying out the Department's order.

I hope to be able to present myself to you in Hampton Roads the first of next week. The Connecticut carries 450 tons of coal. Captain Glasson writes me from Hampton Roads that I must obtain all my coal from the yard, as he is short of coal down there.

Herewith I enclose a requisition for a boat, which Commodore Livingston informs me can be supplied from the yard if the said requi-

sition receives your approval.

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

JOHN J. ALMY.

Commander.

Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron,

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding orders issued to the commanding officers of the U.S. steamers Maratanza and Sacramento.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., September 11, 1863.

SIR: The U.S. S. Maratanza arrived in the roads yesterday. Her commanding officer reported to me this morning, and was directed to prepare for sea with all practicable dispatch, and when ready, to proceed to the blockade off Wilmington and report to Captain C. S. Boggs, commanding U.S.S. Sacramento, to relieve that vessel, with which I have directed Captain Boggs to proceed to Hampton Roads without delay and report by telegraph his arrival to the Department.

I have the honor to be, sir, very respectfully, yours,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Case, U. S. Navy, regarding the chasing of vessels.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., September 11, 1863.

SIR: Yours of September 5\* is received. A vessel may chase while she can see the object and gains on it, provided the blockade is not weakened improperly by her absence. Revoke your order and give mine.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain A. L. CASE, U. S. Navy, Senior Officer, New Inlet.

<sup>\*</sup> Not found.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the U.S.S. Minnesota.

NAVY DEPARTMENT, September 12, 1863.

SIR: In reply to yours of the 10th instant (No. 829), you are informed that the Minnesota is for the present to be retained at Hampton Roads. Very respectfully,

> GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant-Commander Queen, U. S. Navy, regarding repairs needed by the U.S. S. Florida.

> U. S. S. FLORIDA, Hampton Roads, September 13, 1863.

SIR: I have the honor to enclose you a copy of my orders and a statement from the chief engineer of this ship concerning the condition of the boilers and feed pipes, and report my arrival at this place for the purpose of making the necessary repairs and for a supply of coal. Captain Boggs, U.S. Navy, commanding U.S. S. Sacramento, having

been condemned by a medical survey, came north in this vessel.

I am, very respectfully, your obedient servant,

W. W. QUEEN, Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roods.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the use of prize schooner Renshaw as an ordnance vessel.

NAVY DEPARTMENT, September 14, 1863.

SIR: The Department has received your letter of the 10th instant and approves of the taking of the prize schooner Renshaw at her appraised value for an ordnance vessel.

If it has not already been done, a report of the seizure and the necessary papers for the condemnation of the vessel should be sent to some prize court.

Very respectfully, etc.,

GIDEON WELLES. Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Report of Captain Case, U. S. Navy, regarding the movements of United States vessels and three blockade runners.

> U. S. STEAM SLOOP IROQUOIS, Off Beaufort, N. C., September 14, 1863.

SIR: I have to report my arrival here this evening with the Iroquois for coal. We shall, I fear, be detained until the last of the week in overhauling the pumps, etc., connected with the engine. I shall try to

get away on Friday.

I have also to report as follows, viz: The Shenandoah, Captain Ridgely, arrived off New Inlet on the 12th instant and will remain there, I think, until Captain Sands arrives, or until Captain Ridgely hears from you.

I met the Maratanza this morning about halfway between this place and New Inlet, and directed Commander Harrell to report to Captain Ridgely. The Maratanza had stopped here and filled up with coal.

The Nansemond left New Inlet last night, arrived here this morning;

is coaling, and will return to morrow evening.

On the return of the Nansemond, the Victoria is to come here to fill

with coal, and then to report for duty off the Western Bar.

The Iron Age will have to come here the latter part of this week for coal. She stores but 60 tons and arrived off the inlet with a small quantity on board.

The patching of the flues of the James Adger's boilers is finished and she will leave here to-morrow morning to execute the orders given by

you.

The Quaker City and Cambridge are here disabled.

Two paddle-wheel steamers hoisting the rebel flag and a screw steamer hoisting the English flag came down the river and anchored above the Mound on the afternoon of the 12th instant. They were not visible the next morning, and it is supposed they went to sea. The Nansemond was near the bar and the other small vessels were well inshore during the night. Lieutenant Lamson says he is satisfied that nothing passed out of New Inlet. It was thought on board the Niphon that a vessel was seen going out, and rockets were thrown up. Acting Master Breck states that her being seen was very doubtful; he could not see her himself, but he followed until those who thought they saw her lost sight of her, when, as the late orders forbid distant chasing, he did not follow offshore, but returned to his station. Nothing was seen of the other vessels.

The vessels on the Wilmington blockade will be arranged in all this week as follows, viz:

New Inlet.—Shenandoah, Iroquois, James Adger (moving light vessel),

Iron Age, Nansemond, Howquah, Niphon.

Western Bar.—Sacramento (to go north), Maratanza, Florida (at Hampton Roads), Montgomery, Victoria, T. A. Ward (schooner).

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

# [Telegram.]

NAVY DEPARTMENT, September 15, 1863.

Forward to the Washington navy yard with all possible dispatch the two parts of the broken crank shaft of the Minnesota. Answer.

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE or SENIOR OFFICER,

Hampton Roads, Virginia.

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

> U. S. S. HETZEL, Off New Berne, N. C., September 15, 1863.

ADMIRAL: I have the honor to submit the following semimonthly statement of the disposition of vessels in the sounds for term ending at

September 1.—The Hetzel left New Berne for Hatteras Inlet. Whitehead left Hatteras Inlet for New Berne, and the Southfield arrived at Plymouth from Elizabeth City.

September 2.—The Hetzel, Hunchback, Commodore Perry, Cercs, and

Lockwood arrived at Hatteras Inlet from New Berne.

September 3.—The Shawsheen and Seymour arrived at Hatteras Inlet. September 4.—The Whitehead arrived at Hatteras Inlet.

September 6.—The Hunchback, Commodore Perry, Lockwood, Shawsheen, and Ceres sailed from Hatteras Inlet for Hampton Roads.

September 7.—The Seymour and Whitehead left Hatteras Inlet for

New Berne.

September 9.—The Seymour arrived at Hatteras Inlet and sailed for Plymouth. The Hetzel left Hatteras Inlet for New Berne.

September 10.—The Hetzel arrived at New Berne. September 11.—The Valley City left for Bodie's Island.

September 14.—The Delaware arrived from Bodie's Island for stores. The Hetzel, Delaware, Whitehead, and Granite are at New Berne. The Southfield, Underwriter, and Seymour are at Plymouth. The Miami and Brinker are at Hatteras Inlet. The Valley Oity was last reported at Hatteras Inlet repairing machinery.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Gansevoort, U. S. Navy, requesting daily information during the absence of the former from his command.

WASHINGTON, D. O., September 15, 1863.

MY DEAR SIR: Please inform me daily of the situation. Let Captain Crosby and Mr. Spalding take their leave of absence soon as they please. Let some of the gunboats keep above the Roanoke and a bright lookout kept on board of her and them to prevent surprise to her. You can not be too particular about this. I suppose the Florida can return very soon to the blockade of Wilmington; give her dispatch. Please have this and future communications from me here, including telegrams, recorded in my squadron book.

Tell Captain Sands I desire him to chase and allow chasing at sound

discretion. Please send Ensign Sands to me when Dacotah sails.

Respectfully, yours,

S. P. LEE. Acting Rear-Admiral.

Captain Gansevoort, Senior Officer, Newport News, Ya. Report of Captain Case, U. S. Navy, regarding U. S. S. Daylight.

U. S. STEAM SLOOP IROQUOIS, Off Beaufort, N. C., September 16, 1863.

SIR: The U. S. S. Daylight anchored in this harbor this morning; will fill up with coal immediately and proceed to morrow (if possible) to the blockade off New Inlet.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Captain Gansevoort, U.S. Navy, regarding a steamer discovered in Cape Fear River.

U. S. S. MINNESOTA, Newport News, Va., September 16, 1863.

SIR: In the absence of Acting Rear-Admiral Lee I have the honor to inform the Department that Captain A. L. Case, under date of September 9, reports that a paddle wheel steamer was seen by Acting Master Breck, commanding U. S. S. Niphon, at daylight on that morning above the Mound at New Inlet, North Carolina, going up the river. From the description given Captain Case thinks it was the steamer which was chased by the *Iroquois* on the 16th of August.

I have the honor to be, sir, very respectfully, yours,

G. GANSEVOORT,

. Captain and Senior Officer Present.

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

Letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, referring to a beached blockade runner near Roanoke Island.

U. S. S. MIAMI, Hatteras Inlet, September 16, 1863.

MY DEAR DAVENPORT: I arrived here to-day from Plymouth; found the Miami, as usual, patching boiler. I saw General Wessells to-day near Roanoke Island. He was going with two light-draft steamers to see about a blockade runner (schooner) which was on the beach near the island. I asked him if I could be of service to him; he answered in the negative, and, supposing he did not wish to be interfered with, I came on down. If the Delaware had been here I should have sent her outside to see after the schooner. Nothing new at Plymouth. Report says they are pushing forward rapidly the construction of the ironclads up the Roanoke.

Yours, sincerely,

C. W. FLUSSER.

Report of Lieutenant-Commander Stone, U. S. Navy, regarding the attempted escape of a blockade runner.

U. S. S. IRON AGE, Off Wilmington, N. C., September 16, 1863.

SIR: I have the pleasure to inform you that last night about 8:30 p.m. we discovered a blockade runner attempting to run out, whom we drove back and caused to run ashore just abreast of Fort Fisher, where she now lies. From appearances I judge that one of our shot must have told on her.

Respectfully, your obedient servant,

EDWD. E. STONE, Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter of the Secretary of the Navy to the Secretary of War requesting that army forces be employed to destroy the Confederate ram building on the Roanoke River.

NAVY DEPARTMENT, September 17, 1863.

SIR: I have the honor to present for your consideration a subject of great importance connected with the maintaining possession of the sounds of North Carolina.

Information received from time to time places it beyond doubt that the rebels are constructing, and have nearly completed, at Edwards Ferry, near Weldon, on the Roanoke River, a ram and an ironclad floating battery. It is represented that these vessels will be completed in the course of four or six weeks. It is further represented that an attack by land and water on Plymouth is contemplated.

Our force of wooden vessels in the sounds, necessarily of light draft and lightly armed, will by no means be adequate to contend against the rebel ram and battery should they succeed in getting down the Roanoke; and in that event our possession of the sounds would be jeoparded.

It is impracticable for our vessels to ascend the Roanoke to any great distance, in consequence of the shallowness of the water, their exposed situation from the fire of sharpshooters, and the earthworks represented to be located at different points, particularly at Rainbow Bluff.

Were our ironclads now completed available for service in the sounds they could not be sent there, as they draw too much water to cross the bulkhead at Hatteras. Our light-draft ones will not be completed for some time to come.

In view of all these facts I deem it proper to suggest the importance of an effort on the part of the army to surprise and destroy the rebel ram and battery referred to, or of obstructing the river by torpedoes and piles, or otherwise, so as to prevent their descent. Permit me to urge some measures of this sort. This Department will be happy to cooperate, so far as it may be able, in adopting such steps as may seem practicable and adequate to secure us against threatening disaster.

I am, very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Hon. E. M. STANTON, Secretary of War. Capture of schooners at Eastville, Va., by Confederate boat expedition under Acting Master Beall, O. S. Navy, and measures taken by Union forces to capture the raiders, September 17-October 8, 1863.\*

[Telegram.]

NAVY DEPARTMENT, September 26, 1863.

A band of guerrillas visited the shore near Drummondtown and captured four boats. They retained the schooner Lydia [sic], and on Tuesday last were in the vicinity of Hog Island. They represent themselves as bound for Richmond. If you have a vessel send her to look for the Lydia.

GIDEON WELLES, Secretary of the Navy.

Captain Guert Gansevoort, Senior Naval Officer, Hampton Roads.

Report of Captain Gansevoort, U. S. Navy.

U. S. S. ROANOKE, Off Newport News, Va., September 28, 1863.

SIR: I have the honor to report to the Department, in the absence of Acting Rear-Admiral Lee, that on the 25th instant I received from Major-General Foster the following telegraphic dispatch from R. E. Duvall, captain, commanding post at Eastville, Va., dated September 24:

I have the honor to ask, has either of the rebel steamers gone out to sea from the roads? There is a report, brought by superintendent of buoys on the sound, there was a rebel steamer in Sand Shoal Inlet at 3 o'clock yesterday afternoon. I kept watch all night, but saw nothing. I thought it proper to give you report.

On receipt of this I at once sent a copy to Lieutenant-Commander Gillis, senior naval officer at Yorktown and on the Chesapeake coast of this squadron, requiring him to take the necessary steps in the premises.

Under date of the 27th, received last evening by the U.S.S. General Putnam, he reports that immediately on receipt of my instructions he got underway and proceeded across the bay, where he learned the fol-

lowing facts:

That on the night of the 18th instant a party of 25 men of the enemy, under command of one Captain Beall, crossed the bay from Mathews County in two boats; that on the 19th they captured the schooner Alliance, David Ireland, master, loaded with sutlers' goods; that nothing more was heard of them till the morning of Sunday, the 21st, when a party of them, armed with revolvers, boarded and seized the schooner J. J. Houseman; on the following night they captured the schooners Samuel Pearsall and Alexandria, took possession of their crews, set sail on the three vessels, lashed their helms, and started them out over the bar at Machaprigue [Wachapreague] Inlet. It further appears that the schooner Alliance was taken to Milford Haven, while the prisoners were taken to Horn Harbor in the small boats; and that on the morning of the 23d the schooner was discovered by one of the blockading vessels on the bar at Milford Haven and fired at, upon which her captors set fire to her.

<sup>&</sup>quot;See Official Records of the Union and Confederate armies in the War of the Rebellion, Series I, Vol. XXIX, Part II, p. 231.—COMPILERS.

Lieutenant-Commander Gillis says that the party can be identified by two men from the *Allimace* who were liberated. He also expresses his belief that the party could be readily broken up with the cooperation of the army within the next three days.

Lieutenant-Commander Gillis adds:

I would wish that, if it is possible, at least two more vessels that can be sent outside in the bay with safety be sent on this station, for it is impossible for three vessels to keep such a watch on all the little inlets between Fortress Monroe and Plankatank River as will at all times prevent small boats from slipping out or in at some point.

I have communicated the facts to Major-General Foster and suggested to him to authorize sending a sufficient force from Yorktown to cooperate with Lieutenant-Commander Gillis in effecting, if practicable, the capturing of this party.

I learn that the gunboat which fired on the Alliance at Milford

Haven on the 23d was one of the Potomac Flotilla.

On the 24th instant Lieutenant-Commander Gillis reported that "the blockade running in Mobjack Bay had been effectually stopped by placing the schooner Samuel Rotan at the mouth of York River." The General Putnam, since the 23d, has been employed intercepting blockade running at Queen's Creek, York River. The Commodore Jones has been mostly stationed off Yorktown, Va., and the Young over has been cruising about Mobjack Bay. This is all the force of have at present in that vicinity. No more is available, the only vessels here fitted for such service, either undergoing repairs at the Gosport navy yard or being indispensably used for picket, transport, and dispatch service in these waters, are two tugs and the Stepping Stones.

I would add that the schooner *Piercall*, or *Pearsall*, captured, as above narrated, on the 21st, is the same as that referred to in my report of the 25th to the Department as having been picked up by the schooner *F. F. Randolph* and brought here. Unless otherwise directed by the Department I shall deliver this schooner to any party presenting

proper proof of ownership.

I have the honor to be, sir, very respectfully, yours,

GUERT GANSEVOORT,

Captain and Senior Officer Present.

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

Report of Lieutenant-Commander Gillis, U. S. Navy.

U. S. Gunboat Commodore Jones, Yorktown, Va., September 27, 1863.

SIR: On the receipt yesterday of your communication of the 25th I got underway and went across the bay to Cherrystone, for the purpose of trying to obtain some definite intelligence in regard to the report of a rebel steamer having been seen in Sand Shoal Inlet, and this morning sent an officer to Eastville to communicate with Captain Duvall; could not learn that there was any truth in the report, but learned that Captain J. Bush, of the schooner J. J. Houseman, which had been captured, was on board a schoouer at Cherrystone Wharf, and immediately communicated with him.

I found that his schooner had been captured on Sunday forenoon at Wachapreague Inlet. I also learned the following particulars in regard

to the movements of the party that captured the Houseman:

It appears from information I received that a party of about 25 men, under command of a Captain Beall, crossed the bay from Mathews County in two boats (one a large yawl, the other a skiff) on the night of Thursday, the 18th [17th] instant, and the following day captured the schooner Alliance, David Ireland, master, loaded with sutlers' goods.

It does not appear that they made any movements that would attract suspicion on the part of any other vessel until the Sunday following, when a party of them went on board of the J. J. Houseman, armed with revolvers, and seized her. This occurred at about 11 a.m. The same night they captured the schooners Samuel Pearsall and Alexandria, after having done which they started in the Alliance on their way around Cape Charles, having first set sail on the other schooners, lashed their helms, and started them out over the bar at Wachapreague Inlet.

The schooner Alliance was taken to Milford Haven, while the prisoners were taken to Horn Harbor in the small boats. On the morning of Wednesday, the 23d, the schooner was discovered by one of the blockading vessels, on the bar at Milford Haven, and fired at, upon

which her captors set fire to her.\*

The party appeared to have no organization, and were not dressed in uniform, but Captain Bush and a man by the name of Campbell, steward of the Alliance, and who were liberated, would be able to identify those who were engaged in the raid; and there is no doubt in my own mind but what the party could very readily be broken up if the army would cooperate, or if I could have a sufficient force placed at my command to insure success in a land expedition; say 250 men, with two 12-pounder howitzers.

I tried to have an expedition sent out immediately after the Smith's Island light-house was burned, but could not succeed in prevailing on

the military to send one.

On my return to-day I immediately went to the headquarters of General Wistar for the purpose of communicating with him, but found him too ill to attend to duty and was referred to his assistant adjutant-general, who seemed to think that his acquainting himself with the contents of the last number of Harper's Magazine was of more importance than his public duties; and finding that I could not hope for any assistance from that quarter, have thought it best to send this communication to you at once, which I do by the *Putnam*, as if I wait until to-morrow's mail it will be too late to do anything, as the party will be on its way to Richmond in the course of the next three days.

I would wish that, if it is possible, at least two more vessels that can be sent outside in the bay with safety be sent on this station, for it is impossible for three vessels to keep such a watch on all the little inlets between Fortress Monroe and Piankatank as will at all times prevent

small boats from slipping out or in at some point.

Awaiting your instructions, I remain, very respectfully, your obedient servant,

J. H. GILLIS, Lieutenant-Commander, U. S. Navy.

Captain Guert Gansevoort, Senior Officer, N. Atlantic Blockading Squadron, Newport News. Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., September 30, 1863.

SIR: With reference to Captain Gansevoort's report of the 28th instant on the raid of the enemy in Chesapeake Bay, in which four schooners were reported seized, three of them set adrift, and a fourth, the Alliance, destroyed by fire at Milford Haven when pressed by a blockader, I beg leave to state that Major General Foster has, at the instigation of Captain Gansevoort, telegraphed to the general commanding at Yorktown to confer with the senior naval officer there as to the best means to take to break up this party of guerrillas.

The Richmond Whig of yesterday's date has a report regarding this naval expedition, stating that it was under command of Acting Master J. Y. Beall, C. S. Navy, and captured on the Atlantic side of the eastern shore of Virginia three sloops and four schooners, one of the latter being the Alliance, whose cargo it is stated would alone have brought \$200,000 in Richmond, about \$10,000 worth being saved and the vessel braned

On account of these circumstances increased vigilance has been enjoined on the officers of the blockade in Chesapeake Bay, where this squadron has three steamers and a schooner, one of the former, the Commodore Jones, the most effective of them, being as yet an indispensable part of the defense of Yorktown, till Major-General Foster has completed the erection of the citadels there, and the other two being the Young Rover and the General Putnam, whose speed has been considerably decreased by the weight of her boilers.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting plan of operations and results of the expedition.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., October 10, 1863.

SIR: On my return from Washington on the 29th ultimo I stopped at Yorktown and communicated with Lieutenant-Commander Gillis. Measures were progressing to suppress rebel boat expeditions from Mathews and Gloucester to the eastern shore counties of Virginia, as the Department was informed in Captain Gansevoort's letter of the 28th ultimo. I subsequently communicated personally with General Foster on the subject. The plan of operations is stated in my communication of October 3 to Lieutenant-Commander Gillis, a copy of which is herewith enclosed, marked "A."

The results of the expedition are stated in the enclosed report of the 8th instant, from Lieutenant Commander Gillis, marked "B."

The prisoner, E. McGuire, acting master in the rebel Navy, is reported to belong to Hog Island, Va., north of Cape Charles. He was probably

engaged in the capture of vessels made in that vicinity, as reported in my No. 841 of September 30.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure A.]

. U. S. FLAGSHIP MINNESOTA,

Off Newport News, Va., Saturday, October 3, 1863-10:30 p. m.

Sir: I send the Stepping Stones and Ceres to assist you. General Foster was on board to-day and informed me that the troops would leave Yorktown Sunday morning and that the gunboats should leave there Monday morning to cooperate with them. A dispatch received from him at 10 o'clock to-night informs me that the troops and gunboats have gone. But for this change of plans I should have had the Alert, now on picket duty, ready to join you. The general thinks the main point for the gunboats is up North River, where there should be two navy and two army gunboats to cooperate with the troops. He thinks, if his troops are prepared, that the portion sent toward East River may embark in that river and that there should be one navy and one army gunboat there, where I understand he would have some transports. The gunboats should go up this river as high as practicable, having due regard to the width of the stream and the exposure to sharpshooters and musketry in force.

To prevent the escape of the rebels by water, the western bay shore

and the Piankatank should be guarded by gunboats.

I will send the Ceres to Mobjack Bay in the morning if a pilot can be obtained for her by that time.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander J. H. GILLIS, U. S. Navy, Commanding U. S. S. Commodore Jones, Yorktown, Va.

[Enclosure B.]

U. S. GUNBOAT COMMODORE JONES, Off Yorktown, Va., October 8, 1863.

SIR: I have the honor to submit the following report of the movements of the vessels in this portion of the North Atlantic Blockading

Squadron during the last four days:

Having made every arrangement with Brigadier-General I. J. Wistar to cooperate with him in a movement against the enemy in Mathews County having for its object the breaking up of an organization denominated the Marine Coast Guard, I started on the morning of the 5th instant for Mobjack Bay, accompanied by the naval gunboats Stepping Stones and Ceres and the army gunboats General Jesup, Smith Briggs, C. P. Smith, Flora Temple, and West End.

I had previously directed the General Putnam to meet me in Mobjack

Bay on that day.

I directed Acting Lieutenant W. W. Kennison, in the Samuel Rotan, to cruise off the mouth of Horn Harbor, and Acting Master I. B. Studley, with the Young Rover, to cruise off the mouth of Milford Haven,

both vessels to send out boats at night, and to use every effort and all vigilance to prevent the enemy making their escape by water on the east side, while the *Ceres*, Acting Master Foster, cruised between New Point Comfort and the mouth of East River.

I sent the Stepping Stones, Acting Master Campbell, up North River, and the General Putnam up East River to Williams's Wharf. Having made these dispositions of the naval vessels, I went up as far as the Piankatank with this vessel and returned the same evening, and went up East River, where I remained until the evening of the 7th instant, when, the cavalry having all started on its return, I went around into North River and communicated with the Stepping Stones, and, learning that no information had been received from General Wistar that the expedition had started back, returned this morning to East River, where I could hear nothing more in regard to the movements of the troops.

I remained there until after 10 o'clock, when I became satisfied that

there was no further need of my remaining at that place.

I returned to Mobjack Bay; found that the Smith Briggs and General Jesup had come around from the Piankatank and were on their way back to Yorktown.

I ordered the Stepping Stones and Ceres to report at Yorktown, and returned with this vessel.

While up East River there were sent on board this vessel 12 prisoners, captured by the cavalry; they are now on board, but will be turned over to Brigadier General Wistar in the morning; there are also 7 on board the *Stepping Stones*; they also will be turned over to General Wistar in the morning; there are 4 commissioned officers among the prisoners, besides several members of the Marine Coast Guard. A list of the prisoners accompanies this.

It has been found to be a very difficult matter to break up the organization, for the reason that as soon as our cavalry is seen approaching, they, the rebels, take to the woods, and knowing every path, find no

difficulty in eluding pursuit in almost every instance.

Two brothers, by the name of Smith, were caught, and one of them having fired upon and killed one of our cavalry was summarily dealt with, having been hung by the order of General Wistar; the other was found at 12 o'clock at night, with a pair of pistols in his pockets, riding along the road, and upon being interrogated as to his business said that he was out shooting crows, but his answer not being satisfactory he was brought in, and his fate will probably be the same as that of his brother; his house has been a regular rendezvous for the Coast Guard, and he has been extensively engaged in the blockade running business.

At the house of a Mr. Tabb three compasses were found, probably belonging to the vessels recently captured in Wachapreague Inlet. I

have them on board.

The leader of the band of pirates, a man by the name of Beall, had his headquarters at the house of Tabb, and I have no doubt but what I shall not be able to continue him if he remains at that place

I shall yet be able to capture him if he remains at that place.

One large boat, pulling twelve oars, was captured, but in towing her the stern was pulled out and she sank. Quite a number of canoes were destroyed, and I think that the expedition will have a good effect, as the impression has been left that it is the intention to send frequent expeditions down into that section.

I learned on the morning I started that torpedoes had been planted in York River opposite to Roane's Point, about 16 miles from this place, and also that they had been placed all along the York and Pamunkey rivers, at intervals, between that place and the White House, and that all boats had been stopped from going up or down until after the gunboats had gone up. A man by the name of Anderson, who lives on the York River, was heard to say that the Yankee gunboats would not hereafter be able to go up and down the river as they had been in the habit of doing. I shall try and take up the torpedoes.

I have retained the Stepping Stones and Ceres until further orders from you. They would be very useful here indeed, the former vessel especially, as she is in every respect peculiarly fitted for the duty that would be required of her here, being of light draft and consuming but

a very small quantity of coal daily.

The Young Rover is almost worthless for this duty, as with a good breeze she can not make over 4 or 5 knots an hour, owing to her bottom being so foul; and her boiler is so far gone that her steam power is not sufficient to be of any use.

Please inform me what disposition I shall make of the compasses. Hoping that this report will prove satisfactory, I remain, very respectfully, your obedient servant,

> J. H. GILLIS, Lieutenant Commander.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

# Report of Major Stevenson, Third Pennsylvania Heavy Artillery.

YORKTOWN, VA., October 8, 1863.

Succeeded in capturing 4 rebel naval officers, some of the crew, some 75 head of cattle. Destroyed large number of boats of all descriptions, but did not find the boats on wheels.

JOHN S. STEVENSON, Major, Third Pennsylvania Artillery.

Major-General J. G. Foster.

### Report of Major-General Foster, U. S. Army.

HDQRS. DEPARTMENT VIRGINIA AND NORTH CAROLINA, Fort Monroe, Va., October 10, 1863.

GENERAL: I have the honor to report that on the morning of the 5th General Wistar left Yorktown with the Fourth U. S. Colored Infantry and detachments from the Eleventh Pennsylvania Cavalry and First New York Mounted Rifles, and two sections of artillery from Eighth New York Battery and one from Battery E, First Pennsylvania Light Artillery, for the purpose of capturing an armed force, known as the "Confederate Volunteer Coast Guard," which was supposed to be in Mathews County.

The navy gunboats Commodore Jones, Putnam, and Stepping Stones, and four army gunboats, under command of Major Stevenson, held the avenues of escape afforded by the numerous rivers which intersect this country. The infantry and artillery, under General Wistar, were disposed so as to hold the neck of the county, and the cavalry, under Colonel Spear, were sent to make a thorough examination of the country, which was thoroughly and well done.

About 150 boats and schooners were destroyed, 80 head of beef cattle en route to Richmond were captured, and some 4 persons were taken. The Coast Guard had, however, gone to the eastern shore in their boats, and I have sent two army gunboats and a detachment of troops to endeavor to catch them there. Our casualties consist of only 1 man killed, who was murdered by a bushwhacker named Smith. This man Smith, being caught in the act, was tried by drumhead court martial and immediately hanged.

General Wistar speaks in high terms of praise of the marching, discipline, cheerfulness, and obedience of the Fourth Regiment U. S. Col-

ored Troops.

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

J. G. FOSTER,
Major-General, Commanding.

Major-General H. W. HALLECK, General in Chief.

## [Telegram.]

YORKTOWN, VA., October 8, 1863.

SIR: The expedition has returned. Shall I retain the Stepping Stones and Ceres for blockade duty?

Very respectfully, your obedient servant,

J. H. GILLIS,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Newport News.

#### [Endorsement.]

They must return here on account of the detachment they have from this ship.

L.

Extract from the report of the Secretary of the Navy of the Confederate States, dated November 30, 1863.

On the 19th of September Acting Masters J. Y. Beall and E. McGuire, in charge of a party of men, captured and destroyed four Federal schooners in the Chesapeake Bay and brought their crews, 14 men, prisoners to this city [Richmond].

Abstract of the log of U. S. S. Niphon, commanded by Acting Master J. B. Breck, for the 18th September, 1863.

At 2:10 p.m. sighted some bales of cotton; stood for them. At 2:30 lowered second cutter with Acting Ensign Niles Larsen in charge and sent her after some bales until 4 p.m. Picked up 9 bales of cotton 15 miles E. N. E. from Fort Fisher.

N. LARSEN,
Acting Ensign and Master.

This cotton is supposed to have come from the wreck of the Arabian, driven on shore by the blockading fleet and destroyed in a gale of wind.

J. B. Breck, Commanding U. S. S. Niphon.

[Endorsement.]

NOVEMBER 17, 1863.

Respectfully forwarded to the Department. The Niphon is this day sent from here to Boston to receive repairs, as reported in my 966 of this date, and I have sent the prize cotton herein alluded to in her, to be sent to the prize court at Boston.

S. P. LEE,

Acting Rear-Admiral, North Atlantic Blockading Squadron.

Letter from the Secretary of War to the Secretary of the Navy, regarding measures for the destruction of the Confederate ram building on Roanoke River.

WAR DEPARTMENT, Washington City, September 19, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 17th instant in relation to the contemplated attempt of the rebels to take possession of the sounds of North Carolina and to inform you that a copy of the same has been referred to Major-General Foster, with directions to take such action as may, in his judgment, be best suited to meet the emergency thus presented.

Very respectfully, sir, your obedient servant, EDWIN M. STANTON,

Edwin M. Stanton, Secretary of War.

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

Report of Lieutenant Lumson, U. S. Navy, regarding the chase of a blockade runner.

U. S. S. NANSEMOND, Off New Inlet, Wilmington, N. C., September 20, 1863.

SIR: I have to report that after lying as near the bar last night as safety would permit, I stood out at 4:30 this morning on account of the increasing sea and to be out of range of the forts at daylight.

At 4:50, being a little to the northward and eastward, saw a sail to the southward, supposed to be the James Adger, but almost immediately saw the James Adger still farther to the southward, and the strange sail heading toward the bar.

I immediately headed for the bar and across his bows with 32 pounds of steam.

We rapaidly gained on the strange sail, whom we made out plainly to be a blockade runner, and as soon as within range opened fire from our bow pivot, causing him for an instant to change his course to the southward. I stood on directly for the bar and he again steered for the same point.

Several of our shots took effect, one in or near the starboard wheel-

We were going much faster than he was and gaining on him rapidly, but the distance to the bar was so short that he succeeded in gaining the channel, passing us at a distance of 600 or 700 yards. As nothing more could be done, and being within easy range of the forts, I stood offshore. It was not more than three minutes from the time he was first seen till we were in pursuit of him.

He was a small, side-wheel steamer, with white smokestacks, and no

masts.

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

R. H. LAMSON, Lieutenant, Commanding.

Captain Daniel B. Ridgely, U. S. Navy, Senior Officer off New Inlet.

Letter from Commander Davenport, U. S. Navy, to Major General Peck, U. S. Army, regarding restrictions to flags of truce.

> U. S. S. HETZEL, Off New Berne, N. C., September 20, 1863.

GENERAL: I have planted a buoy with a white flag upon it some distance above the point which makes out a little way beyond Fort Anderson.

I have directed the commander of the gunboat stationed in that vicinity to permit no flags of truce to come below the buoy; to stop all boats until the pleasure of the commanding general shall be known as to the disposition to be made of them.

I am, respectfully, your obedient servant,

H. K. D[AVENPORT], Commander, etc.

Major-General Jno. J. Peck, Commanding District of North Carolina.

Report of Acting Master Brooks, U. S. Navy, regarding a collision between the U. S. S. Valley City and the U. S. transport Vidette.

U. S. S. VALLEY CITY,

Off Wilkinson's Point, Neuse River, September 21, 1863.

SIR: I regret to report the sad accident that has occurred by the collision with the U.S. transport steamer *Vidette*.

Charles Batchelor (landsman) was seen going over the side of the vessel, and a boat was immediately sent to pick him up, but as nothing

was seen of him it is supposed that he was drowned.

Our boats were stove, also the rail and waist were stove in amidships. At a few minutes before eight bells, Acting Master John R. Dickinson came to me and asked about setting the watch. I said set it as usual, but not to pipe down till we come to anchor. A few minutes after the watch was set he reported a steamer coming up the river. I asked him how far off and he said, "Oh, some distance." I then told him to be careful and not run into her. Mr. Dickinson shut my door and almost instantly opened it again and remarked that the steamer was very close upon us. I jumped up from my chair, looked out and saw that the steamers were going to collide. I ran forward to the topgallant forecastle and sang out, "Port your wheel," our wheel being aport all the time and very nearly heading for the south shore.

From the Vidette's maneuvers I do not think that there was a competent man running her, for when he saw that a collision was certain he should have stopped his engine. This he did not do, but kept on as if

no accident had occurred until he was hailed to stop. The Valley City's engine was stopped immediately. He struck us about 15 feet from the cutwater on our port bow just on the rounding point. Our pilot was running the ship at the time.

I remain, sir, most respectfully, your obedient servant,

JOHN A. J. BROOKS,

Acting Master, Commanding.

Commander H. K. DAVENPORT, U. S. Navy, Senior Naval Officer, New Berne, N. C.

Report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut, of the capture by that vessel of the British blockade runner Juno.

U. S. S. CONNECTICUT, Off Wilmington, N. C., September 22, 1863.

Sir: I have the pleasure to report to the Department the capture this morning of the English blockade runner (steamer) Juno, of about 246 tons register, John Davis Taylor, master, by this steamer, under my command, Cape Lookout bearing N., distant about 20 miles, and E. by N. ½ N. from New Inlet, distant about 75 miles. She was discovered at daylight, and the capture was effected after a very smart chase of two hours. Upon hoisting our colors I fired a blank cartridge, when he hoisted English colors [and] commenced throwing overboard cotton and boxes of articles, which he continued to do until I had fired seventeen rifled canon shot over and near him, when he hauled down his flag and surrendered. No other vessel than the Connecticut was in sight at the time.

I have put a prize crew on board, placed the prize in charge of Franklin Hopkins, jr., acting master, and ordered her to Boston, transmitting all the papers bearing upon the case that were found on board to the U.S. district attorney there. The captain acknowledges a part of the papers thrown overboard or burned. She left Wilmington last night and was steering to the eastward under full speed when first seen. She is a side-wheel steamer, and very fast, built of iron, and said to be 10 years old. Her cargo when leaving Wilmington, it is stated, consisted of about 250 bales of upland cotton, a quantity of

leaf and plug tobacco, with some cigars.

In continuation, I will state that Captain Ridgely, the present senior officer, commanding the U. S. blockading squadron off New Inlet, suspected that some blockade runners might come out, directed me to run offshore as soon as the moon went down, which was soon after midnight, and the result of it was this capture.

Acting Master's Mate Charles Hall and Acting Assistant Engineers David McArthur and John T. Smith accompany Mr. Hopkins in the

prize.

I am, sir, very respectfully, your obedient servant, JOHN J. ALMY,

Commander.

Hon. GIDEON WELLES, Secretary of the Navy.

P. S.—I shall, of course, send a duplicate of this communication, as soon as practicable, to my commanding officer, Admiral Lee, and shall, as soon as practicable, transmit to the Navy Department a complete list

of the officers and crew entitled to prize money in the case according to law.

J. J. A.

Report of Commander Almy, U. S. Navy, giving extracts from a letter captured in the steamer Juno, September 22, 1863.

> U. S. S. CONNECTICUT, Off Wilmington, September 30, 1863.

SIR: Among other papers which were found on board of the steamer Juno when I captured her on the 22d instant, was a letter written by the purser of her to a friend, intended to have been dispatched to England upon their arrival at Bermuda. The following are some of the extracts from it, which I thought might interest you:

We left [the] Bermudas last Friday, 11th instant (September), and arrived at Wilmington on the 15th instant about midnight. Although this port is said to be blockaded by those smart Yankees, and there are supposed to be two squadrons of blockaded by those smart Yankees, and there are supposed to be two squadrons of ships—an inner and outer—off here, we came right in here last night without even so much as seeing one of the said smart blockaders. We passed one unfortunate vessel called the Hebe, lying hard and fast on the beach. She had been chased by those blackguards and cut off, and the captain had to run her on shore and abandon her. The wretches fired at her and completely riddled her with their shot and shell from their vessels. They then sent their launches on shore, manned and armed, and attempted to board her as she lay on the beach. The captain of the Hebe, who had landed with his crew, got hold of two guns the Confederates had sent down to keep the boats off, and he aimed one of the guns and fired at one of the launches, smashing it in a hundred pieces. Served the brutes right.

We kept on, and soon after passed another vessel on shore called the Arabian. She was going out last night and was chased by the blockaders, mistook the entrance over

We kept on, and soon after passed another vessel on shore called the Arabian. She was going out last night and was chased by the blockaders, mistook the entrance over the bar, and so ran on shore. This happened at 8 o'clock. As we got in at midnight we saw nothing. When we got off Fort Fisher we showed signal lights, and they answered with lights, rockets, etc. We then ran inside the bar and anchored till this morning. We then ran up a few miles and brought up off Fort Anderson, armed with invisible guns. We wait here until the general commanding at Wilmington chooses to send word to allow us to pass. The rescally Yankees were amusing themselves just now by firing at the poor vessel on shore down below us, but they seem shut up when Fort Fisher pitched one or two shots into them soon shut up when Fort Fisher pitched one or two shots into them.

We load here with cotton and are off back to Bermuda on Saturday next, 19th

instant, if possible; for if we don't get out by then, we have to wait a fortnight until the moon is over, for we can not get out from here unless it is a very dark night. The vessels in this trade are all painted white, or a very light lead color, so as not to be readily seen at night. The people on shore say they could not see us at all last night, and without our lights they would not have known that a vessel was

off the bar.

This morning we saw three Yankee gunboats going out to sea, after having laid

This morning we saw three Yankee gunboats going out to sea, after having laid

This morning we saw three Yankee gunboats going out to sea, after having laid inshore all night looking out for us, but without effect. We, in all probability, passed within a few yards of some of them, but they did not see us, and of course we didn't wait to see them. I consider it quite a farce to call it a blockade when a vessel can go in without being fired at. But enough of this.

The writer of the foregoing epistle, when outward bound to Bermuda, found himself a prisoner on board of the U.S.S. Connecticut, on the morning of the 22d of September, and his vessel taken prize. On the morning following, 23d, he witnessed the running on shore and total destruction of the blockade runner steamer Phantom. This probably caused some change in his mind as to the calling of the blockade "quite

I have underscored only where the writer underscored his words.

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

JOHN J. ALMY, Commander.

Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Chase of the Steamer Banshee.

Report of Commander Patterson, U. S. Navy.

U. S. S. James Adger, Off Frying Pan Shoal Light-Boat, September 23, 1863.

SIR: I have the honor to report that at 5:30 a.m. on the 22d instant, when 8 miles E. N. E. of Frying Pan Shoal light-boat we discovered the masts and black smoke of a steamer, hull down, ahead, standing to the southward and eastward. Started in chase, and in an hour made out the stranger to be side-wheel steamer, painted light lead color, with two smoke pipes, schooner-rigged, and without any bowsprit.

For three hours we gained in the chase until within 4 miles of her, when she commenced throwing overboard bales of cotton (we passed 169 whole bales), and as she lightened gradually increased the distance between us, so slowly, however, that I was encouraged to continue the chase until 6 p. m. (running 120 miles), when, finding it impossible to overhaul her, I reluctantly gave up the chase.

At no time did the chase show any colors. But for the weak and unreliable condition of the flues of our boilers, which prevented our carrying more than a pressure of 15 pounds of steam to the square inch, I am confident we would have captured the chase.

Very respectfully, your obedient servant,

T. H. PATTERSON, Commander.

Acting Rear-Admiral S. P. Lee,

Comdy. North Atlantic Blockading Squadron, Newport News.

Instructions of Acting Rear-Admiral Lee, U. S. Navy, to Commander Patterson, U. S. Navy, regarding cotton thrown overboard.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., October 2, 1863.

SIR: Your report of September 23, respecting the chase of a blockade runner, which finally effected her escape by throwing overboard 169 bales of cotton, etc., has been received. The Department has been duly informed of the circumstances, and its attention has been called to the state of the flues of your boilers, and I have recommended that the Adger be sent in to get her new boilers and be ready for winter work.

I would suggest that, when quite practicable in similar cases, say when returning, the cargo thus thrown overboard be picked up and sent to Washington, or, if equally convenient, to Boston, by first opportunity, with all the papers and evidence necessary to secure its condemnation before a prize court.

If any cotton was picked up in the present instance such a disposition should be made of it, it being understood that the Washington courts are recommended as best adapted for the speedy settlement of small cases which can not be conveniently sent to Boston. There can be prompt communication from here to Washington on such occasions.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander T. H. Patterson, U. S. Navy, Commanding U. S. S. James Adger, off Wilmington, N. C. Report of Commander Patterson, U. S. Navy, explaining the loss of cotton.

U. S. S. JAMES ADGER, Beaufort, N. C., October 9, 1863.

ADMIRAL: After sending you the report of my chasing the Banshee, it occurred to me that I should have stated why I had not picked up the cotton on my return, which my duty and interest prompted me to, but all the cotton was thrown overboard while in the Gulf Stream, and on my return at night I had a moderate gale from the eastward, with thick, rainy weather, which made it impracticable to recover the cotton without cruising for it, thereby keeping me from completing the work of mooring the light-boat. It grieved me to lose both vessel and cotton, but under the circumstances it appeared to me to be my duty to make the best of my way back to the light-boat.

With great regard, yours, very truly,

T. H. PATTERSON.

Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Almy, U. S. Navy, regarding the chasing ashore of the Confederate steamer Phantom.

> U. S. S. CONNECTIOUT, Off Rich Inlet, North Carolina, September 23, 1863.

SIR: Yesterday I addressed to you a duplicate of a communication which I had sent to the Navy Department, giving an account of the chase and capture of the English blockade runner side-wheel steamer Juno, and of my sending her to Boston in charge of a prize master and crew.

At daylight this morning, when about 55 miles E. by N. of New Inlet, I discovered a blockade runner, distant 6 or 8 miles, standing to the eastward, having probably come out of Wilmington just after the moon had set. I immediately gave chase to the top of my speed, which he quickly discovered; altered his course to the northward and westward. I chased him for four hours, a part of the time he running along by the shore and I in 5 fathoms water. I fired several shot at him, but there was a rough sea and a fresh wind from the northeast, which made it difficult to hit him. Seeing that I was overhauling and that there was no escape for him, he suddenly hauled in and ran his vessel on shore near Rich Inlet, which you will readily see upon the chart. He lowered his boats and all hands scampered on shore, setting fire to the vessel. I immediately anchored close in abreast of him; sent a boat in charge of Lieutenant Kempff to see what could be done in the way of putting out the fire and getting the steamer off. He boarded her and ascertained her name to be the Phantom, a very handsome iron propeller of about 500 tons, from Wilmington bound to Bermuda. Lieutenant Kempff, with the men, attempted to put out the fire, which he found impossible, and, owing to the high surf and the position of the *Phantom*, it was impossible to get her off. She is hard and fast, like the Hebe, and done for.

By these people from the Juno I learn that the steamer which was run ashore near New Inlet by one of our blockade runners is the Arabian.

The Phantom never at any time hoisted a flag and none was found on board, which induces me to think that she belonged to the Confederates. The names of this steamer and the Juno are upon the printed list of

suspected vessels furnished by the Department. Both of these steamers were fallen in with on an east by north line from New Inlet.

I regret to have to report that in a second trip to the wreck by Lieutenant Kempff and a party of men some rebels from behind the sand hills close by fired a volley of rifles at them and Thomas I. Donahoe (landsman) was killed. Fortunately no other person was hart.

By the services of the *Connecticut*, in the course of twenty-six hours, it will be seen that parties engaged in the blockade-running business are minus two fast steamers. This shows the importance of having an offshore cruiser or two from among our fast steamers.

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

JOHN J. ALMY, Commander.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

P. S.—Since writing the foregoing I have ascertained that the *Phantom* was a regular Confederate steamer from Bermuda bound into Wilmington—not out of Wilmington—loaded with arms, medicines, etc. We shall try to make everything a total wreck. If possible, the rebels shall not have a remnant of her.

J. J. A.

Order of the Secretary of the Navy to Acting Master Stuart, U. S. Navy, to proceed to Charleston and Wilmington.

NAVY DEPARTMENT, September 24, 1863.

SIR: Proceed with the U.S.S. Calypso off Wilmington, N.C., and report to the senior officer present for duty in the North Atlantic Blockading Squadron. Before reporting, however, you will convey to the New Ironsides, off Charleston, the port shutters to be sent out to her from the Philadelphia yard. Use all diligence on your voyage to Charleston and back to Wilmington.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Master F. D. STUART, Commanding U. S. S. Calypso, Philadelphia.

Report of Lieutenant-Commander Gillis, U. S. Navy, regarding expedition up York River to Queen's Creek for the interception of blockade runners.

U. S. S. COMMODORE JONES, Yorktown, September 24, 1863.

SIR: I have to report that last night I sent the steamer General Putnam up York River as far as Queen's Creek to intercept the blockade running about that point. I have very recently discovered that large quantities of goods are being shipped from some point near Queen's Creek to the opposite side of the river, which is inside the Confederate lines, and from which point they are sent all through King and Queen County.

While up the river Acting Master [A. A.] Lewis, commanding [the] General Putnam, reports that he discovered a boat coming down. On reaching it he found it to contain three men with their families, who

were endeavoring to get inside of our lines. He took them on board and brought them to this place. I have sent them ashore to the provost-marshal.

They report that there are no troops between this place and New Kent Court House.

The blockade running in Mobjack has been effectually stopped by placing the schooner Samuel Rotan at the mouth of York River. But one boat, as far as I can learn from the numerous sources of information at my command, has succeeded in crossing at that point for the last two months.

Very respectfully, your obedient servant,

J. H. GILLIS,

Lieutenant-Commander and Senior Officer, York River and Vicinity.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Commander Gillis, U. S. Navy, regarding the case of Lewis Stewart, captured in Cherrystone Inlet, September 24, 1863.

> U. S. GUNBOAT COMMODORE JONES, Yorktown, Va., October 25, 1863.

SIR: In reference to the case of Lewis Stewart, captured by this vessel on the night of the 24th of September, I have to report as follows:

While lying in Cherrystone, where I had been for the purpose of obtaining information with regard to a rebel steamer being in Sand Shoal Inlet, a canoe was discovered about 10 o'clock of the night above mentioned running across the mouth of Cherrystone, which, on being overhauled and brought alongside, I found to contain three men, Mr. Sturgis, Mr. Charnick, and Mr. Stewart. The canoe was very large, capable of carrying at least 50 barrels, and just such a boat as is built for blockade running in the bay. I enquired their business at that time of night on the water and was informed that they were fishing, but from the facts that the boat contained but one or two bags of salt and no evidences of their having been fishing were to be seen, I regarded the boat as suspicious.

On the following day I asked the men if they were willing to take the oath of allegiance, making it entirely optional with themselves whether they did so or not. Two of them, Sturgis and Charnick, took the oath willingly, but Stewart positively refused to take it, and would assign no reason for so doing. From this and the fact that I was informed that Stewart was a Confederate soldier who had never been discharged from service, I thought it best to bring him to Yorktown. After coming here he became more communicative and informed me that he had been released from all obligations and stated that his reason for not taking the oath of allegiance was that he had property; that if the Confederates were successful in forming a government they would confiscate.

He said, however, that he was perfectly willing to give his parole of honor, and upon his giving it I released him and he started on his return to eastern shore on the morning of the 5th of October.

Very respectfully, your obedient servant,

J. H. GILLIS, Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Abstract log of the U. S. S. Commodore Jones, September 24, 1863, Lieutenant-Commander Gillis, U. S. Navy, commanding.

September 24.—At 7:30 p. m. a suspicious looking steamer passed by bound up the river. Immediately got underway and steamed after her and commenced firing from IX-inch gun. At 8:30 p. m. overhauled the steamer; she proved to be the army boat General Jesup, on a secret expedition. Expended 17 shell from IX-inch gun. At 9 p. m. found her to be all right and started back for Yorktown.

Letter from Major-General Foster, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding the firing upon the army steamer General Jesup by the U. S. S. Commodore Jones.

> HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA, Fort Monroe, Va., September 25, 1863.

ADMIRAL: For your information I have the honor to enclose copy of telegrams received this a. m.

The army gunboat General Jesup had been sent by me to West Point,

and I presume she was the vessel.

I have the honor to be, very respectfully, your obedient servant,
J. G. FOSTER,
Major-General.

Acting Rear-Admiral S. P. LEE, Gomdg. North Atlantic Blockading Squadron, Newport News.

[Enclosure.-Telegram.]

YORKTOWN, September 24, 1863—8:30 p. m.

An unknown steamer passed up at 8 o'clock, returning an indistinct answer to gunboat's hail, and running safely by. The Commodore Jones pursued her and is now firing slowly about 5 miles distant. Gunboat Putnam is at the mouth of Queen's Creek, and may intercept her.

I. J. WISTAR,

Brigadier-General.

Major-General Foster.

Report of Captain Gansevoort, U. S. Navy, regarding the arrival off Newport News of the abandoned schooner Samuel Pearsall.

> U. S. FLAGSHIP ROANOKE, Off Newport News, Va., September 25, 1863.

SIR: The commanding officer of the guardship Mystic, off Fortress Monroe, under date of the 23d, reports that the schooner Frank F. Randolph, Smith E. Risley, master, arrived that day from Accomac, bound to New York, having in tow the schooner Samuel Pearsall, of 40 or 50 tons burden, which she picked up at sea, abandoned, with no papers on board to give clue to her ownership or destination. I am further informed that she is loaded deep with wood, her hull and spars in apparently good condition, and that she has but one small anchor and chain.

She is now lying inside in charge of a keeper from the guardship, where she awaits the orders of the Navy Department.

I have the honor to be, sir, very respectfully, yours, GUERT GANSEVOORT,

GUERT GANSEVOORT, Captain and Senior Officer Present.

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

Report of Captain Gansevoort, U. S. Navy, regarding the movements of vessels off Wilmington, N. C.

U. S. S. ROANOKE,

Off Newport News, Va., September 25, 1863.

SIR: Dates from the blockade off Wilmington up to September 16 report the arrival of the U.S.S. Howquah off New Inlet on the 10th instant, of the U.S.S. Iron Age on the 11th instant, of the U.S.S. Shenandoah on the 12th, of the U.S.S. Maratanza off Western Bar to relieve the Sacramento on the 15th, of the U.S.S. Daylight at Beaufort, en route for New Inlet, on the 16th. The U.S.S. Connecticut left Hampton Roads for the blockade on the 18th, and the Dacotah on the 22d to relieve the Iroquois.

Under date of the 17th Commander Frailey reported in full to the Department the condition of the Quaker City at Beaufort at that time, his own operations, and Naval Constructor Hanscom's propositions to repair her damages. The Cambridge is still at Beaufort disabled.

repair her damages. The Cambridge is still at Beaufort disabled.

The force off New Inlet and Western Bar is probably composed at present of the following vessels: Shenandoah, Dacotah, Connecticut, Maratanza, James Adger, Nansemond, Montgomery, Daylight, Howquah, Niphon, Victoria, schooner T. A. Ward.

The Florida should be ready next week to leave the Gosport navy

yard for the blockade.

I have the honor to be, sir, very respectfully, yours,
GUERT GANSEVOORT,

GUERT GANSEVOORT, Captain and Senior Officer Present.

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

Order of Captain Gansevoort, U. S. Navy, to Fleet Paymaster Upham, U. S. Navy, to proceed to Beaufort, N. C.

U. S. S. ROANOKE,
Off Newport News, Va., September 28, 1863.

SIR: You will avail yourself of the quartermaster's steamer S. R. Spaulding to proceed to Beaufort, N. C., to carry out your instructions from Acting Rear-Admiral Lee, dated August 22, respecting the purchase of naval stores for the use of the Navy. You will please use all practicable dispatch in the prosecution of the duties intrusted to you. Respectfully, yours,

G. GANSEVOORT,

Captain and Senior Officer Present.

Fleet Paymaster C. C. UPHAM, U. S. Navy, U. S. S. Minnesota. Report of Acting Rear-Admiral Lee, U. S. Navy, regarding steamers Arabian, Phantom, Elizabeth, and A. D. Vance.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., September 29, 1863.

It has been ascertained that the steamer driven ashore near New Inlet when attempting to run out on the night of the 15th and wrecked, as reported by Captain Gansevoort in his letter of the 21st to the Department, was the Arabian.

The Richmond Whig of this date, received to night, and which will be forwarded to morrow to the Department, contains a paragraph announcing that "the Confederate States steamer *Phantom*, from Bermuda, was chased ashore near New Topsail Inlet on the 23d. She had a valuable cargo of government stores, etc. The crew all made their escape in boats."

The same paper also states: "The steamer Arabian, on going out at New Inlet bar one night last week, was forced back by the blockaders, got aground, and has gone to pieces near Fort Fisher. She was loaded principally with cotton. Vessel and cargo a total loss, all of which falls on private parties."

This paper also mentions a report that the steamers *Elizabeth* and *Advance* [A. D. Vance] have been captured by the blockaders off Wilmington, and mentions the belief of the Wilmington Journal that the report of the capture of the *Elizabeth* is correct.

No reports have been received yet from the blockading force regard-

ing these two vessels.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Abstract log of the U.S. S. Niphon, Acting Master Breck, U.S. Navy, commanding, September 4-29, 1863.

September 4.—The U. S. frigate Minnesota sailed for Fortress Monroe and took our chronometer with her without giving a receipt.

September 7.—At 1 p. m. beat to quarters and opened fire upon a rebel blockade runner, steamer, lying to an anchor outside and close to New Inlet, under the guns of the rebel batteries. Fired 15 rounds from the 20-pounder pivot gun and drove her inside. At 1:45 p. m. ceased firing and returned to our station.

September 8.—At dawn of day saw two steamers, one on the bar, very long, with two white smokestacks, two masts, side-wheel, of about 900 tons. The other off Fort Fisher, side-wheel, double smokestacks, two masts, of 600 or 700 tons; appears to be armed with four broadside guns. Both flying the Confederate flag. In the forenoon stood in and fired 15 rounds from the 20-pounder pivot at them.

September 9.—At 5 a.m. saw a side-wheel steamer with white smokestack, very long, two small masts, fore and aft rig, of about 250 tons; seen inside of Zeek's Island, steering up the river; must have come in on the south side. The rebel steamer, which was run ashore by the U. S. S. Nansemond, had steam up and a tug alongside; did not succeed in getting off. At 8 a. m. saw a steamer inside of Zeek's Island, sidewheel, and black smokestack, a slanting house fore and aft, sharp at both ends, painted white or light lead color; by all appearance looks like a ram. A tug with a lighter in tow got alongside the rebel steamer ashore to take out cargo. At 4 p. m. commenced, in company with the U. S. S. 'Nansemond, to fire at the rebel steamer ashore under Fort Fisher. Fired one 10-second 32-pounder, one 10-second and sixteen 15-second 20-pounder shells. The fort and Mound opened fire on us. At 4:45 ceased firing.

September 10.—At 5:30 p. m. the rebel steamer got off, and a salute

was fired from the fort.

September 12.—At 7:20 p. m. saw steamer and black smoke, fired three rockets in the direction and gave chase. At 8 p. m. lost sight of her.

September 15.—At 7:30 p. m. saw rockets to the south; got underway and stood S. S. E.; saw rockets and flashes of two guns; stood south. Communicated with flagship. Returned to our station.

September 16.—At 5 a. m. saw steamer; stood for her; was discovered to be a blockade runner ashore off Fort Fisher; fired a gun at her. At 11 a. m. commenced firing on the steamer ashore, which was flying English colors; fired 16 rounds from the 20-pounder pivot gun and struck her twice, upon which she was deserted by her crew in boats. The forts returned the fire for about half an hour, their shot and shell fell short. At 7:30 p. m. sent second cutter with armed crew in charge of Acting Ensign N. Larsen, in company with a boat from the Iron Age, to destroy and set fire to the said blockade runner, with instructions not to board her if the sea was breaking so heavy as to endanger the safety of the boats. At 10 p. m. the boats returned, having failed to set the steamer on fire, the surf breaking too heavy for the boats to get alongside.

September 18.—At 2 p. m. saw pieces of the English blockade runner ashore under Fort Fisher floating by. She will prove a total wreck.

Saw some cotton floating about; picked up 9 bales.

September 29.—At 0:30 p. m. beat to quarters and commenced firing at the steamer *Phantom* ashore in latitude 34° 13′ N., and longitude 77° 50′ W. Fired 76 rounds and struck her about twenty times. At 2 p. m. ceased firing.

Order of Acting Rear-Admiral Lee, U.S. Navy, to Lieutenant-Commander Gillis, U.S. Navy, relieving him from guard duty at Yorktown.

U. S. FLAGSHIP MINNESOTA, Off Newport News, September 30, 1863.

Sin: I send herewith the Mystic to report to you as a guardship off Yorktown. Transfer to her commanding officer all papers and instructions necessary to enable him to carry on his duties. My main object in sending this vessel is to relieve you as far as possible from the necessity of remaining at Yorktown with your vessel as guardship or as a protection to the town, and to enable you to move more freely than heretofore on the coast and give the services of your vessel and your personal supervision to assist in maintaining the blockade in the Chesapeake, which, as recent circumstances indicate, require an increase of

strength and vigilance, not only to prevent illegal trade, but to protect

the public interests from the naval expeditions of the enemy.

You may, therefore, in issuing permits to vessels to gather oysters, regard Back River and Poquosin River as included in the limits within which this privilege is allowed under the usual restrictions to prevent illegal traffic. Let the oystermen be watched as closely as practicable.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Lieutenant Commander J. H. GILLIS, U. S. Navy, Commanding U. S. S. Commodore Jones, off Yorktown, Va.

Report of Acting Rear-Admiral Lee, U.S. Navy, of the departure of the U. S. steamers Fahkee and Admiral Du Pont for Charleston, S. C.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., September 30, 1863.

SIR: I have the honor to inform the Department that the U.S.S. Fahkee and the chartered steamer Admiral Du Pont left the roads at midnight last night for Charleston, S. C., with the rafts, torpedoes, and XI inch ammunition for Rear-Admiral Dahlgren.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

Ask him if Inspector Griffiths returned in time to join the vessels.

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

> U. S. S. HETZEL, Off Washington, N. C., September 30, 1863.

ADMIRAL: I have the honor to submit the following semimonthly statement of the disposition of naval vessels in the sounds, for term ending at date:

September 16.—The Delaware left New Berne for Bodie's Island.

September 17.—The Granite left for Ocracoke. The Valley City arrived from Hatteras.

September 18.—The Seymour arrived from Hatteras.

September 20.—The Whitehead left for Hatteras Inlet and to cruise

in the sounds. The Valley City left to cruise in the Neuse River.

September 21.—The Valley City returned for repairs, having been in collision with the Vidette.

September 22,—The Underwriter arrived from Plymouth for stores.

September 23.—The Delaware arrived from Bodie's Island. The Hetzel left for Washington.

September 21.—The Hetzel arrived at Washington. September 27.—The Underwriter left New Berne for Hatteras Inlet. September 30.—The Hetzel left Washington for Plymouth. The Delaware, Valley City, and Seymour are at New Berne. The Louisiana and Commodore Hull are at Washington. The Miami, Whitehead, Underwriter, and Brinker are at Hatteras Inlet. The Southfield is at Plymouth. The Granite is at Ocracoke. The Hetzel is cruising in the sounds.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT, Commander, etc.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the arrival of the U.S. S. Britannia at Beaufort, N.C., in disabled condition.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., September 30, 1863.

SIR: I have received reports from Acting Master H. H. Savage, commanding U. S. S. Britannia, detailing his passage from Boston to Beaufort, into which port he was towed disabled, September 26, his engineer having reported the crown sheets of the boilers in three of the furnaces so sunk down that he considered it unsafe to keep steam on them any longer. A survey, held on the 26th, by order of Captain Caso, found the arches of the furnaces in a very bad condition, caused by negligence or incompetence of the engineers, only one of them having been at sea before, he for only six months, and none of them having had any experience with a low-pressure engine or the use of boilers with salt water.

Captain Case, after having put off duty all the Britannia's engineers and temporarily supplied their places with others, directed Acting Master Savage to bring her to Hampton Roads as soon as practicable, where she has not yet arrived.

On her arrival I shall have her case thoroughly resurveyed.

I would respectfully urge that in default of this vessel the Vicksburg be sent, when ready, to the Wilmington blockade, her commanding officer, Lieutenant-Commander Braine, being thoroughly familiar with it, and competent in every respect for blockading duty.

The fact that the Nansemond also, as I have been unofficially informed, has been partially disabled in her boilers by the ignorance of one of her young engineers, is an additional reason why this, the most difficult and at present perhaps the most important of all the blockading stations, should be strengthened as soon as possible.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. C. Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

# U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., October 3, 1863.

SIR: The following is the present disposition of the vessels attached to the North Atlantic Blockading Squadron:

Control of the Contro		
Name.	Station.	Remarks.
	<u> </u>	
	Logist	
Minnesota	Off Nowport News	Flagship, disabled.
Koulloke	do	Ironclad; frigate. Ironclad; monitor.
	do	Waiting for repairs.
Shokokon	do	Lo.
Mount Washington	do	Dispatch boat.
Stepping Stones	do	Picket boat, to be transferred
Alont	do	to Mobjack Bay,
	do	Tug, on general service.
Brandywine	Hampton Roads	Hulk; storeship.
Charles Phelus	!do	Coal hulk.
St. Lawrence	do	Frigate; ordnance vessel.
Ben Morgan	do	
Roman		Hulk; ordnance vessel, to be used for coal if practi-
		cable.
Могве	do	Guard ship off Fortress Mon-
XII 3 AA.	Nr. 2 11 - Nr.	ros
w yandotte	Norfolk, Va	
Florida	do	condemned.
	do	At navy yard, repairing. Do.
	do	Do.
Commodoro Morris	do	Do.
Lockwood	do	Do.
Cohagast	do	Do. Tug <u>;</u> at navy yard, repairing.
	do	Do.
Young America	do	Do.
Commodore Jones	York River and Chesapeake Baydo	
Mystic	(D	Guard ship at Yorktown,
General Putnam	do	disabled.  Nearly useless by over-
1	i	weight of boiler.
Young Rover	do	Steam bark.
Samuel Rotan	do	Schooner.
Hatral	Gone to Charleston; to return	
Whitehead	do	
Commodore Hull	do	:
	do	
	do	
Granita	do	Sloop.
Seymour	dodo	istoop.
Albemarle	do	Storeship.
	do	
	dodo	
Dalawara	do	
Dacotah	Off Wilmington, N. Cdo	
James Adger	do	Defective flues.
Maratauza	do	
	do	:
Shenandoah	dodo	~
Howonah		
Montgomery	do	
Трор А со	do	
Tuscarora	do	
Release	do	Storeship.
Arioura	(10	Ordnanco storeship.
William Badger	(i	Storeship for coal.
Cambridge	do	Ordered to Hampton Roads
Britannia*	do	for repairs. Do.
Victoria	do	Do.
*Britannia arrived this morning from Beaufort for repairs.		
Similar and the sing from South of the topics		

Name.	Station.	Remarks.
Iroquois	At Northern ports repairing	Ordered to day to Baltimore
	do	
State of Georgia	do	At Philadelphia.
Thocura	do	Do.
enobscot	do	At New York.

New Berne, supply vessel, will leave New York on the 6th instant. I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter of Acting Rear-Admiral Lee, U. S. Navy, to Major-General Foster, U. S. Army, regarding cooperative expeditions.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., Saturday night, October 3, 1863.

GENERAL: It was not until you were on board this afternoon that I was fully aware of the number of gunboats necessary to cooperate with the movement of troops from Yorktown into Mathews and Gloucester counties, to entrap the rebels, who, with several boats (moved on wheels) have twice recently issued from those counties and committed depredations on the eastern shore of Virginia. It was then understood between us that the troops would march from Yorktown to morrow morning. and that the gunboats should rendezvous at Yorktown to-morrow, and leave there the next morning, some to go as high up North and East rivers as practicable, to cooperate with the troops, and others to prevent the escape of the rebels along the bay side and up the Piankatank. 10 o'clock to night I received your notification that the troops and gunboats (some of yours and those of the Navy stationed on that part of the blockade) had left Yorktown. I immediately dispatched two additional light-draft gunboats to the scene of operations to assist Lieutenant-Commander Gillis. I respectfully request that in future the plan of joint expedition within the limits of our commands shall, when practicable, be fully and timely arranged between you and myself. In the sounds of North Carolina emergencies may arise requiring immediate action from the senior army and navy officer present.

I have the honor to be, general, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Major-General J. G. FOSTER, U. S. Army,

Commanding Seventh Army Corps, Fortress Monroe, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, regarding measures of defense against the Confederate ironclad in the Roanoke River.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., October 3, 1863.

SIR: Report as soon as possible, with a sketch, what is the depth and width of the channels at the mouth of the Roanoke, and where obstructions, torpedoes, and an earthen work of suitable construction with heavy guns can best be placed to prevent the enemy's ironclad on the Roanoke from getting into the sounds or attacking Plymouth. Consult with the army authorities present, and initiate such practicable measures as will give the earliest effect to this plan of defense.

Respectfully, yours,

S. P. Lee,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Lieutenant-Commander C. W. Flusser, U. S. Navy, Commanding U. S. S. Miami, Plymouth, N. C.

Letter from Acting Master Sheer, U. S. Navy, to the assistant special agent of the Treasury, turning over sloop and liquors seized in Tanner's Creek.

U. S. S. WYANDOTTE, Off Norfolk, Va., October 5, 1863.

SIR: In compliance with orders received from Acting Rear Admiral S. P. Lee, I turn over to you a small sloop and 36 kegs marked brandy, whisky, gin, and Jamaica spirits, captured by me near the mouth of Tanner's Creek, in this vicinity, 18 kegs of which were captured on Wednesday night, September 23, 1863, on information given me by Robert Reed, an oysterman belonging to Portsmouth, Va. I sent a boat in charge of Acting Ensign [Benj.] Wood, who found 18 kegs buried in the sand, as was reported to me. The sloop was found in possession of Mr. Fisher, living near the place, to whom she had been left for repairs by an unknown party, and who informed Mr. Wood that he was certain she was the vessel that brought the liquor. On this information, substantiated by my informant, Robert Reed, I seized the sloop.

On the 27th September 18 more kegs of liquor were seized by Acting Ensign Wood, who, with a party of citizens, was on a pleasure excursion in the vicinity, and landed in Tanner's Creek to visit the batteries on the point, leaving two of the party in the boat. Shortly after the two citizens in the boat discovered some kegs partly buried in the sand, and commenced putting them in the boat, when two of the provost guard came along and arrested them, and after having assisted to place the kegs in the boat, they claimed the liquor. Soon after Mr. Wood returned, and hearing the statement from the two citizens, he took possession of the liquor and brought it alongside of this vessel, where I took charge of it.

On taking it on board, I found one of the kegs had been opened and part of its contents gone. On questioning my officer concerning it, he informs me that it had been opened by the two soldiers previous to his returning to the boat, and that they had in the meantime become intoxi-

cated. No person or papers of any description were found on board the sloop to indicate the ownership of the vessel or liquor.

Very respectfully, your obedient servant,

THOS. W. SHEER,
Acting Master, Commanding.

B. H. Morse,

Assistant Special Agent Treasury Department, Norfolk, Va.

Receipt of special agent of the Treasury for liquors captured by Acting Master Sheer, U. S. Navy.

NORFOLK, VA., October 5, 1863.

Received of Acting Master Sheer, commanding the Wyandotte, 36 kegs of whisky and a small sloop, captured by him in the vicinity of Tanner's Creek, \* \* \* and claimed to be the property of persons unknown, which property I have received as special agent of the Treasury Department, appointed in pursuance of certain acts of Congress, approved July 13, 1861, May 20, 1862, and March 13, 1863; the said property to be transported and disposed of under the regulations of the Secretary of the Treasury prescribed in pursuance of the authority conferred on him by said acts.

B. H. Morse,

Assistant Special Agent Treasury Department.

Report of Captain Sands, U. S. Navy, transmitting report of Commander Harrell, U. S. Navy, regarding the insufficiency of the blockade of Western Bar.

U. S. S. DACOTAII,

Off New Inlet, Cape Fear River, October 6, 1863.

SIR: I enclose herewith a communication received last night across the reef from Commander Harrell, senior officer off Western Bar.

I had already sent to him the *Victoria*, and will this evening have the *Calypso* ready for service, and will dispatch her to the other side of the shoal. The latter I have had anchored near me for three days with hauled fires, undergoing repairs to her engines.

Through the untiring zeal and energy of Chief Engineer Thomson, of the Shenandoah, and facilities afforded by Captain Ridgely, of that vessel, I have been enabled to render both the Victoria and Calypso efficient for service on the other side of the reef, where they seem to be so much needed. I can scarcely spare vessels from this side, and beg that more good, serviceable vessels (not those that are broken down or half repaired) may be sent to us, to more effectually put a stop to the trade carried on between Wilmington and Nassau and Bermuda.

I hope by the distribution of the force I have to make as good a month's work as the last, which has driven on shore four vessels (*Hebe*, Arabian, and Phantom on north side, and one unknown at Lockwood's Folly), one captured (Juno), and one (Banshee) made to throw overboard \$50,000 worth of cotton (169 bales).

Very respectfully, your obedient servant,

B. F. SANDS,

· Captain and Senior Officer, Blockade off Wilmington.

-Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

P. S.—I had scarcely concluded the foregoing before the appearance in the offing of the *Tuscarora* for blockade duty. Captain Parker being an old blockader and the force so small on the other side of the reef, I determined to dispatch his vessel to reinforce the blockade of Western Bar, to pick up some of those who will be attempting that entrance to Wilmington. She leaves to night for that duty.

Respectfully, etc.,

B. F. SANDS, Captain and Senior Officer.

[Enclosure.]

U. S. S. MARATANZA, Off Western Bar, October 5, 1863.

DEAR SIR: I feel it my duty to inform you that blockade running is of frequent occurrence at this place, and my utter inability with my present force to prevent it. A few days ago we discovered a steamer on the beach at Lockwood's Folly. We examined her and found that everything had been taken out of her and then burned, leaving nothing but the hull, which was buried deep in the sand. The Montgomery fired thirty or forty shells into her, eliciting no response from the shore. Doubtless she had been endeavoring to get into this place. The schooner Ward, on the 27th ultimo, fell in with a steamer just below Lockwood's Folly, fired at her, and drove her offshore. Last night the Victoria, being nearest in, discovered a steamer coming out. She immediately made the signal and gave chase, firing as long as she could see her. The Montgomery and myself joined in the pursuit, but I am sorry to say, with all our efforts, she eluded us and went safely out. Indeed, what else could you expect? With a full head of steam and all sail, with a good breeze, I made short 10 knots. I followed in the direction until daylight; discovering nothing, I returned to my anchorage.

As I have before stated, I deem it my duty to lay these facts before you, in order that you may augment my force if you have it in your power. The force on your side being so much larger than on this, I suppose, is the reason why they have determined to try their luck here. There should be at least three more vessels here, if it be possible to spare them (fast ones), in order to make the blockade at all effectual. I enclose you a slip from a newspaper, which will explain itself, in regard

to the Sumter, or the Gibraltar, as she was formerly called.

Very respectfully, etc.,

A. D. HARRELL, Commander.

Captain B. F. Sands, U. S. Navy, Commanding Blockading Fleet of Wilmington, N. C.

[Subenclosure.]

From Bermuda.—The brig Lizzie Barnaul arrived yesterday with dates from Hamilton, Bermuda, to the 18th instant.

The Bermuda Gazette explains the mystery of the sinking of the Confederate steamer Sumter, alias Gibraltar, in Charleston Harbor. She was fired into by Fort Moultrie, the rebels then probably mistaking her for a Federal man-of-war. Six hundred and thirty persons were on board of her at the time, and all but 20 were saved.

The Confederate steamer Ella and Annie, Captain Bonneau, arrived at St. George on the 7th from Wilmington. The pilot that brought her through was John R. Swan. The Ella and Annie measures 795 tons, is 258 feet in length, and 34 feet beam; the size of her cylinder

is 50 inches, and the stroke of piston 12 feet. She has a walking beam. The *Ella and Annie* was built in the United States, and before the commencement of the American difficulties was engaged as a packet vessel between New York and New Orleans.

A steamer (rebel) supposed to be the *Phantom*, from Wilmington, Va. [N. C.], was signaled off Bermuda on the evening of the 11th.

The following is a list of rebel vessels keeping up communication between Wilmington and other Confederate ports and Bermuda: Robert E. Lee, A. D. Vance, Eugenie, Phantom, Gladiator, Hansa, Harriet Pinckney, Nashville, Adele (captured), Ouachita, Herald (captured), Emma, Gibraltar (sunk in Charleston Harbor), Beauregard, Lady Davis, Banshee, Venus, Marion (captured), Ella and Annie, Phabe, Miriam, Lodona (captured), and Minho.

Her Majesty's ship Immortalité was about to proceed to New York.

Letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, regarding the Confederate ironclad in the Roanoke.

U. S. S. MIAMI, Plymouth, N. C., October 9, 1863.

MY DEAR DAVENPORT: If Behm should be sent home by the board of survey I should be much pleased to see French put in command of the Southfield. There is another report of the "Roanoke sheep." It is said she is surely coming down now in a few days, and as I intend to sink her, and need the aid of the Southfield, I know of no one whom I would rather have to aid me than French.

Yours, very truly,

C. W. FLUSSER.

Commander H. K. DAVENPORT, etc.

Report of Acting Rear-Admiral Lee, U.S. Navy, regarding the insufficiency of the blockade of New Inlet and Western Bar.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., October 10, 1863.

SIR: When the Tuscarora arrives off Wilmington there will be twelve steamers on the blockade off New Inlet and Western Bar, while the former requires about twenty and the latter half that number to make an efficient blockade.

Of these twelve steamers present, a third part, including two tugs, is fast, a third part is of fair speed, and the other third is composed of vessels fit to watch, but too slow to catch anything.

There are four other blockaders at or coming to the Gosport navy yard for repairs, one of which is fast, but will not be ready for several months. Another, the *Florida*, is fair, and will rejoin the blockade in a week or two, but the other two are very slow.

If the Florida relieves the Adger, there will still be twelve steamers

only off Wilmington.

Of the five other steamers to be assigned to that blockade, the Governor Buckingham, the Grand Gulf, the Keystone State, and the Monticello are believed to have very good speed; the quality of the Calypso is not known.

In addition to these it would be gratifying to have the Vicksburg. There are six other steamers from this squadron at Northern ports for repairs, all of which I hope the Department will allow to return to it, especially the Quaker City, Mount Vernon, and Iroquois.

Enclosed, A, is a list of the vessels now off Wilmington.

Enclosed, B, is a list of the vessels repairing at Gosport navy yard. Enclosed, C, is a list of the vessels promised for this squadron.

Enclosed, D, is a list of the vessels from this squadron repairing at

Northern ports.

The enclosed, E, from the London Times of September 25, is one of the many recent exposures of the weakness of the blockade of Wilmington. That of Charleston is now rarely violated.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Real-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

## [Enclosure.]

A.—Dacotah, James Adger, Maratanza, Nansemond, Connecticut, Daylight, Shenandoah, Howquah, Montgomery, Niphon, Iron Age, Tuscarora. B.—Florida, Cambridge, Britannia, Victoria.

C .- Keystone State, Calypso, Grand Gulf, Governor Buckingham, Mon-

ticello.

D.—Iroquois, State of Georgia, Quaker City, Chocura, Penobscot, Mount Vernon.

Report of Acting Volunteer Lieutenant Kennison, U. S. Navy, regarding the capture of a yawl off Horn Harbor.

U. S. SCHOONER SAMUEL ROTAN, Off Yorktown, October 10, 1863.

SIR: I very respectfully report that in obedience to your order I proceeded off Horn Harber and anchored in 2½ fathoms water.

October 9.—At 8 p. m. sent picket boat out in charge of Executive

Officer Thomas W. Spencer.

October 10.—At 2 a.m. saw a large yawl boat standing up the beach; picket boat gave chase, when the men in the yawl boat jumped overboard and made for the beach. While the men in the picket boat were making preparations to tow the yawl boat off, were fired into by at least 5 men from the beach, which was returned by picket boat's crew, but with what effect we do not know. The captured boat is about 25 feet long, and contained 15 sacks of salt, 2 boxes, and 1 valise of old clothing, of very little account, some old boots, and a compass; also 2 sails. Very respectfully, your obedient servant,

WM. W. KENNISON,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander JAS. H. GILLIS, Senior Naval Officer off Yorktown, Va. Report of Commander Parker, U. S. Navy, commanding U. S. S. Tuscarora, of arrival off Western Bar.

U. S. STEAM SLOOP TUSCARORA,

Off Western Bar, Wilmington, N. C., October 10, 1863.

Sir: I have the honor to report the arrival of the Tuscarora under

my command at this place on the morning of the 7th instant.

I reported to Captain B. F. Sands, senior officer of the blockade off Wilmington, at New Inlet, on the 6th instant, in obedience to my orders from the Navy Department, dated September 26, 1863, who ordered me to proceed to Western Bar as senior officer on duty on the blockade at that place.

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

WM. A. PARKER,

Commander.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Major-General Foster, U. S. Army, calling attention to a captured coasting manifest signed in blank.

HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA,

Fortress Monroe, October 10, 1863.

ADMIRAL: I have the honor to call your attention to the enclosed document captured on a recent expedition to Hog Island and vicinity.

Not being acquainted with the signature of the collector, I am not able to judge of the genuineness of the document. If, however, the signature is correct, it looks to me very suspicious, and as though this document was prepared expressly for the purpose of smuggling. At any rate, it looks like a very loose way of doing business to have such papers signed in blank in circulation.

I leave the matter, however, for your investigation, as it seems to belong more properly to your branch of the service, as I am certain that if any wrong was intended the offenders will be brought to immediate punishment.

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

servant,

J. G. FOSTER, Major-General, Commanding.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, off Newport News.

Report of Commander Almy, U. S. Navy, transmitting report of the capture of steamer Douro, October 11, 1863.

U. S. S. CONNECTICUT, Off New Inlet, October 14, 1863.

SIR: In forwarding the reports of Lieutenant Lamson of the running ashore and destruction of the Confederate steamer *Douro*, with a very valuable cargo, on the night of the 11th instant, I beg leave to call your attention to his highly commendable vigilance, skill, and energy in that affair, to which I was witness, somewhat distant, to be sure,

within hearing of the guns, and in sight of his rockets and the burning vessel, while I was guarding another spot.

Such side-wheel steamers as the Nansemond are highly useful here.

They would be still better if they were a little larger.

The *Douro* is the same steamer which was captured by the *Quaker City*, Commander Frailey, last spring, condemned, sold, taken to the British Provinces and then to Nassau. She now lies a perfect wreck just above the *Hebe*, and past ever being bought and sold again.

The 5 prisoners taken from on board of her I send by the New Berne for your directions as to their disposal. Their names, etc., are as follows: D. W. Morris, second mate, American; Fred. Roberts, third mate, American; Joseph Gilbraith, fireman, English; William Brown, sea-

man, German; Oscar Aichel, passenger, German.

The second mate, D. W. Morris, is a Northern man, pretending to possess Northern sentiments; is intelligent, and you may find a conversation with him interesting and useful. He pretends to a readiness to assist us in capturing blockade runners.

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

JOHN J. ALMY,

Commander and Senior Officer off New Inlet.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Enclosures.]

U. S. S. NANSEMOND, Off New Inlet, Wilmington, N. C., October 12, 1863.

SIR: I have the honor to report the capture and entire destruction by this vessel of the blockade runner *Douro*, from Wilmington, bound to Nassau, with a cargo of 550 bales of cotton, 279 boxes tobacco, 20 tierces tobacco, and a quantity of turpentine and rosin belonging to the Confederate Government.

At 8:30 last evening, being close inshore to the westward of the bar, we discovered a vessel coming up the beach in 2½ fathoms of water. I tried to get between him and the beach, but he was too close in. He then turned to run back to the bar, but I intercepted him, when he ran ashore.

I immediately sent Acting Ensign J. B. Henderson, Acting [Third] Assistant Engineer S. T. Strude, and Paymaster's Clerk R. W. Allen on board with two boats and a hawser, and ran in and anchored under his quarter. The *Douro's* engines were reversed, and for two hours we made every effort to get him off, but could not succeed, as he ran up at full speed, and there was considerable surf and a falling tide.

Finding we could not move him, I ordered him to be set on fire, as he lay within easy range of one of the rebel batteries. This was done so effectually that he was soon in a blaze from stem to stern, and by daylight had burned to the water's edge. I also fired a number of shots

into his machinery.

The captain and most of the crew escaped, but we captured the second and third officers, a passenger, and two of the crew.

The *Douro* was a propeller, owned in Wilmington, and had the cargo on freight for the rebel Government.

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

R. H. LAMSON, Lieutenant, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron. Notes of information obtained from prisoners taken from the Douro by Lieutenant Lamson, U. S. Navy, commanding U. S. S. Nansemond, October 12, 1863.

Mr. D. W. Norris (alias Morris), second officer, from Boston, left New York 22d June in steamer Daniel R. Quick, for Nassau; left Nassau 19th September in the Elizabeth, formerly the Atlantic, for Wilmington, with a general cargo, principally steel and saltpeter. Got ashore at Lockwood's Folly, 12 miles from Fort Caswell, and the captain burned the steamer on the morning of the 24th. Went to Wilmington and shipped in the Douro, Captain Jenkins, as second officer. Crossed the bar at New Inlet on the evening of the 11th October at 7:30. Douro's cargo consisted of 550 bales of cotton (part sea-island), 279 boxes tobacco, 21 tierces leaf tobacco, and a quantity of turpentine and rosin. The cargo was on freight and owned by the Confederate Government. Mr. Morris states that he entered this service for the purpose of obtaining information in regard to blockade runners, to be given to the United States Government, and that it was his intention to betray any vessel in which he might be into the hands of any blockaders. On coming on board Mr. Morris gave me [Lieutenant Lamson] 2 ounces of chloroform and 8 ounces of laudanum, which he says he bought to put into the whisky and water given the men in the fire room. There were in the river, awaiting opportunity to come out, the Cornubia, 9 feet; Sumter, not loaded; the Confederates had not bought her, and she was trying to ship a crew to make the round trip to Nassau, England, and return, probably with the design to have her boilers repaired; Margaret and Jessie, 9 feet; Fannie, 9 feet; Flora, propeller, 9 feet; Flora, side-wheel; General Beauregard, 10 feet; Lord Clyde; Eugenie, run on shore by the Nansemond on the evening of the 8th September, and so much damaged that her repairs are not yet completed; and Antonica. Mr. Morris says the signal for a blockade runner running in is a red lantern over a white one hung over the ship's side toward the shore and near the water. The bar is lighted up when this signal is observed.

When the *Venus* was chased to the bar by the *Nansemond* on the morning of the 20th September, her captain put his helm up to beach her on Smith's Island and had his boat lowered to near the water, when a shot struck the boat and knocked it to pieces. Rather than be taken, the captain headed up again for the bar and just succeeded in passing.

Order of the Secretary of the Navy to Commander Donaldson, U. S. Navy, to proceed to Wilmington.

NAVY DEPARTMENT, October 12, 1863.

SIR: Proceed with the U. S. S. Keystone State immediately off Wilmington, N. C., and report to the senior commanding officer present for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Commander EDWD. DONALDSON,

Commanding U. S. S. Keystone State, Philadelphia.

[Telegram.]

HALIFAX, NOVA SCOTIA, October 13, 1863. (Received at Washington 1:45 p. m.)

British-built iron screw steamer Robert E. Lee just arrived here with cargo cotton, tobacco, and turpentine from Wilmington; also 30 passengers. Was fired at coming out; will discharge cargo here and return.

M. M. JACKSON,

U. S. Consul.

Hon. W. H. SEWARD, Secretary State.

Report of Captain Sands, U. S. Navy, regarding the disposition of vessels off Wilmington.

U. S. S. DAGOTAH, Beaufort, N. C., October 13, 1863.

SIR: That you may be informed as to the disposition of the vessels off Wilmington I have to state that I have augmented the force off the Western Bar, where considerable blockade running had commenced since the increase of force on the New Inlet side, and there are stationed there the following, viz:

Tuscarora (Captain W. A. Parker, senior officer), Maratanza, Montgomery, Calypso, and Victoria. On the New Inlet side I have the Dacotah, Shenandoah, Connecticut, James Adger, Daylight, Howquah, Niphon, Iron Age, and Nansemond. Many of these last carrying but small quantity of coal, keeps about one-third of this force away at a time for coal, so that it is only occasionally that I can send a cruiser outside. I have directed that each vessel, as she fills with coal, [is] to leave Beaufort in the afternoon tide, when it is possible to steer south for 50 or 60 miles, or until daylight, to be at that time about where blockade runners would be escaping out of New Inlet. This will give me an outsider nearly every day, and does not take any more time away from the immediate blockade of the coast. I have also arranged the New Berne's departures and courses to the same end.

Captain Ridgely reports that on the morning of the 9th instant he picked [up] three white men in a boat who represent themselves as deserters from the rebel ram North Carolina, under command of William T. Muse ([formerly] lieutenant-commander, U. S. Navy). They say the ram is too shaky and weak to go to sea, and that she has moved from Smithville to New Inlet, under Fort Fisher; that Commodore Lynch is building a gunboat, which is nearly ready for launching, with which he She is to mount two 8-inch guns on intends to attack the blockaders. The names of the deserters are Thomas G. Burpivots, forward and aft. ris [Burroughs], John Ward, and James Grey. They had overstayed their liberty from their vessel, and a reward being offered for their apprehension, they stole a boat and escaped. I have not much faith in them, and not wishing to retain here men that might be spies (one case of a man taken in the Merrimae having been taken into the squadron as pilot, and subsequently escaped and returned to the rebels by way of New Berne with, of course, much information that could benefit the blockade runners), I have directed Captain Ridgely to send them to you by the New Berne upon her return to Hampton Roads for your further questioning and disposition. One of these deserters is the son of Burroughs, the pilot of the Minnesota, taken in the Merrimac, above alluded to.

The chief engineer of the vessel has examined William J. Moffitt, of the Niphon, and upon his recommendation [1] have assigned him as acting third assistant engineer for duty on board the Niphon, subject to your approval and appointment. I inclose the report of the examination by Chief Engineer Alex. Greer.

Very respectfully, etc., your obedient servant,

B. F. SANDS, Captain and Senior Officer.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant-Commander Gillis, U. S. Navy, regarding a search for torpedoes in the York River.

U. S. GUNBOAT COMMODORE JONES, Off Yorktown, Va., October 13, 1863.

SIR: I have to report that for the last three days I have been engaged in trying to find the torpedoes planted by the rebels in York River near Rowan's [Roane's] Point, just above the mouth of Potopotank Creek, but thus far have been unsuccessful in my endeavors. swept the channel for a distance of 2 miles, but could not find anything, although I am positive that torpedoes have been placed there. I have positive information from so many different sources that I can not doubt but what the rebels have been lately engaged in planting them at intervals from Rowan's [Roane's] Point up to West Point, and up the Pamunkey River as far as the White House. Men were seen at work in the river (where I dragged and swept) for several hours, and a week ago last Thursday two wagons brought down thirty-six torpedoes to be placed in the river. While on shore to-day for the purpose of making enquiries of a man by the name of Wright, whose son is pilot on board this vessel, I learned that a regiment of rebel cavalry had camped at a place called Plain View, only 5 miles from Mr. Wright's house, and that they were on their way down to meet our troops that had been in Mathews County. I understood that they were commanded by a Colonel Hulse. I have given General Wistar information of their approach, and he has made every disposition to repel them should they attempt the capture of Gloucester Point, and I have this vessel and the Mustic both in readiness to give every assistance should it be needed.

I enclose a hastily drawn, and consequently very rough, sketch of the plan adopted in sweeping for the torpedoes.

Very respectfully, your obedient servant,

J. H. GILLIS, Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Order of Acting Rear Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, for a reconnoissance on Smith's Island.

Confidential.

U. S. FLAGSHIP MINNESOTA, October 13, 1863—p. m.

SIR: General Foster was on board to day and desired that the navy should make a reconnoissance on Smith's Island, to ascertain if the enemy is fortifying it; and if so, where and how.

This will require volunteers fitted for the service. Officers, men, and marines captured in their uniform are prisoners of war. It is desirable

not to have the reconnoissance discovered or divulged.

Would not the woods on the east side and south end of Smith's Island be a good place to land a small party or one or two persons to explore gradually and report as prearranged? The refugees recently sent up from the blockade say that the enemy are fortifying Smith's Island and cutting roads.

Is this on the east side or at Bald Head, or both? Confer with a few of those best suited to the service and arrange as good a plan as possi-

ble, and let me know the result obtained as soon as practicable.

Respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Captain B. F. SANDS, U. S. Navy,

Comdg. U. S. S. Dacotah, Senior Officer off New Inlet, N. C.

[Telegram.]

FORT MONROE, October 13, 1863. (Received at Washington 7.30 p. m.)

Fahkee just arrived here. Left Charleston Bar Saturday evening towing Madgie, which was leaking badly. Next evening at 5 o'clock strong breeze from northeast and rough sea. Madgie filled and went down off Frying Pan Shoals. Officers and crew were saved and but little else. The mail will be sent to morrow. The Ironsides is safe and sound. No news.

S. P. LEE, Acting Rear-Admiral.

Hon. GIDEON WELLES, Secretary Navy.

Report of Acting Ensign Webb, U. S. Navy, of the sinking of the U. S. S. Madgie, in tow of the U. S. S. Fahkee, en route from Charleston, S. C.

U. S. S. FAHKEE, Hampton Roads, Virginia, October 13, 1863.

SIR: I have the honor to report that on Saturday, October 10, pursuant to an order from Rear-Admiral Dahlgren, I left Charleston Bar with this vessel at 5 p. m., having in tow the U.S. S. Madgie for Hampton Roads.

Through the night the weather was fine, with smooth sea, and wind light from N. E., increasing at 4 a. m. to a fresh breeze, and sea rising.

At 6:30 p. m. of Sunday, October 11, a strong breeze then blowing from N. N. E., with a rough sea, the preconcerted signal of "wanting assistance" was made from the *Madgie*, and on immediately stopping the engine I was informed by Acting Master Polleys, her commanding officer, that the *Madgie* was sinking, and that he wished to be taken off with his crew. All were safely transferred to this vessel, and at 8:45 p. m., Frying Pan Shoals light-ship then bearing by compass N. W., 12 miles distant, the *Madgie* lurched heavily to starboard and sank in 18 fathoms of water:

The hawser by which this vessel had been towing the Madgie was then immediately cut and the Fahkee proceeded on her way to Hampton Roads.

With the exception of three boats, the chronometer, and some few private effects of the officers and crew, nothing was saved from the Madgie.

I enclose a certified list of the officers and crew of the Madgie, now

on board this vessel.

I have the honor to be, sir, very respectfully, your obedient servant, FRANCIS R. WEBB,

Acting Ensign, Commanding.

Acting Rear-Admiral S. P. LEE, U. S. Navy, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting a captured coasting manifest signed in blank.

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U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., October 14, 1863.

SIR: I enclose herewith a coasting manifest in blank, signed by J. D. West, collector.

This document has been sent to me by Major-General Foster, who, under date of the 10th instant, informs me that it was "captured on a recent expedition to Hog Island and vicinity," on the Atlantic side of the eastern shore of Virginia, and expresses his suspicions that if the signature is not a forgery the paper has been expressly prepared for smuggling. He adds, "At any rate, it looks like a very loose way of doing business to have such papers signed in blank in circulation."

I respectfully submit the matter to the Department.

I have sent the Stepping Stones to visit all the entrances on the sea and bay coast of Accomac and Northampton counties.

I have the honor to be, sir, very respectfully, yours,

S P LEE

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, directing that the eastern shore of Virginia be included within the limits of his command.

NAVY DEPARTMENT, October 14, 1863.

SIR: Commodore Harwood has furnished the Department with a copy of your letter\* to him of the 8th instant, in reference to depredations on the eastern shore of Virginia.

The Department was under the impression that it had given such orders as would embrace the eastern shore of Virginia within the limits of the North Atlantic Blockading Squadron, but it seems it did not,

<sup>\*</sup> See Series I, Vol. 5, p. 361.

although the vessels of that squadron, when under Admiral Goldsborough, visited that quarter occasionally.

You will hereafter consider it within the limits of your command.

Very respectfully, etc.,

GIDEON WELLES. Secretary of the Navy.

Acting Rear Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Old Point Comfort.

Report of Acting Volunteer Lieutenaut MacDiarmid, U. S. Navy, regarding the capture of a small sloop near Little River, North Carolina.

> U. S. S. VICTORIA, Off Wilmington, N. C., October 15, 1863.

SIR: I have the honor to report that about 6 a.m. on the 13th instant I captured a small sloop a mile to the westward of Little River, North Carolina. I towed her up to the fleet and anchored her under the lee of Smith's Island. It blew fresh from the northeast during the night, badly damaging her cargo, which consisted of 11 sacks of salt, 2 boxes of soap, and two half barrels of sal soda. No papers were found on board.

Very respectfully, your obedient servant,

JOHN MACDIARMID,

Acting Volunteer Lieutenant, Commanding U. S. S. Victoria.

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

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

> U. S. S. HETZEL, Off New Berne, N. C., October 15, 1863.

ADMIRAL: I have the honor to submit the following semimonthly statement of the disposition of vessels in the sounds for term ending at date:

October 1.—The Hetzel arrived at Plymouth.

October 2.—The Underwriter arrived at Plymouth from New Berne.

October 4.—The Hetzel and Southfield went to Edenton and returned.

October 6.—The Hetzel left Plymouth, the Miami left New Berne for Plymouth, and the Louisiana left Washington for Hatteras.

October 7.—The Hetzel arrived at Hatteras. The Whitehead left Hatteras for Plymouth.

October 8.—The Hetzel left Hatteras for New Berne. October 9.—The Hetzel arrived at New Berne.

October 15.—The Louisiana arrived at New Berne. The Miami, Southfield, Underwriter, and Whitehead are at Plymouth. The Commodore Hull is at Washington. The Hetzel, Louisiana, Valley City, Delaware, and Seymour are at New Berne. The Brinker is at Hatteras Inlet and the Granite at Ocracoke.

I have the honor to be, very respectfully,

H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Lamson, U. S. Navy, commanding U. S. S. Nansemond, of the pursuit of dispatch steamer Oleander, October 15, 1863.

U. S. S. NANSEMOND, Beaufort, N. C., October 16, 1863.

SIR: It becomes my painful duty to report to you the death, yesterday, of Acting Third Assistant Engineer S. T. Strude and Seaman George Terry, by the breaking of a boat davit under the following circumstances:

For several days I have been stationed as picket boat to the westward of the fleet, off New Inlet, and yesterday morning at 9 o'clock made a strange sail to seaward without spars, and making very black smoke.

I signaled to the senior officer, and started in chase, heading E. S. E. The *Howquah* stood out from the *Dacotah*, and joined in the chase, but in two hours and ten minutes was entirely out of sight astern.

The stranger stood from us, showing black smoke occasionally, and going very fast.

We headed for her, running during the forenoon various courses from E. S. E. to N. E. by N. and making fully 15 knots per hour.

At 12 m. a heavy rain squall came up, during which we kept sight of him with great difficulty, once or twice losing sight of him for a few minutes

Between 2 and 3 p. m. we were coming up with the chase quite rapidly, heading nearly for the Lookout Shoals. She soon hauled in for the land, and when off Beaufort stood off to the eastward again. I headed out to intercept him, when he stood in for the beach, as I supposed with the intention of going ashore, when I fired a shot across his bows, which brought him to, and he showed the American colors and a number. This was the first time he had shown any colors during the day, ours had been flying all the time.

When we saw him head for the beach, I directed my executive officer, Mr. Porter, to get our boats ready to go on board of him, and to take an engineer and three firemen with him.

The boats were cleared away, with three men in each to lower and

unhook when we stopped.

Mr. Strude asked to go, and got into the port quarter boat with his three firemen, without Mr. Porter's knowledge. The weight proved too much for the davits, the after one breaking off just above the guard, and precipitating all in the boat into the water.

Mr. Strude and Seaman George Terry were in the stern sheets and were struck by the boat or davit, and never rose; the others rose to the surface. The vessel was stopped at once and the other boat lowered immediately. The men were all rescued except the two who disappeared so suddenly.

This sad accident has thrown a deep gloom over all on board.

Mr. Strude had won the confidence and esteem of all on board by his attention to duty, his knowledge of his profession, and his amiable manners.

Terry was an excellent man and a good seaman.

The chase proved to be the dispatch boat Oleander, Acting Master John S. Dennis commanding, from Charleston, bound to Fortress Monroe.

I can not refrain, sir, from calling your attention to the strange conductof the Oleander in thus approaching the blockading fleet and making black smoke, which was caused, I was informed by Captain Dennis,

by pieces of hawser and other things thrown into the furnaces by some one on board. The vessels must have been seen to stand out for him, and their object could only be to ascertain his character. It would seem also that it must have been evident that I was chasing, by my altering my course whenever he did, as well as by the rate at which I was running.

The Oleander is a very fast, light steamer, and, I am told, has on one or two occasions run away from blockaders who have attempted to

speak her.

During the chase the Nansemond fully met the expectations of all on board, going easily 15 knots per hour, and part of the time nearly 16.

We came in last evening at dusk, have coaled, and will go out this afternoon.

I have to request that another third assistant engineer may be appointed in Mr. Strude's place.

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

R. H. LAMSON, Lieutenant, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Master Dennis, U. S. Navy, commanding dispatch steamer Oleander, of the pursuit of that vessel by the U. S. S. Nansemond, October 15, 1863.

> U. S. S. OLEANDER, Hampton Roads, October 19, 1863.

SIR: Having received a request from you verbally that you wished me to explain why I came by the blockading fleet off Wilmington and not letting myself be known to those vessels, in answer to the above I would most respectfully state that on the morning of the 13th I ran inshore on the southwest side of Frying Pan Shoals and came to an anchor (it blowing fresh at the time from N. E.). I there reported to the senior officer.

On the morning of the 15th I got underway in plain sight of three or four blockading vessels. I crossed the shoal, being then about 4 miles from U. S. S. James Adger, she getting underway and standing to the north. I ran up, steering E. N. E. by my compass, but making a N. E. course (my compass being very much out of the way). I saw the James Adger go near four different vessels, which were all the vessels I saw to the north of the shoal. About 10 a. m. I saw the smoke of a steamer apparently in the direction where I had seen the Adger last. I did not think that there was any steamer after us, unless she was bound north as well as myself, as I thought that the James Adger had communicated with all the vessels on that station; consequently they would all know who we were.

About 12 m., as it cleared away (had been rainy), we saw that the steamer had gained on us several miles, and was making a great deal of black smoke (caused by burning pork, as Lieutenant Lamson informed me). I still was under the impression that the steamer was bound north, as she fired no gun or showed any other signal that she wished to speak us until after I had slowed down and rounded in for the outer buoy off Beaufort Harbor, N. C., and the pilot coming out to me, when a gun was fired from the Nansemond. I hoisted my number, took a pilot on

board, and ran into the harbor; the Nansemond also took a pilot and came inside. I reported to the senior officer at this station, also took in some coal, and in conclusion, I would most respectfully say, that as far as the movements of the Oleander were concerned, I can see nothing that should make any one think that she was a blockade runner, as I steered a direct course for Cape Lookout light until I judged myselt far enough to haul in for Beaufort, and I am not aware that there was any black smoke from my steamer before 12 o'clock m. When I saw it I immediately enquired why we were making such a black smoke, and finally, after a good deal of talking, found that some of the men had put a piece of hemp hawser about 2 fathoms long into the furnace. That was the only time that I saw black smoke during the day.

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

JOHN S. DENNIS,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the delivery to owners of the schooner Samuel Pearsall.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., October 16, 1863.

SIR: Agreeably to the Department's order of September 29, I have to-day directed the commanding officer of the guard ship off Fort Monroe to deliver up to Morris Abrams the schooner Samuel Pearsall, referred to in Captain Gansevoort's letter of September 29 to the Department as having been picked up abandoned at sea by the schooner F. F. Randolph, said Morris Abrams having presented a power of attorney from the owners of the S. Pearsall and a request on the part of the salvors to deliver her up into his charge.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U.S. Navy, regarding expedition up Jumes River in search of Confederate steamer.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., October 16, 1863.

Sin: At 8:45 p. m. yesterday I received a dispatch from General Foster informing me that he had received telegraphic information from Williamsburg that at 7:30 p. m. a steamer was in James River opposite Hog Island, and that rockets were thrown up in the direction of the rebel signal station next above Hog Island.

I immediately dispatched two tugs, under temporary command of Lieutenant Fysic and Ensign Niles, to effect the capture of this small

steamer, which I suppose was there for mails, merchandise, etc.

This morning the tugs returned without having seen the reported rebel, which had probably got off before their arrival, as they were

compelled to move slowly and feel their way by night. The enemy has a regular system of signals in operation along James River. I have the honor to be, sir, very respectfully, yours, S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES.

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Fyffe, U. S. Navy, regarding expedition up the James River in search of Confederate steamer.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., October 16, 1863.

Sir: I have respectfully to report that in obedience to your verbal order I started at 11 p. m. yesterday on a reconnoissance up the James River in the steam tug Lilae, accompanied by Ensign Marston Niles in the steam tug Young America. The weather was dark and thick and our progress slow, having to feel our way with the lead. At about C:30 a.m. to-day, at a point on the south side of the river about 2 miles below Hog Island, a signal was made with lights, which was immediately answered from several points on both sides of the river and above us. The Lilar threw a shell at the signal station, when both vessels stood on up the river, stopping off Hog Island for about half an hour, after which passed on up above the old town of Jamestown, examining all the creeks and coves, but found no vessel or boats of any kind. At about 6:30 a. m. started on our return to this place. At 7:30, on passing the place from which we had been signalized, both vessels threw five shells each into the woods about the station.

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

JOSEPH P. FYFFE, Lieutenant, U. S. Navy.

Acting Rear Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, off Newport News.

[Telogram.]

. . . . . . . . . . .

FORT MONROE, October 16, 1863—12 m.

Telegram from Williamsburg states that the rebel steamer seen in the James River last night went up the river this morning at daybreak. It was too misty to distinguish colors. Shortly afterwards two other steamers came down.

> EDWARD E. POTTER. Ohief of Staff.

Admiral LEE.

[Telegram.]

U. S. FLAGSHIP MINNESOTA, Mewport News, Va., October 16, 1863-1:30 p. m.

Your telegram of meridian just received. On receipt of General Foster's telegram last night I disputched two tugs, which went up as far as Jamestown Island, saw nothing of the enemy's boat, and returned at daylight. These were perhaps the two other boats referred to. Shall always be glad to hear of the observations of your signal corps up the river.

S. P. Lee,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Brigadier-General E. E. POTTER,

Chief of Staff, Dept. of N. C. and Va., Fort Monroe.

Letter from Lieutenant Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, regarding affairs near Plymouth, N. C.

U. S. S. MIAMI, Plymouth, N. C., October 16, 1863.

MY DEAR DAVENPORT: I send you with this some things to be

forwarded to the admiral.

The law says a commanding officer can take away from a rated man any rate given by himself. Please ascertain from the Secretary of the Navy if that is to be understood as applying to rates given by a predecessor in command. There are men here rated by Harrell or Townsend who deserve punishment, but I do not like to disrate them without feeling sure that I am right.

You can send us more coal when you have it to spare. Behm is cruising in the eastern end of the sound. Underwriter and Whitehead are here; came in to-day from a cruise about the sound and up Pasquotank and Chowan rivers, cooperating with the army. Did nothing.

Army tampoco.

No news. Bother sickly yet. Our sick list has run up since our arrival here from two to eleven; none seriously sick. My regards to Mr. Thompson and others.

Yours, sincerely,

C. W. Flusser.

Commander DAVENPORT, etc.

Report of Lieutenant Commander Gillis, U. S. Navy, regarding the search for torpedoes in the York and Pamunkey rivers.

U. S. GUNBOAT COMMODORE JONES, Yorktown, Va., October 17, 1863.

SIR: The scout mentioned in my No. 96 of yesterday reports that he saw no troops between here and White House, and that there were

but four pickets at that place.

The position of the torpedoes planted by the rebels, as far as he could learn, was where I dragged and swept for them in the York River and at the blockade in the Pamunkey River. He will go out again and try and learn positively as to their position, when I shall make another effort for their removal. I would have continued the search for them, but deemed it important for me to cruise in the bay a portion of the time.

Very respectfully, etc.,

JAMES H. GILLIS, Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron. Letter from Major-General Foster, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, requesting guns for the army steamer Smith Briggs

> HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA, Fort Monroe, Va., October 17, 1863.

ADMIRAL: There is required to arm the steamer Smith Briggs for service in this department one 32-pounder gun with carriages, accouterments, and ammunition complete; one 30-pounder Parrott rifle with

acconterments and ammunition complete.

These guns are now in possession of Lieutenant-Commander D. Phenix and were returned to the Navy by the Army sometime since. When the steamer Smith Briggs was originally fitted up, these guns were borrowed from the Navy and were arranged on purpose for this service. They are now in the same condition, and I would respectfully request that they be turned over to the Army for use on the Briggs, proper officer giving receipt for the guns, carriages, accounterments, and ammunition.

Very respectfully and truly, your obedient servant, J. G. Foster,

Major-General, Commanding.

Acting Rear-Admiral S. P. Lee,

Comdg. North Atlantic Blockading Squadron, of Newport News.

Letter from Major General Foster, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, returning thanks for the loan of guns for the steamer Smith Briggs.

HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA, Fort Monroe, Va., October 18, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your communication\* of this date. In reply I beg you to accept my thanks

for the order on Lieutenant Commander Phenix, U.S. Navy.

As I only intended to borrow the guns and ammunition in question, your order to have them lent to me meets my views exactly, and I have instructed Major Stevenson, commanding U. S. army gunboats, to regard the property in that light, and to give such receipts for the same as the officer in charge may desire.

Allow me to assure you on this occasion, admiral, that it will always afford me the greatest pleasure to reciprocate these favors, and that any assistance or favors which I, or the troops under my command, can at any time extend to your branch of the service will be most cheer-

fully rendered.

I am, admiral, very respectfully, your obedient servant, J. G. FOSTER,

Major-General, Commanding.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, off Newport News.

Report of Acting Rear-Admiral Lee, U. S. Navy, referring to a proposed cooperative movement on Fort Powhatan.

Confidential.]
U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 18, 1863.

SIR: I remarked recently to General Foster that I thought Fort Powhatan should have been occupied after the Merrimack was destroyed,

instead of Suffolk and Williamsburg. He then expressed his readiness to occupy it now if I would keep his communications open. This would seem to require two ironclads (as the enemy are understood to have three ironclads at Richmond) until the army can mount some heavy guns at Fort Powhatan, though I am quite willing to undertake it with the Sangamon, if the Department has, as I hope, concluded to keep her in this squadron, and some of the new double-enders to keep open the communications of the army.

I have nothing here in addition to this ship and the two ironelads

but the Cambridge and Ceres, waiting repairs.

I recently examined, with General Foster, the fortifications on the Deep Creek and Western Branch line (5 miles long) for the defense of Norfolk, the navy yard, etc. These fortifications are on a scale worthy of the defense of Washington on one side, and were commenced by General Dix and well advanced before General Foster arrived. General Foster laments the labor previously expended on this line, which obliges him to complete it, but he has commenced an inner base of earthworks near to Portsmouth, the navy yard, and Norfolk which can be defended by a comparatively small force. The outer line will take a very large force. The navy yard, however, will be well fortified.

I have the honor to be, very respectfully.

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon, GIDEON WELLES,

Secretary of the Navy, Washington City, D. C.

[Endorsement.]

The question of occupying Fort Powhatan is a military one. In reference to military operations, should the War Department decide to make such occupation, the naval force under your command will be increased.

[G. V. Fox.]

Order of the Secretary of the Navy to Lieutenant Cushing, U.S. Navy, commanding U.S.S. Monticello.

NAVY DEPARTMENT, October 19, 1863.

SIR: Proceed to Hampton Roads, Virginia, with the U.S.S. Monticello and report to Acting Rear-Admiral Lee for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Lieutenant WILLIAM B. CUSHING, Commanding U. S. S. Monticello, Philadelphia.

Report of Captain Sands, U. S. Navy, regarding miscellaneous matters pertaining to the blockade.

U. S. S. DACOTAH,

Off New Inlet, Cape Fear River, October 19, 1863.

SIR: In conformity with your orders of October 9 I have transferred Acting Volunteer Lieutenant MacDiarmid from the command of the

Victoria to the command of the Howquah, and Acting Master C. W. Lee, commanding the latter vessel, to the command of the Victoria, with orders to proceed with her to Hampton Roads to report to you. The Victoria is hardly fit for this service, and I hope some other vessel may be substituted for her and be sent to us. At the same time I would respectfully suggest that the tug Violet, or some other small, fast vessel may be sent for service at the Western Bar as speedily as possible, where I found such an one of infinite service when I was senior officer there. If she could not carry a large quantity of coal, she could always be supplied from the larger vessels, as I did with the Violet.

I enclose some notes of information \* obtained by Lieutenant Lamson from the prisoners he captured in the *Douro*, which may be of interest I would respectfully call your attention to the conduct of the commanding officer of the tug Oleander in appearing off this inlet on his way to Beaufort, and by altering his course several times and burning pieces of tarred hawser to make black smoke, so as to simulate a blockade runner, and drawing from this station two steamers to chase. as a practical joke, to try the speed of the blockaders. She was chased by the Nansemond for six hours and at last overhauled and brought to by a shot, and did not show colors, and in every way pretending that she was a blockade runner, and the Nansemond, at the last moment, supposing him to be a prize, lost an engineer and one man in lowering his boat to board her as such, the commanding officer of the Oleander considering it a good joke thus to deprive the blockade of the services of one or more vessels if, by his maneuvers, any vessels could be drawn off in the pursuit. The absence of the Nansemond, in consequence of this joke, was severely felt, as the next morning a runner got in at this inlet, which could have been prevented could the Nansemond have been at her station and not been drawn off on a false chase. I understand it is not the first joke of the kind which this officer has practiced in the same vessel.

I have to report to you that I fear I may be obliged to absent myself with the *Dacotah* from this inlet for a time, to seek a harbor where my sick may be nursed, having this morning 33 cases of varioloid, or smallpox, among the crew. The cases are not now very violent, but there is apprehension of its increase. Should it spread more, or increase in virulence, I will be obliged to seek Beaufort, or probably Norfolk, to recuperate. I will remain, however, as long as there is hope of its preserving its present bounds, as I should regret very much the necessity to leave the blockade, where every vessel, and more if we can get them, is so much needed.

The Grand Gulf has just reported, and at the urgent request of Commander Parker, senior officer off Western Bar (where the runners are doing a brisk business since the strengthening of this side), I have assigned her to duty on that side for the present.

Very respectfully, etc., your obedient servant,

B. F. SANDS, Captain, U. S. Navy, Senior Officer.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads. [Telegram.]

U. S. FLAGSHIP MINNESOTA,

Newport News, Va., October 21, 1863-2:30 p. m.

Let Jones and Putnam be at Yorktown to morrow morning and wait orders from me. Let both be prepared to drag for torpedoes, about which get all information you can.

S. P. Lee, Acting Rear-Admiral.

Lieutenant Commander J. H. Gillis, Commanding U. S. S. Commodore Jones, Yorktown.

Destruction of the steamer Venus, October 21, 1863.

Report of Captain Sands, U. S. Navy, transmitting report of Lieutenant Lamson, U. S. Navy.

U. S. S. DACOTAH,

Off New Inlet, Cape Fear River, October 21, 1863.

SIR: I have the satisfaction to report to you the destruction of the large, fast blockade runner Venus, first seen and chased by the Nansemond, Lieutenant Lamson commanding, and run on shore by her captain while she was filling with water, by a shot from the Nansemond. With the assistance of the Niphon, Acting Master Breck, the Nansemond endeavored to pull her off the beach, but not succeeding they set fire to her about 3 a. m. this morning. At daylight, discovering that she was not burned effectually forward, she was again boarded and set on fire there, and the Niphon, Nansemond, and Iron Age finished the business by riddling her with shot, so that nothing is left but her iron hull, a complete wreek.

This makes a pretty good record of work for this division of the North Atlantic Blockading Squadron under your command for the last five weeks since the 15th of last month, viz: Arabian, run ashore at New Inlet; Hebe, on beach above Fort Fisher; Phantom, same place; Douro, same place; Venus, same place; Elizabeth, at Lockwood's Folly; Juno, captured, making a total of six destroyed and one captured. The Eugenie was also run on shore at New Inlet on the 8th September under the guns of Fort Fisher, where she was gotten off by the rebels, but so much damaged as to be yet under repairs at Wilmington.

Night before last Lieutenant Lamson projected and carried out a plan for obtaining information and bringing off the wife of Mr. Bowen, the pilot of the Nansemond, by landing a contraband acquainted with the locality near the former pilot station of Mr. Bowen and residence of Mrs. Bowen, who last night was taken off by the Niphon (in the absence of the Nansemond, away in chase) at a signal made by the contraband, and both are now safely on board the Nansemond.

I can not say too much in favor of such vessels as the Nansemond and Niphon, with their energetic commanding officers, for blockading purposes. Give us a few such and we will put a stop to this nefarious British trade and make Wilmington a closed port. With small, fast, low-pressure steamers for each of these inlets, we will go far to lessen materially the profits of blockade running.

The system of light, speedy vessels was inaugurated with the tug Violet at the Western Bar of Cape Fear River successfully while I was senior officer there, and we are now experiencing its good effect here. Although the Venus is said by her captain (a prisoner with his crow on board the

Nansemond) to be the best blockade runner and fastest in the trade, she was rapidly being overhauled by the Nansemond and was beached by her captain.

I find the Nansemond so useful that I am coaling her from this vessel

to keep her here during the next few dark nights.

The sickness on board does not seem to spread dangerously, though we have seven very serious cases, two of them [in a] critical condition, with but one new case since my last, and that one quite light. The weather has favored us so far, but a gale may necessitate our seeking a smoother place than this.

Your obedient servant.

B. F. Sands, Captain and Senior Officer.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

P. S.—I enclose report of Lieutenant Commanding Lamson, together with papers found on board, some of which may prove important. Respectfully, etc.,

B. F. SANDS.

[Enclosure.]

U. S. S. NANSEMOND, Off New Inlet, Wilmington, N. C., October 21, 1863.

SIR: I have the honor to report the capture and entire destruction of the blockade runner Venus, from Nassau to Wilmington, with a cargo

of lead, drugs, dry goods, bacon, and coffee.

This morning at 12:30 she attempted to run the blockade, but was discovered by this vessel, and after a short chase overhauled. When abeam, I opened fire on her, one shot striking her foremast, another exploding in her wardroom, a third passing through forward and killing one man, and a fourth, striking under the guard near the water line, knocked in an iron plate, causing her to make water fast. She was We boarded her at once, capturing her captain and 22 of her officers and crew. The U.S.S. Niphon, Acting Master J. B. Breck, commanding, which was lying near where she went ashore, came immediately to my assistance. I ran a 9-inch hawser to the Venus, and Captain Breck sent a 7-inch hawser to the Nansemond's bow, but all our efforts were unavailing, as the tide had turned ebb, and she was going at least 14 knots per hour when she went ashore. Finding it impossible to move her, I ordered her to be set on fire, which was done in three places by Acting Ensigns Porter and Henderson, of this vessel. Our boats were for some time exposed to a sharp fire of musketry from the beach, and the vessel was within range of one of the batteries. We had just commenced shelling her machinery when another vessel was seen offshore, and by the light of the burning steamer I was able to give him one shot and started in pursuit, but it was so cloudy and hazy that we lost sight of her almost immediately. I ran east at the rate of 14 knots till 7 o'clock, but did not get sight of him again, and ran back, making the land on the northward.

In the meantime, Captain Breck, with the assistance of the Iron Age, Lieutenant-Commander Stone, had completed the destruction of the Venus, her boilers having been blown up and her hull riddled with

1 have to express my thanks to Captain Breck for the prompt assistance rendered me by sending his boats to assist in carrying my heavy hawser and by sending a hawser to the Nansemond's bows. His boats then reported to Acting Ensign J. H. Porter, who was in charge of the Venus. The fire forward not burning as well as was expected, he sent

a boat on board in the morning and rekindled it.

The Venus was 265 feet long and 1,000 tons measurement, and is represented by her captain and officers to have been one of the finest and fastest vessels engaged in running the blockade. She had the finest engines of any vessel in this trade, and was sheathed completely over with iron. She drew 8 feet of water, and when bound out last crossed the bar at low water with over 600 bales of cotton on board. The wrecks of the Hebe, Douro, and Venus are within a short distance of each other.

Enclosed is a list of the officers and crew of the Venus, captured before they could escape.

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

R. H. LAMSON, Lieutenant, Commanding.

Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Lamson, U. S. Navy, transmitting list of vessels engaged in running the blockade in 1863.

U. S. S. NANSEMOND, Off Wilmington, N. C., October 25, 1863.

SIR: I have the honor to transmit herewith a list of vessels engaged in running the blockade during this year, a list of captures, and other items of information, obtained mostly from a private notebook found in the cabin of the *Venus* and supposed to belong to the captain.

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

R. H. Lamson, Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

#### [Enclosure.]

Vessels engaged in running the blockade in 1863.

[Those marked (C) have been captured or destroyed.]

Nina (C).
Leopard (C).
Antonica.
Thistle (C).
Douro (C).
Calypso (C).
Granite City (C).
Flora.
Ruby (C).
Eagle (C).
Havelock.
Douglass.
Annie Childs (C).
Wave Queen (C).
Graffe (C).
Cornubia (C).
Nicolai [I] (C).
St. John (C).
Hero (returned to England).
Gertrude (C).
Emma (C).
Emma (C).
Georgiana (C).
Pet.
Charleston

J. P. Hughes.
Banehee.
Alice (Mobile).
Arles (St. Thomas) (C).
Neptune (C).
Norseman (C).
Merrimae (C).
Kate (C).
Orion.
Siriens [Sirius t].
Atlantic.
Eugenie.
Cuba (Mobile) (C).
Raccoon.
Arabian (C).
Gladiator.
Hebe (C).
Venus (C).
Juno (C).
Princess Royal (C).
Cronstadt (C).
Phantom (C).
Lord Clyde.
Roon [Peon t].
Hero II.

Dolphin. Цапва. Ella. Spaulding (C).
Mary Ann.
Mail (C). Spunkie. Jupiter. Gibraltar. Boston. Scotia. Juno II. Flora II. Herald. Elizabeth (C). R. E. Lee. Beauregard. Sumter. Stonewall Jackson. Corsica. Bendigo. Diamond. Margaret and Jossie. Don. Fanny.

Total, 75; captured and destroyed, 32.

The Fanny arrived at Nassau from Charleston on the 25th August.

The Spaulding arrived from Charleston on the 22d September.

On the 9th October the Hansa arrived at Nassau, fifty-two hours from Wilmington.

Very respectfully submitted.

R. H. LAMSON, Lieutenant, Commanding.

Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron.

[Telegram.]

U. S. FLAGSHIP MINNESOTA, Newport News, Va., October 21, 1863—2:15 p. m.

Let Jones and Putnam be at Yorktown to-morrow morning and wait orders from me. Let both be prepared to drag for torpedoes, about which get all the information you can.

S. P. LEE, Acting Rear-Admiral.

Lieutenant-Commander J. H. GILLIS, Commanding U. S. S. Commodore Jones, Yorktown.

[Telegram.]

NEWPORT NEWS, October 22, 1863.

Massachusetts arrived in the roads this afternoon from Charleston, just in time to make connections with Baltimore boat, and Mr. Dahlgren went up with dispatches. No news. All well. The Geranium arrived this morning and will be repaired, coaled, and will leave to morrow evening unless otherwise ordered by the Department by telegraph.

S. P. Lee, Acting Rear-Admiral.

Hon. GIDEON WELLES.

Report of Commander Parker, U. S. Navy, regarding the escape of steamers over the Western Bar.

U. S. S. TUSCARORA, Beaufort, N. C., October 23, 1863.

SIR: I have to report the arrival of the Tuscarora under my command at this place to day for coal. I shall return to the Western Bar

off Wilmington, N. C., so soon as I can get my supplies.

I have also to report that a steamer ran in over the Western Bar on the night of the 19th instant, and another on the night of the 21st instant. The night was dark, and we could not see them, though we could hear the sound of the paddle wheels distinctly. I slipped my hawser, being anchored close in to the bar, but was unable to see them.

Respectfully, your obedient servant,

WM. A. PARKER, Commander.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Lieutenant Commander Roc, U. S. Navy, commanding the U.S. S. Sassacus.

NAVY DEPARTMENT, October 23, 1863.

SIR: You are authorized to proceed through the sound with the Sassacus, taking with you the constructing engineer, together with two or three of his machinists.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Lieutenant-Commander F. A. Roe, Commanding U. S. S. Sassacus, Boston.

Report of Lieutenant Commander Queen, U.S. Navy, regarding assistance rendered to the Steamer Jupiter, prize to U.S. S. Cimarron.

> U. S. S. FLORIDA, Off Beaufort, October 26, 1863.

Sir: I respectfully report that on the 25th instant, at 3 p. m., in latitude 34° 08' and longitude 77° 10', we made a strange steamer bearing E. N. E.; beat to quarters and fired a shot to heave her to. At 3:30 p.m. spoke stranger; proved to be the steamer Jupiter, prize to U.S.S. Cimarron. She reported herself to be in a sinking condition, with her ensign set union down, and requested assistance. Sent a boat to her, but could not board her on account of the sea; veered a hawser to her and took her in tow, wind blowing a gale from N. E., and a heavy sea running and breaking over her. At 6:30 a.m. on the 26th arrived off Beaufort Bar with the Jupiter in tow.

Ascertained on boarding her this morning that at the time she was taken in tow the water was gaining on her, with all her pumps going and crew bailing. One wheel damaged and best speed at any time had been 6 knots. Would doubtless have foundered if it had not been for our assistance.

Under these circumstances I would most respectfully make a claim for salvage, as entitled by the law in such cases.

As I wish to give you the earliest information I do not wait for the regular channel, but send direct.

I have the honor to be, most respectfully, your obedient servant, W. W. QUEEN, Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

[Endorsement.]

November 4, 1863.—The report of the prize master of the Jupiter, Acting Ensign Howes, under date of October 30, was forwarded to the Department by me November 2, 1863.

The within report, involving a point of law, is respectfully submitted

to the Department for its consideration and decision.

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Naval Constructor Hanscom, U. S. Navy, requesting his opinion regarding means for defense against torpedo attack.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., October 26, 1863.

SIR: Enclosed is a sketch of the steamer and torpedo arrangements with which the attempt was recently made to destroy the New Ironsides at Charleston. I wish to have your opinion as to having rafts or frames constructed to go around the Sangamon and Roanoke for their protection when at anchor, especially at night and in thick weather. These to go in sections around the bow and stern and along the sides, so that the vessel may either conveniently move and carry it with her, or slip her cable, and leave the raft anchored with a rope to it. I suppose the timber could be readily got up the |Dismal Swamp| Canal and convenient to the navy yard for this purpose. In what manner and time can such rafts be made?

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

I. HANSCOM,

Naval Constructor, Navy Yard, Norfolk, Va.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Trathen, U. S. Navy, commanding U. S. S. Mount Vernon.

NAVY DEPARTMENT, October 26, 1863.

SIR: Proceed to Hampton Roads, with the U. S. S. Mount Vernon, and report to Acting Rear-Admiral Lee for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant Jamer Trathen,
Commanding U. S. S. Mount Vernon, Philadelphia.

Order of the Secretary of the Navy to Acting Master Livingston, U.S. Navy, commanding U.S.S. Emma.

NAVY DEPARTMENT, October 26, 1863.

SIR: Proceed to Hampton Roads, with the U.S. S. Emma, and report to Acting Rear-Admiral Lee for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Master Geo. B. Livingston, Commanding U. S. S. Emma, New York. Order of the Secretary of the Navy to Commander Crosby, U. S. Navy, detaching him from duty as fleet captain.

NAVY DEPARTMENT, October 28, 1863.

SIR: You are hereby detached from duty as fleet captain of the North Atlantic Blockading Squadron, and you will report to Acting Rear-Admiral Lee for the command of the U.S.S. Florida (third rate). I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Commander Peirce Crosby, U. S. Navy, North Atlantic Blockading Squadron, Hampton Roads, Virginia.

[Endorsement.-Forwarded.]

U. S. S. MINNESOTA,

Off Newport News, Va., November 8, 1863.

You will take passage in the U.S. supply steamer New Berne on her next trip to the blockade off Wilmington, N. C., where you will report to Captain D. B. Ridgely, commanding U. S. S. Shenandoah, for command of the U.S.S. Florida.

S. P. LEE.

Actg. Rear-Admiral, Commdy. North Atlantic Blockading Squadron.

# [Tologram,]

NEWPORT NEWS, October 30, 1863.

Dacotak arrived at 8 o'clock last evening. The sick will be sent to the army hospital at Old Point.

> S. P. LEE, Acting Rear-Admiral.

Hon. GIDEON WELLES, Secretary Navy.

[Endorsement.]

Detach Captain Sands and order to report without delay to Admiral Paulding for command of Fort Jackson (second rate).

Report of Commander Davenport, U. S. Navy, regarding the disposition of the vessels of his command.

U. S. S. HETZEL, Off Ocracoke, N. C., October 31, 1863.

ADMIRAL: I have the honor to submit the following semimonthly statement of the disposition of vessels in the sounds for term ending at date:

October 16.—The Valley City sailed to cruise in the Neuse River. The Southfield arrived at Hatteras.

October 22.—The Valley City arrived at New Berne.

October 23.—The Valley City left for Washington, N. C.

October 25.—The Delaware left for Hatteras Inlet. October 26.—The Hetzel left for Hatteras Inlet.

October 27.—The Hetzel arrived at Hatteras Inlet.

October 29.—The Southfield and Delaware left Hatteras Inlei for New Berne.

October 30.—The Hetzel left Hatteras Inlet and ran down to New Berne.

October 31.—The Miami, Underwriter, and Whitehead are at Plymouth. The Valley City and Commodore Hull are at Washington. The Louisiana, Southfield, Delaware, and Seymour are at New Berne. The Hetzel and Granite are at Ocracoke. The Brinker is at Hatteras Inlet.

I have the honor to be, respectfully, your obedient servant, II. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Flusser, U. S. Navy, presenting plan of defense against the Confederate ironelad in the Roanoke River.

> U. S. S. MIAMI, Plymouth, N. C., October, 31, 1863.

SIR: I tried to make a survey of the rivers and cut-offs about here, but on account of the rough way in which it was done when the work was plotted, the streams intersected at points where they should have been several hundred feet apart, so I gave it up in disgust.

I send you a rough plan of the various streams without any attempt at measurement of distances, but which, with explanations, will enable

you to understand the position of Plymouth.

The vessel building above can run through any of the small streams shown on the chart. There is water enough for her to pass through Middle River, by way of the Lower Thoroughfare and Eastmost River, into the Roanoke.

If we desire only to prevent this vessel from getting into the sound, we might place torpedoes at the mouths of the Roanoke, Cashie, and Eastmost rivers, where the water is shoal and current not strong. But this would make it necessary to keep someone there to prevent their removal. If planted in the Roanoke, torpedoes must be set off by hand. Percussion will not do, on account of the strength of the stream and of the large quantities of driftwood brought down by every freshet. Piles at Tallow Island driven several feet into the earth have been swept away by the current and by the driftwood, which lodged against them through neglect to cut them off at the water's edge during low water.

I enclose a plan, which I think feasible, for the protection of Plymouth and the sounds and the destruction of the enemy's vessel.

There is an old light-boat at New Berne which would answer to sink. On the plan of obstructions I send one row of piles has been driven at C and another at C'.

I know nothing of making torpedoes.

The piles we have already driven can not resist the force of any heavy vessel coming down with the strength of the current; indeed, I think I could run over them in the Whitehead.

I have the honor to be, sir, very respectfully, your obedient servant,
O. W. Flusser,
Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

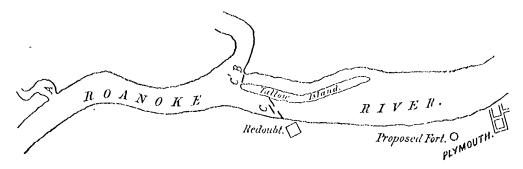
A. Mouth of Thoroughfare.

B. Mouth of Middle River.

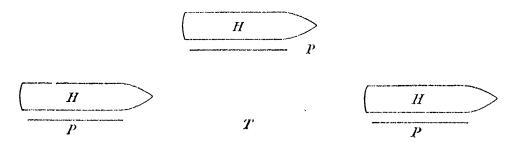
C, C'. Obstructions—piles and sunken hulks.

A vessel with stone, brick, or any old, heavy rubbish should be sunk at A, another at B, one at each of the rows of piles at C, and one at C'.

A, B, and C should be made impassable.



The obstructions at C might be fixed as follows:



H. Hulks sunk above the rows of piles.

P. Rows of piles cut off so as to be below the surface at high water.

T. Torpedo, with trigger line led in to the shore to leeward of the piles, maybe through leaders on them, to prevent driftwood from setting it off.

Letter from Major General Foster, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding plans for the occupation of Fort Powhatan.

FORT MONROE, VA., November 1, 1863.

ADMIRAL: I propose to embark my force on Tuesday next, commencing at daylight, and to set out for our destination on Wednesday morning at daylight. Will it suit you to be ready to cooperate at that time? The point of attack is the one agreed on between us.

Very truly, yours,

J. G. FOSTER, Major-General, Commanding.

Admiral S. P. LEE, Off Newport News, Va. Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Foster, U. S. Army, responding to request for cooperation in occupying Fort Powhatan.

Confidential.]

U. S. S. MENNESOTA, November 1, 1863--3: 30 p. m.

GENERAL: With your confidential dispatch by your aid, relative to the occupation (hitherto discussed) of Fort Powhatan, came a telegram from the Assistant Secretary of the Navy, directing me to send to Washington the only ironelad this side of Charleston which is available for the proposed expedition. I will immediately ask the Department to allow me to detain the Sangamon for our expedition. This will require the use of your army cipher, and to secure dispatch I will go at once to the telegraph office at your headquarters.

Very respectfully,

S. P. LEE,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Major-General J. G. FOSTER,

Fortress Monroe.

[Telegram.]

FORT MONROE, VA., November 1, 1863. (Received 7:20 p. m.)

I submit for the consideration of the Department that the execution of its order to send the *Sangamon* to Washington will defeat General Foster's expedition fixed for Tuesday next and referred to in my last confidential dispatch sent in eigher.

S. P. Lee, Acting Rear-Admiral.

Captain G. V. Fox,
Assistant Secretary Navy.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Babeock, U. S. Navy, to proceed to Yorktown and assume the duties of senior officer at that place.

> U. S. FLAGSHIP MINNESOTA, Newport News, Va., November 3, 1863.

SIR: Proceed with the U. S. S. Morse to Yorktown and relieve the U. S. S. Commodore Jones. Lieutenant-Commander Gillis is directed to turn over to you all orders, papers, and information necessary to enable you to carry on the duties of senior officer of that part of this squadron in the Chesapeake and its tributaries. Have the orders all annexed in a book, with index, etc.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander C. A. BABCOCK, U. S. Navy, Commanding U. S. S. Morse, Newport News, Va.

N W R-VOL 9-17

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

# U. S. FLAGSHIP MINNESOTA, Of Newport News, Va., November 3, 1863.

SIR: The following is the present disposition of the vessels composing the North Atlantic Blockading Squadron:

Station.	Remarks.
Nows, Va.	ing to the bad condition of her propolled shaft, etc.
do	
.ldo	. Waiting to receive new crank shaft.
. do	With variola on board; ordered to quarantine at New York.
.]do	Forryboat.
.jdo	.  Hulk; storeship.
	. Do.
	. Hulk; ordnance ship. . Frigate; ordnance ship.
do	Just arrived from blockade for repairs.
	Dispatch boat.
do	. Tug; picket, dispatch, and general serv
	ico.
do	. Do.
do	. Do.
.jdo	. Do.
. do	
1 77 0 11 77	off Fort Monroe.
Norfolk, Va	
Name word Connect Ve	duty only.
Navy yara, Gosport, va	Receiving repairs. Do.
do	Do.
do	Do.
	Tug; preparing for Wilmington.
į į	paired; much needed there.
do	Receiving repairs to boilers, etc.
:do	Receiving repairs.
jgo	100.
Vanle Discou and Albanancale	Huik; receiving repairs, calking, etc.
	Ferryboat.
	Ferryboat; about to come to Hampton
	Roads.
do	Guard ship at Yorktown; disabled and
	fit for guard duty only.
do	Nearly useless by overweight of boilers.
La consider of Manth. Consider	Ferryboat on eastern shore.
(negltion Outstan 15, 1969)	At New Berne, N. C.
do (position October 15, 15es).	Do.
do	At Plymouth, N.C., and Albemarle Sound.
do	Do.
	Do.
do	Do.
do	Ferryboat, Washington, N. C.
	At Hatteras Inlet; guard ship.
	At Ocracoko; guard'ahip. Storeship at New Berne.
(10	
do	Storeship and ordnance. Store hulk.
Off Wilmington, N. C.	Off New Iniet, N. C.
do	Off New Inlet, N. C.; reported very slow.
	Off New Inlet N. C.
do	Do.
ا	Do.
do	
do	Do. Do.
	do

Vessel.	Station.	Romarks.
Connecticut	Off Wilmington, N. C	At Western Bar, or Old Inlot.
Maratanza	do	Do.
	do	
	do	
Montgomory	do	Do.
Sangamon	Repairing at Northern ports	Being towed to Washington by Mount
	and the state of t	Washington.
troquois	do	
leres	do	Receiving new bollers at Baltimore.
	do	
	do	
	do	At Philadelphia.
	do	About to leave for Wilmington; at Phila-
and death with the second		dolphia.
)uaker Cffv	do	
Shoeura	do	Do.
	do	Do.
	do	
	do	

<sup>\*</sup> Arrived on blockade October 30.

New Berne, supply steamer, leaves Hampton Roads to day for the South.

## RECAPITULATION.

Receiving repairs here or farther north	8
In quarantine	1
Ironelad ordered to Washington (Sangamon)	1
Storeships (general, ordnance, coal)	1
In active service, on inside duty and on outside blockado	i
Total	$\bar{7}$

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Devens, U. S. Navy, commanding U. S. S. Aries, to proceed to Wilmington, N. C.

NAVY DEPARTMENT, November 4, 1863.

SIR: Leave Baltimore on Monday next, if possible, with the Aries, and proceed off Wilmington and report to the senior commanding officer present for duty in the North Atlantic Blockading Squadron.

Any experiments on board under the direction of the Bureau of Steam Engineering will not be allowed to interfere with the departure of the Aries, which takes precedence.

Very respectfully,

GIDEON WELLES, Secretary of the Navy.

Acting Volunteer Lieutenant E. F. DEVENS, Commanding U. S. S. Aries, Baltimore. Letter from Major-General Peck, U. S. Army, to Commander Davenport, U. S. Navy, requesting naval cooperation in Albemarle Sound.

HDQRS. ARMY AND DISTRICT OF NORTH CAROLINA, New Berne, N. C., November 4, 1863.

COMMODORE: Major General Peck intends leaving this evening for Albemarle Sound and the Chowan River, to proceed, probably, as far as Winton, and has in contemplation operations that may occupy rather more than a week. He desires to secure the cooperation of the naval gunboats in the sound, either by authority from you to Captain Flusser to follow his suggestions, or by such other means as you may prefer.

If you have a vessel here of sufficiently light draft to accompany him up the Chowan, and which can be spared, he will be obliged to you if

it can be placed subject to his directions.

I remain, commodore, very respectfully, your obedient servant,
BENJ. B. FOSTER,
Assistant Adjutant General.

Commander DAVENPORT.

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, to cooperate with Major-General Peck in the sounds.

U. S. S. HETZEL, Off New Berne, N. C., November 4, 1863.

MY DEAR FLUSSER: You will render to General Peck all the assistance he may require in his operations up the sounds. Lsend the *Delaware*, and will send the *Southfield* as soon as she gets out of the hands of the engineers, who are now lining up her engine, by order of the admiral.

I send a coal schooner up in tow of the *Delaware*. Very truly, yours,

DAVENPORT.

Lieutenant-Commander C. W. Flusser, etc.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Foster, U. S. Army, acknowledging his cooperation and courtesy.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 4, 1863.

GENERAL: The Tribune of the 3d, received to-day, contains a dispatch dated the 2d instant from Washington, in which it is said that I am understood to have more than once made propositions to military commanders on the peninsula calculated to make the blockade more stringent, but have failed to find reasonable cooperation.

It is proper that I should state that I have not made any such

proposition to you.

Permit me to avail myself of this occasion to make my acknowledgments for the professional cooperation and official and personal courtesy which I have received from you.

Please accept my best wishes for your professional success and personal happiness.

1 have the honor to be, general, very respectfully and truly, yours, S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General J. G. FOSTER, U. S. Army,

Comdg. Dept. of Va. and North Carolina, Fortress Monroe, Va.

[Endorsement.]

U. S. Flagship Minnesota, November 4, 1863.

The within copy of a letter from me to Major-General Foster of this date, respecting the cooperation afforded by him in enforcing the blockade in these waters, and in reference to a paragraph in the New York Tribune on his being relieved by Major-General Butler in command of this department, is respectfully submitted to the Department.

S. P. Lee, Acting Rear-Admiral.

Report of Acting Rear-Admiral Lee, U. S. Navy, forwarding request for the extension of limits for oystering.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 5, 1863.

SIR: I transmit herewith a copy (A) of a communication from the honorable Secretary of the Treasury, dated 2d instant, in relation to a proposed extension of the present limits within which it is allowed to gather oysters; a copy (B\*) of my reply thereto, of yesterday's date, including a sketch of the coast of Virginia from Mobjack to Lynn Haven bays; and the original of B\* for transmission to the Treasury, if consistent with the views of the Navy Department on the subject.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

TREASURY DEPARTMENT, November 2, 1863.

SIR: Mr. Jacob Waltemeyer, of Baltimore, whose loyalty is fully vouched for, wishes a permit to take oysters on the James River. I enclose you a chart, furnished by him, of the limits within which he desires to exercise the privilege he asks for.

I see no objections to the granting of the permit under proper restrictions, unless it may possibly interfere with naval regulations. I therefore submit the matter to you, and will thank you to give me your views as to its propriety, and to suggest any safeguards which may occur to you as necessary to accompany such a point if granted.

Yours, very respectfully,

S. P. Chase, Secretary of the Treasury.

Rear-Admiral S. P. LEE, etc.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the decks of the vessels of his squadron.

NAVY DEPARTMENT, November 5, 1863.

SIR: The Department directs that in all the vessels of your squadron the decks below the gun deck shall be covered with shellar to avoid holystoning.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Old Point, Va.

Report of Captain Ridgely, U. S. Navy, regarding the chase of the steamer Margaret and Jessie and positions of the blockading vessels.

U. S. S. SHENANDOAH, Off New Inlet, North Carolina, November 5, 1863.

SIR: I have the honor to report that Captain Sands was senior officer when the *Mercedita* and *Grand Gulf* reported for duty off this blockade. The U.S. S. *Keystone State*, Commander Donaldson, reported for duty on this blockade on the 30th of October.

On the 2d of November I ordered the Keystone State offshore to cruise where the blockade runners pass during daylight and to return to meet the supply boat.

I have the pleasure to report that on the night of the 4th of November, at 1 o'clock, the *Niphon*, stationed 6 miles to the northward, close in to the beach, made out a blockade runner passing under cover of the land, when she opened on the blockade runner with her guns and gave chase down the beach toward the bar.

The Howquah, stationed off the bar, steamed in very close to intercept him. When the runner arrived off the bar, the Howquah welcomed him with a discharge from her battery, which induced him to turn around and put to sea with the Howquah in chase. She kept in sight of him all night.

The next morning the Keystone State and Nansemond, that were offshore, took up the chase, and an army transport that happened to be passing by went in pursuit of the rebel also.

The Nansemond and Keystone State crowded him toward the Fulton, and she came up with him first and took possession of the blockade runner, named Margaret and Jessie.

The squadron had driven the blockade runner from the mouth of the harbor, and were pursuing him successfully when the Fulton intercepted him.

Commander Donaldson has given you a detailed account of the chase and the part which the *Keystone State* took in it, which I forward by the *New Berne*.

I have ordered the three fastest vessels offshore, viz: the Nansemond, the Keystone State, and the Florida; the Nansemond to cruise from Cape Lookout 60 miles south, and return on the same line north; the Keystone State to take position 70 miles E. S. E. from New Inlet and cruise 30 miles S. W. and 30 miles N. E. from the position of E. S. E. of New Inlet;

the *Florida* to take a position 40 miles S. by E. from the light-boat off Frying Pan Shoals and cruise 30 miles E. N. E. from the position given her and 30 miles W. S. W.

Each vessel has a line of 60 miles to cruise on, and I feel confident that the blockade runners coming in or going out will be seen by one

or the other of the outside blockaders during daylight.

I have ordered Commander Almy, senior officer off Western Bar, to send a fast vessel to cruise from the western limit of the *Plorida's* line, east and west of the Carolina shore.

The Iron Age is still at Beaufort, [N. C.], repairing her machinery. The Daylight is also there coaling. The James Adger goes to Beaufort to-day to replenish her coal. I am supplying the Howquah with coal from this vessel until the Iron Age returns. I am looking for her every hour.

I can not close this letter without expressing to you my appreciation of the vigilance, zeal, and energy displayed by the commanding officer of the *Howquah* in turning the blockade runner back, when he had reached the entrance of the harbor, and following him from 1 o'clock a. m. until daylight without losing sight of him.

I am, very respectfully, etc.,

DANL. B. RIDGELY, Captain, U. S. Navy, and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Lynch, U. S. Navy, regarding a schooner at Bogue Inlet.

ORDNANCE SCHOONER ARLETTA, Beaufort, N. C., November 5, 1863.

SIR: Colonel Jourdan, commanding the Department of Beaufort, having come on board this afternoon bringing intelligence of a schooner landing cargo at Bogue Inlet, I addressed an order\* to Acting Volunteer Lieutenant E. H. Faucon, commanding steamer Montgomery, of which the enclosed is a copy.

I ordered him not to land, on account of Colonel Jourdan informing me that the enemy had quite a force there, and as he thought some

heavy pieces.

At the same time I received a letter, written by order of Major-General Peck, informing me that the steamer Robert E. Lee was about leaving Wilmington, N. C., with mail for General Magruder and funds to pay the troops in Texas. This was accompanied by a letter\* (of which the above is a copy, to the senior officer of the blockading squadron off Wilmington, which I dispatched by the New Berne.

Very respectfully, your obedient servant, .

D. LYNOH, Commander.

Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Hampton Roads. Capture of the blockade runner Margaret and Jessie, November 5, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional papers.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 12, 1863.

SIR: By reports dated the 5th from the blockade off Wilmington, brought last night by the supply steamer New Berne, I am informed as follows:

On the night of the 4th the Niphon, stationed 6 miles to the northward of New Inlet, discovered a blockade runner passing inward along the beach; gave chase to and opened fire on her. The Howquah, stationed off the bar, intercepted the stranger as she was endeavoring to enter the harbor; opened fire on her and compelled her to put to sea.

The Howquah in chase kept her in sight all night. On the next morning the Keystone State, at 8:30, and the Nansemond, at 10, joined in the Howquah's chase, as did a strange steamer (the army transport Fulton). The Nansemond passed the Fulton at 11:30, and soon opened fire, gaining, when a strong breeze from the S. W. having sprung up, the sea breaking under her low guards, she was passed at 1:45 by the Fulton, which continued a short distance ahead till she brought the chase to by a shot from her bow gun at 3:50 p.m. As soon as the Nansemond came up Lieutenant Lamson sent a boat on board to render assistance, and the Nansemond's flag was the first hoisted on the prize.

At about 5 p. m. the Keystone State came up, when her commanding officer, Commander Donaldson, claimed possession of the prize as senior officer present and being within signal distance at the time of capture. The claim was resisted by the master of the Fulton, and Commander

The claim was resisted by the master of the Fulton, and Commander Donaldson strangely permitted him to take the prize in tow and proceed with her into port. Captain Ridgely says the squadron had driven this blockade runner from the mouth of the harbor and were pursuing him successfully when the Fulton (coming from New Orleans) intercepted him.

The Margaret and Jessie is represented to be a steamer of about 700 tons, with an assorted cargo, a part of which was thrown overboard

during the chase.

Captain Ridgely highly commends the vigilance and zeal displayed by Acting Volunteer Lieutenant MacDiarmid, of the *Howquah*, on this occasion.

I enclose (No. 1) the report of Commander Donaldson, of the Keystone State, and (Nos. 2 and 3) those of Lieutenant Lamson, of the Nansemond, both officers enclosing prize lists.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure 1.]

U. S. S. KEYSTONE STATE, November 5, 1863.

SIR: I have to report that at about 8:30 a.m. of this date we discovered black smoke and immediately gave chase, having previously been in chase of a schooner. Saw three steamers, one of which proved to be the transport *Fulton*, another the U.S.S. *Nansemond*, and the third, supposed to be the U.S.S. *Howquah*, also in chase. The *Howquah*, being the dullest vessel, was soon run out of sight.

At about 5 o'clock p. m. we came up with the chase, and she proved to be the blockade runner Margaret and Jessie, of Charleston, S. C., from Nassau, bound to Wilmington, N. C. The Fulton and Nansemond having got up to her, I wrote a note to the commanding officer of the Fulton (of which I enclose a copy), saying I would take charge of and send a prize crew aboard the prize. His reply was that he had sent a prize crew on board of her, had her in tow, and intended to retain possession of her and tow her to New York. It coming on dark, the wind being strong, and my orders from the commanding officer immediately off Wilmington being imperative that I should return to that anchorage to day, I permitted the Fulton to proceed on her course with the prize in tow.

We saw numerous boxes affoat, which had been thrown overboard from the prize. We picked up a bundle of pattern cards of dry goods,

thrown overboard from her.

On the part of the officers and crew of this vessel (a list of which I

herewith enclose) we claim our full share of the captured vessel.

I respectfully desire to attract the attention of the Department to the fact that the master of the transport Fulton sent me what I consider an improper reply through the officer sent to him. I being the senior officer present, and being within close signal distance at the time of capture, he, in my opinion, had no right or authority to any control of or command over the prize during the presence of this ship.

Very respectfully, your obedient servant,

EDWARD DONALDSON,

Commander.

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

[Subenclosure.]

U. S. S. KEYSTONE STATE, November 5, 1863.

SIR: I will take charge of the prize steamer Margaret and Jessie, and send an officer to take command of her and take her to the United States.

Respectfully, etc.,

EDWARD DONALDSON, Commander, U. S. Navy.

Commanding Officer of transport steamer Fulton.

(Enclosure 2.)

U. S. S. NANSEMOND,

At Sea, Lat. 33° 42' N., Long. 76° W., November 5, 1863-8 p. m.

SIR: I have the honor to submit the following report of the part taken by this vessel in the capture of the rebel steam. Margaret and Jessie to-day:

This forenoon, at 10 o'clock, in latitude 34° 05′ N., longitude 76° 50′ W., we made a dim black smoke to the southward and westward and soon made out from the way it tended that the vessel was running offshore. We stood to intercept her, and discovered a sail (afterwards found to be the army transport Fulton) apparently in chase of the blockade runner, and soon after another sail (U. S. S. Keystone State) also in pursuit.

By 11:30 we had passed the Fulton and were leaving her astern, and at 12 m. opened fire on the chase, our shots falling but little short, and measurements with the sextant assured us that we were gaining on her, when a strong breeze came up from the southwest, bringing

quite a heavy sea, which striking under the low guards of the Nansemond impeded her progress, and at 1:15 p. m. the Fulton passed us and continued a short distance ahead till she brought the chase to by a shot from her bow gun at 3:50 p. m.

As soon as we came up I sent a boat on board with Acting Ensign J. B. Henderson and Acting Third Assistant Engineer E. Aspoid to render assistance, and our flag was the first hoisted on the prize.

In a very short time the Keystone State came up, and I reported to Commander Donaldson. The prize proved to be the Margaret and Jessie, of Charleston, S. C., from Nassau, bound to Wilmington with an assorted eargo, a part of which was thrown overboard during the chase.

The capture was made in about latitude 33° 34′ N., longitude 75° 48′ W. She is a side-wheel steamer of 700 tons, and has been a fast and successful blockade runner.

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

R. H. LAMSON, Lieutenant, Commanding.

Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of the commanding officer of the army transport Fulton.

NEW YORK, November 8, 1863.

After nine hours' chase, the *Fulton* captured the celebrated blockade runner *Margaret and Jessie* that has run the blockade fifteen times. The celebrated pilot Lockwood was in command and is a prisoner.

ISAAC BELL.

Colonel CLARY, Quartermaster.

[Telegram.]

FORT MONROE, November 15, 1863—8:30 a.m. The prize Margaret and Jessie was taken to New York by the army transport Fulton.

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary Navy.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, to furnish fuller reports.

NAVY DEPARTMENT, November 18, 1863.

SIR: Your dispatch No. 948, with enclosures in reference to the capture of the Margaret and Jessie, has been received.

To understand the matter thoroughly, more full reports from the commanding officers of the vessels in chase seem necessary, accompanied with diagrams.

Very respectfully,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron, etc. Additional report of Lieutenant Lamson, U. S. Navy, commanding U. S. S. Nansemond.

U. S. S. NANSEMOND, Off Newport News, Va., December 15, 1863.

SIR: After having carefully revised my report of the 5th of November, in regard to the capture of the *Margaret and Jessie*, and again consulted the log, I find that I can not make any additions of importance to or corrections in my report, except in the following circumstances:

At the time we first sighted the chase she bore nearly south from us

and distant about 16 miles.

It was less than thirty minutes from the time the chase hove to till the boat's crew from this vessel was on board and our flag hoisted on the prize.

I should have taken charge of the prize myself had not Captain Donaldson been so near, and I said everything that was proper to

induce him to take charge of her or to permit me to do so.

Enclosed is a copy of my report referred to above, and a diagram showing the positions of the vessels at the time of sighting the chase at 12 m., and at the time of the capture, with the distances estimated by the watch officers.

I am, sir, very respectfully, your obedient servant,
R. H. LAMSON,
Lieutenant, Commanding.

Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Enclosures.]

[F.-Fulton; N.-Nansemond; K. S.-Keystone State; M. J.-Margaret and Jossie.]

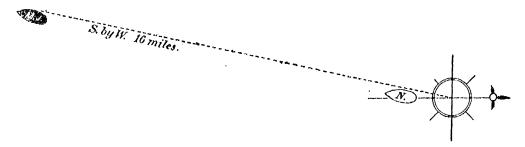
According to the best of our judgment the steamer Margaret and Jessie, at 10 a.m. November 5, 1863, the time at which we sighted her smoke, was distant from us at least 16 miles. At 12 she was distant 2½ to 3 miles; the steamer Fulton was 1 mile astern of us, the steamer Keystone State was 6 miles astern of us. At the time of the capture the Keystone State was 3 to 4 miles astern and the Fulton 2½ to 3 miles ahead of us. The stars in the Fulton's ensign were distinctly seen by us with the aid of a glass.

HENRY WARING,

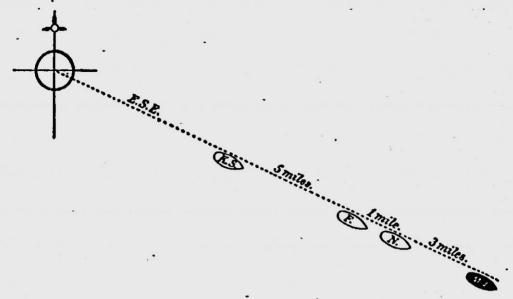
Acting Ensign.

JAMES B. HENDERSON,

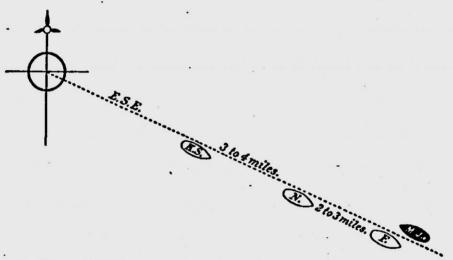
Acting Ensign.



Position at 10 a.m., the time of sighting the steamer Margaret and Jessie.



Position at 12 m. of vessels in chase of steamer Margaret and Jessie.



Position at 3.50 p. m., chase hove to.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, regarding special duty for Acting Ensign Harris, U.S. Navy.

NAVY DEPARTMENT, November 6, 1863.

Sir: Ensign Arnold Harris, jr., has been ordered to report to you. He has been abroad and has been into Wilmington lately and is willing to go again, and it is probable that he can be made useful by allowing him to go to New York, thence to Nassau and Wilmington. You are authorized to allow him to proceed on any duty you shall approve.

Very respectfully,

GIDEON WELLES, Secretary of Navy.

Acting Rear Admiral S. P. LEE, U. S. Navy, Comdg. North Atlantic Blockading Squadron, Hampton Roads. Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the scizure and release of the British schooner William, and capture of schooner Herald.

U. S. FLAGSHIP MINNESOTA, Off Newport News. Va., November 7, 1863.

SIR: Commander Almy, under date of October 28, reports to me the seizure by the Mercedita (Lieutenant-Commander Arnold) of the British schooner William, with salt on board, 50 miles S. S. W. & W. from Beaufort. Her papers appearing correct and the only suspicious circurstance about her being her position, Commander Almy concluded to order her release, Lieutenant-Commander Arnold endorsing upon her papers the cause of her detention. No dates are given. Commander Almy considers that Lieutenant-Commander Arnold was right, under the circumstances, in detaining her, and remarks:

The captain of this schooner (whose name is Edmund Gardner) seems quite angry at his detention, and at first hesitated whether he would receive his release, and threatens damages and an appeal to his Government, etc., for detention. I have warned him to clear himself off the coast at once and to keep clear of it.

I have required from Commander Almy another report of the case, including dates, which, when received, I will forward to the Department.

Under the same date, Commander Almy reports the capture off Frying Pan Shoals light boat of the British schooner *Herald* (of and from Nassau, of about 100 tons burden, with 350 bags of salt and 125 kegs of soda on board) by the U.S.S. Calypso, on the night of October 24, 1863.

The prize master of the *Herald* this morning reports his arrival here on his way to Washington, to deliver the prize to the district judge.

Enclosed is a duplicate prize list of the Calypso.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Tologram.]

FORTRESS MONROE, November 7, 1863.

We shall leave here at 4 p. m. in the *Baltimore*, and on arriving at the roads will proceed direct to the flagship. Please have a tug ready to take some of the party to Norfolk.

H. A. WISE, Chief of Bureau of Ordnance.

Admiral LEE.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Ridgely, U. S. Navy, forwarding information regarding the Confederate steamers Robert E. Lee, A. D. Vance, and Dee.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 7, 1863.

SIR: The following is from public papers of yesterday's date received to-day. We have files of the Royal Gazette, with dates to October 27:

The rebel steamer Robert E. Lee arrived at St. George on the 25th ultimo from Halifax, watching a chance to run back to Wilmington. Sir Alexander Milne was

expected at Bermuda from Halifax, [Nova Scotia], about the 10th of November. Robel steamer A. D. Vance arrived at St. George on the 27th. Robel steamer Dec arrived at Hamilton, [Bermuda], from Wilmington on the 21st with a cargo of cotton, tobacco, and turpentine.

Respectfully, yours,

S. P. LEE,

Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.

Captain D. B. RIDGELY,

Commanding U. S. S. Shenandoah, Senior Officer off New Inlet.

(Same to Commander J. J. Almy, commanding Connecticut, and senior officer off Western Bar.)

P. S.—The Baltimore American of November 6 has the following: "Mrs. Ex-President Tyler had arrived at Bermuda, having run the blockade. The following blockade runners were in port, bound for Nassau, or, more properly, Wilmington, N. C.: Steamships Dee, Flora A. D. Vance, Lady Davis, R. E. Lee, Boston, and Ella and Annie."

> S. P. LEE, Acting Rear Admiral.

Letter from Major-General Foster, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, transmitting information regarding reconnoissance in the Roanoke River with a view to obstructing it.

> HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA, Fort Monroe, Va., November 7, 1863.

ADMIRAL: I have the honor to enclose you a copy of a report made by Captain Farquhar, chief engineer Eighteenth Army Corps. The endorsement was made by me before my conversation with you this morning. Should you see fit to have the senior officer in command of the sounds of North Carolina give the necessary order for forming the blockade referred to, it will relieve the officer in command of the army forces in North Carolina from a duty with which he is not supposed to be familiar. I would respectfully suggest that some of the hulks now anchored near New Berne be used for the purpose.

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

servant,

J. G. Foster, Major-General, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

[Enclosures.]

Engineer Office, Eighteenth Army Corps, November 5, 1863.

SIR: In obedience to your verbal orders I proceeded to Plymouth, N. C. On my arrival there I called on General Wessells and stated to him the object of my visit to Plymouth. He seemed to fully appreciate the necessity of prompt action. I made a careful reconnoissance up the Roanoke River as far as Coniho Island, some 4 miles from Plymouth. Up to this point, with the exception of the position of Fort Gray (on Warren Neck), both banks of the river are low and swampy, necessitating a foundation of piles should it be determined to construct a work. The Upper, or Ryan's, Thoroughfare and the Middle River are much too wide to be effectually blocked up by felling trees, but where

they join the Roanoke River there is a bar which might easily be obstructed by sinking an old hulk loaded with stone or other heavy material. The blockade at Fort Gray will be much more effectual could we have some vessels sunk there.

The best position that I could find was one on the upper extremity of

Water street in Plymouth.

From this point, which has an elevation of about 15 feet above the river, there is a range of more than 3 miles up the river and about 1 mile down. In this position the work would be inside of the defenses of the town, and therefore would only require gunners for a garrison.

For the one gun proposed 20 men and a commissioned officer would suffice. The guns should be mounted on a ship's carriage and fired through embrasures arranged to cover all water approach. It will cooperate with Fort Gray very well.

Hoping that this report may be satisfactory, I have the honor to be,

general, your obedient servant,

Francis U. Farquhar, First Lieut., U. S. Engineers, Chief Engineer Dept. of Virginia and North Carolina.

Major-General J. G. FOSTER, Comdg. Dept. of Virginia and North Carolina, Fort Monroe, Va.

[Endorsement.]

HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA, November 6, 1863.

Respectfully forwarded to General Wessells through Major-General Peck.

The within report is approved in all its suggestions.

Orders will at once be given to build the work recommended, which will be armed with a 200 pounder Parrott, to be at once sent from Fort Monroe for this purpose. The hulks will at once be sunk in Ryan's Thoroughfare and Middle River, and the row of piles in front of Fort Gray be strengthened.

J. G. FOSTER.

Report of Captain Ridgely, U. S. Navy, transmitting reports of commanding officers of U.S. steamers Keystone State and Florida regarding the chase of blockade runners November 7, 1863.

> U. S. S. SHENANDOAH, Off New Inlet, North Carolina, November 13, 1863.

SIR: I enclose a report of Commander Donaldson and Lieutenant-Commander Queen, just returned from offshore cruising, by which you will perceive that the blockade runners have been chased outside and only escaped by their superior speed.

Chasing them outside interferes with their arrival on the coast, expends their coal, subjects their machinery to a severe test, and exposes them to great hazard of capture. They are very low in the water, are painted white, and see the cruisers first. They are provided with the best of glasses for day and night observation.

I am, very respectfully, etc.,

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

Acting Rear-Admiral S. P. LEE, U. S. Navy, Comdg. North Atlantic Blockading Squadron, Hampton Roads. [Enclosures.]

U. S. S. KEYSTONE STATE, Of Wilmington, November 13, 1863.

SIR: I have the honor to report that on the morning of the 7th, at about 6:30 a.m., while cruising off this station in obedience to your orders of the 2d instant, black smoke was discovered to the southward and westward. I immediately gave chase, and in a short time made out a steamer. The following is a description of the vessel, as near as I could make her out from a distance of about 5 miles: Long, low hull, painted gray; two masts, schooner rig; two smoke pipes, painted white, one abaft the other, and raking well aft; large wheelhouses and square When we made her out she was steering well to the eastward, evidently to clear the Frying Pan Shoals. When she had gained a good offing she altered her course to S. by E. Seeing that it would be impossible to head her off, we were compelled to make it a stern chase, which was continued all that day and until 6:30 a.m. on the next, with no advantage on either side. In order to keep up a good head of steam I was obliged to use pork, slush, tarred junk, etc. During the chase 17 barrels of pork were consumed. I considered the chase was not hopeless as long as we could keep him in sight, thinking that by his hard driving to escape us he might break down. So the chase was kept up, as above stated, until 6:30 the following morning, when he was shut out from us by very thick weather and rain. As we had now, by our reckoning, chased for 300 miles and without success, I concluded to wear ship and go back to my station. At no time during the chase did we make more than 121 knots per hour, which low speed (for this ship) I attribute to the inefficient condition of the condenser.

During the chase the chief engineer submitted a report of the condition of the engine to me, a copy of which I send you.\* At the commencement of the chase the U.S. steamers Montgomery and Florida

were in company with us, but were soon run out of sight.

At about noon on the 7th we discovered cotton bales floating by the ship, and from this evidence of his cargo supposed he had just run the blockade from Wilmington.

Very respectfully, your obedient servant,

EDWARD DONALDSON, Commander.

Captain Daniel B. Ridgely, Senior Officer, U. S. S. Shenandoah, off Wilmington, N. C.

> U. S. S. FLORIDA, Off Wilmington, N. C., November 12, 1863.

SIR: In obedience to your order of November 5 I proceeded with this vessel to S. by E. of Frying Pan Shoals light-boat, 40 miles distant, and from that point I cruised E. N. E. and W. S. W. on a line 60 miles (30 miles each way).

The following is an abstract of the cruise:

On the 6th, while cruising between the parallels of 32° 30′ and 33° 30′ north latitude and 77° and 78° west longitude, nothing unusual transpired.

On the 7th, at 8 a.m., made black smoke to the westward and gave chase. Saw two steamers; one proved to be the U.S.S. Keystone

State, with which we exchanged numbers, the other evidently a blockade We chased in company with the Keystone State, and after throwing overboard 30 tons of sand (used as a barricade to the steam drum) to lighten the ship we gained on the chase till noon, after which till 2 o'clock, finding we were losing ground and the Keystone State fast leaving us and gaining on the blockade runner, we abandoned the chase and started in pursuit of a vessel reported on the starboard quarter, which proved to be the U.S.S. Grand Gulf. At 4 p. m. exchanged colors with two American vessels standing to the southward and west-

November 8, exchanged numbers with U.S.S. Connecticut. At noon made black smoke to the southward and eastward; gave chase and continued in pursuit till her smokestacks were visible, after which she left us and night coming on we abandoned the chase, before which we lost sight of her.

Our average speed in the chases above stated amounted to 113 knots.\*

I am, very respectfully, your obedient servant,
W. W. QUEEN,

Lieutenant-Commander, Commanding U. S. S. Florida.

Captain D. B. RIDGELY, U. S. Navy, Senior Officer off Wilmington, N. C.

Capture of the blockade runner Cornubia, November 8, 1863.

Report of Commander Patterson, U. S. Navy, commanding U. S. S. James Adger.

U. S. S. JAMES ADGER, Off New Inlet, Wilmington, N. C., November 8, 1863.

Sir: I have the honor to report the capture of the Confederate steamer Cornubia under the following circumstances:

At midnight of the 7th instant, while lying in 31 fathoms water, about 3 miles south of Masonboro Inlet, we discovered a vessel on our port bow heading to the eastward; started in chase, but in half an hour lost sight of her.

I continued chasing in the direction I had last seen her until 1 a.m., when I concluded that if the chase was a vessel attempting to run the blockade, and seeing us stand to the eastward, she would steer in for

the land, hug it close, [and] run for New Inlet.

I therefore stood inshore, making the land a little to the southward of the point from which I started, and about 2 a. m. discovered a steamer a little on our starboard bow; made the usual signal, and in a few moments after came up with the strange steamer, which had been run ashore about 11 miles north of New Inlet, having been headed off by the U.S. S. Niphon, and was blowing off steam.

I sent Lieutenant Franklin, my executive officer, and Acting Master R. O. Patterson to take possession of the prize, with an engineer and

two firemen to examine into the condition of her engines.

The officers, crew, and passengers were escaping, and all succeeded in reaching the shore except the captain, carpenter, and one seaman, who remained on board.

<sup>\*</sup> Matter omitted not necessary to publish.

As the tide was running flood, I made fast a hawser to the prize and commenced trying to haul her off, directing Acting Master Breck, commanding the *Niphon*, to keep to the southward, close inshore, and enflade the beach with grape, and at about 3 a. m. succeeded in hauling the *Cornubia* off.

Lieutenant Franklin notified me that her engines were in good order, but the steam being down, I towed her offshore and at daylight stood

for the anchorage of the senior officer present.

To Acting Master J. B. Breck I am much indebted for his intelligent and hearty cooperation; indeed, to him is due the credit of forcing the Cornubia to run ashore.

At the time of the capture there was no other vessel than the Niphon in sight, and I am not aware that any other vessel was within signal distance.

The Cornubia is an iron side wheel steamer of  $588\frac{92}{5}$  tons, 190 feet long, breadth 24.7 feet, and depth 12.7 feet, and is represented as being very fast.

She carries a Confederate States register, according to which James

A. Seddon, of Richmond, Va., is her sole owner.

I have ordered her to Boston, in charge of Acting Master R. O. Patterson.

I am, very respectfully, your obedient servant,

T. H. PATTERSON, Commander

Acting Rear-Admiral S. P. Lee,

Comdy. North Atlantic Blockading Squadron, Newport News.

Report of Acting Master Breck, U. S. Navy, commanding U. S. S. Niphon.

U. S. S. NIPHON, Off New Inlet, North Carolina, November 8, 1863.

SIR: I have the honor to report that on the morning of this date, about 2 o'clock, while lying inshore near the beach in 3 fathoms water, saw a rocket thrown up from the northward; went to quarters; stood inshore to 2 fathoms water. In a few moments saw a steamer running fast toward me along the beach, the James Adger in chase. Stood in to cut him off, and when near him the steamer ran on shore, which proved to be the Cornubia. I sent my boats on board with instructions to assist in what might be done. Then at the request of Commander Patterson shelled the beach to drive away the pickets while the James Adger got her hawser to the prize.

About 3 o'clock the prize steamer came off and the James Adger towed her offshore. I then sent my boats on shore to capture those of the Cornubia that were on the beach, in which I succeeded. I also found some distance back from the beach a quantity of mail matter and

dispatches in a wet condition, which I forward.

I remained near the beach until daylight, when I saw several men on shore making signals to be taken off. While sending a boat for them some thirty or more soldiers charged down upon them and took them prisoners. I sent a round of grape and canister among them which killed and wounded several; also killed some cattle that were near. We shelled them in their retreat as long as we could see them. Soon after saw some more men making signals to the northward of us. Sent

in boats and took them off, 8 in number, and then stood offshore to our anchorage.

Very respectfully, your obedient servant,

J. B. Breck, Commanding U. S. S. Niphon.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Captain Ridgely, U. S. Navy, to Commander Patterson, U. S. Navy, regarding the disposition of the prize.

U. S. S. SHENANDOAH,

Off New Inlet, North Carolina, November 8, 1863.

SIR: You will proceed with the James Adger under your command to Beaufort, N. C., and replenish your coal, taking with you the prize steamer Cornubia.

When the prize is in a condition to make the voyage to Boston you

will dispatch her with a prize crew to that port.

You will report from Beaufort to Rear-Admiral Lee the particulars

of the capture.

Acting Master Breck will place in your hands all the papers in his possession taken from the prize. Have them sealed up and directed to the U.S. district judge, Boston, Mass.

The letters I send to the admiral I wish mailed, unless you should

have a better opportunity.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY, Captain and Senior Officer Present.

Commander T. H. PATTERSON, U. S. Navy, Commanding U. S. S. James Adger.

P. S.—I think you had better send the new rebel flag to the admiral. I would respectfully suggest to you that the *Shenandoah*, *Tuscarora*, and *Howquah* were in signal distance and saw the signals made by you of the approach of a blockade runner.

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

Additional report of Commander Patterson, U. S. Navy, regarding the steamer Cornubia, and announcing the capture of the steamer Robert E. Lee.

U. S. S. JAMES ADGER, Beaufort, N. C., November 9, 1863.

ADMIRAL: I have the gratification of reporting that I chased the Cornubia ashore at 2:30 a.m. of the 8th, and succeeded in hauling her off about 3 a.m., uninjured. No manifest has been found, and I have learned only in general terms the nature of her cargo—ammunition, arms, some saltpeter, and lead. Her captain remarked to my executive officer that "though the Cornubia is a small vessel the Confederate Government could better have afforded to lose almost any other vessel;" from which I infer that her cargo is valuable, or that important dispatches were destroyed. The captain told Lieutenant Franklin that the Cornubia was a Confederate vessel, and her register proved such to be the fact. She is owned solely by James A. Seddon, of Richmond, Va. As

I was nearly out of coal at the time of the capture, I brought the Cor-

nubia to this place and will dispatch her North without delay.

This morning at early daylight we discovered a steamer to the northward and eastward of us. When about 20 miles from Beaufort Bar started in chase. The steamer standing to the southward and eastward, but having Cape Lookout Shoal to the eastward of her, she could not keep off and make the chase a stern one, but was compelled to shape a course across our bows, which enabled us to overhaul her, and about 7:30 I took possession of the Confederate steamer Robert E. Lee, from Bermuda, having left that port five hours after the Cornubia. She had a number of passengers and a large crew. No papers were found on board. Her cargo is said to be valuable, consisting of arms and army clothing. Shortly after she stopped the Confederate flag was hoisted for a few moments, and when my executive officer demanded the flag the captain informed him that he had burned it. I write this in great haste and will send detailed reports as early as practicable.

I arrived here with only 9 tons of coal in the bunkers.

With respect, your obedient servant,

T. H. PATTERSON,

Acting Rear-Admiral S. P. Lee, U. S. Navy, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting papers captured.

Confidential.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 11, 1863.

SIR: In my No. 949, of this date, I related the circumstances of the capture of certain public and private papers thrown overboard from the Confederate steamer Cornubia, or Lady Davis.

It would appear from these papers, herewith transmitted, which I have but a brief opportunity to peruse, that most of them, both public and private, were in the care of C. E. Thorburn, a lieutenant colonel in the Confederate Army, whose leave of absence for three months, with permission to go abroad, dated August 4, from the assistant adjutant-general, is her with enclosed, marked "No. 1."

No. 2 is an official dispatch from Edwin De Leon, marked "No. 10," and dated Paris, September 30, 1863, to Hon. J. P. Benjamin, Secretary of State, Richmond, C. S. A. This paper is interesting and apparently of value, as it relates to the intrigues and disappointments of the rebel emissaries abroad, refers to the subsidizing of the press in behalf of the Confederate Government, etc., and encloses slips from English papers. It is further represented in this that the rebels have lost all confidence in intervention either from France or England, and that in the Mexican question their cause is regarded as merely a "pawn." No. 2 also contains a private letter, dated Paris, October 1, 1863, from the same party to Jefferson Davis and relating more informally to the same subject.

No. 3 contains a certified copy of an agreement between Colonel J. Gorgas, chief of ordnance, in behalf of the Confederate States, and C. E. Thorburn, esq., in behalf of himself, Charles H. Reid & Co., and others, of London, "to run five steamers on joint account from the port of St. George, Bermuda, or Nassau, New Providence, to the Confederate port of Charleston, S. C., or Wilmington, N. C."

No. 4 contains correspondence apparently relating principally to an arrangement made or proposed to be made by one Major Caleb Huse with the Mercantile Trading Company, in behalf of the Confederate States, to obtain goods in exchange for cotton, and a proposal to Colonel Thorburn for the building of a rebel gunboat in England, marked "A."

No. 5 contains certificates of stocks in the Mercantile Trading Company, Limited, in favor of Charles E. Thorburn, numbered from 89 to

98, inclusive, for £10,000; not endorsed.

No. 6 covers private letters from various parties abroad to correspondents in the Southern States, some of them containing items of interest. One of them, marked "B," and dated September 28, refers to the building and equipment of war vessels at Mobile and neighborhood, and to the number and quality of vessels, both ironclad and wooden, building for the enemy in France and England, especially to "four or six small iron-clads (bulldogs); very formidable." It also states that Captain Barney commands the Florida, and while at Brest out of 90 men 60 deserted from her, and details the character of proposed changes in her armament. No. 7 contains miscellaneous bills, ship's papers, etc.

No. 8 is a "diary of events," by J. T. Gordon, from September 4, 1863, to November 7, 1863, the day of the Cornubia's capture, detailing her trips between Wilmington and Bermuda.

I have the honor to be, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

These papers will be found in package marked "Intercepted documents."

[Enclosure.]

Extracts from a private notebook kept by J. T. Gordon on board the blockade runner Cornubia, captured November 8, 1863, by  $\ddot{U}$ . S. steamers James Adger and Niphon, near New Inlet, Wilmington, N. C.

September 4, 1863, p. m.—Anchored below Fort St. Philip, opposite Fort

Fisher; to leave for St. George, Bermuda, to morrow night.

September 5, 11:25 p. m.—Got underway and proceeded slowly to the Rip; crossed without grounding. At 12:12 midnight crossed the bar. Moon shone very brightly. Saw one blockader very near, but he did not see us, although the furnaces were so hot that the flames flashed out over the tops of the funnels or smokestacks. At 3:30 saw a Yankee cruiser ahead; kept off to avoid him; he-did not discover us.

September 8.—Made sail on starboard bow; kept off a point to avoid her. At 6:30 p. m. sighted Bermuda light, being just sixty-four and

one-half hours from New Inlet Bar.

September 9.—Anchored in St. George 6 a.m. Found the Venus and Hansa in safely.

September 10.—Discharging cargo.

September 11.—Steamer Juno left to-day for Wilmington. Heavy northeast gale came up at noon. Paid crew off.

September 12.—Finished discharging. Spent the evening very pleasantly with Commodore Barron, Professor Bledsoe, and Lieutenant Whittle.

September 13.—Went to church, and afterwards dined with the above.

September 14.—Flora came in from Wilmington.

September 15.—Phantom, from Wilmington, came in.

September 17.—Coaled the Cornubia.

September 18, 3:25 p. m.—Got underway, bound for Wilmington. Was loath to part with the pleasant party we brought out with us. Machinery worked badly, very much annoying the captain, etc.

September 19.—Pleasant.

September 20, Sunday.—Fresh from southwest; thick and rainy.

September 21, 10 a.m.—Cleared up from northwest. At 10 p. m. made

a vessel on port bow; kept up north to avoid her.

Tuesday, 22.—Pleasant. Sighted a Yankee hermaphrodite brig; masts carried away short off at the cap; ran down to see if we could aid her. She was the Caroline, of East Machias, bound to New York. Asked what was the matter. He answered, "Can't you see what is the matter?" whereupon we kept on our way rejoicing. Saw a number of sail, one a three-masted steamer. Made Cape Lookout light-houses in the afternoon. Made land about sunset, and were up to Bogue Inlet about that time. At 10 p. m. were up to New Topsail Inlet. At 2:30 were off Fort Fisher. At 6 a. m. Wednesday morning crossed the bar safely. A strong northeaster sprung up about the time we were off Fort Fisher. Another steamer, a propeller, was off the bar at the same time.

September 23.—Passed over New Inlet Bar at 6 a.m. Grounded on the Rip, and remained there until the next afternoon, when we got off and went up to the quarantine station, just below Wilmington.

September 21.—Visiting officer came off. Went up to the wharf.

September 25.—Commenced unloading.

September 26, 27, 28, and 29.—Nothing of interest.

September 30, Wednesday.—Finished loading and anchored in the stream.

October 1 and 2.—Nothing of interest.

October 3.—Steamer R. E. Lee left to-day.

October 5, 6, 7, 8.—Nothing of note.

October 9.—Finished coaling. Got underway and anchored off Fort Fisher. Mrs. Ex-President Tyler and two children among the passengers.

October 10, Saturday.—Steamer A. D. Vance (formerly Lord Clyde) came safely in at 8 a. m. under a heavy fire from the blockading squadron, which was replied to by Fort Fisher. The A. D. Vance grounded on the Rip. I went up to Wilmington to get mail, etc.

October 11, Sunday.—A. D. Vance still aground on the Rip. At 6 p. m. up anchor; at 7 p. m. cross the bar; soon discovered a blockader

close in to the bar, but he did not see us.

October 12, Monday.—Heavy sea; saw five or six sail during the day. Our other passengers are Mr. G. Alexander, Mr. Black, Captain Atkins, and Paymasters Harwood and Moses, both C. S. Navy.

October 13, Tuesday.—Sea quite smooth. Ohio election comes off

to-day; hope C. L. Vallandigham will be elected.

October 11, Wednesday.—Wet and squally; saw several sailing vessels. Stood off from the land from 1 until 3 at night, then stood in and made Bermuda light from masthead at 5 a.m., eighty-two hours from New Inlet Bar. During the night saw a vessel and took her for a steamer.

October 15.—At 7 a. m. island of Bermuda in full sight; at 8 a. m. took on board the pilot; at 11 a. m. anchored in St. George's harbor. Found the steamers Alice, Ella and Annie, and Ella in harbor. Passengers soon went ashore.

October 16.—Went to Hamilton.

October 17.—Flora came in from Wilmington; Alice left for Wilmington; heavy rain squalls during the night.

October 18, Sunday .-- Dismal day; raining very hard and steadily.

October 19 and 20 .- Rainy.

October 21.—Paid off.

October 22 and 23.—Nothing of interest.

October A.—Rained very heavily; R. E. Lee arrived from Halifax.

October 25, Sunday.--Raining; mail steamer from Halifax came in. October 26.—Steamer A. D. Vance arrived from Wilmington, N. C.

October 27, 28, 29, 30, and 31.—Sick with broken-bone fever.

November 1, Sunday. Steamer Heroine came in.

November 2.—Had a dinner and dancing party on board.

November 3, Tuesday.—Steamers Flora and Dee left for Wilmington. November 4, Wednesday.—Got underway at 1 o'clock for Wilmington; at 1:30 pilot left us; the steamers A. D. Vance and Ella left about 9 a. m.

November 5, Thursday.—Passed a full-rigged ship early in the morning.

November 6, Friday.—Nothing of interest.

November 7, Saturday.—Pleasant weather; number of sails in sight.

Letter from the U. S. district attorney to the Secretary of the Navy, transmitting Confederate correspondence captured.

OFFICE OF U. S. ATTORNEY, DISTRICT OF MASSACHUSETTS, Boston, December 26, 1863.

SIR: We have found in the prize steamer Cornubia letters which prove that that steamer, the R. E. Lee, and Ella and Annie and others of their class are the property of the Confederate Government and that their commanders are in the service of the Confederate Navy Department. This raises the question whether, in like cases, the Government will detain foreign seamen found on board as prisoners of war. The letters also show that they are under orders to conceal these facts while in neutral ports, in order to escape the rules applicable to public vessels of belligerents.

I have directed copies to be made, which I enclose herewith.

Very respectfully, your obedient servant,

RICHARD H. DANA, Jr., U. S. Attorney.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

The persons captured on the boats mentioned and others in like cases to be detained as prisoners.

[Welles.]

[Enclosures.]

ORDNANCE BUREAU, Richmond, May 6, 1863.

CAPTAIN: By direction of the Secretary of War you have been assigned to duty with this Bureau with a view of taking charge of the steamer R. E. Lee whenever Captain Wilkinson, C. S. Navy, her present commander, resigns charge of her, the Secretary of the Navy having declared the services of that officer necessary in the Navy Department.

You will proceed to Wilmington and report your orders to General W. H. C. Whiting, commanding, and to Captain Wilkinson. You will

make the voyage out to Bermuda and back as passenger, of otherwise, as, on consultation with General Whiting and Captain Wilkinson, may be deemed best.

Whenever Captain W[ilkinson] desires to resign the charge of the ship, or the command becomes vacant from any cause, you will assume charge of her without further orders.

J. Gorgas, Colonel, Chief of Ordnance.

Captain R. H. GAYLE,

Richmond.

ORDNANCE BUREAU, Richmond, May 8, 1863.

CAPTAIN: In addition to the instructions heretofore given to you, you will, as suggested by Captain Wilkinson, take command of the C. S. steamer *Cornubia* at Bermuda, should it be found that Captain Burroughs does not return in her.

Very respectfully, your obedient servant,

J. Gorgas, Colonel, Chief of Ordnance.

Captain R. H. GAYLE,

Present.

WAR DEPARTMENT, ORDNANCE BUREAU, C. S. A.,

Richmond, May 11, 1863.

SIR: For the instructions given you on the 6th instant from this office, the following are substituted:

By direction of the Secretary of War you have been assigned to duty with the Ordnanco Bureau, with a view to taking charge in the future of a steamer in the service of the War Department.

You will report to Captain Wilkinson with a view to acquiring special information in relation to navigation between Bermuda and Wilmington, and you will take such position with Captain Wilkinson during the present voyage of the R. E. Lee as he may deem most suitable.

J. Gorgas, Colonel, Chief of Ordnance.

Captain R. H. GAYLE.

AGENCY WAR DEPARTMENT, Wilmington, June 10, 1863.

[Sin:] I am instructed by the commanding general to order Mr. Morse, pilot of the *Cornubia*, to report immediately on board of the *Cornubia* as pilot.

Respectfully,

J. M. SEIXAS,
Agent War Department.

Captain R. H. GAYLE.

Send word by bearer where the pilot master is to be found, if not aboard. That is important.

J. M. S.

WAR DEPARTMENT, ORDNANGE BUREAU, C. S. A., Richmond, June 10, 1863.

CAPTAIN: You will assume command of the steamer Cornubia, reliev-

ing Captain J. M. Burroughs.

The contract with Captain Burroughs terminates in the latter part of June on reaching Bermuda, and he has requested to be relieved from the command at that time. It has been thought best that you should assume command at Wilmington before starting, making the voyage terminate there hereafter.

Captain Burroughs has been requested to accompany you, giving you the benefit of his experience and advice. He will also be able to assist you very much in retaining good officers and crew.

Very respectfully,

J. Gorgas, Colonel, Chief of Ordnance.

Captain R. H. GAYLE, Care of J. M. Seixas, Esq., Wilmington.

> WAR DEPARTMENT, ORDNANCE BUREAU, C. S. A., Richmond, June 13, 1863.

CAPTAIN: Take immediate steps to change your flag and register under Confederate colors; your crew will be shipped under them.

Those who decline to reship will be discharged and furnished with free passage to Bermuda and be paid up to arrival there.

Very respectfully, your obedient servant,

J. Gorgas, Colonel, Chief of Ordnance.

Captain R. H. GAYLE, Commanding C. S. Steamer Cornubia, Wilmington, N. C.

> AGENCY WAR DEPARTMENT, Wilmington, N. O., June 15, 1863.

CAPTAIN: I have been instructed by Colonel Gorgas to communicate the following instructions to you, which have been established in reference to the Government steamers and have been approved by the Secretary of War:

No passenger or private freight shall be received aboard ship except

by order of the agent.

No engineer shall be employed unless with the written approval of

the commanding officer of the vessel on which he is to serve.

A list of the cargo, including private and public freight, shall be furnished the agent at Bermuda and at this port immediately on arrival of each steamer.

An exact statement of the disbursements of each steamer will be required from the purser before clearance, and it is expected that he will obtain the bills incurred by him, and which he has to pay, properly approved by the captain and receipted.

This statement must include all payments for any purposes whatever.

The voyage will begin and end here.

The entire ship's accounts will be forwarded through this agency.

Respectfully, your obedient servant,

J. M. SEIXAS, Agent War Department.

Captain R. H. GAYLE, Steamship Cornubia. AGENCY WAR DEPARTMENT, Wilmington, N. C., June 27, 1863.

After the 1st of July, proximo, the wages of the officers and crews of the steamers of the War Department will be as follows: Officers will be required to sign agreements for six months and their pay will be continued for full term of engagement, or imprisonment, if captured. Being in the Confederate service they are entitled to be exchanged as prisoners of war.

Assignments of pay to their families or representatives can be made

through the agent here.

The voyage begins and ends here or in Charleston, but one half of the wages, as far as they have accrued in reference to date, will be

paid, if desired, at Bermuda, before completion of the voyage.

Payment of the wages will be made here, by an order given on the Confederate States agent at Bermuda, but the Government reserves the right to pay the bounty either at this agency, or by order on the Confederate States agent at Bermuda, or in currency.

Bounty will be earned on the completion of the voyage:

	Wages.	Bounty.		Wages.	Bounty.
First officer	\$200	<b>\$200</b>	Firemen		\$5
Second officer		80 50	Trimmers Eugineer storekeeper	40 25	40 25
Purser	60	60	Chief steward	60	6
Quartermaster	50	40	Second steward	40	40
Boatewain	50	50	Chief cook		50
Seamen	40	40	Second cook	40 25	40
First engineer	300 150	200 100	Waiters		25 25
Second engineer	100	80	Mess boysPilot	300	100
Fourth engineer	80	70	1	000	100

J. M. SEIXAS, Agent War Department.

## HEADQUARTERS GARRISON OF WILMINGTON,

July 20, 1863.

MAJOR: The bearer, John F. Powell, came to this port on the Cornubia in Government service some months since and has been unable to get away in consequence of a disabled hand. He is anxious to go to Bermuda on one of the Government steamers so as to get home to Liverpool.

I respectfully commend him to your favorable consideration.

Very respectfully, your obedient servant,

T. SPARROW, Major, Commanding.

Major JAS. H. HILL,
Assistant Adjutant-General.

NAVY DEPARTMENT, C. S. A., Richmond, July 22, 1863.

SIR: You are hereby informed that the President has appointed you a lieutenant for the war in the Navy of the Confederate States. You are requested to signify your acceptance or nonacceptance of this appointment, and should you accept you will sign before a magistrate the oath of office herewith, and forward the same with your letter of acceptance

to this Department, reporting at the same time your residence, when appointed, and the State in which you were born.

Registered No. 46; the lowest number takes rank.

S. R. MALLORY, Secretary of the Navy.

Lieutenant RICHARD H. GAYLE, C. S. Navy, of Alabama.

> C. S. NAVY DEPARTMENT, Richmond, August 26, 1863.

SIR: Report to the honorable Secretary of War for duty under Colonel Gorgas, Chief of Bureau of Ordnance, C. S. Army.

By command of Secretary of the Navy.

I am, respectfully, your obedient servant,

JOHN K. MITCHELL, Commander in Charge.

Lieutenant for the war RICHARD H. GAYLE, C. S. Navy.

ORDNANCE BUREAU, Richmond, August 26, 1863.

LIEUTENANT: You will proceed to Wilmington and continue on your present duty in command of steamer Cornubia, and will receive pay of lieutenant commanding.

J. Gorgas, Colonel, Chief of Ordnance.

Lieutenant R. H. GAYLE, Commanding Steamer Cornubia.

"All officers will promptly acknowledge the receipt of orders and inform the Department immediately on their having reported in obedience to them."

ST. GEORGE, BERMUDA, September 7, 1863.

DEAR SIR: It will require the following amount of money to disburse the *Ella and Annie* upon the trip she is about to make to Texas and return, which amount I was informed by the agent of the War Department would be furnished by you, viz:

· · · · · ·	
Pilotage, harbor fees, light dues, water, etc., at Kingston, Jamaica	\$400
250 tons of coal at Kingston and Havana, including expense of taking same	<b>*</b> 000
on board at \$20	5, 000
Pilot engaged for Sabine Pass, \$1,000; if he proves himself a good pilot, \$250	
to be paid for the balance upon arrival there. Recommended by Captain	1 000
Stiles, of the Confederate Navy, as a good pilot	1,000
Port expense in Havana:	0.000
Tonnage fee, \$2.50 per ton, 800 tons	2,000
Light fee, harbor dues, etc., which in Havana are unusually large and	
numerous	2,000
•	
·	10, 400

I am, sir, with much respect, your obedient servant,
F. N. BONNEAU,
Master Steamer Ella and Annie.

Major N. S. WALKER, C. S. Army.

AGENCY WAR DEPARTMENT, Wilmington, September 16, 1863.

Your attention is called to following copy of a letter received from the Ordnance Bureau, Richmond.

Yours, very respectfully,

J. M. Seixas, Agent War Department.

Captain R. H. GAYLE, C. S. Steamer Cornubia.

[Enclosure.]

ORDNANCE OFFICE, Richmond, September 11, 1863.

SIR: Colonel Gorgas directs that you instruct the captain of each of our vessels to make to this office regular quarterly property returns of all the movable property, books, sextants, other instruments, etc., on his vessel, according to Form No. 1, Ordnance Department forms in Army Regulations; also, that you direct each captain to make regular monthly returns of stores purchased and issued for use of his vessel, according to Form No. 1, Subsistence Department forms, Army Regulations.

Respectfully, your obedient servant,

THOS. L. BAYNE,
Major, etc.

J. M. SEIXAS, Esq., Wilmington, N. C.

WAR DEPARTMENT, ORDNANCE OFFICE, C. S. A., Richmond, September 25, 1863.

SIR: For special reasons it is deemed advisable that our steamers engaged in running the blockade should not carry pennants or other insignia of vessels of war. You are requested when in foreign ports to carefully guard against all acts tending in any manner to cause issuance of orders by the authorities curtailing the facilities and privileges our vessels now enjoy. Your conduct should be such as to leave the impression that your steamer does not belong to the Government, but is simply used by it as a carrier.

Your obedient servant,

J. GORGAS, Colonel and Chief of Ordnance.

CAPTAIN COMMANDING CORNUBIA.

Letter from the Secretary of State to the Secretary of the Navy, transmitting correspondence captured on steamers Cornubia and Robert E. Lee.

DEPARTMENT OF STATE, Washington, January 11, 1864.

SIR: I have the honor to give you herewith for your information copies of important intercepted insurgent correspondence. Copies of the same have been sent to Mr. Adams.

I entertain no doubt that with the knowledge obtained through these papers it will be proper for you to direct that henceforth British blockade violators be detained in custody, and not released, as heretofore.

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

WM. H. SEWARD,

[Secretary of State.]

Hon. GIDEON WELLES, Secretary of the Navy.

[Endorsement.]

British blockade violators will be henceforth detained, and not released, etc. Any orders inconsistent herewith countermanded.

W[ELLES].

[Enclosures.]

IRON SHIPBUILDERS, Cubitt Town, London, October 2, 1863.

DEAR SIR: In answer to your enquiry, whether the contract I now send you in will be in force for three months from the 25th October, 1863, I beg leave to say it will, and that I am prepared to build three steamers of same dimensions, at the same price, to be delivered you ready for furnishing for sea at the expiration of four months from the date of my receiving deposit installment from you.

In handing you the model for the constructor of the Navy in Richmond, I shall of course be fully prepared to adopt any suggestions he

may make and to alter the boat accordingly.

The price which you paid me for the steamers now building, particularly the *Nutfield*, is dearer, considering that she is of less horsepower, than the offer I am now making you, as well as being larger. And you must also take into consideration that I am binding myself for three months hence, which I would not do except for the desire I have of doing more business for you.

I am, dear sir, yours, faithfully,

JAMES ASH.

EDGAR STRINGER, Esq.

[Endorsement.]

Original found on board the prize steamer Cornubia.

R. H. DANA, Jr., U. S. Atlorney.

BLACKWALL IRON WORKS (John Stewart, Engineer), London, October 3, 1863.

GENTLEMEN: I will undertake to supply you with marine screw engines for line of battle ships or rams from 200-horsepower to 400-horsepower for the sum of £48 10s. per horsepower, to be made of the best material and workmanship, all the pipes to be copper, engine bearings moving in the best gun metal, or white metal, if approved, to be finished to the entire satisfaction of any person the mercantile marine company or yourselves may appoint; and I also agree to make the engines from plans and specifications to be sent home from the Confederate Government's engineer, and to be finished in six to eight months from date of order.

I also agree to send out men, if required, to place the engines in the respective ships, at the Confederate Government expense.

I am, gentlemen, yours, truly,

JOHN STEWART.

Messis. Stringer, Pembroke & Co., Austinfriars.

[Endorsement.]

Original found on board the prize steamer Cornubia.

R. H. DANA, Jr., U. S. Attorney.

Per R. E. Lee.

MANCHESTER, November 14, 1862.

DEAR SIR: In the event of the Giraffe being sent back to England with cotton or other produce, we will be very glad to take charge of her and to dispose of the cargo on account of the Confederate Government; and if a further supply of boats or other articles be required from this country, we place our services, in the purchase and shipping of these goods, at the disposal of the Government. The experience we have gained of the wants of the Army and Navy, and the knowledge we have of the qualities of the various articles required for their use, fit us, we believe, to execute such orders in a manner which will be in every way satisfactory.

Wishing you a pleasant and successful voyage, we are, dear sir,

Yours, very faithfully,

ALEXR. COLLIE & BROTHER.

Captain J. WILKINSON, C. S. Navy.

[Endorsement.]

The above is a copy of a letter found on board the prize steamer R. E. Lee, of which Wilkinson was commander at the time.

R. H. DANA, Jr., U. S. Attorney.

Letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, regarding the reported movements of the Confederate ironclad in the Roanoke River.

[U. S. S.] MIAMI, Winton, [N. C.], November 8, 1863.

MY DEAR DAVENPORT: I am here with the Delaware and Whitehead. Report here says the ram was to have been at Plymouth on Thursday last; we left on Thursday night.

The Massasoit came up from P. to-day with General Wessells on

board; no attack yet.

If the battery they contemplate putting up there (to hold one 100-pounder, and one 200-pounder Parrott) were completed, I think I should be glad to see the boats come down. At any rate, with what we have, I'll try pretty hard to whip them. Send up the Southfield. Remember me to all.

Yours, sincerely,

C. W. FLUSSER.

Commander DAVENPORT, etc.

Report of Lieutenant-Commander Babcock, U. S. Navy, of the cooperation of the U. S. S. Morse in York River, November 8-10, 1863.

U. S. S. Morse, Off Yorktown, Va., November 10, 1863.

SIR: I respectfully forward you a copy of a communication received from Brigadier-General I. J. Wistar, commanding United States forces

at this place.

I complied with the general's request by proceeding on the evening of the 8th up York River, about 9 miles, and coming to anchor after dark abreast of Bigler's Mills, about 2 miles above Queen's Creek; the next morning got underway and came down the river and anchored off the mouth of Queen's Creek. The same evening, after dark, left an armed boat's crew off the creek and proceeded up the river as far as Bigler's Mills; came to anchor and sent another armed boat's crew a mile above me.

Having accomplished the object of the expedition on my part, by preventing all rebel communication across the river at or near the above places while the forces on shore were moving, this morning I returned.

Brigadier-General Wistar informs me that the expedition on the part of the army was successful as far as scattering some few guerrilla parties and capturing several wagon loads of corn.

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

CHARLES A. BABCOCK,

Lieutenant-Commander and Senior Officer Present.

Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, off Newport News.

[Enclosure.]

HEADQUARTERS U. S. FORCES, Yorktown, Va., November 8, 1863.

CAPTAIN: A small expedition goes up the peninsula from Williams-

burg at daylight to-morrow for a special purpose.

I would be glad of the cooperation of a gumboat, which should anchor about dusk this evening off the mouth of Queen's Creek, and during to-night and to-morrow prevent any communication by the enemy across York River.

The object of the gunboat will have been effected by to-morrow even-

ing, or at all events by the following morning.

The crew should be ordered not to land at all, particularly not on the York County side of the river.

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

I. J. WISTAR, Brigadier-General, Commanding.

Captain BABCOCK, U. S. Navy, Commanding Squadron, York River.

Capture of the blockade runner Robert E. Lee, November 9, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 12, 1863.

SIR: I am happy to be able to add to the list of three valuable captures effected off Wilmington during the last and present week, and

reported in my Nos. 948, 949, and 951 of this date, still another, that of the Confederate steamer *Robert E. Lee*, under the following circumstances:

On the morning of November 9, at early daylight, the U.S.S. James Adger, when about 20 miles from Beaufort Bar, bound in for coal, discovered and gave chase to a steamer bearing northward and eastward, but steering to the southward and eastward.

Having Cape Lookout Shoals to the eastward of her, Commander Patterson represents that the chase could not keep off and was compelled to shape her course across the *Adger's* bow, which enabled the *James Adger* to overhaul her. She took possession of the stranger at about 7:30 p. m.

The Robert E. Lee was from Bermuda, having left that port five hours

after the Cornubia, which was captured on the 7th instant.

Her cargo is 214 large cases and bales of shoes and blankets, some bales weighing 2 tons, 150 cases Austrian rifles, 250 bags saltpeter, 61 barrels salt provisions, 30 pigs lead, etc.

Fifty-four of her passengers, officers and crew, were transferred to the New Berne, brought up by her, and will be taken to New York for

proper disposition.

Enclosed is a list (A) of the passengers and (B) of officers and crew thus brought up. Among the former appear the names of C. E. Stewart, Belgian consul; Horace H. Webber and H. W. Rooke, lieutenants Royal Artillery.

No papers were found on board.

When captured she had the Confederate flag hoisted. When the executive officer of the *Adger* demanded the flag, the master of the *R. E. Lee* informed him that he had burned it.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Patterson, U. S. Navy, commanding U. S. S. James Adger.

U. S. S. JAMES ADGER, Beaufort Harbor, N. C., November 9, 1863.

SIR: I have the honor to report the capture of the Confederate steamer Robert E. Lee, flying the Confederate flag, this morning at 7:30.

At 6 a. m., when from 20 to 25 miles to the westward and southward of Beaufort Bar, discovered a steamer inshore, standing across our bows to the southward and eastward; started in chase, and within three-quarters of an hour got within range and opened fire.

At 7:20 the chase hove to, and at 7:30 I boarded and took possession

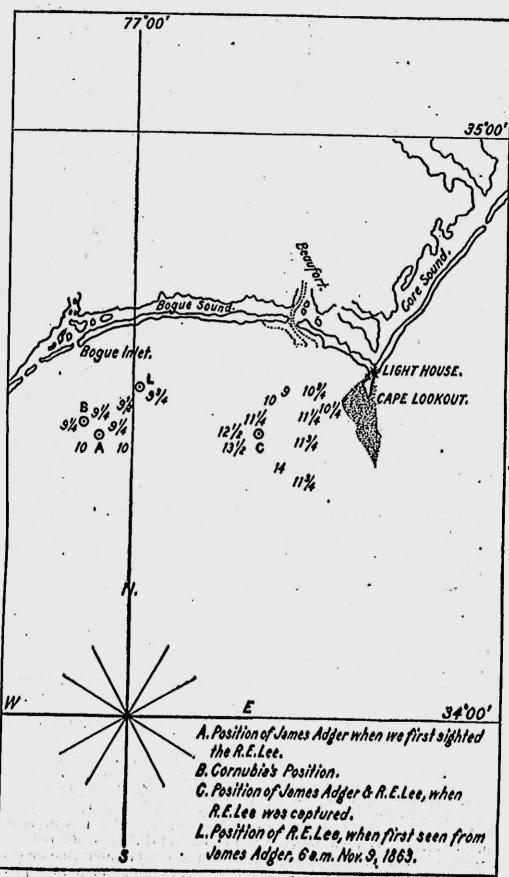
of her.

She proved to be the Confederate steamer Robert E. Lee, from Bermuda, bound to Wilmington, N. C., with a cargo for the Confederate Government.

She is an iron side-wheel steamer.

At the time of the capture we were 14 miles S. S. W. from Beaufort Bar, and there was no other vessel within signal distance or in sight.

On boarding her the captain informed the boarding officer, Lieutenant Franklin, that he had burned her flag, and that he had no papers, nor



could any be found except her log book and some vouchers in the baggage of Captain Thomas Pierce, of the Confederate artillery. She is said to be loaded with arms, saltpeter, blankets, and shoes, and to have treasure in her keelson.

The officers, crew, and passengers number 76, all of whom, except such as are retained as witnesses, will be sent to Hampton Roads tomorrow in the U.S.S. New Berne, to be delivered to Acting Rear-Admiral S. P. Lee.

Among the passengers are the Belgian consul at Charleston, two lieutenants of the British artillery, and a captain of the Confederate artillery.

I have ordered her to Boston in charge of Lieutenant C. L. Franklin. I am, very respectfully, your obedient servant,

> T. H. PATTERSON, Commander.

Hon. GIDEON WELLES, Secretary of the Navy.

Additional report of Commander Patterson, U. S. Navy, commanding U. S. S. James Adger.

U. S. S. JAMES ADGER, Beaufort, N. C., November 12, 1863.

SIR: I have the honor to report that since making my report of the capture of the Robert E. Lec, I have been informed by several of my crew that they were told by some of the people of the R. E. Lee that she undoubtedly had treasure on board, and it was understood among them (of the R. E. Lee) that if she was captured the Confederate agent at the North had instructions to purchase her and send her to Halifax, in order to recover it.

Acting Master R. O. Patterson having been placed in charge of the Cornubia, and the officer first placed in charge of the R. E. Lee being sick, I have been compelled to order the only other reliable officer, my executive, Lieutenant Franklin, to take charge of the R. E. Lee, as I consider her too valuable a prize to run any risk.

May I beg that you will urge having my officers and men sent back to me as soon as practicable, as I am crippled for want of both, notwithstanding I have received assistance from the Niphon, Mount Vernon, and Calypso.

Very respectfully, your obedient servant,

T. H. PATTERSON, Commander.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Newport News.

Order of Commander Patterson, U. S. Navy, to Lieutenant Franklin, U. S. Navy, in charge of prize steamer Robert E. Lee.

> U. S. S. JAMES ADGER, Beaufort, N. C., November 12, 1863.

SIR: Should you find yourself in want of coal, proceed to New York, and report to Rear-Admiral H. Paulding, showing him these orders, and respectfully request him to have you supplied with the necessary quantity, when you will proceed to Boston as previously ordered.

During your passage you will keep the officers and men on deck armed, and have those of the watch below at hand in a safe place.

Yourself and officers must exercise the utmost vigilance.

On your arrival at Boston show these orders to Commodore Montgomery, commandant of the navy yard, and respectfully request him to have the officers and men under your command returned to this vessel as soon as practicable.

Very respectfully, your obedient servant,

T. H. PATTERSON, Commander.

Lieutenant C. L. Franklin, U. S. Navy, In Charge of Prize Steamer R. E. Lee.

(The same to Acting Master R. O. Patterson, in charge of the prize steamer Cornubia.)

Capture of the blockade runner Ella and Annie, November 9, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 12, 1863.

SIR: In addition to the captures of the Margaret and Jessie and the Cornubia, or Lady Davis, detailed in my Nos. 948 and 949 of this date, I have the gratification of presenting to the Department the details of the capture of the rebel blockade runner Ella and Annie, off Wil-

mington.

At 5.30, on the morning of the 9th instant, the Niphon, returning from an unsuccessful chase, and steaming along the beach to the northward of New Inlet, made another steamer near Masonboro Inlet coming down along the shore. The stranger finding himself intercepted, put his helm up and endeavored to run down the Niphon. This attempt was partly avoided, though the Niphon was struck about the fore rigging, and her bowsprit, stem, and starboard boats carried away. At the moment of collision Acting Master Breck reports he opened upon the enemy with shell and canister and carried the prize by boarding. A keg of powder and slow match were found ready to blow her up.

The Ella and Annic is represented to be a vessel of 905 tons burden, in good order, with the exception of some small damages from shell

and grape.

Her cargo is chiefly composed of 480 sacks of salt, 500 sacks saltpeter, 281 cases Austrian rifles, 500 barrels of beef, 42 cases paper, etc.

In the collision 3 men on board the Niphon and 4 on board the Ella and Annie were slightly injured.

Enclosed is a list of the prisoners from this prize, brought up by the

New Berne (38 in number) and sent to New York in her.

The capture seems to have been well and gallantly made by Acting Master Breck. Captain Ridgely, senior officer, commends his spirit and promptness. I hope that the Department, in view of this especial and other good service on the part of Acting Master Breck, will favorably consider my application for his promotion.

The Ella and Annie, I am informed, was built at Wilmington, Del., is of light draft, fast, and would, I think, be very convenient for general purposes in this squadron, being available either for inside or outside service. I would suggest that she be purchased by Government and sent to this squadron, if, after examination, she be found suitable.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron. Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Breck, U. S. Navy, commanding U. S. S. Niphon.

U. S. S. NIPHON, Off New Inlet, November 9, 1863.

SIR: I have the honor to report that on the morning of this date, while near the beach, saw a blockade runner running along the beach; gave chase, fired several guns and rockets, but at last lost sight of her; stood back to my station and steamed along the beach to the north, and about 5.30 a.m. saw another steamer running along the shore to the southward; stood in to cut him off, when he turned directly toward me, evidently with the intention of running me down, which I avoided, in part, owing to this vessel answering her helm with great quickness. He struck me forward, both vessels running at great speed. As we came together, I fired a broadside—grape, canister, and shell—and immediately boarded him and held possession. In securing the prisoners a lot of shavings and a slow match attached to a keg of powder were found in the run, the captain acknowledging his intention to destroy the vessel. The collision broke bowsprit, stove all my starboard boats, broke stem, also some planks near the wood ends, damaged guard, chain plates, and caused her decks to leak badly. We have 3 men wounded; also 4 of the crew of the Confederate steamer, 1 dangerously, by grape or shell. The blockade runner, which proved to be the Ella and Annie, of Charleston, S. C., is 905 tons; is in good order with the exception of numerous shot holes in her upper works. Her cargo consists, as near as we can ascertain, of rifles, salt, saltpeter, paper, and hardware. She is a Confederate steamer, officered mostly [by officers] of the Confederate Navy. She was captured off Masonboro Inlet in 4 fathoms water, 18 miles north of Fort Fisher, no vessel in signal distance or in sight immediately after her capture. Steamed toward the fleet, and in about half an hour made the mastheads of a vessel which proved to be the U.S. S. Shenandoah, and shortly after 7 o'clock came to anchor about 3 miles north of the senior officer's usual station. About half an hour afterwards the Shenandoah came to anchor near us, and contrary to the usual custom the senior officer sent his own prize master on Transferred the following officers and crew on board the Ella and Annie by order of senior officer: Acting Ensign J. J. Reagean, Acting Third Assistant Engineer J. J. Sullivan, 1 fireman, 1 ordinary seaman, 3 landsmen, and 2 black refugees.

Very respectfully, your obedient servant,

J. B. BRECK, Commanding U. S. S. Niphon.

Hon. Gideon Welles, Secretary U. S. Navy, Washington, D. C.

Report of Acting Ensign Larsen, U. S. Navy, of the U. S. S. Niphon.

U. S. S. NIPHON, Off New Inlet, North Carolina, November 9, 1863.

SIR: I have the honor to report that at 5.30 a.m. this day, all hands being at quarter, and this vessel off Masonboro Inlet, saw a steamer trying to run the blockade, coming along the beach standing southward. The Niphon was standing toward the beach trying to cut off the blockade runner. Opened fire upon her; found that she was standing directly for us at full speed, evidently with the intention of running us down. The helm was put hard astarboard and all the

starboard guns fired directly into her. The vessels were brought nearly side by side, coming in collision at the bows, carrying away our bow-sprit and stem, and doing some other damage to the vessel. At the moment of collision the steamer was boarded [and] carried, a hawser hove on board and made fast. In about five minutes from the time of firing the first gun she was in our possession and a prize to the Niphon. Stood to the south and eastward with the prize in tow, which proved to be the rebel steamer Ella and Annie, of Charleston. Being informed that there were wounded men on board the prize, Daniel Fernald, quartermaster, was sent alort to see if any vessels were in sight; none could be discovered. Steamed in the direction of where the fleet ought to be. At 5:55 Daniel Fernald was again sent aloft, when he discovered the masts of a vessel, supposed to be one of our fleet; set signals No. a. 973. About half an hour after the signal was set she appeared to discover us and stood toward us. At 6:50 she answered our signal. She proved to be the U.S. S. Shenandoah. Employed at clearing away the wreck. When we got to within about 4 miles northward of the station of the fleet, came to an anchor. About half an hour after the Shenandoah came up and let go her anchor. In the collision the kedge anchor was carried away and lost; the barometer knocked down and broken; some damage was done to the deck beams, knees, ceiling, chains, chainplates, and davits; one boat was smashed up and carried away, and the side of the gig stove in.

Very respectfully, your obedient servant,

N. LARSEN, Acting Ensign, U. S. Navy.

J. B. BRECK,

Acting Master, Commanding U. S. S. Niphon.

Report of Acting Assistant Surgeon Bruce, U. S. Navy, of the U. S. S. Niphon.

U. S. S. NIPHON,

Off New Inlet, North Carolina, November 9, 1863.

SIR: I have the honor to report the following casualties which occurred on board this ship and the blockade runner *Ella and Annie*, captured by this ship this morning, which was the result of the collision between this ship and the latter named vessel.

On board this ship.—William B. Ingraham, paymaster's clerk, slightly;

Henry Reed, boy, slightly: John Smith, boy, slightly.

On board Ella and Annie.—James Barry, coalheaver, slightly; John Riley, coalheaver, slightly; M. Craig, fireman, slightly; Jo. Jervy, seaman, slightly.

Most respectfully, your obedient servant,

W. G. BRUCE, Acting Assistant Surgeon.

[Acting Master] J. B. Breck, Commanding.

Additional report of Acting Master Breck, U. S. Navy, commanding U. S. S. Niphon.

U. S. S. NIPHON,

Off Beaufort, N. C., November 10, 1863.

SIR: I would most respectfully call your attention to the fact that the Confederate steamer Ella and Annie was captured by boarding,

solely by this vessel, off Masonboro Inlet, on the morning of the 9th instant, and that contrary to the usual custom Captain D. B. Ridgely, commanding U. S. S. Shenandoah, ordered a prize master to take her North.

Permit me to enquire if the captor has not the right by law to select

his own prize master.

I also respectfully request that an investigation be made in regard to the place where she was captured, as the senior officer in command has expressed some doubts concerning it.

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

J. B. BRECK,

Commanding U. S. S. Niphon.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, U. S. S. Minnesota.

Report of Captain Ridgely, U. S. Navy, referring to various captures by the blockading vessels.

U. S. S. SHENANDOAH,

Off New Inlet, North Carolina, November 10, 1863.

SIR: I have the honor to report that on the morning of November 9, about 1 o'clock, the Niphon, stationed to the northward, made signals with rockets that a runner was coming to the bar, and she followed down the beach firing at him, when the Shenandoah and Tuscarora stood in to intercept him, but he passed so close to the beach that they could not make him out.

The picket boat *Howquah* got ready to receive him, and gave him a broadside from her battery, which I trust was a warm reception, but he succeeded in getting in.

The second runner approached the bar without being observed until the picket boat *Howquah* saw her. Acting Volunteer Lieutenant John MacDiarmid's report will explain the circumstances under which she got in.

The third runner was seen by the Niphon inshore of him about 5 o'clock a. m., when he stood in to crowd him on shore, when the runner resolved upon the desperate expedition of running the Niphon down. The commander of the Niphon, by shifting his helm in time, avoided the stem of the runner, and butted him, giving him grape at the same time. The vessels then became entangled, when the Niphon boarded him, and he proved to be the rebel blockade runner Ella and Annie, from Bermuda, loaded with saltpeter, arms, etc., and at daylight I had the gratification of seeing the Niphon about 4 miles off with the prize in tow, which was captured after a skillful and energetic performance of duty.

I send by this mail a survey of the hull and machinery of the Niphon, and have ordered her to Norfolk for repairs and to take the crew of the prize vessel.

I ordered Acting Master Bentley, of this ship, to take the prize to Boston, assisted by officers of the Niphon, who will be witnesses before the court of the details of the capture.

I had the gratifying intelligence by the Iron Age, from Beaufort, that the James Adger, going to replenish her coal, captured the R. E. Lee after a chase of two hours.

During this dark of the moon four rebel blockade runners have been captured—the Margaret and Jessie, Cornubia, Ella and Annie, and the famous R. E. Lee, all belonging to the rebels and carrying contraband of war.

I hope the fast steamers offshore will make the blockade more difficult to evade.

The blockade runners are now all painted white, and run so close to the beach that it is impossible to see them 100 yards off at night.

I am, very respectfully, etc.,

DANL. B. RIDGELY, Captain and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, U. S. Navy, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

I neglected to number a short and hurried letter I wrote yesterday, November 9. It should have been numbered 4.

DANL. B. RIDGELY.

## [Endorsement.]

If the commander of the captured vessel desires to send the prize North, and can spare, and has, a competent one, it is desirable that he should do so, unless there be manifest cause against doing so.

L[EE].

Third report of Acting Master Breck, U. S. Navy, commanding U. S. S. Niphon.

U. S. S. NIPHON, Beaufort, N. C., November 12, 1863.

SIR: In addition to my former report, which was very hurried for want of time, I have to say that F. N. Bonneau, captain of the Ella and Annie, states that he has an appointment as lieutenant in the Confederate Navy, and that one of the wounded prisoners, now on shore in the Hospital Beaufort, has an appointment as master in the Confederate Navy, and that all prisoners, except those detained on board of the prize as witnesses and those of the Hospital Beaufort, were sent by order of Commander Lynch to Fortress Monroe per steamer New Berne.

I wish also to state that no vessels were either in sight or signal distance at the time of the capture of the Ella and Annie, and that I know nothing more as to her cargo, as the senior officer in command sent an officer who is my senior to command the prize.

I also find that my damage to this ship is more serious than I at first thought, and will enclose reports from my executive officer and master in regard to the matter.

The Niphon will be hauled up on the sand to-morrow to ascertain the damage done to her, and we are lightening her forward.

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

J. B. Breck,

Commanding U. S. S. Niphon.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, off Newport News.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding injuries to the U. S. S. Niphon.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 17, 1863.

SIR: The U.S. S. Niphon arrived here last night from the blockade off Wilmington for repairs to the injuries she received by collision with

the rebel steamer *Ella and Annie*, which, on being intercepted by the *Niphon*, in an attempt to enter New Inlet, Wilmington, on the 10th [9th] instant endeavored to run her down, as reported in my No. 951 of November 12 to the Department.

Acting Master Breek's detailed report of his capture is herewith

enclosed.

I have to-day ordered the *Niphon* to Boston to receive repairs, and as her qualities and those of her commander render her services peculiarly valuable to the blockade of Wilmington, I hope she will be restored to it with the least practicable delay.

I have the honor to be, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon. Gideon Welles,

Secretary of the Navy, Washington City, D. C.

Order of Acting Rear-Admiral Lee, U.S. Navy, to Commander Davenport, U.S. Navy, regarding plan for obstructing the Roanoke River.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 9, 1863.

SIR: Enclosed is an open letter, which you will close and forward to

Lieutenant Commander Flusser. Use all practicable dispatch.

You will have appraised at the lowest value the hulks now at New Berne, which can be used for the purpose indicated within, and send them at once to the Roanoke, including, if practicable, the old light-boat at New Berne, which Lieutenant-Commander Flusser informs me will answer the purpose.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT, U. S. Navy, Comdg. U. S. S. Hetzel, Senior Officer in Sounds of N. C.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 9, 1863.

Sin: Your report of October 31, enclosing sketches of the Roanoke River and a plan for blockading it against the descent of the rebel gun-

boat building above, was duly received.

Enclosed for your information is a copy of a report\* by Captain Farquhar, chief engineer of the Department of Virginia and North Carolina, dated November 5, to Major-General Foster, whose endorsement thereon to Major-General Wessells informs him that the hulks will be sunk at once and the work constructed as recommended by Captain Farquhar. He remarks in his letter to me:

Should you see fit to have the senior officer in command of the sounds of North Carolina give the necessary orders for forming the blockade referred to, it will relieve the officer in command of the army forces in North Carolina from a duty with which he is not supposed to be familiar.

You are authorized to cooperate with the military authorities to effect this important object. I have instructed Commander Davenport to appraise and send to you without delay the old light-boat at New Berne, to which you refer, and such other of the hulks now anchored near New Berne as you may need for the purpose. Communicate with Commander Davenport on this subject.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Lieutenant Commander Flusser,

Commanding U. S. S. Miami, off Plymouth, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding movements of vessels.

U. S. FLAGSHIP MINNESOTA,

Off Newport News, Va., November 9, 1863.
Sir: The U. S. S. Onward proceeded to sea in obedience to the

Department's orders of November 5, at 5:30 p. m. yesterday.

The U. S. S. Emma arrived here from New York on the afternoon of

November 7.

The II S. S. Manut. Vannan amiral home from Dilladalahia thia

The U. S. S. Mount Vernon arrived here from Philadelphia this morning.

These two vessels will be dispatched to the blockade at once.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy. Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Webb, U. S. Navy, commanding U. S. S. Fahkee, to cruise southward of Cape Henry.

U. S. Flagship Minnesota, Off Newport News, Va., November 9, 1863.

SIR: Enclosed is a copy of a telegraphic dispatch just received from Brigadier-General Potter, with regard to a suspicious schooner south of Cape Henry. Proceed with the Fahkee and examine the coast to the southward of Cape Henry for 20 or 30 miles, keeping a sharp lookout and boarding all suspicious vessels. Cruise as indicated for two or three days and then return and report to me.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Acting Ensign [FRANCIS R.] WEBB,

Commanding U. S. S. Fahkee,

Capture of blockade runner Ella, November 10, 1863.

Report of Acting Volunteer Lieutenant MacDiarmid, U. S. Navy.

U. S. S. HOWQUAH,

Off New Inlet, North Carolina, November 11, 1863.

SIR: I have the honor to report that about 7:15 p. m., 10th instant, while cruising close to the land 13 miles to the northward of Fort Fisher,

I discovered a steamer running down the land. Immediately gave chase and fired a shot at her, which glanced against the gallows frame of her engine. She was hove to immediately. Upon boarding her she proved to be the blockade runner Ella, from Bermuda, bound to Wilmington, N. C. I [am] happy to state that she received no material damage. I have forwarded to the judge of U.S. district court of Massachusetts all the papers found on board, with the necessary witnesses.

Very respectfully, your obedient servant,

JOHN MACDIARMID,

Acting Volunteer Lieutenant, Commanding U. S. S. Howquah.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, forwarding prize list in the case of the steamer Ella.

U. S. S. HOWQUAH,

Off New Inlet, North Carolina, November 13, 1863.

SIR: I have the honor herewith to enclose duplicate lists of the officers and crew of this vessel, claiming to be entitled to a share of the prize money accruing from the capture of the blockade breaker, steamer Ella, captured by this vessel while endeavoring to violate the blockade off Wilmington, N. C. The U.S. steamers Shenandoah and Daylight were within signal distance at the time, but did not assist in her capture.

Very respectfully, your obedient servant,

JOHN MACDIARMID,

Acting Volunteer Lieutenant, Commanding U. S. S. Howquah.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, recommending the fitting of the prize Ella for naval service.

U. S. S. SHENANDOAH,

Beaufort, N. C., November 19, 1863.

SIR: I am informed that the Ella, recently captured off Wilmington, is a small, fast steamer, new, and built for a New York tugboat, larger than the Nansemond, and admirably adapted for the blockade of Wilmington.

She only needs a gun forward and another aft, and can be quickly

fitted and returned here.

I respectfully request that she may be examined, and, if found fit, taken into service. Acting Volunteer Lieutenant McDiarmid, of the Howquah (a slow vessel), would make a good commander for the Ella. He is vigilant, active, and bold.

I have the honor to be, sir, very respectfully, yours,

Acting Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—Captain Ridgely thinks the *Ella and Annie* is much better adapted to transport than to gunboat service. I think she would do well for the service proposed by me.

Letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, referring to the cooperative movement in Albemarle Sound.

U. S. S. MIAMI,

Plymouth, N. C., November 10, 1863.

MY DEAR DAVENPORT: I send the Whitehead down for stores, provisions, etc., and shall keep the Delaware and picket boat till her return. I went with General Peck to Winton, but on account, I suppose, of Foster's removal the expedition was not started, so we had nothing to do. I went up to within 2 miles of the Blackwater, to where a rebel battery was reported, but saw nothing.

I send papers for Navy Department and weekly returns from rendezvous here. I need another watch officer. I sent you several weeks since written reports made to me by Mr. Welles, executive officer of this vessel, against Mr. Quevedo, acting master's mate, and Patrick Williams, marine. They were sent, I think, from Hatteras or from this place soon after our return from 11.

8 p. m.—Just returned from Edenton; no news. The Southfield has not yet arrived. If she left New Berne on Saturday she must be aground somewhere.

Remember me kindly to everybody and his brother.

Yours, sincerely,

C. W. Flusser.

Commander DAVENPORT, etc.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding extension of limits for oystering.

NAVY DEPARTMENT, November 11, 1863.

SIR: The Department has received your dispatch of the 5th instant (No. 934) and enclosures in relation to a proposed extension of the present limits within which it is allowed to gather oysters, and approving of your reply to the Secretary of the Treasury, has forwarded the same to him.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Comdy. North Atlantic Blockading Squadron, Old Point Comfort.

Letter from Lieutenant Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, regarding torpedoes.

U. S. S. MIAMI, Plymouth, N. C., November 11, 1863.

MY DEAR DAVENPORT: \* \* \* If I can get some iron pipe I'll make some torpedoes for the river above.

No news.

Yours, sincerely, Commander DAVENPORT, etc.

C. W. FLUSSER.

Report of Acting Ensign Webb, U. S. Navy, commanding U. S. S. Fahkee, regarding the cruise of that vessel.

U. S. S. FAHKEE, Off Newport News, Va., November 12, 1863.

SIR: I respectfully enclose herewith an abstract of remarks from the log book of this vessel, during a cruise made in obedience to your order of the 9th instant.

I have daily examined the coast between Cape Henry and 50 miles to the southward thereof, and have seen no suspicious vessels during the cruise.

I have the honor to be, sir, very respectfully, your obedient servant,
FRANCIS R. WEBB,
Acting Ensign, Commanding.

Acting Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, forwarding statement of J. J. Orrell concerning affairs at Wilmington, N. C.

U. S. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 12, 1863.

John J. Orrell, third lieutenant, Masonboro Volunteers, Thirtieth Regiment, Third Brigade, Sixth Division, North Carolina Militia, appointed August 17, 1863.

Confederate money worth 8 cents on the dollar, 12 for one. Take Wilmington, and North Carolina will be all right.

The blockade runners make Craig's pole or Big Hill, which is 2 miles south of Masonboro, or 18 miles north of Fort Fisher; used to have signals from 12 to 14 miles above Fort Fisher, but have no guns or pickets on the beach since I took that Whitworth gun in August. The first signal station is now 7 miles north of Fort Fisher; the signal watch stands on a scaffold 15 feet high, and waves in the direction of Fort Fisher, a burning ball of cotton and spirits turpentine, which is repeated along the coast to Colonel Lamb, of Fort Fisher, who tries to cover the runner, who, on running down from Craig's pole, makes a light from dark lantern to the signal watch on the scaffold.

Light-drafts generally run out on New Inlet side. The Sumter has been loaded one and a half months and will go out main bar; the little Nansemond being troublesome on New Inlet side, which hitherto was preferred, as there was a fast steamer, they found on the other side, on which side they run down to [Lockwood's] Folly Inlet before standing off to the Gulf Stream; from Craig's pole they run off east by south.

Wilmington 2,000 troops, Fort Fisher 500, Camp Wyatt (in the woods a mile or so down and 13 back in the woods from the wreck of the Hebe) 250. On Bald Head 18 guns, light artillery, and 3 companies. One company of heavy artillery, Captain Dudley, was to go there. Are fortifying at the Bald Head light-house (no guns yet mounted), to keep us from landing on Smith's Island woods, and from shelling out Fort Caswell from Bald Head. Now cutting a road from Fort Fisher to Topsail Battery, 17 miles north of Wilmington and about 1 mile below New Topsail Inlet; this road is on an average from Fort Fisher to Masonboro about 300 yards from the sound, which is about 13 miles from beach

and following the sounds round keeps at about same distance in plain view of the ocean to the battery. No heavy guns there, but one light artillery company; this is on the county road from New Berne, on the

coast to Wilmington.

There is an intrenchment around Wilmington, a line of battery all reserved and two heavy guns in the town. Below Wilmington, first battery is Fort Strong, 5 guns (4 of 32-pounders and 1 small rifle). Onehalf mile below at the Old Hospital, now working a small battery, both on east side river. No more until you get to Old Town or Brunswick quarantine; believes there are about 11 guns there (on west side river). Nothing more until you get to Smithville, where there is a battery at the old garrison; suppose it is a six gun battery. Nothing more to Fort Caswell, where I have not been lately, but know it is in good order. Below Fort Caswell they are fortifying; but do not know about it. No guns, works, or soldiers on Eagle's Island, or back of Cape Fear River. Fort Fisher is a half moon; on the sea are 11 guns casemated; all open in the rear of fort; the casement is a crib of palmetto logs, covered over with dirt and sodded; earthwork at porthole 6 feet thick and about same on top; 9 ordinary guns, such as they had there at first, and 2 of 96-pounders, smoothbores; thinks they are called IX-inch guns. No rifle guns there but a Whitworth, with which they play around on the beach; it is just like the one you captured in the Minnesota in August. Next on Federal Point are two mounds, one done and one building, each for one IX-inch gun on top. The Sumter brought two big guns; one burst at Charleston, the other was at Wilmington a few weeks since and is intended for Fort Fisher. No other batteries except the intrenchments across from the sea to the river for light artillery and infantry. There are obstructions at Fort St. Philip, alias Old Town, alias Brunswick, two rows of piling, not in the main channel but on the west side of channel; no obstructions on the Rips under Fort Caswell and note in the New Inlet Channel; all previous obstructions have gone except where the Kate was snagged near Fort Caswell Rips, which is not in the channel. The North Carolina troops are in Virginia; they were afraid to let them go to Chattanooga lest they would stop at home; the troops above Wilmington are generally for State defense and are not Confederate troops. I have been conscripting in North Carolina.

The above is Mr. Orrell's statement,

S. P. LEE, Acting Rear-Admiral.

Report of Acting Roar-Admiral Lee, U. S. Navy, regarding measures of cooperation with the army in view of expected attack by the enemy upon Suffolk.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 13, 1863.

SIR: This afternoon General Butler applied for a gunboat or two to repel an attack apprehended by General Getty on the army outpost at Suffolk. The day tide will not allow of crossing the bar at the mouth of Nansemond Creek [upper river] until to-morrow forenoon and it is too thick to go in to-night. The Alert (a light-draft tug), supplied with coal and ammunition, will start in the morning, with orders to communicate with the army officer at Suffolk, aid him if needed, and remain

until relieved by the General Putnam (a light-draft gunboat), ordered here by telegram from near Yorktown.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Letter from Major-General Peck, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding matters in the Roanoke River.

> HDQRS. ARMY AND DISTRICT OF NORTH CAROLINA, New Berne, N. C., November 13, 1863.

SIR: I recently visited Plymouth, etc., and found Captain Flusser somewhat disturbed by a report which had reached General Wessells to the effect that Mr. Lynch had been examining the channel of the Roanoke with a view of bringing down the ram.

At frequent intervals since I assumed command in North Carolina, I have posted Major-General Foster in relation to the boat at Edwards Ferry, and proposed expeditions for the burning of the same, but he never attached great importance to it, and supposed that it was intended only as a defensive agent. He replied that the troops in the department would not warrant the undertaking.

The works at Plymouth have been pushed with all dispatch possible, and I have added materially to the armament. A work is in progress for a 200-pounder Parrott with a center pintle, which will make everything very secure there. While waiting for the 200-pounder I have ordered up a 100-pounder Parrott from Hatteras, which is the only available gun of the kind in North Carolina.

In regard to the report of an examination of the channel, I think it is accounted for by a number of deserters from Fort Branch, at Rainbow, who state that week before last it was examined and torpedoes placed at various points below Rainbow Bluff.

The difficulties of getting at the boat are greatly increased by the fact that an earthen battery for four guns has been constructed at Edwards Ferry, and is garrisoned by from 200 to 500 infantry. The Twenty-fourth North Carolina and one six-gun battery are at Hamilton. Fort Branch is an enclosed work of 12 rifled guns, including 1 64-pounder and 3 24-pounders.

I am, very respectfully, your obedient servant,

JOHN J. PECK, Major-General.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Newport News.

Letter of congratulation from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy.

NAVY DEPARTMENT, November 14, 1863.

SIR: The Department has received your several dispatches announcing the recent capture of four of the most noted blockade runners, and

congratulates you and the officers and men engaged in the blockade of Wilmington upon your great success.

Who had command of the Robert E. Lee? His name does not appear on the list of officers furnished with your No. 952.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Saltonstall, U.S. Navy, commanding U.S. S. Governor Buckingham, to proceed to duty off Wilmington, N.C.

NAVY DEPARTMENT, November 14, 1863.

SIR: Proceed with the U.S.S. Governor Buckingham off Wilmington with all practicable dispatch and report for duty to the senior commanding officer present. Touch at Hampton Roads on your way and communicate with Acting Rear-Admiral S. P. Lee.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Volunteer Lieutenant Wm. G. Saltonstall, Commanding U. S. S. Governor Buckingham, New York.

Order of the Secretary of the Navy to Captain Sands, U. S. Navy, commanding U. S. S. Dacotah.

NAVY DEPARTMENT, November 14, 1863.

SIR: As soon as the medical officer is satisfied that the varioloid has disappeared from the *Dacotah*, you will proceed with that vessel to Portsmouth, N. H., and report to the commandant of the navy yard on your arrival there.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Captain B. F. SANDS, Commanding U. S. S. Dacotah, New York.

Report of Captain Gansevoort, U. S. Navy, transmitting drawing of torpedo found in Hampton Roads.

U. S. IRONCLAD ROANOKE, Newport News, Va., November 15, 1863.

SIR: I have the honor to enclose drawings of the torpedo which was seen on the morning of the 14th, at about 9:30 a.m., floating by the ship at a distance of about 300 feet. I had it towed on shore. It was somewhat damaged getting it on the beach. The powder was removed and the machinery and pieces were brought on board of the ship. It

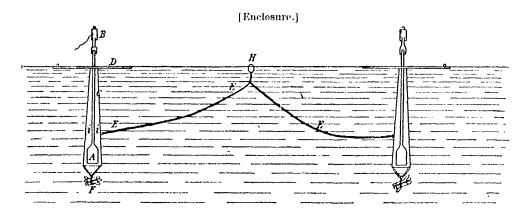
was flood tide when discovered. The slow match had appearance of having been lighted. The apparatus shows no signs of having been long in the water. The tin and nails show no signs of rust, and it appears to have been but a short time in the water.

Very respectfully, your obedient servant,

GUERT GANSEVOORT,

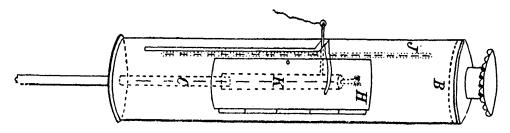
Captain.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Newport News, Va.



- A. Cylinder containing powder. Diameter, 84 inches; length, 15 inches.
- B. Tin box containing slow match and apparatus for igniting, 10 inches long, 2 inches diameter.
- C. Pipe containing fuze communicating with powder. Length of pipe, 7 feet.
  D. Float, piece of wood 5 feet long, 20 inches wide.

  - E, E, E. Line connecting the two torpedoes, 100 feet.
  - F. Ballast.
- ii. Casing in form of a frustrum of a pyramid, 12 inches square at base, 6 inches square at top; length, 6 feet.
  - H. Float for line.



- B. Tin lantern containing slow match, part of quick match, and apparatus for igniting.
  - C. Pipe containing fuze for communicating with powder.
  - H. Slow match.
  - J. A perforated piece of metal supposed to be for friction purposes.
  - K. Quick match.

Report of Acting Ensign Bishop, commanding U. S. S. Alert, regarding expedition to Suffolk.

> U. S. TUG ALERT, Off Newport News, Va., November 15, 1863.

SIR: Yesterday I proceeded to Suffolk, as per order, and reported to the major commanding, who informed me that he had heard various reports from the people of Suffolk as regards the number of rebels that had been there within a week, some stating the number as high as 1,800 and some as low as 60. They were said to be cavalrymen. They took 8 Union soldiers and 11 wagons off with them. When we arrived there we found all quiet, and saw nothing either in going up or coming down the river. I was relieved by the General Putnam, and then proceeded down to the flagship this morning at 9 o'clock.

I am, very respectfully, your obedient servant,

J. Ві<mark>зно</mark>Р, Acting Ensign, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

> U. S. S. HETZEL, Off New Berne, N. C., November 15, 1863.

ADMIRAL: I have the honor to submit the following semimonthly statement of the disposition of vessels in the sounds for the term ending at date:

November 1.—The Hetzel arrived at New Berne from Ocracoke. November 4.—The Delaware sailed for Plymouth.

November 10.—The Southfield sailed for Plymouth. November 12.—The Whitehead arrived from Plymouth.

The Miami, Southfield, Underwriter, and Delaware are at Plymouth.

The Commodore Hull and Valley City are at Washington.

The Hetzel, Louisiana, Whitehead, and Seymour are at New Berne.

The Brinker is at Hatteras, and the Granite at Ocracoke.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE.

Commanding North Atlantic Blockading Squadron.

Report of Major-General Schenck, U. S. Army, of the capture of Acting Master Beall, C. S. Navy, and party.

BALTIMORE, MD., November 15, 1863-9:15 p.m. The following telegram just received.

DRUMMONDTOWN, VA., November 15, 1863.

A small party of raiders landed on the Chesapeake shore yesterday, but before they could get into the interior they were met by an equal number of my coast guard, by whom they were all captured, after the firing of one or two volleys. They

are a part of a larger party, under Captain Beall, of the rebel Navy, who are doubt-less hovering about the coast somewhere; but my pickets and coast guard are on the alert, and will come up with them should they attempt a landing.

HENRY H. LOCKWOOD,

Brigadier-General.

Since the above was written one of my coasting vessels fell in with the notorious Captain Beall himself, in command of another party, and succeeded in capturing him with his whole party, numbering 3 commissioned officers and 6 men. I think this will put an end to these depredations.

HI RY H. LOCKWOOD,

Brigadier-General.

ROBERT C. SCHENCK,

Major-General.

Colonel J. C. KELTON,
Assistant Adjutant-General.

Report of Brigadier-General Lockwood, U. S. Army, of the capture of Acting Master Beall, C. S. Navy, and party.

HDQRS. FIRST SEPARATE BRIGADE, EIGHTH ARMY CORPS,

Drummondtown, Va., November 16, 1863.

COLONEL: I have the honor to forward the enclosed reports of the capture of John Y. Beall, master in the rebel Navy, and his crew of 14 men, by Lieutenant John W. Conner and Sergeant Robert R. Christopher, of Company B, First Eastern Shore Maryland Volunteers, each of these officers commanding separate detachments, on the 14th and 15th of November.

This is a highly important capture. The officer in charge of the party is the same who commanded the attack against the gunboats on the Bappahannock River, which resulted in their capture, and admits that he was in charge of the party by whom the light-houses on this shore were destroyed and the Government transports captured on the Atlantic coast. He further admits that the object of this raid was the capture of a steamer. The conduct of the officers before referred to is highly commendable. The party of rebels were captured in two detachments, one by Lieutenant Conner, the other by Sergeant Christopher; and each detachment, although much better armed than ours, was captured by an equal number of our men, which never could have been effected but by the bravery and determination of these officers.

I would therefore recommend that the major-general commanding recognize the intrepidity and valuable service manifested and rendered

by these officers on this occasion by letter.

I would further call the attention of the major-general commanding to the status of these prisoners. They are unable to show anything which, in my judgment, would entitle them to be considered or treated as prisoners of war. They are without orders and many of them without uniform. It appears by the shipping articles (of which I have obtained possession and which are herewith forwarded) that they are but partisans, receiving no pay from the so-called Confederate States, and trusting entirely for remuneration for their services to the possession of such property, public or private, as they may chance to capture.

If, after deliberation, the major-general commanding shall agree with me that these parties are not entitled to be considered and treated as prisoners of war, I would respectfully suggest that they be tried either by military commission or that they be sent back here for trial by the civil authorities of Accomac and Northampton Counties, where the depredations have been committed, as is provided for in the Virginia Code, 1860. I am rather inclined to think the latter course would be the preferable one, inasmuch as some of the citizens seem to be considerably incensed against these raiders, and I think twelve men at least in the county of Accomac can be procured who will be disposed to deal with these fellows as their outrages deserve.

Further than this, a trial and conviction of these offenders by the civil authorities would have a great effect upon the political status of these counties, inasmuch as it would inflame the rebel authorities against them and by that means a counteraction would be produced. As this is understood to be but one of three or four bands of outlaws of the same character, it is highly important that a precedent in regard to them

should be determined upon.

I have the honor to be, very respectfully, etc.,
HENRY H. LOCKWOOD,

HENRY H. LOCKWOOD, Brigadier-General, Commanding.

Lieutenant-Colonel W. H. CHESEBROUGH,
Assistant Adjutant-General.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Simmons, U. S. Navy, commanding U. S. S. Dawn.

NAVY DEPARTMENT, November 16, 1863.

SIR: Proceed with the U.S.S. Dawn as soon as she is ready for sea to Hampton Roads and report to Acting Rear-Admiral Lee for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Volunteer Lieutenant J. W. SIMMONS, Commanding U. S. S. Dawn, New York.

Order of the Secretary of the Navy to Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, to proceed to duty off Wilmington.

NAVY DEPARTMENT, November 16, 1863.

SIR: As soon as the U.S.S. Quaker City is ready for sea proceed with her, with all practicable dispatch, off Wilmington and report to the senior commanding officer present for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Commander J. M. FRAILEY, Commanding U. S. S. Quaker City, Philadelphia.

[Order of same date and tenor to Commander S. Nicholson, commanding U. S. S. State of Georgia, Philadelphia, Pa.—Compilers.]

Report of Acting Master Savage, U. S. Navy, commanding U. S. S. General Putnam, of the disappearance of the enemy from Suffolk.

U. S. S. GENERAL PUTNAM, Off Newport News, November 16, 1863.

SIR: In obedienc to your orders of the 14th instant I proceeded up the Nansemond River and relieved the Alert, and communicated with the commanding army officer. He said that it was not requisite for me to go to Suffolk, as all was now quiet there and the enemy had disappeared. He requested me to stop at the Nansemond Bar over last night. He received reliable information to day that the enemy was not to be seen for 8 miles outside of Suffolk and all was quiet, therefore he concluded to dispense with my services at present. I therefore have the honor to report to you my arrival here with this vessel.

Very respectfully, your obedient servant,

H. H. SAVAGE Acting Master, Commanding, U. S. Navy.

Acting Rear Admiral S. P. LEE, U. S. Navy, Commanding North Atlantic Blockading Squadron.

Letter of thanks from Major-General Peck, U. S. Army, to Commander Davenport, U. S. Navy, for naval cooperation in the Chowan River.

HDQRS. ARMY AND DISTRICT OF NORTH CAROLINA, New Berne, N. C., November 16, 1863.

SIR: Permit me to thank you most warmly, as well as Captains Flusser, French, and Foster, of the Miami, Whitehead, and Delaware, for the prompt and cordial cooperation, extending from the 4th to the 10th instant, by which I was enabled to make a reconnoissance to near the mouth of the Blackwater and protect my fleet of transports in the Chowan while waiting for the troops of Major-General Foster. His failure to cooperate caused much regret in both arms of the service.

Very respectfully, your obedient servant,

JOHN J. PECK, Major-General.

Commander H. K. DAVENPORT, Senior Naval Officer, Sounds of North Carolina.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding certain light vessels at New Berne, N. C.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 16, 1863.

SIR: I have received the Department's communication of November 14, enclosing a copy of a letter from the chairman of the Light-House Board in relation to certain light vessels at New Berne, desiring that they should be brought to Philadelphia, Baltimore, or Norfolk.

The use of one of these vessels, to be sunk with others as obstructions in the Roanoke River to prevent the entrance into the sounds of the rebel ironclad now being built on its upper waters, has been sugguested by Lieutenant-Commander Flusser, senior officer at Plymouth,

and authorized by me, in connection with the system of defenses now being jointly prepared by the military and naval authorities there, the former having already requested me to have obstructions sunk in the river.

I will, however, duly authorize the senior officer in the sounds of North Carolina to comply with the wishes of the Board when it can be done compatibly with other duties, as the Department instructs me, and not to use these vessels as above indicated unless demanded by an urgent necessity in his opinion and those of the military authorities.

I have the honor to be, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington City, D. C.

Letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, giving rumor regarding the Confederate iron-clad in the Roanoke.

U. S. S. MIAMI, Plymouth, N. C., November 16, 1863.

MY DEAR DAVENPORT: I have kept the Delaware here because I thought the ram might come down. Last report from above is that she sunk while launching and that the rebs are blocking up the river with stone—both lies, I suspect. I am trying to make one or more torpedoes.

I suppose the Whitehead will be up to-morrow, by night. The Delaware will leave for New Berne to-morrow morning. No news. Adios.

Yours, sincerely,

C. W. FLUSSER.

Commander DAVENFORT, etc.

Joint expedition to Mathews County, Va., November 16-19, 1863.

[Telegram.]

Yorktown, November 16, 1863.

A number of guerrillas are about East River, Mobjack Bay. Understand they have boats with them. General Wistar is going to send troops and I go to operate with them.

CHARLES A. BABCOCK, Lieutenant-Commander, U. S. S. Morse.

Acting Rear-Admiral S. P. LEE.

[Telegram.]

YORKTOWN, VA., November 19, 1863.

Have just returned. All right. Will make my report as soon as possible. One acting master, rebel Navy, and 15 rebels captured by

our land forces, Colonel Guion, One hundred and Forty-eighth New York Volunteers, assisted by my officers and crew.

C. A. BABCOCK, Ineutenant-Commander.

Acting Rear-Admiral S. P. LEE, U. S. Navy.

Report of Lieutenant-Commander Babcock, U. S. Navy, commanding U. S. S. Morse.

U. S. S. Morse,

Off Yorktown, Va., November 20, 1863.

SIR: I respectfully forward you a report of the recent expedition to Mathews County, Va., with the result:

On Monday morning, the 16th instant (about 8 a. m.), a resident of Mathews County, by the name of David Ripley, came on board this vessel and reported to me that a party of guerrillas were in force, chasing every Union person and committing depredations generally through Mathews County.

After investigating the case, I sent the man on shore under charge of an officer to the general commanding at Yorktown, who at once con-

cluded to send some land forces to cooperate with this vessel.

After a consultation with Brigadier General Wistar and the colonel commanding One hundred and forty-eighth Regiment New York Volunteers, got underway; proceeded alongside the wharf at Yorktown and received on board 430 soldiers belonging to the One hundred and forty-eighth Regiment New York Volunteers, under command of Colonel Guion.

At 12:45 started from the wharf for Mobjack Bay. When arriving at the mouth of East River proceeded up very slowly, keeping all soldiers out of sight; went up the river as far as the depth of water would admit, and at 6 p. m. came to anchor and began to disembark the troops in the boats of this vessel, not being able to get near the shore with the vessel. At 9 p. m. finished disembarking troops, got underway, and dropped down the river about 2 miles to Mathews Court-House wharf and landed all provisions belonging to the regiment. After all being ashore, dropped in the stream and came to anchor.

The reason for not landing the troops at the wharf was for the purpose of cutting off all guerrillas from crossing a creek and making their

escape.

At 7:30 a.m., on the morning of the 17th, got underway and proceeded down the river into Mobjack Bay as far as New Point Comfort, where some of our troops were expected to be, but not finding any traces of them left two armed boats' crews on picket duty for the purpose of communicating with the army when they came in sight, and again proceeded with the *Morse* up the East River as far as Mathews Court-House wharf, and there found a commissary-sergeant, with all cooks belonging to the regiment, who reported that the regiment had left Mathews Court-House that morning in different directions.

Took these men on board and again proceeded down the bay; came

to anchor inside of New Point Comfort.

At 9 a. m. on the morning of the 18th again got underway, leaving two armed boats' crews on picket duty, and proceeded to Mathews Court-House wharf; found nothing and at once returned to New Point, and upon arriving found two companies encamped there, and was informed by one of the captains that a schooner was ashore between New Point Comfort and the point above. Immediately got underway and proceeded outside to the point indicated, but did not find any

schooner (the schooner the army had seen being one beating down the bay close inshore). On returning came within hail of the army tugs Silas O. Pearce and Islander. The master of the Silas O. Pearce informed me that he had been sent out for the purpose of towing this vessel off, having heard that she was aground. I informed him that I had not been aground at all. The Islander brought on board an officer with a dispatch from General Wistar. When again in Mobjack Bay sent three armed boats' crews on picket and at once proceeded again to Mathews Court-House wharf. Upon arriving there found the two companies which I had communicated with at New Point and received them on board with two prisoners. Sent out pickets from this vessel and burned four rockets as signals for the remainder of the army. At 11 p. m. the whole arrived with the colonel in command, bringing with them an acting master in the so-called Confederate Navy, by the name of Webb, and 13 men with him, who had been engaged in the burning and plundering of vessels in Chesapeake Bay. The army destroyed their launch, also a quantity of small boats and canoes which were hidden away in creeks and swamps, but a gun which belonged to the launch had been so successfully hidden that it could not be found. Also received on board the family of David Ripley (who had given the information) for passage to Yorktown.

From information gained from some of these guerrillas by my officers they intended to capture some unknown schooner on the eastern shore and proceed with her to sea for the purpose of boarding the first transport they came across and commence privateering. Also that we might expect some evening to see all lights destroyed in Chesapeake Bay, with the exception of Cherrystone, Va., as that light gave them a good opportunity to steer for the different sounds on the eastern shore.

At 3 a.m. on the morning of the 19th proceeded down to the mouth of the East River, came to anchor, and burned two blue lights to recall all boats on board, who returned safe at 4 a.m. At daylight Colonel Guion, with a small guard, went on shore on a reconnoissance, but again returned on board at 7:30 a.m. Immediately got underway and proceeded on for Yorktown, where the whole expedition arrived safe at noon vesterday.

I respectfully forward you a copy of a letter received by me from Brigadier-General Wistar (commanding army forces at this place) in relation to the expedition as carried out on the part of myself, officers, and crew. All the officers and crew behaved well and used their utmost exertion to carry out my orders.

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

CHARLES A. BABCOCK,

Lieutenant Commander and Senior Officer Present.

Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

[Enclosure.]

HEADQUARTERS U. S. FORCES, Yorktown, Va., November 19, 1863.

SIR: Please accept my acknowledgments and thanks for the very valuable services rendered by yourself, vessel, and crew in the recent successful expedition to Mathews County.

I am indebted to you first for the information of affairs in that quarter, which led to the enterprise, and for the prompt proffer of your willing aid, and next for the skill, judgment, and success with which you conveyed, cooperated with, and brought back the military force engaged.

It also affords me pleasure to mark the excellent discipline and obedient conduct of your crew, who, by exclusive attention to the matter in hand, were most efficient and useful in contributing to the complete success of the expedition.

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

Brigadier-General, Commanding at Yorktown.

Lieutenant Commander BABCOCK, U. S. Navy, Commanding U. S. S. Morse.

Report of Lieutenant-Colonel Guion, U. S. Army, commanding expedition.

HDQRS. ONE HUNDRED AND FORTY-EIGHTH NEW YORK, Yorktown, Va., November 20, 1863.

CAPTAIN: \* \* \* At daylight on Wednesday, the 18th, I marched five companies to Cricket Hill, and learning that an organized party was upon Gwynn's Island, with a brass howitzer, I at once crossed in boats, and after making a careful search of the island succeeded in capturing 11 armed men, under charge of Acting Master Webb, of the rebel Navy. Their howitzer had been thrown into the water and could not be found. After leaving the island and destroying some twelve boats and one sloop, also the barge which the prisoners had used to cruise about in, I returned to Mathews Court-House, arriving there at dark, and at once communicated with the gunboat which was lying in East River with the two companies under Lieutenant Gilchrist on board.

I have the honor to remain, very respectfully, your obedient servant, GEO. M. GUION,

Lieutenant-Colonel, Comdy. One hundred and forty-eighth New York.

Captain S. R. REYNOLDS,

Assistant Adjutant-General.

[Endorsement.]

HEADQUARTERS U. S. FORCES, Yorktown, November 20, 1863.

This report of Colonel Guion, commanding late expedition into Mathews County, Va., is respectfully forwarded, being adopted as my

report.

Great credit is due to Colonel Guion for his management, success, and careful execution of orders. Also to Captain Babcock, U.S. Navy, commanding gunboat *Morse*, for his zealous and efficient cooperation in every way in his power.

I. J. WISTAR, Brigadier-General, Commanding.

Letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, giving assurance of support in the blockade off Wilmington, N. C.

NAVY DEPARTMENT, November 17, 1863.

I congratulate you upon the captures off Wilmington. Nine steamers have been lost to the rebels within a short time, all due to the fine spirit

of our people engaged in the blockade. It is a severe duty and well maintained, and Jeff. Davis pays us a higher compliment than our own people when he declares that they have but one port in 3,500 miles (recollect that the whole Atlantic front of Europe is but 2,900 miles) through which they can get in supplies.

I think the correspondence you send us is more important than the captures, as you will discover when it reaches Europe. You notice that

we publish it entire.

The Margaret and Jessie is promised to be put into our hands to-day, and she shall be fitted at once very lightly and sent to you when a transfer of the Nansemond's officers and crew can take place, if the Nansemond can hold out that length of time. I have also telegraphed to Boston to examine and take the other prizes as early as possible. The strike is putting us back, but still I think we can pile up the steamers off Wilmington so as to practically close that port.

Your extracts printed for the use of the squadron, and copies sent to the Department, are very satisfactory. The Secretary says that you may recommend for special service on your staff two young men who will be appointed acting ensigns (we shall understand they are to do clerical duty only, as I suppose you will have to take them from mercantile life, sailors preferring to go to sea, their appointment to cease

when their special duties cease).

These successes come most opportune on the approaching meeting of Congress, and notwithstanding the call from other squadrons, be assured we shall pinch to strengthen you off Wilmington. I only fear the coming back of the *Alabama* and consorts, which will divert ships intended for you.

for you.

Send up the published correspondence by flag-of-truce boat if you want to raise the very devil in Richmond. Let it also go through the lines from the sounds.

G. V. Fox.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Old Point Comfort.

Report of Commander Davenport, U. S. Navy, regarding the movement of light-boat and hulks for the obstruction of the Roanoke River.

U. S. S. HETZEL, Off New Berne, N. C., November 17, 1863.

ADMIRAL: Referring to your letter of the 9th instant received late last evening, I have to inform you that I have sent the light-boat to Plymouth to-day, in tow of the Seymour, with the surveying party on board, and shall send the hulks as soon as I can get them ready. Some of them are partially sunk, but I think I can get them off by day after to-morrow. These have all been appraised (for appraisement see list I) with my No. 154), but I have had them appraised again, and enclose report. The Whitehead being here for stores, I shall send two hulks in tow of her Thursday.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Report of Acting Rear-Admiral Lee, U. S. Navy, regarding a proposed reconnoissance in the sounds and off Wilmington.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., November 18, 1863.

SIR: I leave Hampton Roads this afternoon in the Fahkee, Major-General Butler accompanying in the Spaulding for Beaufort. We propose, in company, to examine the sitution in the sounds and off Wilmington.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockeding Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Lynch, U. S. Navy, transmitting report of Acting Volunteer Lieutenant Faucon, U. S. Navy, regarding a schooner on shore at Bogue Inlet.

ORDNANCE SCHOONER ARLETTA,
Beaufort, N. C., November 18, 1863.

SIR: Annexed is copy of an extract from a letter received this morning from Acting Volunteer Lieutenant Commanding E. H. Faucon, U. S. S. Montgomery, in reference to the order I gave him on the 5th instant, of which I sent you a copy.

Very respectfully, your obedient servant,

D. LYNCH, Commander.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

OFF WESTERN BAR, November 17, 1863.

We were off Bogue Inlet the morning after leaving Beaufort. The schooner was ashore on the west breaker, stripped of everything except masts, gaffs, and booms; even her anchors and chains gone. She seemed to me to be half full of water, and in the first blow on the shore must go to pieces.

She was a very good-looking vessel, and like, in appearance, to many

of our coal schooners.

We fired several shells at her, but the only result that we could see was the knocking off of a piece of her bowsprit. As several shells struck close under her bow, she may have been hit about the water line.

E. H. FAUCON.

[Commander D. LYNCH.]

Report of Acting Master Wright, U.S. Navy, regarding the seizure of the schooner Emma D.

U. S. S. MYSTIC, Off Yorktown, Va., November 19, 1863.

SIR: I have the honor to report the scizure of the schooner Emma D, of and from Cherrystone, Va. She came in for a load of oysters and

was examined on Tuesday, and found to have a small quantity of contraband goods on board, consisting of the following articles, viz: Twenty yards of calico, 17 yards of sheeting, 1 pair men's boots, 3 pair of women's and children's shoes, 2 boys' caps, also about 8 gallons of whisky. These things were found stowed away between the after bulkhead of the cabin and the transom. At the time she was searched she was laying below Gloucester Point. I got her underway and anchored her opposite the guard ship. Lieutenant-Commander Babcock left on an expedition the day I seized her. I put a guard on board and sealed the things up until he returned, so as to report the circumstances to him for information. The captain mays the things were intended for his wife and family, who live at Timber Neck Creek, which is outside of the lines. The schooner is 34 tons burden and is owned in Cherrystone, one-third by Augustus Roberts and two-thirds by the The following is the list of the crew: George W. Shackleford, master; John C. Roberts, mate, and Joe (a contraband), cook.

This vessel came in on Friday, the 13th instant, and was examined

on the 14th, but the boarding officer did not find anything, as the goods were so well concealed. On Tuesday, the 17th, I was told that she had some things on board and where to search for them. I went on board and found them. I respectfully forward all of her papers, excepting the manifest, which was sent in in last week's report. The

number of her manifest on the tabular forms is 16. Very respectfully, your obedient servant,

> W. WRIGHT, Acting Master, Commanding.

Captain G. GANSEVOORT, U. S. Navy, Commanding U. S. Ironclad Roanoke, off Newport News.

Report of Commander Almy, U. S. Navy, setting forth the necessity of having a marine guard on the U.S.S. Connecticut.

> U. S. S. Connecticut, Off Wilmington, November 19, 1863.

SIR: I beg leave most respectfully to state that when this steamer was placed in commission and sailed from New York in August last there were not sufficient marines upon the station to furnish her with a marine guard, some 400 or 500 having been sent to Admiral Dahl-

gren's command, operating before Charleston.

Some men on board, shipped as landsmen, who had served in the Army, were tried as to their capacity and fidelity to perform the duty of sentinels. They proved to be worse than useless. It seems impossible to instil into men who do not enlist as soldiers the pride and esprit which usually characterizes soldiers. They have no feeling or sense of shame in regard to sleeping on post or permitting thefts to be committed. I have tried the experiment thoroughly to see if good police could be maintained without a marine guard on board of a vessel of this class with 215 souls, and find that it can not be done. It should be recollected that there are no midshipmen on board either. I have been slow to complain until the latest moment that I am unable to maintain that good discipline and exemption from theft which is usual and so highly necessary on board of a man-of-war.

When the blockade runner steamer Juno was captured by this vessel, and officers and men sent on board to take possession of her, those who were considered the best and most trustworthy men were placed over property of various kinds, especially that belonging to passengers. Although every effort was made by the officers to preserve order and to protect property, yet these men were the first to get drunk, as there were liquors and wines found on board, which were ultimately thrown overboard to prevent further trouble. Several acts of theft were committed; one passenger had his writing desk broken open and 206 Mexican dollars abstracted from it. Whether this was done by our men or by the English crew was not ascertained, although every effort was made to do it. A good sergeant or a good corporal or two, with a few reliable privates, would have prevented all that.

Every vessel upon this station having a crew of 100 men and upward

has a marine guard except this.

For the good of the service, therefore, I most respectfully and earnestly request that the usual sized marine guard be allowed to this steamer, viz, 1 sergeant, 2 corporals, and 10 privates (which she has always had until this cruise), to be sent out in one of the trips of the U. S. supply steamer New Berne when she comes from New York.

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

JOHN J. ALMY, Commander.

Hon. GIDEON WELLES, Secretary of the Navy.

[Endorsement.]

Letter to Admiral Lee to withdraw the marine guard from some of his smaller vessels where they can best be dispensed with to fill complement of *Connecticut*.

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, regarding obstructions for the Roanoke.

U. S. S. HETZEL, Off New Berne, N. C., November 19, 1863.

SIR: I send the Whitehead with a light boat in tow, and shall send a schooner (if I can procure a tug) as soon as possible. Let me know if these hulks will be sufficient to block up the river, as indicated in the admiral's letter to you. All the other hulks here are sunk. The lightboat I send was sunk, but I raised her with some trouble. Mr. Halter, U. S. Coast Survey, goes in the Whitehead. You are fully instructed with the admiral's views, and I can add nothing.

Respectfully, your obedient servant,

H. K. DAVENPORT,
Commander and Senior Officer in Sounds of North Carolina.
Lieutenant-Commander C. W. Flusser,
Commanding U. S. S. Miami.

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, to furnish information regarding the obstructions.

U. S. S. HETZEL, Off New Berne, N. C., November 19, 1863.

SIR: I send the schooner Comet up to you in tow of the steamer Port Royal. Please let me know if this schooner and the two light-boats

will be all you require. The Port Royal is to return immediately. Be good enough to let me have your answer. The rest of the hulks here are sunk and far beyond my means of raising, but if absolutely essential I may employ a wrecker. I got one partially up, but she sunk again. I wrote you fully by the Whitehead, which left to-day.

Respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Lieutenant-Commander C. W. Flusser, U. S. Navy, Commanding U. S. S. Miami.

Letter from Major Davis, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, requesting assistance in view of an expected attack by the Confederates upon Yorktown.

HDQRS. DEPT. OF VIRGINIA AND NORTH CAROLINA, Fort Monroe, Va., November 20, 1863.

ADMIRAL: I have the honor to inform you that a dispatch has just been received from Brigadier-General I. J. Wistar, commanding at Yorktown, in which he states that the enemy meditates an attack on his lines.

The intention is, if the attack is made, to throw a force in the rear of the enemy either on the James or York river, in which case it will be of the greatest consequence to have the assistance of the Navy.

General Butler being absent at present in North Carolina must be my

excuse for signing this official communication.

I remain admiral, very respectfully, your obedient servant, R. S. DAVIS,

Major and Assistant Adjutant-General.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

Letter from Captain Gansevoort, U. S. Navy, to Major Davis, U. S. Army, responding to his request for assistance in defense of Yorktown.

ROANOKE, November 20, [1863].

MAJOR: The information conveyed in your communication of November 20, to Acting Rear-Admiral Lee, that Brigadier-General Wistar, commanding at Yorktown, expects an attack on his lines by the enemy, has just been received by me in the absence of the admiral on the coast of North Carolina, as senior officer present in these waters.

I will be happy to afford such naval assistance as lies in my power

in case of any emergency of the kind.

I am, very respectfully, your obedient servant,

[GUERT GANSEVOORT],
Captain and Senior Officer Present.

Major R. S. DAVIS, U. S. Army,
Assistant Adjutant-General, Dept. of Va. and N. C., Fort Monroe.

Order of Major-General Schenck, U. S. Army, to Brigadier-General Lock wood, U. S. Army, regarding disposition of Acting Master Beall, C. S. Navy, and party.

> HDQRS. MIDDLE DEPARTMENT, EIGHTH ARMY CORPS, Baltimore, November 21, 1863.

GENERAL: Your report, with enclosed papers relating to the capture

of John Y. Beall and his crew of 14 men, has been received.

The general commanding appreciates highly the bravery and sagacity of Lieutenant John W. Conner and Sergeant Robert R. Christopher, of the First Regiment Eastern Shore Maryland Volunteers, who commanded the detachments that captured these prisoners, and of the men under their respective commands, and he directs that you commend those officers and men in general orders for their good conduct on that occasion.

As to the prisoners themselves, they will be held for the present, not as prisoners of war, but as pirates or marauding robbers, until the further pleasure of the Secretary of War, to whom the matter will be submitted, shall be known. Not being protected by commissions or any orders produced from the pretended rebel Government, they will probably be tried as pirates or as robbers, either in the United States court or the local court, unless ordered to trial by military commission.

I have the honor to be, very respectfully, your obedient servant, Wm. H. Chesebrough,

Lieutenant-Colonel and Assistant Adjutant-General.

Brigadier-General H. H. Lockwood,

Commanding First Separate Brigade, Drummondtown, Va.

Capture of the blockade runner Banshee, November 21, 1863.

[Telegram.]

BALTIMORE, November 23, 1863.

Transport Delaware, arrived this morning, reports having, in company with steamer Fulton, captured off Wilmington a blockade runner, Banshee, with valuable cargo from Nassau. Banshee will arrive New York to-day.

C. C. FULTON.

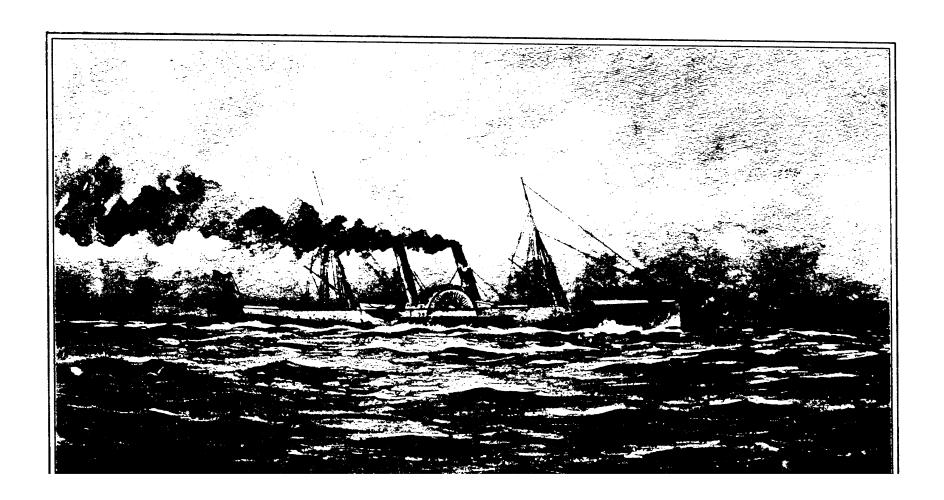
Captain G. V. Fox, Assistant Secretary of Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Commander Ransom, U. S. Navy, commanding U. S. S. Grand Gulf.

> U. S. FLAGSHIP FAHKEE, Beaufort Harbor, N. C., November 24, 1863.

SIE: I transmit enclosed the report of Commander George M. Ransom, dated November 21, concerning the capture of the steamer Banshee, a notorious blockade runner belonging to the rebels.

Referring to the enclosed report of the misconduct of the army transport Fulton, I have to suggest that instructions should be given to prevent its repetition and the consequences that must follow.



Neither the crew nor the soldiers on board this transport or the prize could properly object, much less resist a man-of-war from boarding either on the high seas, nor take possession and claim control from the United States ships of war of a prize which they are chasing.

The belligerent rights of the man-of-war are perfect under her commission and orders. The authority to the transport to capture did not contemplate that her commander should set every man-of-war present

and participating at defiance.

These act under the full obligations of the navy prize law, whilst the transport, if legally armed, has only a privilege under one section

thereof.

The man-of-war has an interest in the prize and in the navy pension fund, to which half the proceeds go, and is responsible as a cruiser under naval laws for the safety of the prize and the proper performance of its duties as a belligerent, which is only partially the case with the

transports.

I have given such instructions to the commanders of men-of-war on this squadron as will cause them to take charge of the prize in case of another such capture by unnecessary interference on the part of an army transport, as in the cases of the Margaret and Jessie and the Banshee, and to use as much force as may be necessary to assert the superior and proper authority of a man-of-war in such cases.

The Banshee was seized in shoal water, 20 miles southwest from Beaufort, within the limits of this blockade and in the presence of a

man-of-war chasing and gaining on the prize.

I presume the law only contemplated this belligerent act where there was no man-of-war to perform it. I respectfully request the Department to take such action and to give and cause to be given such instructions in the matter as the public interest may require.

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

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington City, D. C.

[Enclosure.]

U.S. S. GRAND GULF, Off Beaufort, N. C., November 21, 1863.

SIR: I have the honor to report that this vessel, after a chase of one hour and ten minutes this morning, by the effect of shots from the 100pounder Parrott gun, caused the capture of the notorious English blockade runner Banshee by the U.S. army transport steamer Fulton, in latitude 34° 25′ N., longitude 76° 51′ W.

We were standing N. E. by N., when, at 9 a. m., a steamer was reported (from the masthead) on the starboard beam, making black smoke. Immediately I stood in chase and discovered soon another steamer in chase of the same black smoke. At 9:30 a.m., having both in plain sight from the deck, and the chase apparently not more than 4 miles distant, we commenced firing; the other steamer in pursuit was about 3 miles nearer the chase, and firing also. At 10:10 the shots from the 100 pounder Parrott gun of this vessel caused the chase to turn and surrender to the army transport steamer Fulton. At 10:25, ranging up alongside of the chase, I sent two boats, one with a prize crew, both of which were warned off by a party of soldiers in command of an army lieutenant (sent on board from the Fulton) in the manner

explained in the letters, which I enclose herewith from Acting Ensigns Charles H. Cadieu and Charles H. Frisbie.

The chase proved to be the English blockade runner Banshee, three days from Nassau. I claim, most justly, I think, to be the captor. Unquestionably the shots from this vessel compelled her to surrender. But referring to section 6 of article 25 for the government of the Navy, I yielded to the circumstance of the Fulton being already in actual possession of the prize.

The Fulton was from Port Royal, bound to New York. The captain stated that he had been in chase eight hours. At 11:30 I shaped my course for Beaufort; about fifteen minutes later I observed that the Fulton proceeded on her course to the northward and eastward, having

the Banshee in tow.

I enclose herewith, also, lists in duplicate, of the officers and crew of this vessel, who are entitled to share in whatever may accrue of prize money for the capture of the English blockade runner Banshee.

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

GEO. M. RANSOM, Commander.

Acting Rear-Admiral Samuel Phillips Lee, Commanding North Atlantic Blockading Squadron.

[Subenclosures.]

U. S. S. GRAND GULF,

At Sea, Obs. Lat. 34° 25' N., Long. 76° 51' W., November 21, 1863.

SIR: I have the honor to report that at 11 a.m. this day I took charge of a boat with a prize crew to proceed on board and take charge of a steamer which, in consequence of shot from this vessel, had surren-

dered to the transport steamer Fulton.

It proved to be the English steamer Banshee, three days from Nas-When I arrived within hail, I was ordered to keep off by a party of soldiers under command of an army lieutenant, the soldiers pointing their pieces at us, and telling me if I came alongside I did so at my peril, for if I attempted to board they would fire into us. I asked them if they had taken charge of the prize. A man whom I supposed to be the mate in charge answered me that he had, and asked me to go on board the Fulton for further information.

I immediately pulled alongside of the Fulton, where I was met at the gangway by the captain. I informed him I had orders from you to take charge of the prize; he refused to give her up, saying that you could not have her unless you took her by force, for he had taken charge of her and had a prize master and crew on board with a guard of soldiers.

I then returned to the ship. Very respectfully,

CHAPLES H. CADIEU, Acting Ensign, U. S. Navy.

Commander GEORGE M. RANSOM, Commanding U. S. S. Grand Gulf.

U. S. S. GRAND GULF.

At Sea, Obs. lat. 34° 25' N., Long. 76° 51' W., November 21, 1863.

Sir: I have the honor to report that at 10:30 a.m. this day I left this vessel by your order to board the chase, which proved to be the English steamer Banshee, three days from Nassau. On approaching, I

was warned to keep off by a person whom I supposed to be the captain. I ordered the men to give way, when the order was given to repel boarders, and I found to my astonishment about twelve United States soldiers with fixed bayonets warning me not to come alongside. that there were twelve or more soldiers on board in charge of a lieuten-The person who had warned me, and who seemed to be in charge, told me that the last prize they took was boarded by a prize crew from the Keystone State and stole the silver plate and other articles, and this time it was not to be permitted. I then went on board the transport Fulton and received from Captain James A. Wotten information that the prize was the English steamer Banshee, Captain Steele, from Nassau, and that he had boarded her and claimed her as his prize. I told him that Commander Ransom would take charge of her and take her to Beaufort and send her home, but Captain Wotten said he could not listen to it, as he was bound to New York direct, and had a prize crew on board and the hawser fast to the prize, and told me to convey that information to my commander. I told him that you were a full commander. He said that he had Major Bailey, of the Third Rhode Island Heavy Artillery, in charge, and that he would take the prize to New York and deliver her up to the proper authority, and that you could send your prize list to the Department.

I am, sir, very respectfully,

CHAS. H. FRISBIE, Acting Ensign, Boarding Officer.

Commander George M. RANSOM.

Report of Major Bailey, U.S. Army, commanding troops on board army transport Fulton.

NEW YORK, November 21, 1863.

Sir: In pursuance with General Orders, No. 276, War Department, Adjutant-General's Office, Washington, D. C., August 8, 1863, I have

the honor to make the following report:

I was returning on the steamer Fulton from Hilton Head, S. C., with a conscript guard of 6 officers and 25 enlisted men, and being the senior officer on board was put in command of the troops on board the vessel. I immediately put my guard under order and attended to the proper care of the vessel. Everything passed off quietly until about 7:30 a.m., November 20, when the pilot at the masthead reported a vessel in sight which looked to him like a blockade runner. The captain of the Fulton (Wotten) immediately ordered chase to be given. Upon arriving nearer we found her to be a side-wheel steamer with two smokestacks and burning soft coal. She was endeavoring to get away from us, and steamed up accordingly. At 9 a.m. we were still gaining upon her, and being within range of the rifle gun on board, the captain of the Fulton ordered the gunners to open fire. Our first shot fell short, but the next two told upon her, one striking her forward and the other just She then rounded to, and Captain Wotten detailed Lieutenant George W. Darling, First Rhode Island Cavalry, and 12 enlisted men, who were of my guard, to board the vessel as prize crew; these with the chief officer, Mr. A. M. Walker, of the Fulton, and 16 seamen, composed the boarding party, and under their command the prize was placed. She proved to be the steamer Banshee, blockade runner, with general cargo, bound to Wilmington, N. C., from Nassau, this being her fifth trip this season. She is about 200 feet long, 20 wide, and 12

deep, and draws when fully laden only 8 feet of water, and is about 700 tons burden.

When the vessel first appeared in sight, 7:30 a.m., she was the only. one to be seen. At about 8 a.m. a boat appeared upon our port beam, which proved to be the side-wheel steamer Delaware, from Stono Inlet to Baltimore. We soon left her far astern and following to see the At 8:30 a.m. we descried upon our port beam and steering southward the U.S. gunboat Grand Gulf, Commander G.M. Ransom. She, seeing our chase, put on a heavy head of steam and commenced firing at it, but her shots fell far short and she soon proved to be no match for the *Fulton* and her guns. We soon left both boats far astern, when (after we had captured the prize and we had our prize crew on board the Banshee) the Grand Gulf came up and offered to board her. The crew of the Grand Gulf were refused admittance on board the prize and politely referred to the commander of the Fulton. cers of the Grand Gulf then offered a prize crew, which was very respectfully declined by Captain Wotten. This is a prize taken by the *Fulton*, and she alone.

This proves the speed, safety, and superiority of the Fulton as a steamship, also the faithfulness, courage, and patriotism of her officers and men. The crew of the Banshee were transferred to the Fulton, and I had them guarded until I arrived in New York; there I transferred them to the provost marshal.

All the above I have the honor to submit for your approval.

JAMES E. BAILEY,

Major, Third Rhode Island Artillery.

General E. D. Townsend,
Assistant Adjutant-General.

Additional report of Commander Ransom, U. S. Navy, commanding U. S. S. Grand Gulf, transmitting diagram.

> U. S. S. GRAND GULF, Off Wilmington, N. C., December 13, 1863.

Sin: In obedience to your order of the 7th instant, I have the honor to enclose herewith diagrams illustrating as fully as possible the relative positions of all vessels concerned in the capture of the English blockade runner Banshee on the 21st ultimo.

I beg leave, respectfully, to refer you to the explanatory notes of the diagrams, and to the abstract log under the same date also enclosed herewith, and to my letter of that date for full reports of all the cir-

cumstances connected with the capture.

I would also state, sir, that I have been assured by the prize commissioner and the assistant U.S. district attorney in New York that the evidence which has been elicited from all parties concerned in the capture of the Banshee establishes very clearly the fact of participation in the same by the Grand Gulf, and of her right to share in the results of the capture; that any further evidence was entirely unnecessary.

I enclose herewith also a copy of an order of Rear-Admiral H. Paulding, dated the 10th instant, under which I am now to proceed to cruise in the vicinity of Bermuda in quest of the steamer Chesapeake,

now in the possession of pirates.

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

GEORGE M. RANSOM, Commander.

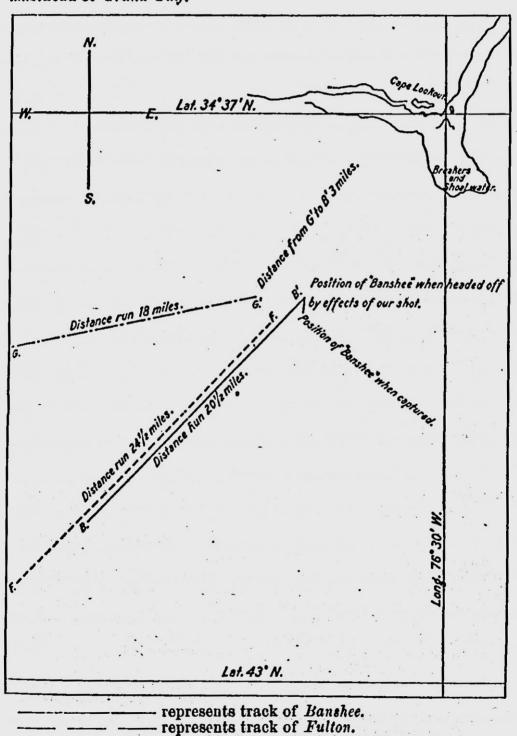
Acting Rear-Admiral Samuel Phillips Lee,
Comdy. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. GRAND GULF, December 11, 1863.

SIR: We respectfully submit the diagram here laid down representing the respective positions and courses steered by the steamers *Grand Gulf*, Fulton, and Banshee, involved in the capture of the latter vessel on the 21st of November last.

B, F, G, represent, respectively, the positions of the Banshee, Fulton, and Grand Gulf when the Banshee was first discovered from the masthead of Grand Gulf.



represents track of Grand Gulf.

B', F', G', represent, respectively, the positions of Banshee, Fulton, and Grand Gulf when the Banshee, headed off by effect of our shot, changed her course and ran toward the Fulton. The time which elapsed between the latter event and our arrival alongside the prize was precisely fifteen minutes; we estimated that at the time the Banshee returned to surrender the steamer Delaware was full 10 miles astern of the Fulton.

Very respectfully, etc.,

FREDK. RODGERS, Lieutenant and Executive Officer. CHAS. H. FRISBIE, Acting Ensign, in Charge of Master's Department. CHARLES H. CADIEU, Acting Ensign, in Charge of Deck.

[Commander GEO. M. RANSOM.]

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding arrival of vessels for the obstruction of Roanoke River.

> U. S. S. MIAMI. Plymouth, N. C., November 21, 1863.

SIR: The two light-boats and the Comet (schooner) have arrived. The latter is so shallow that she will scarcely do anything toward stopping a vessel coming down; she would pass over her.

I think we will have time to put things in good order before our friend from above ventures down. I required six hulks from the

admiral; I think the Army will send some.

I was at Edenton and Hertford yesterday with General Wessells. The guerrillas are becoming more bold; fired at our pickets as we drew them in at Hertford yesterday; no one hit.

I shall write you again soon.

Very respectfully, your obedient servant,

C. W. FLUSSER, Lieutenant Commander.

Commander H. K. DAVENPORT, Senior Naval Officer, Inner Waters of North Carolina, New Berne.

Order of the Secretary of the Navy to Captain Gansevoort, U.S. Navy, regarding measures of protection against floating torpedoes.

NAVY DEPARTMENT, November 23, 1863.

SIR: Since the discovery of the torpedo on James River, near Newport News, the Department has felt some uneasiness with regard to the position of your vessel, as it is evidently the design of the rebels to drift such machines of destruction upon her. Some other vessel should be kept at anchor above the Roanoke to look out for these dangerous missiles, and picket boats should be kept still farther in advance at night to guard against them. Vigilance is demanded.

Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Captain GUERT GANSEVOORT, Commanding U. S. S. Roanoke, Newport News. Report of Acting Rear-Admiral Lec, U.S. Navy, regarding reconnoissance in the sounds of North Carolina.

Confidential.]
U. S. Flagship Minnesota [Fahkee],
Beaufort Harbor, N. C., November 24, 1863.

Six: I returned here this evening, after visiting New Berne, Washington, Plymouth, and Roanoke Island, in company with General Butler, who left Hatteras Inlet this morning to return to Fortress Monroe, abandoning without explanation his previous purpose to make with me a reconnoissance off Wilmington, whither I go to morrow morning.

The general concluded that it would not be necessary to sink any vessels above Plymouth, but only to drive some piling across the Roanoke, including the island channel and the two thoroughfares just

above Plymouth.

He expressed his unconcern about the rebel ram, but promised me to obtain full information about the one up the Roanoke and the rebel

gunboat on the Neuse.

General Butler will give an order to discharge all able bodied contrabands now employed as laborers in the service of the Army and to so employ only those too infirm to ship in the Navy or enlist in the Army. He will give subsistence to the families of all who enter either branch of the public service.

He gave orders at my request to supply me with a convenient brick building in New Berne, suitable for conversion into a magazine for

naval ordnance, which will save considerable demurrage.

He is enquiring and so am I, at his instance, about the possibility of navigating the sounds by light draft vessels drawing 2 or 3 feet—of which he has several constructing—between Beaufort and Wilmington,

which I fear is impracticable.

I gave him my views respecting the best method of attacking Wilmington, viz, either to march from New Berne and seize the best and nearest fortified inlet on the north of Fort Fisher, thence to cross and blockade Cape Fear River, or to land below Fort Caswell (the key to the position) and blockade the river from the right bank between Smithville and Brunswick.

I have the honor to be, very respectfully,

S. P. LEE,

Aotg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington City, L. C.

Letter of Commander Davenport, U. S. Navy, to Treasury Agent Heaton, relative to trading permits.

Unofficial.]

U. S. S. HETZEL, New Berne, November 24, 1863.

MY DEAR COLONEL: I enclose a copy of a permit given by the local agent at Plymouth. You are aware that the gunboats respect all passes from yourself and the local agents of the Treasury, but I was not aware that you desired vessels to clear from any port in the sounds for a Northern port. I simply call your attention to this; if it is all right I have not a word to say. One reason why I mention this is that

I understood you did not wish naval stores, etc., shipped from this port direct, but by way of Beaufort.

Yours, truly,

H. K. DAVENPORT.

Colonel D. HEATON.

Order of Commander Devenport, U. S. Navy, to Acting Master Brooks, U. S. Navy, commanding U. S. S. Valley City, to proceed to Hampton Roads towing light-boat.

U. S. S. HETZEL, Off New Berne, N. C., November 21, 1863.

SIR: You will proceed with the U. S. S. Valley City under your command, taking in tow the light-boat, to Hampton Roads, Virginia, and on your arrival there report to Acting Rear-Admiral S. P. Lee or the senior naval officer present.

You will keep in company with the U.S. steamers Delaware\* and

H. Brinker.\*

Respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of North Carolina.

Acting Master J. A. J. BROOKS, U. S. Navy, Commanding U. S. S. Valley City.

Report of Captain Gansevoort, U. S. Navy, regarding measures of protection against floating torpedoes.

U. S. IRONCLAD ROANOKE, Newport News, Va., November 25, 1863.

SIR: I have the honor to acknowledge the receipt of the Department's letter of November 23, to me, on the position of this ship with reference to the supposed design of the enemy to injure or destroy her

with torpedoes.

The Roanoke lies in the deepest water here, and until very lately, when the necessary force has been temporarily reduced by casualties to machinery, a picket boat has been kept underway during all night just above this anchorage to prevent such missiles from approaching the ship. This precaution will be renewed now that the Poppy has been added to this disposable force, and in addition I have caused, agreeably to the recommendation of the Department, a gunboat to be anchored above us to keep a sharp lookout for torpedoes.

The Department may rest assured that all vigilance will be exercised

in this matter.

Very respectfully, your obedient servanta

GUERT GANSEVOORT, Captain and Senior Officer.

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

<sup>\*</sup> U. S. steamers Delaware and H. Brinker ordered to proceed to Hampton Roads, Virginia.

Letter from Lieutenant-Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, regarding the obstruction of the Roanoke River.

U. S. S. MIAMI, Plymouth, N. C., November 25, 1863.

MY DEAR DAVENPORT: The admiral seemed to think it was scarcely worth while to block up the river here. If he thinks so, I do tambien; so I suppose he'll soon send you orders for the light-boats here. In the meantime I shall build some torpedoes and have the boats ready to sink, in case we hear that the vessel is more formidable or more nearly completed than we now think her.

Yours, truly,

C. W. FLUSSER,
Lieutenant-Commander.

Commander DAVENPORT, etc.

## [Telegram.]

NEWPORT NEWS, November 26, 1863.

Dispatches arrived from Admiral Lee too late for mail. Will be forwarded to-morrow. He sent *Grand Gulf* to New York from Beaufort November 24 to repair her shoe, injured while entering that harbor, and he asks Department that a telegraphic order may at once be given to haul her out.

A. VAN BRUNT,

Secretary North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of Navy.

Report of Commander Patterson, U. S. Navy, regarding the capture of the British schooner Ella, November 26, 1863.

> U. S. S. JAMES ADGER, Off New Inlet, North Carolina, November 27, 1863.

SIR: I have the honor to report that at 9:30 p.m. of November 26, when 3 miles south of Masonboro Inlet, North Carolina, and standing to the southward, we discovered a schooner inshore of us, standing in the same direction.

At 9:50 p. m. heaved her off and brought her to with a shot; hailed her and directed that she should be hove to, which was answered from her and obeyed.

At 10 p. m. Acting Ensign C. F. Keith with an armed boat's crew boarded and took possession of her and found that she had been abandoned.

She proved to be the British schooner Ella and carries a register, by which it appears she is of 37.80 tons, and owned by Thomas Stead, of Nassau, New Providence. She is from Nassau and cleared for Baltimore, Md., with a cargo of 200 sacks of salt and 4 pieces of osnaburg (288 yards).

At the time we seized the Ella no other vessel was in sight and none within signal distance to my knowledge.

The Ella has been ordered to proceed to Beaufort, N. C., by the senior officer present, and wait further orders.

Very respectfully, your obedient servant,

T. H. PATTERSON,

Commander.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, off New Inlet.

Report of Commander Dove, U. S. Navy, commanding U. S. schooner Arletta, of arrival off Beaufort, N. C.

> U. S. Schooner Arletta, Off Beaufort, November 27, 1863.

SIR: Agreeably to an order from the honorable Secretary of the Navy, I have arrived here to report to you for such duty as you may assign me; and inferring from his order to Commander Lynch, a copy of which I have seen, that I am to take Commander Lynch's place, I thought it advisable not to continue down the coast in the *Britannia*, but to remain and get acquainted with the duties which he has been attending to, which decision I hope will meet your approbation.

Enclosed is my order alluded to, with Captain Gansevoort's endorse

ment.

Very respectfully, your obedient servant,

BENJ. M. DOVE, Commander.

Acting Rear-Admiral S. P. Lee, U. S. Navy, Comdg. North Atlantic Blockading Squadron, New Inlet.

Report of Lieutenant-Commander Arnold, U. S. Navy, regarding the seizure and release of the British schooner William.

U. S. S. MERCEDITA, Western Bar, Off Wilmington, N. C., November 27, 1863.

SIR: In obedience to your order I have the honor to report the following facts in connection with the capture and subsequent release of the English schooner William, of Nassau, New Providence, loaded with

salt, E. Gardner, master:

She was captured by this vessel on the morning of October 21, 1863, within 28 miles of the coast of North Carolina, in latitude 34° 10′ N., longitude 77° 04′ W., wind W. N. W., convenient to several accessible inlets in the rebellious part of that State. Her proximity to the coast with a suspicious cargo on board was, in my opinion, a sufficient cause for seizure.

Her master stated that she was bound to Bermuda, had experienced heavy weather, which his log showed; that she was leaking badly, her pumps not in working condition, and that in consequence she was unseaworthy, and making her way to Beaufort, N. C., the only United States port not blockaded she could enter convenient for repairs.

Her papers were correct but in one particular; there was no letter of instruction to the master. As soon as I took possession of her I called a survey upon her as to seaworthiness, the report of which was that

she was seaworthy and might have proceeded on her voyage to Bermuda with safety. She was an old vessel, such as is usually used for

running salt into the blockaded ports.

I towed the schooner to the blockading fleet and referred the matter of her seizure to Captain B. F. Sands, who being anxious that I should repair to this side, directed me to report the case to the senior officer here, which I did, and she was released by Commander Almy on the 28th of October. On that day her master entered a protest against her seizure (No. 1), which I enclose, also the report of survey upon her (No. 2), and a copy of my endorsement (No. 3) upon her log book, and clearance papers made when she was released. I gave no permission to her master to go to Beaufort, nor did I object to his doing so. I have since learned that he did not do so. I repaired her pumps and found pieces of manila rope in them, but whether they came there by accident or not I can not say. She was given up on the possibility of her master's statement being true.

Very respectfully, your obedient servant,

H. N. T. ARNOLD, Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Commander Parker, U. S. Navy, on the defenses of Wilmington, N. C.

U. S. STEAM SLOOP TUSCARORA, Beaufort, N. C., November 28, 1863.

SIR: In compliance with your request I have the honor to make the following report on the defenses of Wilmington:

Fort Fisher, at the mouth of New Inlet (one of the principal entrances to the harbor), is pronounced by experts to be a very strong fortification, equal to any in Charleston harbor.

It is casemated, and refugees (whites) have reported to me that it is built of palmetto trees 14 feet thick and filled in with sand. The num-

ber of guns has been variously reported to be 14, 20, and 40.

I believe it mounts about 20 guns, most of which are the old-fashioned smoothbore 32-pounders, with perhaps two or three 8-inch rifled guns. Adjoining it is the new Mound fort, built of heavy frame timbers, said to be 70 or 80 feet high and covered with sand to make it bombproof. This is to mount two heavy guns on the top to fire plunging shot on the decks of ironclads and other vessels.

There are six other detached casemated batteries, made bombproof with sand and apparently mounting two heavy guns, each designed to

protect the bar and to strengthen Fort Fisher.

Powerful batteries have been recently erected at Smith's Island and at Oak and Zeek's islands. They are strong earthworks. These are intended to prevent the landing of a hostile force and protect blockade runners.

On the Western Bar, the other principal entrance to the harbor, is Fort Caswell, which is casemated, and a strong and well-built fortification.

A mile and a half to the westward of this, on Oak Island, is a strong battery, lately erected to sweep the bar, and opposite to this is the

battery at Bald Head on Smith's Island, distant about 1½ miles from Caswell, the main channel of the river being between them. All of these defenses bear evidence of great engineering skill and military foresight.

There is also said to be a battery on the lower part of Smith's Island. It is reported that there are several batteries guarding obstructions in Cape Fear River leading to Wilmington.

These obstructions can be closed or opened at pleasure, and torpe-

does are said to be placed in the river at intervals.

Two ironclads have been constructed, and one of them is said to be armed and ready for use, but it is believed that they are unseaworthy and will not be sent outside Fort Fisher.

These fortifications will make it difficult to land a force in the

vicinity of either entrance to the port.

What is the obvious inference? Clearly, to avoid the forts and other obstructions and seek a more commodious and safe place for landing.

I would most respectfully recommend that the troops should be landed at Masonboro Inlet or Deep Inlet. I am informed by a contraband pilot that there is a depth of 12 feet at high water here and the same at New Inlet, and that there are 6 feet of water inside the sound all the way from New Topsail Inlet to the landing nearest to Wilmington; a most important fact if true.

From thence, there is a good plank road of 7 miles to Wilmington.

I apprehend there would not be much resistance here, and after the city was captured the troops at the forts could be easily starved out; for it is probable that there is but little food collected at the forts, and with the city in our possession no supplies could be obtained from the interior; thus the blockade would be rendered perfect by this investment.

I am of the opinion that 25,000 men and two or three ironclads should be sent to capture this place, if so large a force can be conveniently furnished for this purpose; and this is amply sufficient to make this capture certain, but I believe that one-half of this force, and without the ironclads, will also prove sufficient.

The ironclads, if they can be furnished, should be employed to divert the attention of the garrison at Fort Fisher during the landing of our troops at Masonboro Inlet, and to prevent the force there from being

used to oppose the debarkation.

The advantages of landing the troops at Masonboro Inlet are as follows:

First. That there is only a small force there, which would be put to flight immediately after our appearance; and Fort Fisher could not offer any resistance, the distance being about 18 miles by the coast.

Second. There is a sufficient depth of water (about 12 feet at high water, as above stated) to allow the transports to enter the inlet and land the troops and stores in smooth water. A small wooden jetty or wharf could be constructed inside to facilitate the landing of heavy stores.

Boats and pontoons could also be used in this connection.

There is said to be a hotel and some other houses at Masonboro.

After the capture of the city the troops could march down the river and take various fortifications in the rear.

Fort Fisher would probably fall after a short resistance, as I have been informed that the heavy guns all point to seaward, and there is but slight provision made to resist an attack from the interior.

The squadron of wooden vessels would also assist, and the other

inlets, as Deep, Sandy, New Topsail, and Stump inlets, could also be

used by our vessels of light draft, etc.

The squadron here is most auxious to engage in this enterprise. The time of full moon should be selected, as much work could be done in the night, and at the time of high water or full sea; of course the squadron should be increased, particularly in steam tugs and other steamers of light draft.

Large boats to be stowed in nests of three should be furnished, of which the largest will carry about 100 men, the next of 75, and the

smallest about 50 men with muskets and other accouterments.

These should be of the whaleboat pattern, and be fitted with an anchor of a suitable size at each end and 150 fathoms cable.

These were successfully employed in landing troops at Vera Cruz,

[Mexico].

I am of the opinion that if Fort Fisher and its dependencies are captured, Caswell would be abandoned; for, although these forts are entirely independent, being about 7 miles distant on a direct line, the moral effect of the loss of one would insure the surrender of the others.

The rebels are rapidly increasing the fortifications near the two entrances to the harbor of Wilmington, and the best places for landing troops near Forts Caswell and Fisher are already defended, so that regular approaches will be necessary by digging trenches and parallels; and if the enterprise be much longer deferred it is probable that Masonboro Inlet will be so strongly defended as to prevent an approach to Wilmington by this route.

I have learned that there is a strong Union feeling among many of the inhabitants, who would welcome our Northern troops with the greatest enthusiasm, and that they are thoroughly tired of the blockade and the war.

There is said to be a perfect stagnation of business, except in block-

ade running.

This affords but little comfort to the common people, as the price of every imported article is so high as to put it entirely beyond their power to purchase it, and the people are said to be on the verge of starvation.

The climate at this season is perfectly salubrious for troops. Therefore the present moment is the best time to attack the place. In fact, the golden moment for action has arrived, and if not improved immediately the difficulties will be much increased.

I learn that there are immense quantities of naval stores and cotton in and near to Wilmington, which can be purchased very cheap, as they are nearly valueless to the owners for want of transportation and a market, and no doubt much of it should be confiscated from disloyal persons.

These could be sent North and sold for the benefit of the U.S. Gov-

ernment.

I would respectfully suggest that the blockade would be rendered more perfect if two or three coal vessels were kept constantly anchored near Frying Pan Shoals for supplying the smaller steamers with coal.

I fear I have made my report too long, but for want of time I have been unable to condense it, and will therefore conclude.

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

WM. A. PARKER, Commander.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

# [Telegram.]

FORTRESS MONROE, VA., November 28, 1863-10 a.m.

We are mounting a 200-pounder\* Parrott at Plymouth to meet the ironclad in the Roanoke. Send as early as possible a navy carriage for it. No other will do.

BENJAMIN F. BUTLER, Major-General, Commanding.

G. V. Fox,

Assistant Secretary of the Navy.

# [Endorsement.]

[BUREAU OF ORDNANCE,] November 28, 1863.

Order has been issued by telegram to Admiral Lee to place and fit a 150-pounder pivot carriage for the immediate disposal of Major-General Butler.

H. A. WISE, Chief of Bureau.

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

U. S. S. HETZEL, Off New Berne, N. C., November 30, 1863.

ADMIRAL: I have the honor to make the following semimonthly statement of the disposition of vessels in the sounds for term ending at date:

November 17.—The Seymour sailed for Plymouth.

November 18.—The Delaware arrived from Plymouth and the Granite from Ocracoke.

November 19.—The Whitehead sailed for Plymouth and the Delaware for Washington.

November 20.—The Delaware and Valley City arrived from Wash-

ington.

November 22.—The Louisiana and Granite sailed for Ocracoke.

November 27.—The Delaware and Valley City sailed for Hampton Roads.

November 30.—The Miami, Southfield, Underwriter, Whitehead, and Seymour are at Plymouth. The Commodore Hull is at Washington. The Louisiana and Granite are at Ocracoke, and the Hetzel is at New Berne.

I have the honor to be, respectfully, your obedient servant, [H. K. DAVENPORT,]

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Commander Crosby, U. S. Navy, commanding U. S. S. Florida, regarding the chase of a blockade runner, November 30, 1863.

U. S. S. FLORIDA, Off Beaufort, N. C., December 9, 1863.

SIR: I have the honor to report that on the 30th ultimo I took my station S. by E., distant about 100 miles from the light ship off Frying

<sup>\*</sup> Same as 150-pounder.

Pan Shoals, to intercept blockade runners to and from Wilmington, and at early daylight stood back toward the light-ship. At broad daylight discovered a side wheel steamer with white smokestack and one mast standing for us and distant about 8 miles. Upon discovering us she stood to the westward and commenced making black smoke. gave chase, but in two hours were out of sight astern. Her black smoke continued plainly visible and showed that the chase was trying

to get to the southward and westward of us.

The Florida was then headed S. W., so as to cut him off, the smoke of chase bearing then to the west. The chase appearing again in sight and seeing the Florida, hauled up to the westward and again went out of sight, but by her smoke she was evidently trying to cross our bow. The Florida was then headed S. S. W. and neared the chase, when she again hauled up and stood directly from us. In this way we kept within sight of her until sunset, by which time she had managed to get to the southward of us, and on her way in the direction of Nassau. I stood in the same direction until daylight under all sail and full head of steam, but saw nothing more of her.

The Florida, with full head of steam, averaging 22 and 23 pounds, and with all sail and strong fair wind, made 10 knots. Her position at the time of sighting the chase was as good as could have been wished, but unfortunately we had not the speed and were unable to catch her.

The sea was rough at the time, and the chase was pitching quite

heavily.

The Connecticut, I think, could have caught her easily, but we could not make more than 9 knots when running with the wind forward of the beam. The night previous to seeing this steamer it was very dark and wind from the northward and moderate; remarkably favorable for blockade runners. I kept in that position, off the light-ship, until the 6th instant, when bad weather coming on and getting short of coal, I crossed the Gulf [Stream?] in a heavy gale, and ran in here for coal.

By giving 20 fathoms more stray line to the log, I find that the

Florida had been overlogged 1 knot per hour. When full of coal, she

can not steam over 81 knots per hour.

With a fast steamer I should feel sanguine of making frequent captures.

The engineers have some work to do, but I shall hurry off and report to the senior officer off Wilmington for further orders.

Very respectfully, yours,

Peirce Crosby, Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Telegram.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, December 1, 1863. (Received at Washington 11:30 a. m., December 2.)

I arrived in Fahkee to night. No further news from blockade. I ask Department's early decision in the matter referred to in my 973. missed a mail sent to me containing confidential dispatch from Department. Please send duplicate.

S. P. LEE, Acting Rear-Admiral.

Hon. Gideon Welles, Secretary of the Navy. [Telegram.]

NEW YORK, December 2, 1863. (Received 1:40 p. m.)

I have undoubted information that ten steamers are waiting at Nassau to run into Wilmington, N. C., as soon as the nights are dark, say the first of next week.

Jno. A. Dix.

Hon. GIDEON WELLES.

Order of the Secretary of the Navy to Captain Sands, U.S. Navy, commanding U.S. S. Fort Jackson, to proceed to duty off Wilmington, N.C.

NAVY DEPARTMENT, December 2, 1863.

SIR: As soon as the U.S.S. Fort Jackson is ready for sea, proceed with her off Wilmington and report to the senior commanding officer present for duty in the North Atlantic Blockading Squadron.

Touch at Hampton Roads on your way to Wilmington and communi-

cate with the senior naval officer there.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Captain B. F. Sands, Commanding U. S. S. Fort Jackson, New York.

Report of Lieutenant-Commander Flusser, U. S. Navy, of arrival at Roanoke Island for the relief of the U. S. S. Underwriter.

U.S.S. MIAMI, Off Roanoke Island, December 3, 1863.

SIR: I came here to day from Plymouth to tow the Underwriter off, and am now aground myself, but will be off, I hope, in an hour or two. I enclose report of board with Mr. Allen's application to the hon-

orable Secretary of the Navy.

Coal schooner Mary Elizabeth is here; shall discharge her as soon as

possible. Please send us another.

Very respectfully, etc., your obedient servant,

C. W. Flusser, Lieutenant Commander.

Commander H. K. DAVENPORT, Senior Naval Officer in the Inner Waters of North Carolina.

Order of the Secretary of the Navy to Acting Rear-Admiral Lec, U.S. Navy, regarding marines for the U.S. S. Connecticut.

NAVY DEPARTMENT, December 4, 1863.

SIR: You will withdraw the marine guard from some of the smaller vessels in the squadron, where they can best be dispensed with to fill the complement of the marine guard of the U.S.S. Connecticut.

Very respectfully,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Comdy. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

FORTRESS MONROE, December 4, 1863.

The following telegram just now received:

YORKTOWN, December 4, 1863.

The pickets on James River report by telegram that a bark-rigged propeller is now coming down that river. She shows no colors.

ISAAC J. WISTAR, Brigadier-General.

Major-General B. F. BUTLER.

B. F. Butler,

. Major-General, Commanding.

Acting Rear-Admiral LEE, U. S. Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, of the departure of the U. S. S. Governor Buckingham from Hampton Roads.

U. S. Flagship Minnesota, Off Newport News, Va., December 6, 1863.

SIR: The U.S. S. Governor Buckingham proceeded to sea from Hampton Roads at 3 p. m. yesterday, bound for the blockade off Wilmington.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the movements of the U.S.S. Eutaw.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 7, 1863.

SIR: The U. S. S. Eutaw arrived at Hampton Roads at 7 a.m. to-day. Captain Rodgers, who has been notified of the fact, will proceed to sea with the Sangamon, in tow of the Eutaw, as soon as the weather ermit.
I have the honor to be, sir, very respectfully, yours,
S. P. LEE, will permit.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES.

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major General Butler, U. S. Army, regarding expedition for the suppression of smuggling in James River.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 6, [1863].

MY DEAR GENERAL: Your letter accompanying the man Lyons was received last night. After hearing his story I dispatched an expedition to the vicinity indicated by him as the scene of the smuggling operations on James River. The officer commanding the expedition

reports that he proceeded up the river and sent out four boats to intercept any traffic which might be carried on in small boats. They were unsuccessful in their attempt to arrest it. One of the boats while close to Day's Point was hailed and summoned to surrender and immediately fired upon by about thirty or forty firearms. Two men slightly wounded was the only injury done, except some slight injury to the boat. The boat and its crew made good their escape. The point, upon which was a camp, was this morning shelled by one of the guard boats.

Yours, truly,

S. P. LEE, Acting Rear Admiral.

Major-General Butler,
Comdg. Dept. of Virginia and N. Carolina, Fortress Monroe, Va.

Capture of the British steamer Ceres at the mouth of Cape Fear River, December 6, 1863.

Report of Acting Ensigns Brannan and Smith, U. S. Navy.

U. S. S. ARIES, Off Wilmington, N. C., December 6, 1863.

SIR: In obedience to your orders we boarded a vessel which was aground and on fire off Bald Head light-house. When we got on board we set the men at work with fire buckets to try and quench the flames, but our efforts were unavailing, the fire gaining on us. We then entered the cabin, broke open a bureau in the captain's stateroom, and found several letters, together with some papers; also a sextant. By this time the rebel batteries had opened fire on us, and we deemed it prudent to shove off from her. Arriving on board this vessel, all the papers were delivered to you.

Respectfully, your obedient servants,

JAS. A. BRANNAN,
Acting Ensign.
GEO. M. SMITH,
Acting Ensign.

Acting Volunteer Lieutenant E. F. Devens, Commanding U. S. S. Arics.

Report of Acting Ensign Stothard, U. S. Navy, commanding U. S. S. Violet.

U. S. S. VIOLET, Off Western Bar, Wilmington, N. C., December 7, 1863.

Sin: I have the honor to submit to you a report of the capture or finding of the blockade runner Ceres aground and on fire on Western Bar or shoal, near Smith's Island, North Carolina, Fort Caswell bearing N. ½ E. and Bald Head light-house bearing N. E. ½ N. First seen by us at daybreak on the morning of the 6th of December, but at first supposed by us to be the U.S. S. Maratanza. We were then underway, drifting seaward from our night station. The U.S. S. Aries was soon seen standing rapidly toward her, and on nearing her lowered a boat. We then steamed up, passing near the Aries, and seeing the Ceres on fire, went quite near and sent boats on board, but officers from the Aries were there and had secured the ship's papers and whatever

else they could and ordered an abandonment of the vessel. Fort Caswell and a battery to the left and westward of it had commenced to shell us and the *Ocres*, but did not fire at the latter after we left. During the night of the 6th or morning of 7th December the Ceres floated off and seaward, having a strong breeze from the N. E. at the time. At 4:30 a.m. on the 7th we discovered the steamer drifting seaward and stood toward her and close to, getting a line fast to her head gear at about 5:30 a. m. to tow her farther inshore to smooth water. At about 7 a.m. the Maratanza sent a boat's crew with an officer to take charge of the Ceres and anchor her, which he did in 7 fathoms water. We were ordered by the senior officer to go alongside and remain there until further orders, assisting with such facilities as we had to quench the still smoldering fire in her hold and coal bunkers. At noon we were obliged to east off, the wind and sea increasing, leaving her under the direction and care of the senior officer. Herewith I enclose two diagrams, the more clearly to show the position of the Ceres and as near as possible that of the vessels of the fleet on the relative mornings of the 6th and 7th of December.

I have the honor to remain, with respect, your obedient servant, THOS. STOTHARD,

Acting Ensign, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 17, 1863.

SIR: A report from Commander Almy (Connecticut), dated December 7, off Western Bar, Wilmington, received yesterday afternoon, states that the new English steamer Ceres, an iron propeller of 300 tons, from Bermuda on the 3d instant, with a miscellaneous cargo, comprised of shoes, blankets, etc., in an attempt on the night preceding the 6th to evade the blockade and enter Cape Fear River, got aground on the Smith's Island side at the edge of the shoal bank S. W. by S. of Bald At daybreak boats were dispatched to her from the Head light-house. Aries and Violet, and she was found to be deserted and on fire. people were seen entering Cape Fear River in her boats, and Fort Caswell and the earthwork to the westward at once opened and kept up a fire for half an hour on our steamers and boats without effect. Subsequently the enemy's flying artillery opened fire on our people from Smith's Island, with similar results.

At high tide on the morning of the 7th she was hauled off by the Violet, her eargo and interior work still on fire and nearly consumed. By Commander Almy's efforts the fire was extinguished, leaving engine and boilers in good condition and hull comparatively tight.

She has been towed to Beaufort by the Aries, where she remains in charge of Acting Ensign J. A. Brannan, to be towed to Hampton Roads by first opportunity and disposed of as circumstances may requi**re.** 

Commander Almy informs me that Mr. Brannan has charge of all the papers found on board, among which are letters in relation to Messrs. Hartstene, Maffitt, and Fry, formerly in our naval service (no particulars given); also mercantile letters from one Frank Smith at Bermuda,

implicating parties in New York as engaged in negotiations to purchase on rebel account the *R. E. Lee* and *Cornubia* (prize steamers) when offered for sale. The package, also, I am informed, contains an important letter from Judge P. Pecquet, from Paris, October 16, and another letter from N. C. Trowbridge, of New York, October 9; also a letter book belonging to Colonel Lamar, from which it appears that Maffitt had visited Sweden to purchase a vessel.

Commander Almy thinks Colonel Lamar was a passenger on board

the Ceres.

The Connecticut, Maratanza, Mercedita, Montgomery, Aries, and Violet were in sight at time of capture.

The papers and letters above alluded to will be properly disposed of

as soon as received.

I have the honor to be, sir, very respectfully, yours,

3. P. LEE,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles, Secretary of the Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting private correspondence captured on steamer Ceres.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 18, 1863.

Sin: Herewith I forward to the Department certain papers \* comprising the private correspondence of [C.] A. L. Lamar, recently a rebel agent in England for the purchasing of steamers to run the blockade, negotiating Confederate cotton bonds, etc. The papers were found on board the prize steamer *Oeies*, recently captured off Wilmington, and the inference is that Mr. Lamar, to whom the enclosed letters are addressed, was a passenger in and escaped from the *Oeres*.

Those papers marked "A" are of interest as showing the basis of rebel operations in inducing English capitalists to venture in the blockade-running business; and it will be seen by letters in the same schedule that parties in Bermuda are endeavoring to purchase the prize steamers R. E. Lee and Margaret and Jessie, with the intention of again employ-

ing them in breaking the blockade. (Letter marked "B,")

Several letters, particularly one from J. N. Maffitt, formerly of the U. S. Navy, would go to show the difficulty experienced in running the blockade at Wilmington, and, as Maffitt expressed it, "The news from Bermuda runners is decidedly bad. Six of the last boats have recently been caught, among them the Advance (meaning, probably, the A. D. Vance) and Eugenie. Nothing has entered Wilmington for one month." (Letter marked "1.")

Again, the firm of William P. Campbell, of Bermuda, under date of December 2, 1863, states: "The only boats that came in from Wilmington this moon were the Flora and Gibraltar, but several boats are

expected from England." (Letter marked "2.")

Mr. John Burroughs, in a letter marked "4," explains the method of construction of vessels now building for the purpose of running the blockade.

The attention of the Department is called to the last two letters in the letter-press book in the enclosure marked "A."

All these letters would go to show that the newspaper statements as

to the amount of blockade running at Wilmington are untrue.

The letters enclosed, and marked "B," give an insight into rebel stock operations in England, the parties concerned in them, and the method pursued by them in raising money on cotton and interesting English capitalists and owners in their ventures.

The letters enclosed, and marked "C," refer to operations tending to running the blockade at Matamoras, and contain statements as to the knowledge, consent, and patronage of the Emperor of the French in

such operations.

The attention of the Department is also called to the letters marked "D," addressed by parties living in New York, who seem to have some connection with the rebels in their procuring supplies, etc., from New York.

Those letters marked "E" are from various parties on private business and domestic affairs, from which it appears that Captain Maffitt has gone to Sweden to purchase steamers for running the blockade, and that Captain Hartstene has been stricken with paralysis and unfitted for further employment.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Detailed report of Acting Master Savage, U. S. Navy, regarding expedition up the Nansemond River to Suffolk, Va.

U. S. S. GENERAL PUTNAM, Off Newport News, Va., December 7, 1863.

SIR: I have the honor to report to you my proceedings with this vessel up the Nansemond River. In obedience to orders on December 2, at 9 p. m., I immediately proceeded with this vessel to the mouth of the Nansemond River on picket duty. On the morning of the 3d I proceeded up the Nansemond River to the bar, and there communicated with our pickets and received a note from the commanding officer, informing me of where there was a large boat that the rebels had brought into our lines and stowed her away in the swash till such time as they would want to go back with a cargo. That night I sent an armed boat and captured her and one canoe. The latter I was told was used for running the rebel mail across the river. The canoe I destroyed and the boat I retain, and is now astern of this vessel for your disposal.

December 4.—Proceeded up the river and found that the rebels were firing musketry across the river at our pickets. I fired four shells among them and drove them off. I remained there for a few hours and found all was quiet. I then proceeded down the river to Sleepy Hole, where I could communicate with our land forces and watch the river

and intercept all blockade running at the same time.

December 5.—At 6 a. m. the army gunboat Flora Temple came into the river; we both proceeded up the river to the bar. There the commanding officer of the army boat received orders to proceed up to Suffolk, and wished me to accompany him and to ascertain the strength of the enemy, as he expected to be attacked every night, from the information he had received. We could not get over the bar until the next morning, so we both proceeded slowly down the river. At 6 p. m. saw the enemy making signals on Halliday's Point with Roman candles, which ascended about 100 feet. I then heard musket firing. I fired two 20-pounder rifle shells and two 24-pounder howitzer shells among them and silenced them; the army boat fired several shells.

December 6.—At 6 a. m. proceeded up the river to Suffolk. At 10 a. m. returned to Sleepy Hole; saw nothing of the enemy; found all quiet. At 6 p. m. proceeded to the mouth of the river to intercept blockade

runners during the night.

December 7.—At 7 a. m. proceeded to Newport News to coal up. Very respectfully, your obedient servant,

H. H. SAVAGE,

Acting Master, Commanding, U. S. Navy.

Acting Rear-Admiral S. P. Lee, U. S. Navy, Commanding North Atlantic Blockading Squadron.

Letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding excitement caused by reports of blockade running at Wilmington.

Unofficial.] NAVY DEPARTMENT, December 7, 1863.

DEAR SIR: The reports of vessels running the blockade at Wilmington are creating much excitement, and the Southern papers are publishing the arrival of a large number of steamers loaded with supplies for the insurgents. The Raleigh papers announce that 13 steamers got into Wilmington in one night recently, and but a short time since it was stated that 7 reached there safely at one time.

These statements, in connection with the fact that nearly 50 steamers named in consular dispatches as engaged in violating the blockade are still in existence, and many of them often mentioned as having arrived at or sailed from Bermuda and Nassau, create much anxiety on the part of the Department. While the captures are numerous, it is not the less evident that there are many that escape capture.

I would like to be informed if you place any reliance in the reports from the Raleigh papers of the arrival of steamers at Wilmington, or

whether you consider them as having been gotten up for effect.

I append a list of vessels that have been reported as engaged in violating the blockade. It is thought that the majority, if not nearly all of them, are running between Nassau and Bermuda and the Atlantic ports.

Respectfully, etc.,

G. V. Fox.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

#### [Enclosure.]

# List of vessels.

Spunkio.
Alico.
Pet.
Hansa.
Gem.
Bendigo.
Scotia.
Rothersay Castlo.
Lord Gough.
Orion.
Eugenio.
Coquette.
Flora.
Ruby.

Lacy.
Diana.
Juno.
Heroine.
Witch.
Powerful.
Harriet Pinckney.
General Beauregard.
Fannie.
Antonica.
Siron.
Minna.
Herald.
Alliance.

City of Petersburg.
Denbigh.
Duntroon Castle.
Fergus.
Hero.
Phantom.
Dispatch.
Gibraltar.
Ceres.
Deo.
Caledonia.
Gladiator.
Kestral.

Lord Clyde.

Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, regarding the capture of the British steamer Minna, December 9, 1863.

U. S. S. CIRCASSIAN, Hampton Roads, Virginia, December 12, 1863.

SIR: The English screw steamer Minna, of Waterford, was captured by this vessel on the 9th instant in latitude 32° 48′, longitude 78° 03′. She was from Nassau, New Providence, bound to some Southern port, probably Charleston, as a person on board her, acting fourth mate, is undoubtedly a Charleston pilot.

I am informed by the captain of the Minna that the same day he left

Nassau, 3d instant, six other blockade runners sailed.

She is very valuable; that portion of her cargo consists of iron, vitriol, hardware, dry goods, powder; she has also as cargo a propeller and shaft and other parts of a marine engine, perhaps intended for some rebel ironelad.

I have ordered her to proceed to the port of Boston.

The officers of the Minna say that a regular line of steamers run

between Nassau and Wilmington.

Her captain gave orders to his chief engineer to sink the ship, which he attempted to do, turning the sea cocks and disabling the bilge pumps. In this he was frustrated by the prompt action of the officers of this vessel, whom I immediately sent on board to take charge.

Very respectfully, your obedient servant,

W. B. EATON,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

Capture, release, and destruction of the British schooner G. O. Bigelow, December 9-16, 1863.

Letter from Brigadier-General Canby, U. S. Army, to the Secretary of the Navy.

WAR DEPARTMENT, Washington City, January 25, 1864.

Sir: I am instructed by the Secretary of War to acknowledge the receipt of your communication of the 2d instant, calling the attention

of the Department to a paragraph from the newspapers relative to the capture by the U. S. transport Fulton of a British schooner, which was afterwards abandoned, and to inform you that the letter was referred to the United States quartermaster at New York, a copy of whose reply, together with the report of the commander of the Fulton and an extract from the log of that vessel, is transmitted for your information.

Very respectfully, sir, your obedient servant,

ED. R. S. CANBY,

Brigadier-General, Assistant Adjutant-General.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure.]

QUARTERMASTER'S OFFICE, New York, January 15, 1864.

GENERAL: I have the honor to acknowledge the receipt from your office of a letter addressed by the Secretary of the Navy, January 2, to the Secretary of War, drawing his attention to a paragraph from the newspapers in regard to the capture of a British schooner by the U. S. transport Fulton, which she afterwards abandoned. In obedience to your instructions enclosed in this letter I have obtained the report of the captain of the Fulton of this transaction, and also an extract from the log of the vessel, which are herewith transmitted.

The delay in answering this was owing to the vessel having been at

Port Royal when your instructions were received.

I am, very respectfully, your obedient servant,

STEWART VAN VLIET, Quartermaster.

General E. R. S. CANBY, War Department, Washington, D. C.

[Subenclosure.]

OFFICE OF THE NEW YORK AND HAVRE STEAMSHIP Co., No. 7 Broadway, New York, January 13, 1864.

SIR: In compliance with your request for information as regards the abandonment of schooner G. O. Bigelow, captured by the U.S. transport steamer Fulton in one of the recent passages from Hilton Head to this port, I answer by enclosing you a copy from the report made by me and published in all the leading journals the Monday after our arrival at New York, and further I have to remark that I was in some doubt whether to let her (the schooner) sink or to give her up to the original crew, and it was only upon consultation with several officers and shipmasters who were on board of the Fulton as passengers at the time, and in absence of any instructions from the War Department bearing upon the case, that I concluded to let the schooner go. My own officers and crew did not think their lives safe on board of her in her (then) condition. The captain of the schooner was requested to satisfy himself as to her condition before again taking charge, which he did, as the wind was fair at the time to run south for Beaufort, N. C., which he assured us upon his oath he intended to do if he could keep the schooner affoat. In my mind his chances were very small, as it entirely depended upon the weather after we passed Hatteras.

Yours, respectfully,

J. A. WOTTEN.

ISAAC BELL, Esq.,

President of the New York and Havre Steamship Company.

P. S.—The senior officer commanding the troops on board of the Fulton was at the time of the capture and abandonment of the above schooner sick and confined in his stateroom by an eruption which the medical officer on board was afraid might terminate in smallpox.

Copy from the log of the U. S. steam transport Fulton.

# OFF WILMINGTON, N. C., December 9, 1863.

At 7.15 o'clock a. m. made a small schooner one point on the port bow, steering the same course as ourselves; from her rig and appearance judged her to be an English vessel. At 8.45 o'clock a. m., being near and showing no colors, fired a gun (blank), when she immediately hove to, still showing no colors. Sent a boat on board with the first officer and purser to examine the schooner's papers; a few moments after the boat returned with the papers. Upon examination of her documents, proved she was the schooner G. O. Bigelow, from Bermuda, bound to Beaufort, N. C., with 40 tons of salt as ballast; register and clearance from Bermuda appeared all right. She had no manifest as yet made out, and none of her papers had the American consul's certificate or signature. Evidently something was wrong. Put a prize crew on board consisting of 4 men and 1 mate; transferred her crew on board of the Fulton, and took her in tow and proceeded on our course for New York. The schooner was about 90 tons and 20 years old, as reported by the master, and in a very dilapidated condition. During the night the wind and sea increased.

December 10, 1863.—At 2.20 o'clock a. m. the officer in charge of the schooner made the night signal to stop; which was immediately done; backed down to her, when he informed us the schooner was leaking badly in her upper works, forward, and at the rate we were going it would be impossible to keep her free. Started the steamer again at less than half speed, the wind and sea increasing fast. In the morning at 8 o'clock stopped and sent 2 more men on board of the schooner to help in pumping and to have a more thorough examination of her cargo; after which we proceeded on very slowly. At 1.30 o'clock p. m. the schooner hoisted a signal of distress; stopped at once and boarded The officer in charge reported it was impossible to keep her free from water going head to the sea, and the men would not remain on board any longer. She might be seaworthy to go before the wind, and there was nothing on board of her as cargo but salt. Captain Wotten upon consultation, and in consideration that his voyage had been protracted by the detention of the steamer at Hilton Head (by order of Major General Gillmore) two days, and having important dispatches on board, and finding the schooner unfit to navigate to the north of Hatteras in her present condition, and not being able to spare his officers and men to carry her into some Southern port in possession of the Government, concluded to give the vessel up to her crew. The vessel and cargo being of trifling value, the chance of her running the blockade being very small, having the English rig, which would be immediately proven to any American cruiser, consequently, after having a thorough examination of the vessel, put the crew on board and at 2.30 o'clock p. m. let her go about her business. The captain and crew were allowed the privilege to examine for themselves, and with their own free will took charge of the schooner again, upon the assurance of the captain on oath that he had no intention of running the

blockade, but to proceed if possible in the condition of his vessel to Beaufort, N. C., which port he was cleared for.

J. A. WOTTEN, Commander U. S. Steam Transport Fulton.

P. S.—The captain had a letter of introduction to Messrs. Ramsay & Co., of Beaufort, N. C., to dispose of the cargo of salt to the best advantage and to invest the proceeds in yellow-pine plank.

Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, regarding the destruction of the schooner G. O. Bigelow.

U. S. S. MOUNT VERNON, Off New Inlet, December 17, 1864.

SIR: I have the honor to report that this ship sailed from Beaufort Harbor on the 16th instant, at 8:45 a.m. At 9:15 crossed the bar in company with U.S. S. New Berne. At 9:30 the pilot left the ship, shaped the ship's course along the land, bent the square sail, foresail, and jib and set them; set all sails. At 11:50 a.m. observed a schooner at the entrance of Bear Inlet. At 12 m. called all hands to quarters and stood for the schooner. At 12:30 p.m. anchored in 4½ fathoms water, center of Bear Inlet bearing N.W.; lowered all the boats and manned and armed them, and sent Acting Master Edwd. W. White to board and bring the schooner out if possible, but if not, to burn and destroy her. At 1:40 p. m. the boats returned to the ship and Acting Master E. W. White reported that they had scuttled and set fire to the schooner G. O. Bigelow, her crew having run her aground and abandoned her a few minutes before they got on board. He also reported that the schooner was without cargo, and had dunnage laid, apparently for the stowage of cotton. Hoisted up all the boats and proceeded on for New Inlet.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. Lee, U. S. Navy, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lec, U. S. Navy, regarding the movement of United States vessels.

U. S. FLAGSHIP MINNESOTA, Of Newport News, Va., December 10, 1863.

SIR: Commodore [John] Rodgers left Hampton Roads yesterday with the Sangamon and Eutaw at 8 a. m. for Philadelphia.

The Itasca left for Washington at the same time.

The Queen arrived here yesterday afternoon to leave ordnance stores and prize crews from Boston on her way to Port Royal and New Orleans.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, discrediting the rumor regarding the movement of blockade runners into Wilmington.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 10, 1863.

SIR: I do not credit the statement in the Raleigh Register, a violent secession sheet, that thirteen steamers ran into Wilmington on the

night of the 19th ultimo.

I was off Wilmington a few days afterwards and heard nothing of this squadron of blockade runners, and have no idea that the statement will be sustained by the monthly report from a single vessel off Wilmington. These reports will come up by the next steamer.

The blockade runners had just received a heavy and discouraging blow, and I suppose the object of the Register was to encourage, in

time for the next dark of the moon, the revival of the trade.

The attack in the Herald of the 8th instant was true as to the number of vessels at Beaufort on the night of the 19th ultimo; the rest of the article is fiction.

The 19th was a moonlight night, and though it was not desirable that eight vessels should be coaling, etc., at Beaufort at one time, yet, as the blockaders had exhausted their coal, the light nights were well chosen to renew their supplies, as the blockade breakers do not then run.

I have the honor to be, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U.S. Navy, forwarding correspondence regarding measures against smallpox.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 10, 1863.

SIR: Enclosed is a copy (A) of my communication of yesterday to the fleet surgeon, and a copy (B) of his reply of same date, respecting the measures necessary to be taken in view of the smallpox which has appeared in this neighborhood among the contraband camps and of which four cases have occurred on board the *Commodore Barney* among colored men.

The precautionary and other dispositions recommended by the fleet surgeon have been ordered.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

[Enclosure A.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 9, 1863.

SIR: I am informed by General Butler that the varioloid, or small-pox, is prevailing among the contrabands in this vicinity.

It has further been reported to me that there were four cases (two decided) among colored men on board the *Commodore Barney*, which has just arrived here from the navy yard.

In view of these facts, I would like to have your suggestions regarding the sanitary regulations you may consider necessary, and the disposition to be made of the cases on board the Commodore Barney.

General Butler says he can supply vaccine matter if needed by naval

surgeons.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Fleet Surgeon Wm. M. Wood, U. S. Navy,

U. S. S. Minnesota.

P.S.—I send the *Barney* to take this to you at the naval hospital, Gosport, in order that you, sir, may be able to make immediate disposition of the cases on board of her.

S. P. L.

[Enclosure B.]

U. S. NAVAL HOSPITAL, Portsmouth, Va., December 9, 1863.

SIR: Having failed to induce the surgeon of this hospital to receive the cases of smallpox on board the *Barney* into this establishment, I have sent them, according to the instructions of the Bureau of Medicine and Surgery, to the pesthouse at Fortress Monroe.

As during the month of November I have had the whole squadron vaccinated, there are no other precautions to be taken than to prohibit all but necessary intercourse with Newport News, and to prohibit, for ten days at least, promiscuous visiting or traveling in the Barney.

Very respectfully, your obedient servant,

WM. MAXWELL WOOD,

Fleet Surgeon, North Atlantic Blockading Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the arrival and departure of United States vessels.

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U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 11, 1863.

SIR: The U.S.S. Delaware, towing the U.S.S. Henry Brinker (both lately from the sounds of North Carolina), left the roads yesterday at about noon for Baltimore, both for repairs.

The U.S. tug *Uamelia* arrived here at 1:30 p.m. yesterday on her way to the South Atlantic Squadron, under the Department's order of December 4. She touched here for repairs and coal, and will probably be ready to sail this evening. Enclosed is the report of her senior engineer, with Chief Engineer Long's endorsement thereon.

The U.S. supply steamer New Berne arrived here last evening and left at 6 a.m. to-day in pursuit of the "steamer burning soft coal," alluded to in the Department's telegram of 9 p.m. yesterday, received at 2:30

a. m. to-day.

The U. S. S. Fort Jackson arrived at the roads at 6 p. m. yesterday, and I have sent her to the Gosport navy yard to receive slight repairs and coal. She will probably be ready for service to-morrow.

U. S. S. Nansemond arrived here at 7:30 this morning from Baltimore, where she has been receiving repairs. She will proceed to the block-

ade off Wilmington this afternoon.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, regarding restrictions to be placed on oystering.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 11, 1863.

GENERAL: I have to-day directed the officers commanding the guard vessels off Hampton Roads and in York River not to issue any more permits to loyal citizens to oyster, and, as far as practicable, to recall those already issued under my orders based on the instructions of the Navy Department, and to respect your permits on this subject.

This will give effect to the arrangement between us last night, and will be in harmony with the order of the President of November 11, 1862.

I will report my action to the Navy Department, explaining why this

duty assigned by it to the Navy is transferred to you.

You will understand the previous arrangement by a reference to my letter of October 19, 1863, to your predecessor, of which, if it is not on file, I will supply a copy.

I have the honor to be, general, very respectfully, yours, S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Maior-General BENJ. F. BUTLER, U. S. Army, Comdy. Dept. of Virginia and North Carolina, Fortress Monroe, Va.

P. S.-I enclose herewith a copy of my letter of October 19, 1863, to General Foster, which explains the limits within which oystering is allowed and approved by the Navy Department.

S. P. LEE. Acting Rear-Admiral.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding light-draft ironclads under construction.

NAVY DEPARTMENT, December 11, 1863.

SIR: Your letter of the 7th instant has been received, and the Department informs you in reply that the first light-draft ironclad now building will not be ready for service before March next.

Very respectfully,

GIDEON WELLES. Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Old Point, Va. [Telegram.]

NAVY DEPARTMENT, December 12, 1863.

The Fort Jackson can be sent to the blockade off Wilmington whenever ready.

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads, Va.

Letter from Major-General Peck, U. S. Army, to Commander Davenport, U. S. Navy, requesting the loan of a gun carriage.

HDQRS. ARMY AND DISTRICT OF NORTH CAROLINA, New Berne, N. C., December 12, 1863.

Commodore: A 200-pounder rifle has arrived here, which it is desirable should be immediately put in position. No carriage accompanied it, and there is none suitable at the army ordnance depot or subject to military control within the district limits. Major-General Peck has been informed that you have an XI-inch gun carriage not in use, which could be adapted to the required purpose, and has directed me to ask if you will exchange with him for a ship's carriage, or in some other manner put him in possession of it until such time as a carriage can be procured.

I remain, commodore, with high respect, your obedient servant,
BENJ. B. FOSTER,
Assistant Adjutant-General

Commander DAVENPORT,
Off New Berne.

Letter from Commander Davenport, U. S. Navy, to Major-General Peck, U. S. Army, regarding the loan of a gun carriage.

U. S. S. HETZEL, Off New Berne, N. C., December 12, 1863.

GENERAL: In reply to the letter of Major Foster, just received, I beg leave to inform you that there is at present a Marsilly carriage, not in use, at the navy yard. If it will answer your purpose, and the exigencies of the service require the gun to be mounted, I will turn it over to you with pleasure upon a requisition to that effect.

I am, general, with high respect, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Major-General John J. Peck, Commanding Army and District of North Carolina.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, regarding an unsuccessful cruise after a suspicious vessel.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 12, 1863.

GENERAL: The two vessels I dispatched off Cape Henry on receipt, at 2:30 p.m. the 11th instant, of your telegraphic dispatch of December

10, p. m., have returned after an unsuccessful cruise. One of them reports meeting a transport bound in with a "momentary black smoke issuing from her stack."

I have the honor to be, general, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squaron.

Major-General B. F. BUTLER,

Comdg. Dept. of Virginia and North Carolina, Fortress Monroe, Va.

Report of Lieutenant Lamson, U. S. Navy, regarding disaster to the U. S. S. Nansemond in a gale off Care Hatteras.

U. S. S. NANSEMOND,

Hampton Roads, Virginia, December 14, 1863.

SIR: I regret to be obliged to report the following disaster to this vessel in a gale off Cape Hatteras on the 12th and 13th instant:

At 4 o'clock on the morning of the 12th we passed Cape Henry and had fair weather and a smooth sea till 4 o'clock that afternoon, when a strong breeze came up from the S. S. E. which, by 10 that night, had increased to a heavy gale with a very heavy sea.

The ship made good weather, going slowly head to sea till 3:45 on the morning of the 13th, about 20 miles to the southward of the cape, when a heavy sea boarded us over the port guard, carrying away the forward part of the house on that side, the bulwarks, and the fire and engine-room bulkheads, and poured down into the fire room.

The concussion was so great that the engine stopped and could not be started again for some minutes, during which time we wore round

under the jib and scudded before it.

Another sea boarded us on the starboard side, carrying away the bulkheads on that side.

There was now between 4 and 5 feet of water in the hold, the water

coming up to the tops of the ash pans in the fire room.

A sea lifting her stern, the water ran forward; she settled very much by the head and refused to obey the helm. I then ordered the bow guns to be thrown overboard, which was done, and between 3 and 4 tons of shell were also thrown over, and the anchor on the port bow was cut away.

This relieved her so much that she came up, and we succeeded in

freeing her from the water.

We scudded before it until the gale abated so that we could haul in for Cape Henry, off which we anchored at 11 o'clock last night, it being too foggy to see the lights, and came in this morning.

My officers and men behaved entirely to my satisfaction during the

time we were in such great danger.

Eight or ten persons were injured, some severely, by the first sea that came on board.

I regret exceedingly the unfortunate necessity for throwing our guns overboard, but I am confident that nothing else could have kept the vessel from foundering.

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

R. H. LAMSON, Lieutenant, Commanding.

Acting Rear Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. [Endorsement.]

DECEMBER 15, 1863.

This report by Lieutenant Lamson (December 14) on a disaster to the U.S. S. Nansemond, under his command, while on her way to the blockade off Wilmington, in a gale of wind off Cape Hatteras on the 12th and 13th instant, is respectfully forwarded to the Department, with a commendation of the efficient conduct of Lieutenant Lamson and his officers and crew in saving the vessel when in such imminent peril.

The Nansemond is to-day ordered to Baltimore for repairs.

S. P. LEE,

Actg. Rear Admiral, North Atlantic Blockading Squadron.

Report of Commander Dove, U. S. Navy, regarding affairs at Beaufort,

U. S. ORDNANCE SCHOONER ARLETTA, Naval Station, Beaufort, N. C., December 15, 1863.

SIR: The business of this station has been very active for the last few days.

The Florida, Mercedita, and Aries coaled and provisioned, and would have gone to sea yesterday but for the heavy gale. The Britannia being of lighter draft, succeeded in getting out just as it lulled in shifting from S. E. to S. W. The sea broke very heavily on the bar shortly after she passed it.

Acting Volunteer Lieutenant Commanding Devens being quite unwell with a badly ulcerated throat, a medical survey was ordered, and the recommendation was for him to be sent to the hospital, where he will be confined about a week or ten days. The Aries will go on her present cruise in charge of her executive officer, who is an officer of experience and good judgment.

The James Adger arrived yesterday, but was prevented from coaling

by the gale. She will go out to morrow morning.

Commander Patterson stating to me that he had not officers enough to spare one as prize master of the Ella, I ordered Acting Ensign W. D. Maddocks, of the Release, to report to him for that duty. Two men of the Release were also detailed. I would like to have them all sent back to her again, as they can be hardly spared.

The Montgomery arrived this morning with instructions from Com-

mander Almy to take the prize Ceres in tow north.

I thought the fire in her coal nearly extinguished, and that the heavy rain of Saturday night had done it effectually, but it broke up through the crust formed on top yesterday, although a great deal of water had been thrown into her hold by the tug.

All the available force of the Montgomery, Iron Age, and Badger was put on her to-day, and I am in hopes she will be in a condition to be

towed some time to-morrow.

The Adger takes to you a young man who has escaped the Southern prison. A remark in Captain Devens' report to you implies some doubt about him, but I think does him injustice. His account of the hardships he endured and the means he adopted to effect his escape show

great shrewdness. He evidently adopted his right profession when he went into the secret service, and should be continued there.

Very respectfully, your obedient servant,

BENJ. M. Deve, Commander.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, off Newport News.

Report of Commander Davenport, U. S. Navy, regarding the disposition of the vessels of his command.

> U. S. S. HETZEL, Off New Berne, N. C., December 15, 1863.

ADMIRAL: I have the honor to make the following semimonthly statement of the disposition of vessels in the sounds for term ending at date: December 2.—The Hetzel left New Berne for a cruise.

December 3.—Hetzel arrived at Ocracoke. Commodore Hull left Ccracoke for New Berne for supplies.

December 4.—The Hetzel arrived at Hatteras Inlet.

December 5.—The Hetzel arrived at Roanoke Island. The Miami left Roanoke Island for a cruise in the Pasquotank and Chowan rivers.

December 6.—The Hetzel arrived at Plymouth. December 8.—The Miami arrived at Plymouth.

December 9.—The Hetzel and Commodore Hull arrived at Roanoke Island.

December 10.—The Hetzel arrived at Washington.

December 11.—The Hetzel arrived at New Berne.

The Miami, Southfield, Whitehead, and Seymour are at Plymouth. The Louisiana is at Washington.

The Hetzel and Underwriter are at New Borne, and the Granite is at Hatteras Inlet.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT.

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Master Savage, U. S. Navy, commanding U. S. S. General Putnam, regarding picket duty performed in Nansemond River.

> U. S. S. GENERAL PUTNAM, Off Newport News, December 15, 1863.

Sin: I have the honor of reporting to you my return from the Nansemond River with this vessel in want of coal. The following is a detailed report of my proceedings on that river. In obedience to orders, on the night of December 7, at 6 p. m., I proceeded with this vessel to the mouth of the Nansemond River on picket duty; found all quiet.

December 8.—At 7 a. m. proceeded up the river to the Nansemond Bar and there communicated with our pickets and found all quiet. I then proceeded slowly down the river to Sleepy Hole; there found the army gunboat Flora Temple. At 7 p. m. took my station at the mouth of the river to intercept blockade runners.

December 9.—I proceeded slowly up the river and found all quiet; returned and took my station that night off the mouth of Bennet's Creek, at the entrance of the river, which place I was informed they run the blockade from, but found all quiet there.

December 10.—Proceeded up the river and communicated with our pickets; found all quiet; returned to the mouth of the river at 7 p. m.

December 11.--The commanding officer of the land forces ordered the army gunboat to proceed to Suffolk and wished me to accompany him with this boat, which I did, and arrived at Suffolk at 11 a.m.; the army officer and 14 men landed and went all through the town and ound all quiet, but was informed that a portion of the rebel cavalry was in there every night. At 1 p. m. returned down the river to the Nansemond Bar; there we found about 20 rebel cavalry, which I dislodged with four well-directed shells, two 20-pounder Parrott and two 24-pounder howitzer. I then proceeded slowly down to the mouth of the river and remained there all night.

December 12.-- I proceeded slowly up the river and found all quiet;

returned to the mouth of the river that evening again.

December 13.—Proceeded up the river to the Nansemond Bar; sound all quiet; left the army gunboat up the river while I proceeded down to Pig Point to take my station during the night; found all quiet.

December 14.—At 7 a. m. proceeded slowly up the river, and returned

in the evening to the mouth of the river; all quiet.

December 15.—At 7 a. m. proceeded to Newport News to coal up.

Very respectfully, your obedient servant,

H. H. SAVAGE. Acting Master, Commanding, U. S. Navy.

Acting Rear-Admiral S. P. LEE, U. S. Navy, Flagship Minnesota, off Newport News, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence with Major General Butler, U. S. Army, regarding a plan for obtaining information regarding Confederate affairs in the sounds.

Confidential. U. S. FLAGSEIP MINNESOTA, Off Newport News, Va., December 16, 1863.

Sir: I enclose for the information of the Department copies of a correspondence between General Butler and myself, Nos. 1, 2, and 3. I have the honor to be, very respectfully, yours,

S. P. Lee, Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington City, D. C.

[Enclosures.]

Confidential. HDQRS. EIGHTEENTH ARMY CORPS, DEPARTMENT OF VIRGINIA AND NORTH CAROLINA, Fort Monroe, Va., December 12, 1863.

MY DEAR ADMIRAL: I propose to send Mr. Jos. Brown, who will bear this, a man about as baldheaded as I am, who is, I believe, reliable, down on a small trading expedition to the sounds near Wilmington. I wish you would talk with him and give him the necessary passes, so that the blockading vessels will either let him pass or chase him in, as may be most desirable. If reliable, he can get us all the information we need, as he is well acquainted in those waters.

I will furnish him with a boat and goods.

Yours, truly,

B. F. BUTLER,
Major-General, Commanding.

Confidential. [U. S. S.] MINNESOTA, December 12, 1863.

MY DEAR GENERAL BUTLER: Your confidential note of this date, by Mr. J. Brown, is received, and I have, as you desired, conversed with him on the subject.

He proposes to get a small boat at Beaufort and go into Bogue Inlet and to peddle down the sounds, acquiring hydrographical and military

information. This will not require any pass from me.

Mr. B. declines to go into Wilmington; says he is too well known there. If you design to send a spy there by sea, would not the best plan be by a blockade runner? A chase in by the blockaders would require a good arrangement beforehand.

Let me know your wishes and the details can be arranged with

Captain Sands, who is now here.

Very truly, yours,

S. P. LEE.

Confidential.] [U. S. S.] MINNESOTA, December 12, 1863.

My Dear General Butler: You may remember a Mr. Arnold Harris, Jr., who surrendered some rebel dispatches to us off Charleston. He is the bearer of this, and now an ensign in the Navy. A month ago (he has been sick and absent since) he brought me a confidential letter from the Secretary of the Navy saying that Mr. II. had recently been into Wilmington in a blockade runner and was willing to go again. On questioning him I found that he had not left the vessel when in Wilmington, had no information of much value, and did not wish to go in there again for fear of falling into the hands of the rebels. To-day, whilst under orders to the blockade off Wilmington, he repeats his application to me for the command of a small vessel here or in the sounds of North Carolina, and tells me the Secretary of the Navy wished to protect him.

You may get information from him as to persons getting into Wilmington by the blockade runners, and what may then be their opportunity, and that of other traders there, for acquiring information.

A blockade runner captured some months ago told me that smugglers from New Berne kept up considerable intercourse with Wilmington overland. This suggests still another way to get information. Mr. Brown, who came from you to day, came to me last winter about attacking Wilmington. He assured me that there was plenty of water by the Bald Head Channel into Old Inlet. The Coast-Survey chart and our recent reconnoissances showed this channel was filled up; when told so, Mr. B. said he had not been there for some time.

Very bruly, yours,

S. P. LEE.

Order of Commander Davenport, U. S. Navy, to Acting Master Westervelt, U. S. Navy, commanding U. S. S. Underwriter, to proceed to duty at Hatteras Inlet.

U. S. S. HETZEL,

Off New Berne, N. C., December 16, 1863.

SIR: Proceed with the U.S.S. *Underwriter* under your command to Hatteras Inlet.

On your arrival at Hatteras Inlet you will, until further orders, proceed to execute the duty required by the blockading instructions, a copy of which will be handed you by Acting Master Boomer, of the *Granite*.

Respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Master Jacob Westervelt, U.S. Navy, Commanding U.S. S. Underwriter.

Report of Captain Ridgely, U. S. Navy, regarding the chase by the U. S. S. Howquah, of two blockade runners.

U. S. S. SHENANDOAH, Off New Inlet, N. C., December 16, 1863.

SIR: I have the honor to report the arrival of the U.S.S. Quaker City, Commander Frailey, off this blockade on the morning of the 8th instant.

A blockade runner succeeded in getting in on the morning of the 10th instant about 3 o'clock. The *Howquah* saw him at her station to the northward and made the usual signal that a runner was coming down the beach toward the bar and gave chase, using his guns. The runner then ran to the eastward, and having the speed of the *Howquah*, she lost sight of him, when he turned and ran for the bar, where the *Britannia* tried to stop him with her guns.

The commanding officer of the *Howquah* is confident that he struck him more than once, and the commanding officer of the *Britannia* is confident that he struck him also.

On the evening of the 11th instant, between 7 and 8 o'clock, the *Howquah*, stationed at the northward, saw a blockade runner coming down the beach. She made the usual signals and gave chase, and by a good use of her guns compelled the runner to put his vessel on the beach. There was a heavy sea running at the time, and doubtless as soon as she struck she became a wreck.

The next morning this ship and the *Tuscarora* went in to see if it would be necessary to use the guns on the wreck. I found the sea breaking over her, and the greater portion of her upper deck submerged.

The two ships were opened upon by a battery to the northward and one to the southward of the wreek.

The Tuscarora was struck in her quarter, and I am happy to say no one was injured.

On the evening of the 13th instant the Grand Gulf appeared in the offing and was boarded by the Quaker City, delivering a copy of

his orders and other communications, when he proceeded to obey his instructions.

I am, very respectfully, etc.,

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

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Telegram.]

NEWPORT NEWS, December 16, 1863.

The Richmond Whig to-day states that the Wilmington Journal says that the steamer Beauregard was chased ashore by the blockaders on the night of the 12th [11th] instant, some distance above Fort Fisher, near Battery Gadin [Gatlin], and that she had been set on fire.

S. P. LEE, Acting Rear-Admiral.

Hon. GIDEON WELLES, Secretary of Navy.

General instructions from Acting Rear-Admiral Lee, U.S. Navy, to commanding officers of blockading vessels off Wilmington.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 16, 1863.

The primary day stations are

New Inlet side:

Off the inlet (sonior officer).
 Off Masonboro.

3. Off the lower end of Smith's

| Old Inlet side:

- Off the bar.
   Off Folly Inlet.
- 3. Off the ond of Smith's Island.

The secondary stations divide the intermediate space between these, according to the number of steamers present.

In clear weather by day these stations are occupied by the steamers at anchor, when an officer's watch and regular lookouts are kept, and the captain and first lieutenant especially, and the rest of the officers and crew, may sleep with the hammocks down if wished for eight or ten hours after sunrise. The watch which has kept two watches during the night should be excused from duty during the forenoon, and allowed and encouraged to sleep then.

At half an hour before sunset the blockader will have his anchor up, and as the shade of evening comes he will draw inshore, keeping the beach or other object in sight, yet regulating safely his approach to and occupation of his night station by the state of light. Come out in like

manner by day dawn.

In the dusk of evening and early dark the blockade is run by steamers (perhaps not showing black smoke), who thus get a safe and long run off the coast. At morning twilight and at night, guided by shore signals, the runners get in under the batteries.

When a runner is seen coming out, it is desirable not to make the signal until his retreat can be cut off by getting between him and the

bar or coast. It is best to capture or destroy runners when discovered, but not to throw away the chance of doing one or the other by prematurely alarming them and causing their retreat over the bar, or under the batteries, to escape under more favorable circumstances.

The distance to be kept from the bar, the batteries, and the beach, etc., must be regulated by the state of the weather and light, and the

zeal and good sense of the commanding officer.

The steamer which is to watch the bar at night should be kept near and on one side of the senior's steamer by day, and on the other side of him is to be a swift steamer, which, when the others draw inshore at twilight, is to go 5 miles farther offshore of the senior's steamer, and cruise slowly, say, north and south if off New Inlet, and, say, east and west if off Old Inlet, where he can be ready to chase runners signaled going out, and may discover those sneaking in from seaward in time to capture them.

It is known that the runners run down the coast from just south of Masonboro and close to the surf, as the coast is clear, and in like manner

they run up the coast and near the surf from Folly Inlet.

Blockaders are not to be huddled together, and especially in thick weather, or exhaust their coal by unnecessary movement by day, but the senior officer present is expected to have soundings taken for general use by protected boats off the shoals which form at the inlets and along the shore line where the Coast-Survey chart does not show the soundings.

Unless the weather is too thick to allow it, the blockaders should keep underway at night, holding their positions by their leads (which should be kept going on each side by reliable men whenever the steamer

is underway and watching) and by bearings when practicable.

A steamer of good chasing speed is to be stationed (underway at night when not too thick or dark) between Folly Inlet and the South Carolina State line, and the upper blockader off or above Masonboro should be a fast steamer.

The shore line north of New Inlet and south and west of Old Inlet should be blockaded in force so as to intercept runners, if several are

together, to run in or out.

Heretofore it is believed they have mostly run in and out by the coast and have also run out by Smith's Island and the shoals. Low and slow steamers are supposed to sneak out and large and swift ones to run boldly off. Some steamers of superior speed will, with special instructions from me, blockade off Cape Fear and Cape Lookout lights, to intercept blockade runners who may have run the inner line of blockade or who are hovering outside preparatory to running in.

All commanders of steamers joining the blockade off Wilmington will, if not already done, report to me by letter and mention therein that they have applied for and received from the senior officer present a copy

of these instructions.

The commanding officer of a steamer going to Beaufort for coal, or returning, will not depart from his direct route or delay on it to cruise; but it will be his duty to chase, if he can with a fair prospect of suc-

cess, any blockade runner he may discover on the way.

The senior officer present off Wilmington is authorized to send here a blockader absolutely requiring more repairs than she can make within two days more time than is necessary to coal in Beaufort, and he is required so to arrange the departure of the blockaders for coal as not to weaken the blockade or allow an excess of blockaders at Beaufort, where there should not be, if possible to prevent it, more than two, or

at outside three blockaders at a time. The absence of blockaders is

least felt on the light nights.

Boats used for landing on the beach or alongside of beached blockade runners should be suitable for the purpose, provided with a good kedge, a long, strong, and clear cable line, good oarsmen, and commanded by

a skillful officer or petty officer.

Each blockader should, if possible, have on board one spare anchor and two spare anchor stocks, and a large, strong hawser, capable of towing or hauling off stranded vessels. Also keep and send an abstract log, as required by circular of November 23, 1863, with this addition, that in case of capture or claim for prize money, diagrams giving bearings and distances signed by the watch officers must accompany the abstract, and also the usual report both to the U. S. district judge and to the Navy Department, the latter to be forwarded through me, with prize list for the Department and one for my files, in order to take the place of the original in the event of its being lost or mislaid at the Department. These lists should state in the heading the squadron to which the vessel claiming prize money belongs, with the name and official designation of the officer commanding the squadron.

Each commanding officer will examine and carefully correct, if nec-

essary, the log slate before it is recorded.

Each blockader must have double the usual allowance of leads and lead lines, and always have four good lines, marked and ready with good leads for use. Lead lines must be corrected daily (when wet), and so noted in the log. When underway the lead must be hove constantly, and there must always be two good leadsmen (one on each side) heaving the hand lead when it can be used.

Every effort must be made to prevent collisions, the general laws of the road to pass to the right must be observed, but the vessel which has sea room on her side must not force the other into danger. Both vessels must steer, or stop, or back, so as to avoid a collision, or running into danger. (See all the directions printed in the boat code signal

book.)

Each vessel must have on a deck board, in charge of the officer of the deck, accurate tables showing time of high and low water, and of

moon rise and set, and of the rising and setting of the sun.

Each vessel must keep in charge of the officer of the deck a varnished sketch of the chart on a deck board, showing the shore line, the 1, 2, 3 fathoms curves, the significant soundings, the position of prominent objects, the anchorage, and a compass.

The senior officer present may, if he wishes it, station a steamer to show a light from a position known to all the others, on which they can take bearings; this steamer should be ready to move at a minute's

warning, and in the event of doing so must lower the light.

There must be a separate deck board on which the commanding officer must every morning plainly put the distinguishing signals for the next night, which he must know are understood by the officers of the deck and forecastle, and the men to attend the light, and he must see that such arrangements are made as will insure, under all circumstances, that the proper means are ready for making the necessary signals, of which a full and separate list, with instructions, are given. It is considered there can be no occasion or excuse for one blockader firing into another.

The senior officer off each inlet should be ready to move with one, or better, with two, large blockaders with heavy batteries to the point where assistance is called for by signal or by the firing of great guns.

Care should be observed not to have the vessels watching the bar and approaches leave such necessary stations as would facilitate the escape of runners in another direction than that to which attention is drawn.

Dull steamers are not expected to chase, certainly not farther than will allow the appointed swift steamer to take up the chase, and not so far as to leave the inlet exposed to the escape of other steamers.

Blockaders are desired not to salute the admiral's flag.

Each commanding officer should make sure that no lights, other than signals, should be seen from his vessel, and that the lights on board are so covered, placed, and used that they can not be seen through windows or portholes, in opening doors, mustering watch, etc.

S. P. Lee, Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

SENIOR AND EACH COMMANDING OFFICER PRESENT.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, to cruise on outside blockade.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 16, 1863.

SIR: To interrupt the blockade runners to and from Wilmington you will blockade between a line drawn from the S.E. extremity of the 10-fathom curve, off Capes Lookout and Fear, continued to the meridian of 80° W. longitude and the 100-fathom curve between said meridian and 34° N. latitude, as shown on the Coast Survey chart of the Atlantic coast, sheet No. 3 (1863), herewith sent to you.

The limits marked out for the Quaker City may receive such suitable modifications as your judgment may suggest as promoting the efficiency

of the blockade.

Do not have the Quaker City overloaded with supplies, but keep her provided and in the best trim possible for chasing, and in chasing resort to all the means commonly used to produce the highest speed. See that everything is in perfect order in the engine department, and that the firemen know and do their duty.

The question about the relative claims growing out of the respective rights and duties of men-of-war and armed transports in such cases as the capture of the *Banshee* and *Margaret and Jessie* is now pending before the Department. Its decision will be communicated to you for

your guidance on this subject as soon as received.

Enclosed herewith are general squadron and blockading instructions, the general orders and circulars of the Department and of this squadron, statement of periodical returns required from commanding officers, and extracts from consular dispatches lately received by me relative to the character and movements of vessels in the interests of the rebels.

Acknowledge receipt, and let all your returns for January 1 be

promptly made as required.

Respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander J. M. FRAILEY,

Commanding U. S. S. Quaker City, of Wilmington, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting additional light-draft gunboats for the blockade off Wilmington.

U. S. Flagship Minnesota, Off Newport News, Va., December 17, 1863.

Sin: I beg that the Department will send to me for duty in this squadron six or eight of the new double ender gunboats, commanded by active and vigilant officers.

I would urge that the efficiency of the important part of the blockade off Wilmington would be very much increased by the addition of such a force of swift light-drafts.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Lieutenant-Commander Mitchell, U. S. Navy, regarding operations in the James River for the suppression of smuggling.

FLAGSHIP MINNESOTA, Off Newport News, Va., December 17, 1863.

Sin: Enclosed I forward to the Department a report of Lieutenant-Commander Mitchell, commanding Commodore Jones, of his operations in the James River, undertaken by my direction, for the purpose of putting a stop to smuggling and the carrying of rebel mail matter from the peninsula to the the southern bank of the river.

Such intercourse was said to exist by a refugee named Lyons, who was sent to me by Major General Butler, to whom Lyons had first reported. It is the opinion of Lieutenant-Commander Mitchell that such intercourse is carried on, and I shall endeavor to prevent it.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy.

[Enclosure.]

U. S. S. COMMODORE JONES, Off Newport News, Va., December 16, 1863.

SIR: In compliance with your instructions received through Lieutenant-Commander Barnes, fleet captain, I proceeded up James River to 2 miles below White Shoal light-house, where I found the Dawn. I called her commanding officer on board and told him the information which had been received and the plan for breaking the communication, and ordered him to follow us farther up the river, in the meantime arming two boats' crows. At 10:30 p. m. stopped the engine off the White Shoal light-house, and at 10:35 the first and second cutters left the vessel, the first under the charge of Acting Ensign Adams, the second of Acting Ensign Homans. I directed Mr. Adams to go close inshore about a mile below Smith's, the reported place of embarkation, and to remain there until half an hour after midnight, then to run up as far

as Young's, on that side of the river, and at 2 a.m. to start for the vessel across the shoals, provided he heard nothing from the other boats. Mr. Homans, in the second cutter, was directed to station himself on the edge of the shoal just above Boykin's Wharf, where it was reported that the landing would be effected, to remain there until 3:30 a.m., and to return to the vessel by the way of the channel. The boats from the Dawn did not get alongside until 11:20 p. m. The first one was sent to the upper end of White Shoal with instructions to return at 4 a.m., the second to take up her position between Godwin's and Day's points and to return at 4 a.m. By this disposition of the boats, I had a boat at each end of the route, one in the channel way, and the other inshore on the south side of the river. Nothing was seen by any of the boats, except the one off Pagan Creek. On its return Acting Master's Mate Crosley reported that he went in as directed and thought he would find the entrance of the creek, and as he could not see it, he pulled up the river to look for it. When he passed some trestlework he heard something on shore that sounded like geese; he pulled around and toward it and was hailed from shore, and gave our countersign. He was ordered to come on shore, when he ordered his men to fire. They attempted to fire, but having no caps on their muskets were unable to do so. Crosley succeeded in firing one barrel of his revolver, and received a heavy fire on his boat from shore, of which thirteen shots struck the boat, another slightly wounded one of his men on the face, and another was a spent ball which was caught in the hand by another of the boat's crew. Mr. Crosley then hauled off into the river and burned a green light for us to fire to his left, but he was not in sight from the vessel. The place where Mr. Crosley saw his trestlework was Boykin's Wharf.

I went up the river at 9 o'clock this morning and shelled the place, as

Mr. Lyons said there were about 100 rebels there.

Very respectfully,

JOHN G. MITCHELL, Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, concerning duties of picket boat in James River.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 18, 1863.

The following orders will be carefully observed by the commander of

the boat on duty as picket boat of the advance guard.

The picket boat will be kept underway at all times, and will not leave her station, between 1 and 2 miles below the White Shoal light-house, until regularly relieved, unless the commander deems it highly neces-

sary to do so to communicate with the flagship.

The United States vessels passing down the river must show their colors or orders. Flag-of-truce boats from the enemy must be anchored immediately below the White Shoal light-house, and on no account allowed to pass the picket boat, which will signal the flagship, and if a boat is not sent the picket boat will come down with the communication.

No officer except the commander, and no person of the crew, will be

allowed to hold any communication with the enemy.

The commander will confine his intercourse with the flag of truce strictly to the subject of the latter. If a boat is seen coming from the admiral, he will anchor the flag of truce and await its arrival. If no boat comes, he will receive the communications and bring them to the admiral. A blank cartridge is first to be fired to bring the rebel flag of truce to, and if that is disregarded a shot must be fired across her bow.

When the enemy is seen by the advance guard boat, it will return in haste, firing its guns and burning blue lights until answered by a gun

from the flagship and a blue light from each vessel.

In coming back it will show a white light on each bow to distinguish it. Our signal lights (a red and blue lantern; the red on top when the night begins with an odd day of the month, and the blue on top on the alternate night) will be hoisted when the action begins by the vessel which first has an opportunity of firing on the enemy, or by the flagship. At night, or in thick weather, each vessel will engage as soon as practicable without waiting for a signal.

S. P. Lee, Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

[Telegram.]

NEWPORT NEWS, December 18, 1863.

Senior officer off Wilmington reports the Frying Pan Shoals light-boat to have gone adrift on the night of the 6th or 7th.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon. Gideon Welles,

Secretary Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Fort Jackson.

FLAGSHIP MINNESOTA, Off Newport News, Va., December 18, 1863.

SIR: I have the honor to report that the U.S.S. Fort Jackson, having been detained several days for slight repairs and by unfavorable weather, sailed last evening from Hampton Roads for the Wilmington blockade.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles, Secretary of the Navy. Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. State of Georgia.

U. S. Flagship Minnesota, Of Newport News, Va., December 19, 1863.

SIR: I am informed that the U.S.S. State of Georgia has reported for duty in this squadron off Wilmington.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

# [Telegram.]

NAVY DEPARTMENT, December 20, 1863.

The letters and papers\* found on board a prize go by law to the court where the prize has been sent. If the letters referred to by you are in Hampton Roads, send them to the court by special messenger, via Washington, communicating with the Department.

GIDEON WELLES, Secretary.

Acting Rear-Admiral Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Capture of the steamer Antonica, formerly Herald, off Frying Pan Shoals, December 20, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP FAHKEE, Off Western Bar, Wilmington, December 26, 1863.

Sir: I have the honor to report that on the night of the 19th December a large steamer was sighted by the blockading fleet here, was chased by several vessels, and was discovered ashore on Frying Pan Shoals on the morning of the 20th. Her officers and crew, attempting to escape in boats, were all captured and are at present held as prisoners on board some of the vessels of this squadron. The vessel proved to be the Confederate steamer Antonica, formerly the Herald, a well-known blockade runner. Efforts were made unsuccessfully to get her afloat. She will prove a total loss, and but little of her cargo will be saved, which will be sent to Washington for adjudication in the prize schooner Sallie (English, from Nassau), captured on the morning of the 20th by the Connecticut off the point of Frying Pan Shoals, and the report of which capture is forwarded to the Department.

I have the honor to be, sir, very respectfully, yours,

3. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Devens, U. S. Navy, commanding U. S. S. Aries.

U.S.S. ARIES,

Off Western Bar, Wilmington, December 23, 1863.

Sin: I would most respectfully report that the Antonica was first seen from this ship at 6:20 a.m. on the 20th instant, our attention being drawn to her by the escape of steam in that direction, bearing about E.S.E., distant miles. The Governor Buckingham, bearing S.E. by E. and standing toward her, ran down to her as near as practicable. At 7:40 a.m. sent an armed boat to board her; at 10:20 a.m. came to anchor in 4 fathoms water, Antonica bearing E.N.E., distant about half a mile. At 11:45 a.m. boat returned and reported her to be the rebel steamer Antonica, formerly the Herald, of Charleston, S.C., and in charge of an officer from the Governor Buckingham. At his request sent an engineer, firemen, and a working party to assist in getting her off; rendered all possible assistance, and on taking our night station left an officer and five men on board at the request of the officer in charge. Enclosed please find diagrams of Antonica when first boarded from this ship.

Your obedient servant,

EDWARD F. DEVENS, Acting Volunteer Lieutenant.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenaut Saltonstall, U. S. Navy, commanding U. S. S. Governor Buckingham.

OFF WESTERN BAR, WILMINGTON, December 25, 1863.

At 11 p. m. December 19, 1863, a rocket was seen and a gun heard in northwesterly direction from U. S. S. Governor Buckingham, belonging to the blockading force off Western Bar, Wilmington, N. C., while at anchor at night station with Bald Head light-house bearing N. and southern end of woods on Smith's Island bearing N. E.

At 11:35 p. m. saw other signals to westward, showing that a vessel

was attempting to run in to Wilmington.

Supposed these last signals to proceed from U.S.S. Connecticut, being

in the direction of her usual anchorage.

At 11:40 p. m. a vessel being reported in sight to southward and eastward, in line of Frying Pan Shoals, slipped cable and at once got underway. Called all hands to quarters and steered in a S. S. E. direction toward her until in 33 fathoms water.

The strange vessel then appeared to be on eastern side of shoals, as the breakers were observed between her and ourselves, and it being not unusual for vessels belonging to blockading force off New Inlet to approach within plain view.

I judged this to be one of them and concluded to return to my former

anchorage and keep a sharp lookout upon her.

At 2:30 a.m. the moon set.

At 5 a. m. got underway to again investigate and ascertain if possible the character of the vessel before seen. While cruising slowly along the shoal at dim dawn, made a steamer ashore on shoal to eastward, evidently a blockade runner. At once called away launch and second cutter to board her. While lowering our boats, two small boats were discovered, filled with men, pulling from grounded steamer to

the nearest land (Smith's Island). Sent our boats to intercept and opened fire upon them. They were soon captured and brought alongside, containing in all 26 men, comprising commanding officer and crew of Confederate steamer Antonica, formerly the Herald, of Charleston, a notorious blockade runner. Our cutter, in charge of Acting Master J. S. Watson, was the first to board and take possession of the prize, at 7:30 a.m., the launch and gig of this vessel, the former in charge of Acting Ensign William C. Gibson, and the latter of Acting Master's Mate, Poole, soon after reaching her. These officers at once proceeded to collect what papers and valuables could be found and forwarded them to me.

About daylight the U.S. tug Violet was seen approaching from northward and westward and secured a third boat which had nearly reached the beach. At that time no other vessel was noticed. After sunrise the U.S.S. Aries arrived from the westward and sent boats on board prize steamer. Large quantities of liquor were on board and exposed, and unfortunately much drunkenness prevailed for a time among the As soon as possible the engines were examined by Acting Second Assistant Engineer Ustick, of this vessel; found uninjured and in good working order. Steam was raised immediately. Soundings were taken, by the direction of Acting Master Watson in charge, all about the vessel, anchors carried out as soon as possible, and every exertion made to get her off, without success, as the tide had left her At 9 a.m. fire was opened upon the Antonica from the extreme point of Smith's Island by the enemy from two-rifled pieces at a distance of 3 miles, and kept up vigorously for a time without, however, much effect. I ran in as near as possible and returned the fire from my 100 pounder, sending shell beyond them, when they hastily withdrew and did not again attempt to annoy us. During the forenoon the U.S. steamers Emma and State of Georgia anchored in vicinity of prize and sent boats to her. The cargo, with the exception of some packages of liquor on deck, which were destroyed by my officers to keep it from the men, was untouched until subsequently, when a portion was broken out to lighten the vessel.

At high water, at 3:50 p.m., an attempt was made to heave and haul her off, the tug Violet assisting, but without success, though she was moved somewhat. At dark the other vessels withdrew to their night stations, taking their boats' crews from the prize, with the exception of one from the Aries. The tug Violet and this vessel remained near, with large portions of their crews on board, removing cargo in boats to the tug to lighten the vessel. At high water, at 4:19 a.m., Monday, December 21, 1863, another partially successful attempt was made to get the prize afloat. During the day the Antonica was considerably lightened by the transfer of her cargo in part to prize schooner belonging to Connecticut, all of the vessels present assisting, and at 5 p.m. a third attempt was made, under superintendence of Commander Nicholson, of State of Georgia, to heave her off, assisted by U. S. S. Emma and tug Violet. Her bow was swinging rapidly around in the desired direction when the hawser leading from it parted, and before one of the proper size could be procured the tide had again receded.

A strong westerly wind and sea making that night drove the Antonica still farther ashore and at daylight she had 2 feet of water in her hold. My officers and men being thoroughly tired out, and required on board this vessel on Monday night, were relieved by officers and crews from

the U.S.S. Connecticut.

In compliance with orders, I transferred 10 of the prisoners taken in the boats to U.S.S. Aries on Sunday night and the remaining 16 to the U.S.S. State of Georgia on Monday. I transferred to Commander and Senior Officer J. J. Almy the ship's papers, and those relating to the cargo found on board, as also the chronometer, octant, and \$1,005.28 in specie, taken from the prisoners on board this vessel. Bank receipts and bills of exchange for over \$10,000, payable to order but not endorsed. were also forwarded. A little personal luggage brought in the boats I permitted the prisoners to take, after searching it; could discover no mails or dispatches. My officers spared no exertions while in charge of the prize to get her afloat and preserve order on board. The engineers of this vessel, Acting Second Assistants Doten and Ustick, were unwearying in their attempts to assist with the engine. In conclusion, I would state, in regard to the capture of this vessel, that it was the result of combined efforts of several of the blockading fleet. of Georgia first discovered and chased her off the bar; the Connecticut (although the captain of the prize denies seeing her) in all probability drove her toward this vessel, which was lying so far inshore that in order to escape being seen the steamer was run in too far and grounded. I send you the statement of the captain of his experience that night, made voluntarily, and with apparent truthfulness, in the presence of the officers signing it, for what it was worth. Captain Adair also said that the ardor of blockade running has been somewhat dampened of late, owing to the frequent captures, and that the number of vessels engaged in it is overrated. I enclose the original of the present rating of the chronometer, showing that English men of war take an interest in the safe navigation of these vessels by rating their chronometers for them.

The Antonica is to all appearance bilged this morning and will, I fear, be a total loss, with most of her cargo. I shall forward my abstract log and diagram on the 1st of the month and enclose prize lists herein. Most respectfully submitted.

W. G. SALTONSTALL,
Actg. Volunteer Lieut., Comdg. U. S. S. Governor Buckingham.

Acting Resr-Admiral S. P. Lee, U. S. Navy, Commanding North Atlantic Blockading Squadron.

[Enclosures.]

Statement of W. F. Adair, captain steamer Antonica.

Came in Little River Inlet between 8 and 9 p. m. and stood alongshore to eastward. Saw two vessels there which did not see me. Ran off and made the coast again to eastward of Lockwood's Folly Inlet. Made steemer State of Georgia and Emma near the bar. Attempted to pass outside them, was seen, and, signals and chase being made by State of Georgia, ran off again. Steered for line of shoals and stood off and on for a time, when made the Governor Buckingham, having seen no vessels between the time of losing sight of State of Georgia and seeing the Governor Buckingham. Stood off and on again until moon set at 2:30 a. m., and while attempting to pass inshore of the Governor Buckingham ran ashore about 3 a. m. on Frying Pan Shoal.

These are the only vessels I saw, and I was not fired at. Immediately took to my boats to gain the shore before daylight, but was dis-

covered by the Governor Buckingham and brought to by her shot and boats.

W. F. ADAIR.

Lote Communder Steamer Antonica.

Witnesses:

S. Nicholson,

Commanding U. S. S. State of Georgia.

W. G. SALTONSTALL,

Acting Volunteer Lieutenant, Commanding U. S. S. Governor Buckingham.

GEORGE B. LIVINGSTON,

Commanding U. S. S. Emma.

I find this chronometer, No. 1266, Rich. Hornby & Son, Liverpool, on 12th December, 1863, was slow of Greenwich mean time 5 minutes 13 seconds and losing daily 0:5 seconds.

C. M. HAMMOND, Master H. M. S. Virago.

Report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut.

U. S. S. CONNECTICUT,

Off Western Bar, Wilmington, December 21, 1863.

SIR: I hereby report that on the 19th instant, at about 11 o'clock p. m., the U.S. S. State of Georgia, when over on the western shore off the inlet, discovered a suspicious steamer approaching as if to enter. She was of course challenged, and it was repeated, but not answering, the Georgia stood for her, but she soon got out of sight. Half an hour later the suspicious steamer came in sight of the Connecticut, when I immediately stood for her, but not answering the challenge, which was repeated, I fired four shot and shells at her and continued to pursue her. I soon lost sight of her, but continued along down by the shoals slowly toward and beyond the extreme point of Frying Pan Shoals, where I thought he might go to watch another opportunity to run in on the following night.

It was down here that I captured the schooner Sallie, mentioned in another communication. At sunrise I turned back, ran up along the shoals to the anchorage off Western Bar, when I found the suspicious steamer, in endeavoring to avoid the blockading squadron, had run ashore on the west side of the Frying Pan Shoals about 3 miles to the southward of the south point of Smith's Island. The Governor Buckingham being the nearest, was the first to board her, and obtained the

possession of the papers.

She proved to be the Confederate steamer Antonica, formerly the Herald, Captain W. F. Adair, a side-wheel steamer of 563 tons, from Nassau, endeavoring to run into Wilmington. She is rather an old vessel and an old offender.

The crew and passengers, numbering 42 persons, were all secured and taken prisoners, and will be sent to Hampton Roads subject to your orders. Boats and working parties from the different vessels have been and are still employed taking out cargo in order to lighten her, with a view of getting her off.

The Antonica's register is issued from Charleston, as you will perceive. When under the English flag her name was the Herald, and

made many successful voyages to and from Charleston, carrying from

1,000 to 1,200 bales of cotton at a time.

I doubt whether she can be gotten off, as she went on at high water, and if she does it will be in a damaged state. Anchors and kedges have been laid out to the best advantage, and the tug Violet has been

employed to pull upon her, but without success as yet.

The Violet unfortunately got ashore while at work upon the prize, where she lay for two nights and a day in a precarious situation; and at one time it was thought she would be a wreck. Her guns had to be thrown overboard, but they were buoyed, and will probably be recovered. Ultimately the good little tug was got off, somewhat injured, to be sure, but not so much as we feared she would be. This embarrassed

and delayed the work upon the prize.

The schooner Sallie, before mentioned, of which there is no doubt but that she is a good prize, was loaded with salt. For the better preservation, in the language of the law, of more valuable cargo, I directed the salt to be thrown overboard, and the schooner to be loaded from the Antonica. This, in my judgment, I deemed the best course to pursue. A considerable portion of her cargo may be gotten out and saved if we are favored with a good proportion of pleasant weather and a smooth sea. But there is a difficulty in finding a suitable place or places to stow away and secure this cargo, which is the usual miscellaneous inward cargo of a blockade runner, consisting of dry goods, provisions, clothing, etc. There are no arms or ammunition on board.

Some money was found on board to the amount of about \$1,200, some of it Confederate money, which will be transmitted by safe hands to receive directions from you. There was quite an amount of money found upon the passengers, which was taken from them, placed in a separate bag, and is a matter for your decision as to whether the pas-

sengers will be permitted to have it or not.

December 25.—The Antonica is broken across her bottom, and therefore it will be impossible to get her off. She may be pronounced a wreck, run ashore, and destroyed. Every effort will be made to save what cargo and other valuables I can.

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

John J. Almy,

Commander and Senior Officer Off Western Bar.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

### [Endorsement.]

Prepare the Sallie to go to Washington district judge, with proper orders and full reports and all the goods and papers found on board her. Verbal to Captain Almy.

L[EE].

Report of Commander Almy, U. S. Navy, commanding the U. S. S. Connecticut, regarding the capture of the British schooner Sallie.

U. S. S. CONNECTICUT, Off Wilmington, N. C., December 20, 1863.

SIR: I hereby report that at 7 o'clock this morning a schooner was discovered from this steamer whose movements were suspicious. When

first seen she was steering toward us (N. N. W.), then suddenly turned on the opposite course (S. S. E.), afterwards she hauled to the northward. When within 2 miles of her hoisted the colors and fired a blank cartridge, when she hove to and hoisted English colors, it being impossible for her to escape. Boarded her and ascertained that she was the British schooner Sallie, of 38 tons, of and from Nassau, loaded with salt. The captain represented that he was bound to Baltimore, which is stated in his clearance. She had a register, crew list, and clearance, the only papers found on board. But in the clearance no mention is made as to whom the cargo is consigned; whether to master or to mercantile parties. She had no log book nor any consular letter from the U. S. consul at Nassau. Neither the crew list nor the manifest has the oath of the master attached to it. The captain admits that he kept no log, although the English law makes it imperative for him to do so.

Owing to these circumstances, and the locality in which the vessel was found, I felt convinced that this schooner was intent upon running the blockade if possible. I therefore took possession of her, which was done in latitude 33° 20′ N., and longitude 77° 40′ W., about 20 miles S. S. E. ½ E. of the point of Frying Pan Shoals, in the vicinity of Wil-

mington, N. C.

Some bottles of quinine were found on board among the baggage of the crew, and when taken from them, one of them remarked, "O never

mind; we'll try it again."

Her crew is a large one for so small a vessel, comprising six persons. The charts found on board of this schooner represent tracks of previous voyages to and from Little River Inlet (boundary line between North and South Carolina) and to St. Catherine's Sound Georgia.

The Connecticut is the only vessel to claim prize money, as no other

was in sight at the time the capture was made.

December 22.—Since writing the foregoing, I deemed it necessary to throw overboard the cargo of salt from the Sallie in order to load the vessel with much more valuable cargo from the Confederate steamer Antonica, which had been driven ashore and wrecked by the U.S. blockading squadron off Wilmington. That, in my judgment, was the best course to pursue.

The schooner and her tackle remain upon which to adjudicate.

She has been loaded with cargo from the Antonica, placed in charge of Acting Ensign William M. Swasey, with a prize crew, and directed to proceed to Washington, D. C., with the papers found on board, enclosed and addressed to the U. S. district judge at Washington.

This cargo is to be adjudicated separately, I presume, and the papers found on board of the Antonica have been transmitted to the U.S.

district judge.

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

JOHN J. ALMY,

Commander.

Hon. GIDEON WELLES,

Secretary of the Navy.

Order of the Secretary of the Navy to Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. Kansas.

NAVY DEPARTMENT, December 21, 1863.

SIR: When the U.S.S. Kansas (fourth rate), under your command, is in all respects ready you will proceed with her to Hampton Roads,

Virginia, and report to Acting Rear Admiral Lee for duty in the North Atlantic Blockading Squadron.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Lieutenant-Commander P. G. WATMOUGH, Commanding U. S. S. Kansas, Philadelphia.

Order of the commandant navy yard, New York, to Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Vicksburg.

NAVY YARD, NEW YORK, December 21, 1863.

SIR: Proceed with the U.S.S. Vicksburg under your command to Hampton Roads, Virginia, and report to Acting Rear-Admiral Lee. Very respectfully, your obedient servant,

H. PAULDING, Commandant.

Lieutenant Commander D. L. BRAINE, Commanding U. S. S. Vicksburg, New York.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., December 21, 1863.

SIR: I send you a copy of a communication received and sent to me by the Navy Department, for the information of yourself as senior officer, and each commanding officer now or coming off Western Bar and New Inlet, to whom you will communicate this extract:

HEADQUARTERS FORT LAFAYETTE, New York Harbor, December 12, 1863.

SIR: \* \* \* There is a plot at Wilmington, N. C., to capture the U. S. gunboat Niphon. There is an ironelad building at Wilmington and machinery at Baltimore for said ironelad. They intend taking boats in tow and running alongside the Niphon, then running her out and capturing as many as they can of the blockading fleet. This I have found out from the blockade runners (prisoners) who are confined in the same room with myself.

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

MARTIN BURKE, Lieutenant-Colonel, Commanding, U. S. Army.

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

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain D. B. RIDGELY,

Commanding U. S. S. Shenandoah, off New Inlet.

Commander J. J. ALMY,

Commanding U. S. S. Connecticut, off Western Bar.

Additional report\* of Commander Parker, U. S. Navy, on the defenses of Wilmington, N. C.

U. S. STEAM SLOOP TUSCARORA, December 21, 1863. Fort Fisher is very much stronger than Caswell, and this is the

general opinion of the army officers at Fort Fisher.

Jefferson Davis pronounced it to be the strongest fort in the Southern Confederacy, and promised to send 20,000 troops to garrison it as soon as they could be spared.

It is believed that the Yankees will try to take Caswell first, as this

is much easier to do than to capture Fisher.

There are nine guns of different caliber in an open battery at Smithville, pointed in the direction of Fort Caswell, to repel the Yankee army should they be able to capture Caswell. There are no guns pointed on the river between Caswell and Fisher, and the general opinion is that if the former is taken the latter will be abandoned.

The detached batteries near Fort Fisher are uncovered, with the exception of the Mound fort, the guns being en barbette, and are armed as follows: 3, 3, 4, 2, 2, 1, the guns being of different calibers, and some

of them are rifled.

The parapet around these batteries is breast high.

There is a barbette battery of 49 guns at Masonboro Inlet. The batteries on the coast, one about 5 miles and another 10 above Fort Fisher, show bright lights in the night for the guidance of the blockade runners.

The passage into New Inlet by the northern shore is much preferred to that by Smith's Island, on account of a dangerous shoal at Sheep Head Rocks, but this last is sometimes used, depending entirely on the position of the blockading squadron. Seven or eight new roads from Fort Fisher and the beach have recently been formed leading to Wilmington. These are wide enough to allow six or eight men to march The trees and bushes in the swamps have been cut away for this purpose. These roads all connect with each other, and are for the purpose of reconnoitering and attacking the enemy should a landing be made anywhere on the beach in the vicinity of the fort. They have all been laid out during the last year.

I believe that the easiest way to reach Charleston will be via

Wilmington.

The names of the experts referred to in letter No. 60, November 28, are as follows, viz, Brigadier-General Seymour, U.S. Army, who reconnoitered Fort Fisher at a distance on the 4th of November last, and that archtraitor, Jefferson Davis, President of the so-called Southern Confederacy.

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

WM. A. PARKER, Commander.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Confidential letter of Acting Rear-Admiral Lee, U. S. Navy, to the Secretary of the Navy, regarding the operations of the North Atlantic Blockading Squadron,

> FLAGSHIP MINNESOTA, Hampton Roads, December 22, 1863.

MY DEAR SIR: Allow me to make further reply to the part of the kind note about Wilmington.

It was a disappointment to me that General Butler returned from the sounds and without going off Wilmington with me, as had been arranged. But we conversed on the subject, and I gave him my views

as to the best way to attack Wilmington. The general is preparing some light drafts, hoping to be able to navigate the small sounds near Wilmington, and is "waiting to see what will be done with Meade's

army."

When we were together in the large-sounds the general illustrated your good opinion of his capacity by deploring our expensive, extensive, and embarrassing occupations there, thus confirming my views to General Foster. All the captures there, except Hatteras Inlet and the rebel vessels, were, as to time, loadstones instead of stepping stones to progress. The capture of Hatteras Inlet and their vessels put a stop to the rebel depredations from that quarter on our commerce. The easy capture of Fort Macon gave us the possession of Beaufort Harbor; thus we had all the seacoast of North Carolina, except Wilmington, the capture of which was as easy then as difficult now, and the army then had there many vessels and boats suitable for the transportation required. But the complete acquisition of the seacoast was abandoned in the favor of the sound towns. The blockade running that followed enriched, so the papers say, the State treasury of North Carolina, and, I suppose, enabled her to send that extraordinary force, 100 regiments, into the field.

The Confederate Treasury also was, until recent increase of the blockading force, largely sustained by the export of cotton and naval stores from Wilmington. The blockade of that port was for a long time deficient in number and quality of vessels, yet was legally effective, but not to the extent required, owing to the policy of those who, while governing our country, which they meant to destroy, left you no navy with which to thwart their purpose. But your vigorous and successful naval policy in creating an extensive blockading and iron-clad navy, in capturing New Orleans, and maintaining an inside blockade off Charleston, would not allow the rebels to build, in the great workshops of our commercial rivals, the number of powerful rams and cruisers they desired, or to equip and dispatch all those they had so procured The capture of Wilmington, like Vicksburg and Port Hudson, is mainly a military operation, in which the Navy here, as there,

could assist.

General Halleck has always replied to my suggestions as to investing Wilmington: "We have no troops, and have already too many irons in the fire." I apprehend the Army has always felt the want of a harbor of refuge and depot of supplies better than the shoal inlets and sounds near Wilmington afford, and nearer than Beaufort; also the necessity for a railroad for a base of operations, which last the capture of either Charleston or Richmond would supply, and at the same time relieve the investment of Wilmington from the threatened concentration there of a superior rebel force from one or both of these places.

The capture of Wilmington will require a military force sufficient to make and maintain a strong siege. It is not a naval measure. An attack from the water side only, according to our experience so far, and General Totten's opinion to Mr. Fox and myself, is not likely to

succeed.

I am willing and anxious to operate against Wilmington whenever

the Army is ready to do its chief part in the undertaking.

I thank you most sincerely, my dear sir, for your kind appreciation of my services in this civil war. Without orders I brought my ship home to support the Government. Quickly joining the blockade off Charleston, I made my sailing vessel an active command, preserving a

vigorous blockade of that port, as my affair with H. M. S. Steady

showed, being at this time in the Vandalia without support.

Afterwards, in the Oncida, was with Farragut in all the successes and battles in the Mississippi, except Port Hudson, which was not then fortified by the enemy. During the bombardment I fought a terrible duel in the Oncida, alone and at once, with both forts, Jackson and St. Philip, to divert their fire from the bomb flotilla. At the passage of the forts the steam sloop Oncida and two gunboats first encountered and destroyed the greater part of the rebel gunboats above the forts before the squadron came up. Several of these gunboats were converted from powerful towboats, well iron-plated, armed, and fitted as rams. Their destruction prevented their joining in the subsequent attack on the flotilla above Memphis, and thus aided in saving the cities of St. Louis and Louisville.

Since August, 1862, I have commanded this squadron. General Halleel in his official report [states] that the Army has received efficient support from the Navy throughout the departments of Virginia The rebel Navy and its numerous ironclads have and North Carolina. been kept blockaded and harmless, thus protecting our commerce, and the communications not only of the Army within the limits of my command but those of the Army of the Potomac and the seat of Govern-With a small number of seagoing vessels the most difficult blockade on the coast, that of Cape Fear River, has been so well kept that seventeen steamers have been destroyed or captured since the latter part of July last. Admiral Foote said to me "You have no good vessels; Farragut and Du Pont have them all." This was true until lately. Having done all that was within my means and opportunity I find myself the only acting rear admiral on the active list of the Navy not promoted but subject to, if not in danger of losing even the acting rank I now hold, which, whilst being eligible for promotion under the limitations of, would be a reproach to me. It has not been my fault that I have not had the cooperation of a grand army to capture Richmond or Wilmington.

I applaud the services, and do not envy the success, of my promoted brother officers. Sincerely thanking you for your kind appreciation of my services, I throw myself upon your indulgence to excuse any sensibility I may have shown respecting confirmation to the grade I hold under an acting appointment with existing vacancies.

I am, my dear sir, with great respect and esteem, most respectfully, yours,

S. P. LEE.

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

Confidential order from the commandant of the New York navy yard, to Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Vicksburg.

Secret and confidential.]

NAVY YARD, NEW YORK, December 22, 1863.

SIR: Until further orders, you will remain near Sandy Hook or below the Narrows, as most convenient, and arrest and detain every American steamer not having a pass from Robert Murray, the United States marshal for the southern district of New York. al for the southern district of Activation Very respectfully, your most obedient servant,
H. PAULDING,

Commandant.

Lieutenant-Commander DANIEL L. BRAINE, U. S. S. Vicksburg, near Sandy Hook.

Report of Acting Rear-Admiral Lee, U. S. Navy, submitting the question of additional protection for the Wilmington blockade.

> FLAGSHIP MINNESOTA, Off Newport News, Va., December 22, 1863.

SIR: I proceed to-day in the steamer Fahkee for the blockade off

Wilmington.

The Minnesota, although in a bad condition in the engine department, as will be seen by the enclosed copy of a report of Chief Engineer Long, will follow as soon as she can be made ready for sea, in consequence of the reports in public prints of the escape of a rebel ram from England.

I submit to the Department the question of such additional provision for the protection of the blockade off Wilmington as may be practi-

cable and necessary.

I have the honor to be, sir, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

## [Tologram.]

NAVY DEPARTMENT, December 23, 1863.

The Grand Gulf can go to New York. The Ella, prize schooner, may be sent to Washington.

> GIDEON WELLES, Secretary.

Acting Rear-Admiral S. P. LEE, Newport News.

Report of Lieutenant-Commander Babcock, U. S. Navy, regarding torpedoes in the Pamunkey River.

> U. S. S. Morse, Off Yorktown, Va., December 24, 1863.

SIR: I would respectfully report that a few days since John Langston and Tinell Bradley (Indians), who have been frequently employed by Lieutenant-Commander Gillis as scouts, reported to me that they had been as far as the White House, on the Pamunkey River, and while there were informed by a colored man that the river was filled with torpedoes by the rebels for the purpose of destroying the Yankee gunboats should they come up.

They informed me that there were 4 laid down at the artificial obstructions, 6 at Smokers Bank, and 8 at Elton [Eltham] House. They also informed me there were some in the York River between Goff's and Terrapin points, some 2½ miles below West Point. One of them exploded a few weeks since, supposed to be caused by a school of fish running against it. I have been unable to ascertain if there are any more in York River, although some persons here imagine that there are some nearly as far down as Potopotank Creek.

They inform me that these torpedoes are 3 feet under water at low tide, there being about 44 feet rise and fall of water in this river.

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

CHARLES A. BABCOCK,

Lieutenant-Commander and Senior Officer Present.

Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

Report of Commander Donaldson, U. S. Navy, regarding the absence of the light-boat on Frying Pan Shoals.

> U. S. S. KEYSTONE STATE, Off Wilmington, N. C., December 24, 1863.

SIR: In obedience to orders from Captain B. F. Sands, commanding U. S. S. Fort Jackson, I got underway and stood offshore. I have been informed the light-boat on Frying Pan Shoals was not at her station. We stood for her locality and shoaled the water to 64 fathoms, and according to our reckoning were within 2 miles of where she should have been. On the afternoon of the 21st instant I received a verbal order from Captain Sands to ascertain more particularly if the lightboat was in her proper situation. We steered for her that night, but could see nothing of her at all; and again on the night of the 22d instant, in standing to the southern limits of my cruising ground, passed very near where she should be, and had she been within 10 or 12 miles, could easily have been discovered, it being a beautiful, clear, calm night.

The natural inference is, she either broke adrift in the gale of the 13th instant or has been destroyed by the Confederates.

Very respectfully, your obedient servant,

EDWARD DONALDSON, Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Joint expedition from Beaufort to Bear Inlet, North Carolina, December 24-26, 1863.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Wilmington, N. C., January 14, 1864.

SIR: I have honor to report the result of a joint army and navy expedition from Beaufort, N. C., for the purpose of capturing the salt landed by the *Bigelow* (the abandoned prize of the army transport *Fulton*) at Bear Inlet, and the cargo of naval stores reported to have been collected there for shipment in her previous to her destruction by the *Mount* 

Vernon, of this squadron, as reported by me.

I arrived at Beautort on December 24, and found preparations for the expedition being made under Commander Dove's directions. I directed that the Daylight and Howquah should offer their services to Colonel Jourdan, One Hundred and fifty-eighth New York State Volunteers (commanding the military force), to transport the troops. This offer was thankfully accepted. These vessels accordingly left Beaufort on the morning of the 24th, towing an armed launch from the Iron Age and some lighters, and carrying the troops-portions of the One Hundred and fifty-eighth New York State Volunteers and the Ninth Vermont Volunteers. Arriving off Bear Inlet about 4 p. m., the troops were sent into the inlet in boats, eight in number; only two landed that night, the tide being too low. Early on the following morning they proceeded up the inlet, found no naval stores (as I learned when at Bear Inlet the next day in the Fahkee), but destroyed, without loss or serious opposition, three salt works, 150 sacks of salt, and a large number of empty barrels for spirits of turpentine. The boats returned to the vessels about 1 p. m., and they immediately returned to Beaufort, arriving at 5:30 p. m.

The commanding officers of both vessels, and Colonel Jourdan, commend the good conduct of the officers and men of the Navy concerned

in this expedition.

This inlet was found to have 8 feet of water on the bar at high tide.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

[Hon. Gideon Welles, Secretary of the Navy.]

Report of Acting Volunteer Lieutenant Wells, U. S. Navy, commanding U. S. S. Daylight.

U. S. S. DAYLIGHT, Off Wilmington, N. C., January 4, 1864.

SIR: In obedience to your order of the 2d instant, I have the honor to report the part taken by this vessel on the recent joint army and naval expedition from Beaufort, N. C., to Bear Inlet, North Carolina,

during the 24th, 25th, and 26th ultimo.

At 10 a.m., 24th ultimo, in conformity to orders received the evening previous from Commander B. M. Dove, commanding naval station at Beaufort, took on board 240 officers and men, composed in part of the One hundred and fifty eighth New York, Ninth Vermont Infantry, and a section of Second Massachusetts Artillery with a 24-pounder field gun, the whole being under the command of Colonel Jourdan, commanding Sub-District of Beaufort. Took a launch in tow to facilitate the landing of troops, and proceeded in company with the U. S. S. Howquah to Bear Inlet, where we arrived at 5 p. m.; anchored within 800 yards of the shore. Landed 200 soldiers and 50 sailors from this vessel, the latter under command of Acting Master J. H. Gleason, executive officer.

The landing of the whole force was effected by 9 o'clock without opposition. When the party proceeded to carry out the object of the expedition, namely, the destruction of a schooner with a cargo of salt

and a quantity of naval stores, which was reported to have been seen on the beach the day previous apparently ready for shipment, we found that all the turpentine and most of the salt had been either destroyed or removed by the enemy before our arrival. Four extensive salt works in full operation were found at different points along the coast and near the inlet, which were all thoroughly destroyed by our men.

On the morning of 25th, the colonel commanding received information that a local military organization of about 200 men had collected in a thicket near where our men must necessarily pass on their return to the boats. The force sent to ascertain the truth of the rumor was fired upon by the enemy in ambush, but a few volleys of musketry and a charge by our boys soon dispersed them. Several of the enemy were

taken prisoners. No casualty occurred on our side.

Our forces reembarked on the afternoon of the 25th and started for Beaufort, where we arrived early on the morning of the 26th, having been detained outside the bar during the night. Colonel Jourdan says that the result of the expedition is highly satisfactory, although it failed in its primary object. He also pays a high compliment to the officers and men of this vessel who accompanied him on shore, and informs me that a detachment under the command of Acting Ensign J. W. Willard and Acting Master's Mate J. M. Simms were conspicuous in all their movements, especially in the charge through the thicket under fire; their enthusiasm carried them far in advance of easy supporting distance of his soldiers.

The colonel commanding also speaks in terms of praise of Acting

Ensign Rowntree, of the Iron Age.

The vessels composing the expedition were as follows, namely: U. S. steamers *Howquah*, *Daylight*, a launch and crew from the *Iron Age*, a launch from naval station, two barge lighters, and the little army steamboat *Undine*. Three boats, the large launch, and the two lighters were all manned by the crew of the *Daylight*. The *Howquah* sent three armed boats.

I enclose Acting Master J. H. Gleason's report.

I have the honor to be, sir, very respectfully, your obedient servant, F. S. Wells,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. DAYLIGHT, Off Wilmington, January 5, 1864.

SIR: In obedience to your orders I herewith submit the following

report of the expedition to Bear Inlet:

At 4:30 p. m., December 24, 1863, we disembarked the soldiers and landed in Bear Inlet, together with a launch's crew of 30 men and the ship's small boats, well manned and armed. We landed at 6:30 p. m. and made all necessary preparations. Soon after landing we discovered a fire up a creek, inland. We sent all of our boats up the creek and succeeded in making a landing at a place called Saunders Salt Works, which we took possession of, set fire to, and destroyed. We remained there all night, and in the morning hearing of other salt works farther up the creek, we dispatched boats and destroyed them also. We then proceeded to another creek called Bear Creek, some 6 miles distant, and there destroyed the extensive salt works belonging to Colonel Mumford. At this place 60 sacks of salt were found con-

cealed, which we also destroyed. Having accomplished the object of the expedition in destroying all property which we could find that would be of service to the enemy, we left for the ship and arrived on board all safe at 12 o'clock noon of December 25. All the officers and men accompanying the expedition performed their duty well and to my entire satisfaction.

Respectfully, your obedient servant,

J. H. GLEASON,
Acting Master.

Acting Volunteer Lieutenant F. S. Wells, Commanding U. S. S. Daylight.

Report of Lieutenant-Commander Stone, U. S. Navy, transmitting report of Acting Ensign Rowntree, U. S. Navy.

U. S. S. IRON AGE, Off Beaufort, N. C., December 29, 1863.

SIR: I have the honor to report that the launch of this vessel, in charge of Acting Ensign R. W. Rowntree, formed a part of the late joint army and navy expedition to Bear Inlet. My clerk, Mr. Charles M. Collins, accompanied Mr. Rowntree as a volunteer aid. The duty assigned to the launch by Colonel Jourdan was of so much importance, and was so promptly responded to by her officers and crew, that I deem it my duty to bring it to your especial notice by enclosing herewith copies of two letters received by me from Colonel Jourdan, as also Mr. Rowntree's report.

Respectfully, your obedient servant,

EDWARD E. STONE, Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosures.]

U. S. S. IRON AGE, Beaufort, N. C., December 26, 1863.

SIR: I have the honor to report to you the result of the expedition to Bear Inlet for the purpose of destroying the salt works of the rebels there established. On the morning of the 24th I loft the ship accompanied by Mr. Collins, captain's clerk, in charge of launch, with 12pounder howitzer and 15 men, and reported to Acting Volunteer Lieutenant MacDiarmid, commanding U.S.S. Howquah. At 10:50 a.m. the Howquah got underway and stood to sea; shortly after the U.S.S. Daylight came out and was taken in tow. We anchored at sunset off Bear Inlet. Colonel Jourdan, commanding officer, then ordered me to accompany the landing party into the inlet and cover them with the howitzer, after which we were ordered to rendezvous at a certain wreck near the mouth of the inlet, and, as soon as all the party arrived, I was ordered to sound out a channel, and at the same time be prepared to cover the other boats in case of meeting the enemy. After obeying the above order, we proceeded up the sound several miles until we came to a large fire, and seeing a number of men around it, Colonel Jourdan ordered me forward with the launch to ascertain who and what it was. The launch drawing too much water to enable us to beach her, I took

Boatswain's Mate Tripp and waded ashore. I found three negroes engaged in manufacturing salt. Upon the landing of Colonel Jourdan and the troops, we assisted them and the men from the U.S.S. Howquah in destroying the salt works, which were very extensive. For the remainder of the night the men were on picket duty with the soldiers. At 5 a.m. the next morning we started for another salt manufactory, which we also destroyed. Proceeding down the sound, Colonel Jourdan ordered me to station the launch in the stream so as to command a road on which he expected a rebel cavalry attack. I ordered Mr. Collins, my second in command, to place the launch in a position to enable him to rake the road indicated by the colonel. With the remaining men I proceeded to destroy the salt works at this place, which were yet more extensive than those previously destroyed, and then embarked for the We had hardly gotten fairly started when the mouth of the inlet. rebels opened on us with muskets, which was immediately replied to with a couple of shrapnel shell, which caused them to retire precipitately. I take pleasure in bringing to your notice for the cool and prompt manner in which they obeyed all my orders, Mr. Charles M. Collins (captain's clerk), Allen Tripp (boatswain's mate), and Lysander W. Colson (coxswain and seaman), particularly during our perilous passage through the breakers at the mouth of the inlet, when the launch was near being swamped.

Very respectfully, your obedient servant,

ROBERT W. ROWNTREE,

Acting Ensign.

Lieutenant-Commander EDWARD E. STONE, Commanding U. S. S. Iron Age.

> Headquarters, Sub-District of Beaufort, Morehead City, N. C., December 27, 1863.

SIR: It is with pleasure that I, through you, tender my sincere thanks to the officers and men belonging to your vessel who accompanied me on shore on the recent expedition to Bear Inlet for the prompt and cheerful manner in which they discharged all duty assigned to them.

Their conduct reflects credit not only on you, as their commanding officer, but the service at large; and to you, sir, for your cheerful cooperation by lending such material aid, including your launch and howitzer, you have my sincere thanks.

I am, very respectfully, and truly yours, etc.

J. JOURDAN, Colonel, Commanding.

EDWARD E. STONE, Lieutenant-Commander, U. S. Navy.

Report of Acting Volunteer Lieutenant MacDiarmid, U. S. Navy, commanding U. S. S. Howquah.

U. S. S. HOWQUAH, Off New Inlet, North Carolina, December 28, 1863.

SIR: In obedience to orders received from Commander B. M. Dove, I left Beaufort, N. C., about 10 a. m., the 24th instant, having on board Colonel Jourdan, One hundred and fifty-eighth New York Volunteers,

and staff, with the launch of the U.S.S. Iron Age, manned by a crew from that vessel, in charge of Acting Ensign Rowntree, and two avmy lighters in tow. The U.S.S. Daylight followed, having on board detachments of the One hundred and fifty-eighth New York and Ninth Vermont Volunteers, and towing a large launch belonging to the Navy.

Shortly after leaving, finding that the Daylight could not keep up with this vessel, took her in tow and went ahead full speed, with the object of cooperating with the army in capturing or destroying a quantity of salt and turpentine that was understood to be at Bear Inlet,

North Carolina.

Arrived off Bear Inlet shortly after 4 p. m. and anchored close to the bar; sent the gig on shore immediately, under charge of Acting Master J. W. Bentley, of the U. S. S. Shenandoah (on his way to join the ship), having Colonel Jourdan on board, and the first and second cutters to the Daylight with orders to take as many men on board of them as they

could carry.

Acting Volunteer Lieutenant F. S. Wells, commanding U. S. S. Daylight, was rapidly disembarking the troops into the lighters, launches, and his own boats, and transporting them to the shore. They all passed safely over the bar. About 6 p. m. Acting Master J. W. Bentley returned with the gig, bringing word from Colonel Jourdan, commanding the military forces, that he had as many men on shore as he required. At dark the army transport Undine arrived. During the night saw several fires on the land. At daylight, the 25th instant, saw the lighters and boats standing to the southward, inside the inlet. At 9 a.m. I sent the army transport Undine inside with orders to tow the lighters and launches out when they were ready. She returned shortly after with the large launch full of troops and towed her to the Daylight. By 0:45 p. m., all the troops being on board the Daylight, I took the lighters and launches in tow and proceeded toward Beaufort, having on board Colonel Jourdan and staff, and Colonel [Edward H.] Ripley, commanding Ninth Vermont Volunteers.

Arrived at Beaufort at 5:30 p.m. and anchored. Colonel Jourdan informed me that they had destroyed three salt works and about 150 sacks of salt, and spoke in the highest terms of the enthusiastic and efficient manner in which he was assisted by the officers and men of the

Navy.

Enclosed please find report of the executive officer, Acting Master C. B. Wilder, who went on shore in charge of the boats.

Very respectfully, your obedient servant,

JOHN MACDIARMID, Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

[ Enclosure.]

U. S. S. Howquah, Off Bear Inlet, December 25, 1863.

SIR: In obedience to your orders I proceeded with the first and second cutters, accompanied by Acting Ensign G. P. St. John and Acting Master's Mate F. P. Haskell, to cooperate with the military force under the command of Colonel Jourdan, of the One hundred and fifty-eighth Regiment New York State Volunteers. We left the Howquah at 4:30 p. m., after the whole force had collected at the wreck inside

I was sent with a contraband pilot to lead the way to Captain Saunders' salt works, followed by all the boats, eight in number. Only two besides the Howquah's succeeded in landing that night (one from the Iron Age and one from the Daylight), owing to the lowness of the water. There were 28 soldiers in the four boats that landed. We surprised the contrabands at work making salt and captured them. Shortly after Colonel Jourdan landed and sent me with 18 of the naval force to capture Captain Saunders, who lived about 2 miles from the salt works. We surrounded his house, but he was not at home. I was then sent with the first and second cutters of the Howquah to destroy the salt works of Colonel Hawkins, which were about 4 miles up a creek bearing his name. I landed at daybreak, and most thoroughly destroyed the salt works and a large number of spirits of turpentine barrels, which I found there, and returned to the colonel without being molested. After destroying the salt works of Captain Saunders the whole force embarked, and we stood up Bear Creek for the salt works of a Mr. Mills, which we destroyed, together with 150 bags of salt which had been landed from a schooner. We took with us on our return to the ship 12 contrabands who had been making salt on the works we destroyed. We reached the ship at 1 p.m. It gives me pleasure to report that the officers and men under my command did all that men could do to assist me in my duty, a portion of them having to do picket duty with the soldiers.

I am, very respectfully, your obedient servant,
OHARLES B. WILDER,
Acting Master, U. S. Navy.

Acting Volunteer Lieutenant JOHN MACDIARMID, Commanding U.S. S. Howquah.

Report of Colonel Jourdan, U. S. Army.

HEADQUARTERS SUB-DISTRICT OF BEAUFORT, Morehead City, N. C., December 26, 1863.

Captain: In compliance with instructions of Major-General Peck, I embarked on the morning of the 24th instant, on board the U. S. gunboats Howquah and Daylight, with 125 men of the One hundred and fifty eighth New York Volunteers, under command of Lieutenant-Colonel W. H. McNary; 75 men of the Ninth Vermont Volunteers, under command of Colonel E. H. Ripley, and 8 men of the Second Massachusetts Heavy Artillery, with one howitzer from Fort Heckman, and proceeded direct to Bear Inlet. One detachment of Mix's (New York) cavalry, under command of Captain Spann, proceeded by my orders at 5 a. m. of the 24th instant up the White Oak River, to within 4 miles of Young's Cross-Roads, making a division, in order to draw the attention of the enemy in that direction, while another detachment, under command of Captain Cummings, proceeded to Cedar Point for the same purpose. In consequence of a slight collision with the Daylight in the harbor, the steamer Frazier, by which I intended to land the troops, was unable to accompany me. The damage sustained by the Frazier is reported slight.

On my arrival at Bear Inlet, I proceeded in the Howquah's cutter within the inlet and reconnoitered, after which the troops disembarked in small boats with one boat howitzer; effected a landing at an extensive salt works about 3 miles from the inlet, where we bivouacked for the night. In consequence of the rapid outflow of the tide a part of

the command was unable to land. Next morning (the 25th), while a portion of my force was employed in destroying the works, I sent two boats belonging to the Howquah to another salt works, about 2 miles up toward Swansboro, with orders to destroy it, which was promptly effected. We then reembarked in our boats and proceeded back to the inlet, and from thence up Bear Creek, about 6 or 8 miles, and there destroyed a large quantity of salt which was stored in buildings, and an extensive salt works.

These works, though quite extensive, were being considerably enlarged, the materials for such enlargement being upon the ground, and which were entirely destroyed with the works. The turpentine, being owned by different parties, had been hauled away into the interior during the day and night previous. The command of Captain Saunders, numbering about 200 men, were hovering in the neighborhood, but for some reason failed to show themselves or attack us, with the exception of a small detachment who fired upon our pickets, and then retreated rapidly through the woods, although far outnumbering us. I learned that Captain Lane's company of cavalry, numbering 117 men, had been sent for by Captain Saunders, and might have been expected at any moment, but as they did not appear, it is believed that the presence of our cavalry on the White Oak River drew them in that We brought in two white prisoners, suspected of belonging to the detachment who fired upon our pickets, and nine able-bodied negroes. Captain Cummings reports much excitement among a company of cavalry at Swansboro, probably Lane's command.

We met with no loss either in men or material.

During the night of the 24th instant the men suffered intensely from the cold, having been obliged, owing to the shallowness of the water, to wade from the boats to the land, but I am happy to say that both officers and men, soldiers and sailors, did their duty promptly, without grumbling or complaint.

I received every possible assistance from Commander Dove, senior naval officer at this port, as also the most hearty cooperation from Lieutenant MacDiarmid, commanding U.S. gunboat Howquah, and Lieutenant Wells, commanding U.S. gunboat Daylight, and their respective

officers and crews.

We arrived at Morehead at sundown last evening, the 25th.

Hoping this affair will meet with the approbation of the major-general commanding, I have the honor to be, your obedient servant.

> J. Jourdan, Colonel, Commanding.

Captain E. T. PARKINSON, Assistant Adjutant-General,

Report of Commander Macomb, U. S. Navy, appointed to command U. S. S. Shamrock.

NAVY YARD, NEW YORK, December 28, 1863.

Sir: I have the honor to inform the Department that I have, in obedience to its order of the 23d December, reported to the commandant of this yard for the command of the U.S.S. Shamrock (third rate).

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

W. H. MACOMB, Commander, U. S. Navy.

Hon. SECRETARY OF THE NAVY, Washington. Report of Acting Rear-Admiral Lec, U. S. Navy, requesting the return of the U.S.S. Grand Gulf to blockade off New Inlet, North Carolina.

> U. S. FLAGSHIP FAHKEE, Off Western Bar, Wilmington, December 28, 1863.

SIR: The Grand Gulf is under the orders of Admiral Paulding, cruising off Bermuda, to return to New York if her commander thinks necessary. I should be glad if she could be allowed to resume her station off New Inlet, as her services are much needed there. She is better adapted to blockading than chasing.

I have the honor to be, sir, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Correspondence concerning proposed raid into Cape Fear River, North Carolina, December 29, 1863-Junuary 7, 1864.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Almy, U. S. Navy, regarding a pilot.

Confidential.

U. S. FLAGSHIP FAHKEE,

Off Western Bar, Wilmington, January 4, 1864.

SIR: General Graham has occasion for the services of a Wilmington pilot. If the general finds that your pilot will answer his purpose and accepts his offer, you will let him go with the general.

Respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, etc.

Commander J. J. ALMY, U. S. S. Connecticut.

[Memorandum on draft of foregoing.]

A. H., jr. (Acting Ensign A. Harris), said he had 52 souls on board (40 besides engineer department), all belonging to the Army except himself and two engineers.

Report of Acting Rear-Admiral Lee, U.S. Navy, transmitting communications from Major-General Butler and Brigadier-General Graham, U.S. Army.

Confidential.

U. S. FLAGSHIP MINNESOTA, At Sea, January 20, 1864.

SIR: I transmit enclosed copies of a confidential and extraordinary communication to me from General Butler, dated December 29, 1863, and of a note from General Graham to me, dated January 7, 1864, showing the failure of General Butler's proposed naval raid into Cape Fear River and General Graham's acknowledgments for the facilities I afforded him.

I have the honor to be, sir, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

HDQRS. EIGHTEENTH ARMY CORPS, DEPT. OF VIRGINIA AND NORTH CAROLINA, Fortress Monroe, December 29, 1863.

Sir: I have sent down the armed army steamer Brewster, under command of Ensign Harris, detailed to me for service under my command, and the Spaulding, under command of Brigadier-General Graham, for the purpose of making an attempt upon the shipping and blockade runners in the harbor of Wilmington, and if necessary, upon the town.

Of course the success of this enterprise will depend upon the bold-

ness of the attempt and the rapidity of its execution.

It is not unattended with serious risk, all of which has been weighed. I propose that the Brewster shall attempt to run in past the batteries at Fort Caswell under the guise of a blockade runner. She will then proceed up to the town and do the work for which she is prepared. More effectually to disguise her from the enemy, I wish you would cause some of the blockading fleet to chase her in, upon a favorable opportunity, to be sought for and designated by General Graham.

The Spaulding will lay off for the purpose of rendering her assistance upon her return, or her boats' crews in case she is lost. I have directed Ensign Harris to pay special attention to the ironclads within the

harbor, if there are any there.

The crew all know their destination and have volunteered for the service, and I believe it is not otherwise known outside of some members of my personal staff.

Of course I need not add a word of caution as to the necessity that

the expedition shall remain in the profoundest secrecy.

Please aid General Graham and Ensign Harris in any way that is possible, covering his return with your guns if practicable, and affording him every means of relief.

I have the honor to be, very respectfully, yours, BENJ. F. BUTLER, Major-General Commanding.

Acting Rear-Admiral S. P. Lee, U. S. Navy.

STEAMER SPAULDING, Off Wilmington, January 7, 1864.

ADMIRAL: Ensign Harris returned with the colored man, Washington Newton. I carefully examined him, comparing the points and distances indicated by him with the Coast-Survey charts and find that they correspond within a fraction.

It would be easy, I think, to pass Fort Caswell or Fisher, but it would be impossible to proceed beyond Fort St. Philip, located at a

place called Old Brunswick.

At that place the channel passes very close to the fort, and is, moreover, thoroughly barricaded, except in one spot, where there is merely interval sufficient to allow a vessel to pass through. At night, if Newton can be believed, even this is closed by a chain, and when a blockade runner reaches it she can not pass until permission is received from Wilmington.

Under these circumstances, I think it would be madness to make the

attempt.

Thanking you for the kind interest you have manifested, the information you have communicated to me, and the facilities you have placed at my disposal,

I am, respectfully, yours,

CHAS. K. GRAHAM, Brigadier-General.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

P. S.—If you can give me the bearings of the battery recently erected on Bald Head, with an approximation of its strength, I will esteem it a favor.

Letter from Major-General Butler, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, transmitting extract relative to the Confederate ram under construction on the Roanoke River.

> HDQRS. 18TH ARMY CORPS, DEPT. OF VA. AND N. C., Fortress Monroe, December 30, 1863.

ADMIRAL: I have the honor to forward for your information the following extract from a letter received from Major-General Peck, dated New Berne, N. C., December 26, 1863:

After many delays the 200-pounder is mounted.

General Wessells reports that the ram is as great a mystery as ever, in spite of all his efforts for clearing up the contradictory rumors.

My own impression is that the ram has no engine, is not plated yet, and will not

be ready for some months.

It is supposed to be near Halifax, [N. C.].

I have the honor to be, your obedient servant,

BENJ. F. BUTLER, Major General, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Letter of the Secretary of the Navy to the Secretary of War proposing a joint expedition against Fort Caswell, N. C.

Confidential.

NAVY DEPARTMENT, January 2, 1864.

SIR: The admiral in command of the North Atlantic Blockading Squadron is confident that he can land a military force on the open beach to the westward of Fort Caswell, whence the reduction of that important work is easily accomplished by the engineers. The result of such operation is to enable the naval vessels to lie inside, as is the case at Charleston, thus closing the port effectually. As this is the only port by which any supplies whatever reach the rebels, and as the armies are mostly going into winter quarters, it seems a fit opportunity to undertake such an operation.

Very respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Hon. E. M. STANTON, Secretary of War. Report of Acting Ensign Porter, U. S. Navy, commanding U. S. S. Nansemond, of arrival at Wilmington, N. C.

U. S. S. NANSEMOND, Off Wilmington, N. C., January 2, 1864.

SIR: I have the honor to inform you of my arrival at this place, and that I have this day reported to Captain D. B. Ridgely, senior officer present, for duty. I have also applied to and received from Captain Ridgely a copy of your instructions dated December 16, 1863.

Ridgely a copy of your instructions dated December 16, 1863.

I arrived off Beaufort at noon on Monday, the 18th instant, but, owing to the thick fog on that day and a high S. W. wind on Tuesday and Tuesday night, was unable to enter the harbor until Wednesday,

the 20th instant.

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

J. H. PORTER,

Acting Ensign, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Destruction of the blockade runner Bendigo, January 3, 1864.

Report of Acting Rear-Admiral Lee, U. S. Navy.

FLAGSHIP FAHKEE, Off Wilmington, N. C., January 4, 1864.

SIR: I have the honor to report that yesterday, the 3d instant, at about 11 o'clock a.m., while standing up the coast from Little River Inlet toward Wilmington Bar in this vessel, a steamer was discovered lying at the entrance of Lockwood's Folly Inlet, apparently ashore, smoke issuing from her, and her appearance and position indicated that the steamer was a blockade runner, and that she had been fired and abandoned by her crew, who were seen leaving her hastily in boats. Going in to within 800 yards of the steamer, as near as the depth of the water would allow, I dispatched three boats to board the steamer, and if possible get her afloat, protecting them with the guns of this vessel.

The boats were fired upon by sharpshooters of the enemy as they boarded the steamer, but then and at other times during the day their fire was silenced by the battery of this vessel. The steamer proved to be the blockade runner Bendigo, mentioned in consular dispatches as plying between Nassau and Wilmington; is an iron paddle-wheel steamer of about 178 tons. She had been set on fire, and the woodwork in her afterpart was still burning, although almost entirely consumed. She was aground close to the beach along her entire length, and had no cargo or freight of any description on board. Her center compartment was filled with water to the depth of 7 feet. After great efforts with kedges and hawsers to get her afloat at high tide, during which time the officers and men were occasionally annoyed by the enemy's fire from the shore, and the enemy were placing in a position inaccessible to this ship some fieldpieces which would command the Bendigo, I was compelled to order the withdrawal of the boats and her further destruction by directing upon her the fire of this vessel's guns.

The Fort Jackson, Iron Age, Montgomery, and Daylight were sent by me yesterday to complete the destruction of the Bendigo, and by the

reports of the officers commanding the Iron Age and Daylight, made this morning, such destruction is complete. They report her hull and boilers riddled by shot and shell, several feet of water in her hold, and firmly bedded in sand. The woodwork in her forward part, as well as her after, was entirely consumed by fire.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Additional report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. Flagship Minnesota, Off Newport News, Va., January 25, 1864.

SIR: The Wilmington Journal of the 11th instant has a notice of the beaching of the blockade runner *Bendigo*, at [Lockwood's] Folly Inlet, from which it appears that the wreck of the *Elizabeth* was mistaken for a blockader, and in endeavoring to run between the wreck and the land she (the *Bendigo*) got aground on the beach.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy.

Report of Major-General Halleck, U. S. Army, regarding proposed joint expedition against Fort Caswell, N. C.

HEADQUARTERS OF THE ARMY, Washington, January 6, 1864.

SIR: I return herewith the Secretary of the Navy's confidential letter of the 2d instant.

1 am of opinion that all of our available forces not required to hold positions now in our possession should be sent to Louisiana and Texas, where they are now very much needed, and where they can operate with advantage during the winter. The occupation of Texas was not simply a military measure; it was one of State policy, decided upon by the President. General Banks has not a sufficient number of troops to defend Louisiana and the places he now holds in Texas, much less to drive the rebels from the portions of these States still in their possession. Unless the policy already adopted in regard to military operations west of the Mississippi be now abandoned, the army there must be largely reinforced, and if so reinforced it is boped that the Texas campaign will be terminated in time for other operations in the spring. It must also be borne in mind that all the armies in the field will be every seriously reduced in numbers during the next two or three months by furloughs given to those who reenlist. If, in this condition of our forces, we attempt to accomplish too many things at the same time, we shall probably fail in all.

The reduction of Fort Caswell alone will not secure to us the harbor of Smithville or close to the rebels and blockade runners access to Wilmington. To accomplish these objects we must also capture the

works on Smith's Island and those which command the New Inlet, a task not less difficult or requiring less time, even at a favorable season, than the reduction of Fort Sumter and the works on Morris Island.

It is the opinion of officers who have examined this question and are well acquainted with the localities and the obstacles to be overcome, that Cape Fear River can be most easily secured by a force landing at Sandy Hill Inlet or New River Inlet and marching against Wilmington. This plan was agreed upon last year, but the forces intended for the expedition were diverted to Morris Island to cooperate with the proposed naval attack upon Charleston. Since then the defenses of Wilmington and Cape Fear River have been greatly strengthened, and it will now require a large force and probably a long time to effect their reduction. To attempt this in the present condition of our armies will involve the suspension of other and more important operations.

Under these circumstances, I respectfully advise against the proposed

expedition at the present time.

Very respectfully, your obedient servant,

H. W. HALLECK, General in Chief.

Hon. E. M. STANTON, Secretary of War.

Order of the Secretary of the Navy to Lieutenant-Commander Roe, U.S. Navy, commanding U.S. S. Sassacus, to proceed to Wilmington, N.C.

NAVY DEPARTMENT, January 6, 1864.

SIR: Proceed at the earliest possible moment with the U. S. S. Sassacus off Wilmington, touching at Hampton Roads on the way and reporting to Acting Rear-Admiral S. P. Lee for duty in the North Atlantic Blockading Squadron. Use every exertion to get off before the river is closed by ice, but do not run down the river at night. Do not delay the departure of the Sassacus for her copper wheel ropes.

Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Lieutenant-Commander F. A. Roe, Commanding U. S. S. Sassacus, Navy Yard, Washington.

Order of the Secretary of the Navy to Lieutenant-Commander. Blake, U. S. Navy, commanding U. S. S. Eutaw, to proceed to blockade duty off Wilmington, N. C.

NAVY DEPARTMENT, January 6, 1864.

Sir: Proceed at the earliest possible moment with the U.S.S. Entaw off Wilmington, touching at Hampton Roads on the way and reporting to Acting Rear-Admiral S.P. Lee for duty in the North Atlantic Blockading Squadron. Use every exertion to get off before the river is closed with ice, but do not run down the river at night.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Lieutenant Commander H. C. BLAKE, Commanding U. S. S. Eutaw, Washington. Destruction of blockade runner Dare, off Lockwood's Folly Inlet, January 7, 1864.

Report of Acting Volunteer Lieutenant Faucon, U. S. Navy, commanding U. S. S. Montgomery.

U. S. S. Montgomery, Off Lockwood's Folly, January 8, 1864.

SIR: It is my duty to report to you that at daybreak on the morning of the 7th, Lockwood's Folly bearing N. E., 2 miles distant, as we were steaming slowly alongshore, saw what we took to be smoke on the land W. N. W. of us. We soon saw she was a steamer moving to the westward; immediately gave chase, the chase steaming about W. S. W. At 7:30 a.m. saw the Aries to the westward of the chase, standing toward her. The chase then bore S. W. by S., wind at the time a good breeze from N. N. E. 8:30 a. m., the Aries bearing W. by N.  $\frac{1}{2}$  N., chase bearing S. W. by W., about 3 miles distant, fired the 30-pounder The chase then showed Confederate colors; continued firing at intervals, shot falling very near him. Soon shut in thick with rain. By this time the foresail had been set, fore-topmast got up, and foretopsail set. Ship under all canvas and going 12½ knots. 10:30 a.m., the chase hauled up west. This brought the Aries ahead of us and well on our starboard bow. 12:30 p.m., chase finding escape impossible, ran on the beach a little to the northward of North Inlet, in the neighborhood of Georgetown, [S.C.]. Approached to within 2 miles of the steamer, when I sent in the second and third cutter, manned and armed, in charge of Acting Master George H. Pendleton, executive officer of the ship, with directions to secure all papers which he might find on board of her; and if nothing else could be done, to destroy her. Half an hour afterwards sent in our largest boat (a frigate 12 oared cutter), in charge of Acting Master's Mate Walker; with directions to report to Mr. Pendleton for duty if necessary, but to be careful and keep his boat clear of the steamer.

The Aries being the nearest to the chase at the time the chase ran on the beach, boarded her first. 3:20 set the cornet and fired a gun. At 4 p. m. the second and third cutters returned. I enclose Acting

Ensign Wiley's report.

When the second and third cutters were returning to the ship, we saw the *Montgomery's* boat pulling along the beach and away from the steamer; could see some men on the beach trying to get into her. Shortly afterwards saw the boat ashore and the men on the beach. It soon shut in thick with rain, and was dark.

At 3 p. m. we spoke the U. S. schooner George Mangham, stationed off Murrell's Inlet. As it was thick when we passed the inlet, when in chase of the Dare, she did not see us. At 4:15 p. m. anchored in 5 fathoms, thick and rainy, wind moderate from N. E.

At daylight of the 8th, ordered the George Mangham to go in as near to the steamer as it was prudent, to cover with her guns any boats that might be sent in. Anchored this ship in 4½ fathoms one half mile from the Dare.

I enclose a copy of the orders sent to Captain Devens, of the Aries, and also of those given to Acting Ensign Wiley, of this ship.

During the night the Dare burned very freely. At daylight we saw that she had swung head off from the beach and was apparently full of water. A large party of horsemen, or cavalry, was seen back from the beach, partly concealed by some old houses. None of our men were to be seen. The Montgomery's boat was high and dry, a mile or more from the Dare. Feeling it important to communicate as early as possible

with the commander in chief, at 9:15 weighed anchored and steamed toward Western Bar.

Very respectfully, your obedient servant,

E. H. FAUCON,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosures.]

U. S. S. Montgomery,

Three miles Northeast of New Inlet, January 7, 1864.

SIR: I beg leave to submit the following report of circumstances in regard to the boarding of the blockade runner Dare:

I left this steamer at about 1:30 p.m. in the third cutter in charge of Acting Master George H. Pendleton, and at 2:30 arrived alongside the prize. Found her aground, broadside on the beach, and also on fire forward; also found two boats alongside of her from the U.S.S. Aries. Upon boarding, found the Aries' boats' crews in possession and the ship deserted by her own officers and crew, two of her boats being on the beach; also found a heavy surf running and striking the prize heavily. At 3, having found it impossible to get her off, she was fired in the cabin and we left, leaving one boat from the Aries alongside. After pulling off about 50 yards, met our boat, in charge of Acting Master's Mate Walker. Mr. Pendleton ordered him to return to the Montgomery, and, in turning to obey, seeing that the remaining boat belonging to the Aries had swamped, Mr. Pendleton immediately ordered the boat alongside of the third cutter, ordered Mr. Walker out of the boat, and he took charge of that boat himself and pulled in to rescue the men of the Aries; that was the last I saw of him or the boat. When he left the third cutter, Mr. Pendleton ordered me to the ship. I arrived on board at 4.

This vessel was the *Dare*. This is evident from its being marked on the ship's bell "The *Dare*, 1863," and on the ship's linen. The name was also seen on the water filters.

Very respectfully, your obedient servant,

ROBERT WILEY,

Acting Ensign.

Acting Volunteer Lieutenant E. H. FAUCON, Commanding U. S. S. Montgomery.

U. S. S. MONTGOMERY,

Off North Inlet, S. C., January 7, 1864-Evening.

SIR: If the weather permits, you will please move the Aries in toward the prize steamer Dare as near as you deem prudent, using the utmost caution in approaching her, on account of the shoalness of the water. After getting in as near as you judge proper, you will send one or two boats in, armed, to accompany a boat from this ship. The object is to take off such officers and men as are on shore belonging to either vessel, to recover the Montgomery's launch, and, if practicable, destroy the Dare. I shall move this vessel in and also order in the U. S. schooner George Mangham to aid in covering the boats. Every precaution is to be taken not to risk the loss of any more men or boats.

Very respectfully, your obedient servant,

E. H. FAUCON.

Acting Volunteer Lieutenant, Commanding.

Acting Volunteer Lieutenant DEVENS,

Commanding U. S. S. Aries.

U. S. S. Montgomery,

Off North Inlet, South Carolina, January 7, 1864-Evening.

SIR: You will go in toward the prize steamer Dare with the second cutter and such boats as Captain Devens, of the Aries, may send, and, if possible, bring off such officers and men as belong to this vessel or the Aries. You will also, if you deem it practicable, try to recover the launch of this ship, and, if possible, to further destroy the Dare. You are to use the utmost caution in approaching the Dare or the beach, and you are by no means to risk the loss of men or boats. The cornet from the fore from this vessel or the Aries will be the signal for you to return.

Very respectfully, your obedient servant,

E. H. FAUCON,

Acting Volunteer Lieutenant, Commanding.

Acting Ensign ROBERT WILEY, U. S. S. Montgomery.

U. S. S. Montgomery, January 8, 1864.

SIR: In pursuance to your orders, I proceeded on board the prize

steamer Dare to ascertain the condition of her machinery.

I found it to be in good condition as far as I could ascertain. her steam gauge pipes cut, the ship on fire over one of her boilers, and the starboard paddle wheel disabled. The vessel being head on to the beach, I found the forward part of her to be embedded in the sand, but the after part being affoat I reversed the engines, two in number, and am confident I would have gotten her off if the sea and weather had been favorable.

Very respectfully, your obedient servant,

JAMES POLLARD,

Acting Second Assistant Engineer, U. S. Navy.

Acting Volunteer Lieutenant E. H. FAUCON, Commanding U. S. S. Montgomery.

Report of Acting Volunteer Lieutenant Faucon, U. S. Navy, giving list of officers and men captured from the U.S.S. Montgomery.

U. S. S. Montgomery,

Off Lockwood's Folly, January 8, 1864.

SIR: I beg leave to make the following return of officers and men from this ship, captured at the destruction of the Confederate steamer Dare:

George H. Pendleton, acting master and executive officer; George M. Smith, acting third assistant engineer; Moses J. Murphy, John Kelly, William Carnes, James McTier, Ed. Linderschmidt, R. McDonald, William Quade, P. Alexander, seamen; John Hayes, N. Carter, ordinary seamen; P. E. Malleby, William Broderick, landsmen; Jos. Ladue, first-class fireman; Patrick McDermott, second-class fireman.

Very respectfully, your obedient servant,

E. H. FAUCON,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Report of Acting Volunteer Lieutenant Faucon, U.S. Navy, giving list of small arms missing from the U.S. S. Montgomery.

U. S. S. MONTGOMERY, Off Lockwood's Folly, January 8, 1864.

SIR: I beg leave to make the following report of small arms missing from this ship after the destruction of the Confederate steamer *Dare*: 10 revolvers, 12 boarding pistols, 22 cutlasses, 22 belts, with accounterments.

Very respectfully, your obedient servant,

E. H. FAUCON.

Acting Volunteer Lieutenant, Commanding.

Acting Rear Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Devens, U. S. Navy, commanding U. S. S. Aries.

U.S.S. ARIES, Off Little River, January 9, 1864.

SIR: I have the honor to report that at 6:45 a.m., while lying within the entrance of Little River, bearing W., 21 miles distant, discovered a strange steamer standing to the E.S. E., with the U.S.S. Montgomery in chase of her; weather very thick, squally, and foggy at the time; gave chase immediately, keeping stranger in sight, gaining on him; Montgomery still astern, still chasing. At 8:20 a.m. thick fog set in and continued until 9:30 a.m.; when the fog lifted, discovered the chase in sight, bearing about south, and standing to the southward and westward; still gaining on her. At this time commenced firing at him with the rifled guns, the shot apparently falling close to and over him; land in sight. At 12:30 p.m. she hauled to the westward and at 1 p. m. ran on the beach close to North Inlet, South Carolina. At 1 p. m. came to anchor in 4 fathoms water, Georgetown light bearing S. S. W., distance 10 miles; immediately sent two armed boats to board the steamer and get her off, if possible; if not, to destroy her. At 4:30 p. m. boats returned and reported her to be the Confederate steamer Dare. Surf running so high could do nothing to get her off; set her on fire in three places.

It becomes my sad duty to report that the second cutter was swamped while coming through the surf; 2 officers and 7 men belonging to this ship are now prisoners in the hands of the enemy. At 8 a. m. of the 8th instant hove up and proceeded close in to the wreck, in company with the U. S. schooner George Mangham. At 9 a. m. came to anchor, with the Dare about 500 yards distant; sent a boat to her; found that she had bilged and was full of water; fired several shot through the machinery and left her a complete wreck. At 1 p. m. got underway and proceeded to station; left the George Mangham in charge of wreck. The boats lost were both stove. Attached you will find diagram of chase and the Dare when on shore.

Very respectfully, your obedient servant,

EDWARD F. DEVENS, Acting Volunteer Lieutenant, Commanding.

Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Report of Acting Rear-Admiral Lee, U. S. Navy, forwarding list of officers and men captured from the U. S. S. Aries.

U. S. FLAGSHIP MINNESOTA, At sea, January 20, 1864.

SIR: I have to report that on the occasion of the destruction of the blockade runner steamer Dare by the Montgomery and Aries, on the 7th instant, a boat from each vessel was swamped in the surf, and the officers and men of each fell into the hands of the enemy. Enclosed are original lists\* of those so lost. I have directed Acting Volunteer Lieutenants Faucon and Devens to transfer the accounts of these officers and men to the Fourth Auditor, and to send their effects, properly put up, with full lists, to the commanding officer of the U. S. storeship Brandywine, at Hampton Roads.

Acting Volunteer Lieutenant Devens mentions thus favorably in his

report Acting Master J. W. Balch, of the Aries:

Allow me to mention the gallant conduct of Acting Master J. W. Balch, executive officer of this ship. When the boat was capsized, he swam ashore with two men and brought one off again to the *Montgomery's* launch on his back. He has suffered four months' imprisonment in Richmond, having been captured at the loss of the *Columbia*, in January, 1863. He is a good seaman, and true and loyal, and would do his duty well as a commanding officer.

I have ordered Acting Master Balch to temporary duty on the *Howquah*, to relieve Acting Volunteer Lieutenant J. MacDiarmid, to whom I have given permission to apply in person to the Department for the command of the *Ella*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Scoretary of the Navy, Washington, D. C.

[Enclosure.]

List of officers and men captured by the rebels at the destruction of rebel steamer Darc.

George M. Smith, acting ensign; I. E. Parkman, captain's clerk; Charles E. Horney, carpenter's mate; William Watts, ship's cook; Charles Williams, coxswain; William A. Young, master-at-arms; Joseph Ahern, A. I. Hendricks, seamen; Henry McVay, quartermaster.

## Charter party of steamer Dare.

It is this day mutually agreed between David McNutt, owner of the good ship or vessel called the Dare, of 179.46 tons per register, or thereabouts, now in Glasgow, and whereof Thomas B. Skinner is now master and Benj. F. Ficklin, merchant: That the said ship or vessel being tight, staunch, and strong, and every way fitted for the voyage, shall, with all convenient speed, sail and proceed to Wilmington, N. C., or so near thereto as she may safely get, and there load from the factors of the said merchant a full and complete cargo, to consist of cotton, not exceeding what she can reasonably stow and carry over and above her tackle, apparel, provisions, and furniture; and being so loaded, shall therewith proceed to Bermuda or some other neutral port

<sup>\*</sup> For list of those captured from U. S. S. Montgomery, see p. 390.

in the West Indies, or so near thereunto as she may safely get, and deliver the same to the freighter or his assigns, agreeably to bills of lading, on being paid freight at the rate of one shilling sterling per pound, being in full of all port charges and pilotage (the act of God, restraint of princes and rulers, the Queen's enemies, fire, strikes of pitmen, and all and every other dangers and accident of the seas, rivers, and navigation, of what nature and kind soever, during the said voyage always excepted). Cargo to be brought to and taken from alongside the vessel at charterer's risk and expense.

Freight to be paid as follows on right and true delivery of the cargo at Bermuda or other port: By bills on London at sixty days' sight. The charter party to continue for the first five consecutive trips made by the Dare from the port of Wilmington-full particulars of which are stated in an article of agreement made at London, October 2, 1863, between the agents of the Richmond Importing and Exporting Com-

pany and said Ficklin.

Eight days to be allowed the said merchant (if vessel is not sooner dispatched) for loading, from the time the steamer is ready to receive cargo, and thirty days on demurrage, over and above the said lying days, at fifty pounds per day. Penalty for nonperformance of this agreement - hundred pounds sterling.

Signed at Glasgow, this 28th day of October, 1863.

THOS. B. SKINNER, witness to the signature of—

B. F. FICKLIN.

E. MILLER, witness to the signature of—

DAVID MCNUTT.

## Report of Major-General Whiting, C. S. Army.

WILMINGTON, January 11, 1864.

The steamboat Dare ran ashore near Georgetown. After landing the navy officers near Lockwood's Folly, she was chased off by the enemy and broke down. The crew landed safe and report the capture of 24 Yankees.

There was heavy firing all day at Lockwood's Folly by eight steamers of the enemy.

One Yankee steamer is reported blown up. The explosion was heard in town. Details not yet received.

> W. H. C. WHITING, Major-General.

General S. COOPER.

Report of Captain Gansevoort, U. S. Navy, regarding matters pertaining to the squadron during the absence of Acting Rear-Admiral Lee.

> U. S. IRONCLAD ROANOKE. Newport News, Va., January 8, 1864.

ADMIRAL: I have the honor to report that everything is quiet here

since you left, nothing having transpired out of the ordinary course.
On December 22 the U.S.S. Sebago arrived here from New York, bound for the East Gulf Squadron; came in to correct her compasses and chronometers. Left December 24.

On December 23 the U.S.S. Grand Gulf arrived here from a cruise. Returned to New York for repairs on December 24.

On December 23 the prize schooner Ella arrived here from New

Berne, bound for Philadelphia; ordered to Washington.

On December 25 the prize schooner Sallie arrived here from the coast of North Carolina, bound for Washington. Came in on account of bad

On December 26 U.S. steam tug Honeysuckle arrived here from New York, bound for Charleston; came in short of coal. Left January 3, 1864.

On December 27 U.S. supply steamer Massachusetts arrived here with

forty-four sick, which were sent to the hospital.

On December 30 U. S. S. Kansas arrived here from Philadelphia, Reported her engine and boiler out of order. Held a survey on them. In your absence, sent to Washington for instructions. She was ordered to the yard for repairs.

On January 2 U.S. steam tug Acacia arrived here from Boston, bound

for Charleston; came in short of coal. Left January 4.
On January 6 the French steam sloop of war Phlegeton arrived here from the West Indies with stores for the Grenade and Tisiphone.

The Mount Washington was relieved after being ten days in quarantine, no new case of smallpox having made its appearance on board.

The storeship Ben Morgan had three cases of smallpox on board while lying at the navy yard, Norfolk. At the request of Commodore Livingston (her repairs having been completed) I had her towed down At the request of Commodore and anchored off Hampton Bar, clear of other vessels, and the sick sent to the hospital. The vessel was put in quarantine and the crew vaccinated; no new case has as yet made its appearance.

The repairs on the U.S.S. Lockwood having been completed, she will,

after taking in her stores, proceed this afternoon to the sound.

One of the engineers of the Lockwood having gone to the hospital, and leaving her with but one, I have ordered Acting Third Assistant Engineer William Moran to report on board for duty, having been informed by Commander John J. Glasson that he was on board the Brandywine unemployed.

The quarterly returns and requisitions have come in from the different vessels in this vicinity. I have retained them, waiting for your arrival, only signing such requisitions as are needed for immediate use.

Very respectfully, your obedient servant,

GUERT GANSEVOORT, Captain.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, regarding the unsuccessful chase of a blockade runner by the U.S.S. Mount Vernon.

> U. S. S. MOUNT VERNON, Beaufort, N. C., January 18, 1864.

SIR: I have the honor to report that on the 10th instant this ship was lying at anchor in 4 fathoms water near the Frying Pan Shoals, the S. W. point of Smith's Island bearing N. W., distant 3 miles. We were lying here to communicate with the squadron on the Western Bar and had sent a boat across the shoal for that purpose. At 3:30 p. m. black smoke was discovered bearing E. N. E.; got underway-immediately and steamed toward it at full speed. At 4 we first discovered the hull of the chase; at same time saw another steamer bearing S. E.,

which afterwards proved to be the U.S. S. New Berne in chase of the At 4:15 p. m. saw two other steamers, one bearing same vessel. S. W., which proved to be the U. S. S. Keystone State, and the other bore E. N. E. At this time we were nearing the chase; we commenced firing at her with the 100 pounder Parrott rifle, and continued to do so whenever we could get a gun to bear without yawing the ship so as to lose way, the shot passing over and around her, and one shell exploding over her. In all we fired thirty-five times. The intention of the chase seemed to be to get across the shoal, and we followed her until we touched lightly in 2 fathoms water. We put the helm to starboard and immediately deepened the water to 3 and 4, and then followed chase across the shoal, not having less than 24 fathoms; by this digression the chase left us considerable. At 5:50 p. m. she doubled on all her pursuers, and as darkness gathered around us she seemed to widen the distance between us very fast, and at 7:30 we lost sight of her altogether. At 7:45 saw a dim light bearing S. S. W.; thinking it was the flame from the smokestack of the chase, we steered for it. At 8 p. m. discovered the light was on board a bark, and the U. S. S. New Berne communicating with her. At 8:10 we steamed back For further particulars I beg leave to refer to the toward our station. remarks accompanying the diagram.

Sir, I remain, very respectfully, your obedient servant,

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. Lee, U. S. Navy, Commanding North Atlantic Blockading Squadron.

[Enclosure.]

Explanatory remarks in relation to the chase of an unknown steamer by the U.S. S. Mount Vernon, January 10, 1864, as described in the

accompanying diagram of the same:

When discovering the black smoke it bore E. N. E. by compass; got underway and steered about east. When the Mount Vernon had run about 3 miles the chase bore E. S. E. ½ S. nearly 5 miles; this vessel kept altering her course gradually, so that when at point 3 the chase bore S. E. about 4 miles and U. S. S. New Berne also S. E., apparently nearly 8 miles. We kept altering this vessel's course continually, so that when the Mount Vernon was at point 4 the chase bore S. S. E. southwardly about 2 miles and the U.S. S. New Berne bore at the same time S. E. & E. about 31 miles, and when the Mount Vernon was at point 5 chase bore S. ½ W. 1½ miles, U. S. S. New Berne at the same time bearing S. E. by E. ½ E., apparently nearly 2 miles. Chase then steamed west, Mount Vernon also altering her course at the same time to the southward and westward, and when at point 6 sho touched on the shoal in 12 feet of water; chase then bearing S. W. by S. about 14 miles, and U. S. S. New Berne S. E. & S. 12 miles. We then starboarded our helm, and when at point 7 chase bore S. W. by W. southward 12 miles and U.S.S. New Berne S.S. E. eastwardly 1 mile, at which time the chase, to get clear of U.S.S. Keystone State, doubled on the U.S.S. New Berne, and brought us all astern of her, in which position we kept until dark, steering S. by E. The speed of the Mount Vernon all through this chase was 12½ miles per hour by the log.

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

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, U. S. Navy, Commanding North Atlantic Blockading Squadron. Loss of the U. S. S. Iron Age, January 10, 1864.

Report of Lieutenant-Commander Stone, U. S. Navy.

U. S. S. FAHKEE, At Sea, January 14, 1864.

SIR: On the morning of the 9th instant, in obedience to a signal from the flagship, we stood for Lockwood's Folly Inlet. At 9 a.m. I received a 10-inch hawser from U.S. S. Minnesota, which I was ordered to make fast as a towline to the blockade runner Bendigo, which was on shore, about half a mile to the westward of the inlet.

In my conversation with the admiral about the appliances for getting her off, he particularly mentioned the planting of the anchors of the Iron Age, and then backing in near enough to attach the hawser, but at the same time remarking, "However, exercise your own judgment." At 11 a.m. I let go the kedge in 3 fathoms of water, ran a line to the wreck, warped the ship in, and secured the 10-inch hawser around my mainmast. In the meantime officers and men from the Minnesota and Iron Age were busily at work plugging up shot holes, and freeing the wreck from water, and lightening her by throwing overboard coal and other things that could be gotten at, this work continuing until 4 o'clock a.m. of the 10th instant. At 8 p.m. of the 9th received a 10-inch hawser from the Montgomery, and both vessels went ahead full speed, but to no purpose. At 9 p. n., in obedience to orders from the admiral, I ordered the Montgomery to proceed to her night station, and to return early in the morning in time for high water, which was 8:45. I then east off, anchored, and buoyed the hawser from the wreek, and stood out into 41 fathoms, where I remained during the night. o'clock on the morning of the 10th the executive officer of the Iron Age returned from the wreck for a fresh set of men, stating that the working party from the Minnesota had been recalled at a time when a little more work would have freed the engine room from water and enabled the engineer to trace the pipes and find the necessary cocks for freeing the vessel of water and feeding the boiler, as he then had steam up on the forward boiler. As the men had been hard at work all day and up to a late hour of the night, I refused his request, particularly as all of the buckets belonging to the Minnesota had been taken away by her men. Shortly after, Chief Engineer McGinnis came on board with the remainder of our men. After hearing his report, I felt sanguine of getting her off on the morning tide. At early daylight I got underway, stood in, picked up the hawser, and again made fast to the wreck. Received a 10-inch hawser from the Montgomery, who also had the Daylight ahead of her. At 8 a.m. all three steamers pulling away at the wreck. Prior to the Montgomery's going ahead I sent an officer in a boat with orders to the Montgomery to get her head well around to starboard before starting, as I was fearful that the slight current that there was would drift me to the eastward, so that if the wreck should start off, she would be in danger of grounding again before we got her into deep water. My orders were not complied with as I wished them, and I made repeated signals with my hand to the Montgomery to pull more to starboard. I will here state that the wreck was again full of water, and as soon as it was known to me, I gave up all hopes of saving her, but thought it possible that she might be hauled into deep water. I sent an officer with a boat's crew to cut the hawser so soon as we should have succeeded in effecting our object. At 8:40, finding the vessel in 24 fathoms of water, I debated with myself as to the propriety

of cutting adrift everything for fear of the very event which happened, but before I had fully made up my mind to forego all of the advantages of being attached to the wreck, with a strong hope of her starting every moment, I discovered the *Montgomery* to be aground, and the *Iron Age* struck almost immediately afterwards, at 8:45 a.m. (it then being high water). I immediately cast off both hawsers and ran out the kedge with which I usually anchor with a 7-inch hawser, and hove it taut to prevent her bows going on any farther, the *Daylight*, in the meantime, making two or three unsuccessful attempts to get into a position to take a hawser from us, and it was not until 10:30 that she at length made fast to us with a 10-inch hawser, which she parted at the second or third jerk.

I believe the delay in getting her into position was caused by her propeller being fouled by a hawser. Even up to this time I felt no apprehension as to eventually getting the vessel off. I had made signal for permission to throw overboard battery and otherwise lighten the vessel, that I might be at liberty to do so when, in my judgment, the proper moment had arrived. At 11 o'clock Admiral Lee came on board and took charge. An anchor was planted off the starboard quarter with two parts of a 5-inch hawser, which was set taut by a deck tackle. Boats from the different vessels were alongside, and all hands were at work lightening ship. At 12 m, water was so low that we were obliged to knock off lightening ship, as the boats could not approach near enough. The Daylight and Governor Buckingham had received orders to anchor off our starboard bow. Between 4 and 6 p. m. the boats again came alongside and took in a few shot and shell; the sea being too rough, discontinued. At 5:25 made fast to the Daylight by a 10 inch hawser. At 6:30 received hawser from the Governor Buckingham; the former was led through the bridle port and made fast to the foremast on gun deck; the latter was led between the bitt head and made fast to the foremast on the spar deck. At 6:40, both vessels towing full speed, I sent word to the admiral that if the ship did not come off by 7:30 that I should throw overboard the main-deck battery. His reply was to wait until 8:30. I waited until 8:15, and then gave the order to commence throwing overboard the gun-deck battery, intending, however, to retain two for defense. At 8:22 No. 1 went over the side; at 9:03 No. 4 was launched. Finding the ship did not move, and knowing that the water had commenced to fall, I gave up all hopes of getting the vessel off on this tide, and sent word to the Buckingham and Daylight accordingly. Their hawsers were let go. I then made preparations for resisting any attack that might be made during the night. At 11:30 p. m. boats from flagship, Aries, Daylight, and Governor Buckingham came alongside, and I received orders to prepare to abandon the ship. The water was too shoal at this time to take out any but light articles on the port side, and on the starboard side it was too rough for boats to lay. The wind was freshening, the weather threatening, with an increasing sea from the southward. It became now necessary for me to decide whether to run the risk of a gale of wind and the probable capture of the whole ship's company by the enemy or abandon and destroy the vessel. After consulting the opinion of my officers, as well as of Acting Master Pierson, of the Minnesota, I came to the conclusion that it was my duty to immediately abandon and fire the ship. At 12 o'clock I gave orders to the officers and men to put their bags, hammocks, and effects into the boats, which were alongside for that purpose. Afterwards the officers and men themselves were ordered into the boats.

By 2 o'clock the sea was so heavy that I was obliged to keep the boats outside of the surf and send the remaining officers and men into them by a bowline around the hawser from the starboard bow, one boat having been capsized in the attempt to come in through the surf. At 3:45 all hands were out of the ship except myself and gig's crew. I then made the necessary preparations and at 4 o'clock applied the torch,

and at 5:40 the U.S. S. Iron Age blew up.

I did not keep my anchor down on the 10th instant because I considered it unnecessary, as being the inner vessel and having two heavy steamers outside of me. Again, had my anchors been down and the tow started off, before I could have gotten them, with the slow purchase that I had, she would more than probably have grounded again. Furthermore, the purchase for getting anchors was of the lightest kind, being a small-sized gypsy windlass. Owing to the peculiar construction forward and the height of the hatches on the main deck, I could not have worked a deck tackle to any advantage. I do not think that after a vessel has lain on the sands over one tide that it is possible to get her off, particularly if lying broadside on. At low water there was but 4 inches on the port and 1 foot on the starboard side. I believe that if the propeller of the Daylight had not fouled that the Iron Age would have been now afloat and in service, for it was two hours after I struck before she was fast to me. Most sincerely do I regret the unfortunate termination to this my first cruise in command.

I blame myself but for one thing—that is, for hesitating to give the order to cut adrift when I struck  $2\frac{1}{4}$  fathoms of water, and I can only urge my aforementioned reasons for not doing so. As an offset to the loss of the U. S. S. Iron Age, if I might be allowed, I would place the capture or destruction of 22 blockade runners within the last six months by this squadron. The risk that is nightly run by the block-

ader renders it a matter of wonder that more are not stranded.

I submit the above statements to the Department with the consciousness of having done what I conceive to have been the best under the circumstances. Hoping the Department will take the same view of the case, I remain,

Respectfully, your obedient servant,

EDWD. E. STONE, Lieutenant-Commander, U. S. Navy.

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

## Report of Acting Rear-Adminral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., January 29, 1864.

SIR: The *Iron Age* and *Daylight* were sent on the 8th instant to recover the *Fahkee's* heavy kedge and hawser, which had been carried out on the 3d to keep the *Bendigo* from working upon the shoal.

On the return of these vessels I was informed by Lieutenant-Commander Stone, the fleet engineer, and Mr. Stimson, carpenter of this ship, that the Bendigo's engines were uninjured, and that she could easily be got off if a few shot holes were stopped. This Mr. Stimson that night made arrangements for doing. Next morning I went off to Lockwood's Folly Inlet with this ship, the Daylight, and Iron Age, when I directed Lieutenant-Commander Stone, of the Iron Age, and

Acting Volunteer Lieutenant Wells, commanding the Daylight (both of whom had recently been there with their vessels), to try and get the Bendigo off—the Daylight to protect the Iron Age, and also to assist her to sound in their boats and take up safe positions, if necessary, by backing in; the Iron Age to anchor with both of her anchors down, so that the Bendigo, by means of large hawsers (which all the vessels of this blockade are required to have for such service), might be hove off against the Iron Age's anchors, with a good scope of cable to them. After these officers had left this ship, I sent Lieutenant Commander Stone the enclosed order, No. 1, and which was not subsequently qualified, in order to make the work perfectly safe. In reply I received from Ineutenant-Commander Stone No. 2. To my No. 3, to stop work for the night, etc., the Bendigo not having been got off by the evening's tide, he replied by No. 4, showing that he was pretty sure of getting the Bendiyo off at the next high water, about 8:45 a.m. of the 10th. But at 9 a. m. of the 10th, with the wind light offshore, weather good and water smooth, the Iron Age made signal that she was aground, and asked to throw her guns overboard. After making arrangements for her relief by ordering the Governor Buckingham (Acting Volunteer Lieutenant Saltonstall) and the boats of this ship to assist her, I went to the Iron Age. She had but 5 feet water along her starboard side and 4 feet on her port side, with her rudder free. She went on drawing 9 feet 6 inches aft and 8 feet forward. I directed Captain Stone to get ready to haul off with the next high water; to lighten the Iron Age, removing her guns last; to get out an anchor on her starboard quarter to prevent her being set farther up on the shore as the tide made (she had already a heavy kedge and hawser out on the starboard bow), and I acquainted him with the arrangements made to assist him, and afterwards sent him the enclosed memorandum (No. 5), showing that the boats of the Minnesota would assist, and the position which the Daylight would take up with her anchors down for him to heave off by, while the Governor Buckingham (with anchor ahead to steady her) would pull her off with the evening tide, which it seemed quite practicable to do.

The boats, owing to the falling of the tide, could only partially discharge the *Iron Age* of her coal, provisions, etc. In the afternoon I again went to the *Iron Age* and vessels preparing to assist her, to see

that the arrangements were complete.

At p. m. high water, Lieutenant-Commander Stone found that he only had 7 feet of water alongside, and sent me, by Mr. Pierson, a request to throw his guns overboard. Having been unable to remove them, I authorized him to throw his guns overboard on the port side, and sent him the enclosed order (No. 6), which, as the wind had got to the southward and westward, and the weather looking threatening, contemplated his removing his officers, crew, and supplies, so that in the event of a gale they would not fall into the hands of the enemy, and would also lighten the *Iron Age*, and authorizing him, in consultation with Captains Wells and Saltonstall, to take such further steps as might be necessary, and providing for changing the berth of the *Daylight*, etc., if it could be advantageously done.

During the night the weather, though threatening, did not blow, and the wind, which was moderate, hauled to the northward and westward and from the land. At 4 a. m. the *Iron Age* was reported to me to be on fire, and at 5:40 a. m. the magazine blew up. Lieutenant-Commander Stone, of the *Iron Age*, assigns in his reports (some mistakes, in which

I have herein corrected) his motive for doing this.

I take all the responsibility of sending the Iron Age on this duty, which I assigned to her with suitable instructions. Success and no casualty was the general expectation, and it is highly probable, I think, that she could not have been got off, as the enemy had got a battery down; but another trial would have determined this, considering her feeble steam power and constant liability to loss on the blockade in a gale of wind. It is a satisfaction to know that her officers and crew were not lost with her.

This service is one of great hardship and exposure; it has been conducted with slight loss to us, and much loss to the rebels and their allies, who have lost twenty-two vessels in six months, while our loss has only been two vessels on the Wilmington blockade during the war.

In this and the accompanying papers, including the report of Acting Volunteer Lieutenant Wells, commanding Daylight, the report of Acting Volunteer Lieutenant Faucon, commanding the Montgomery, received to day, to which the report of Acting Volunteer Lieutenant Saltonstall, commanding the Buckingham, will be added when received, give all the essential facts of the case.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Wells, U. S. Navy, commanding U. S. S. Daylight.

U. S. S. DAYLIGHT, Off Wilmington, N. C., January 13, 1864.

SIR: I respectfully submit herein a report of the part taken by this vessel under my command in the attempt to get the blockade runner Bendigo off the beach at the entrance of Lockwood's Folly Inlet during the 9th and 10th instant; also the grounding and subsequent destruction of the U.S. S. Iron Age on the morning of the 11th instant.

At 11:30 a.m. of the 9th instant, in obedience to your order, took on board a party of mechanics from the U.S.S. Minnesota, with implements to stop leaks and pump out the Bendigo, and stood in sufficiently near to cover the working party, also the Iron Age, from the enemy's sharpshooters while engaged in getting the stranded vessel afloat. No annoyance was experienced from the enemy, however; the wind was blowing a gentle breeze from the northward, with the sea as smooth as a mill pond. All the holes were plugged up and the vessel nearly freed from water at 5 p.m., everything being in readiness and circumstances favorable to get her off at the ensuing high tide. At dusk, in obedience to signal from flagship, returned to my night station on western edge of Old Inlet [Western] Bar, near Fort Caswell.

At 7:30 a. m. of the 10th instant I ran past the flagship and received orders to assist the U. S. steamers Iron Age and Montgomery, which vessels had hawsers to the Bendigo, and were formed in line ahead, endeavoring to tow her off the beach. The weather still as favorable, and the sea as smooth as on the day previous. I improve took my vessel in close to the Montgomery, as she was the seal; sent her the end of a hawser; let go an anchor for the seals appling the head of my vessel in a proper direction while the seals are being made fast. All being in readiness, I started ahead and the seals are until my

towline became taut, and then went ahead strong, at the same time taking my anchor. Had been towing in this manner several minutes, when the bow chocks of the *Iron Age* gave way, thereby bringing a sudden strain on my hawser, which immediately parted on board the *Montgomery*, which vessel also became detached from the *Iron Age*, and moved farther offshore. I then for the first time discovered the latter vessel to be aground, and dismissing all thought of the *Bendigo*, turned my attention to the *Iron Age*, and as soon as practicable anchored my vessel with a kedge and line in a position to back in with safety. Made fast a new 10-inch hawser, which Lieutenant-Commander Stone sent on board, and tried to tow her off, but without avail, as by this time, 9:30 a. m., the tide had fallen several inches and the hawser had again

parted.

At 10:30 a.m. received your instructions to sound about the mouth of the inlet, find the best water and the most suitable position, anchor my vessel accordingly with both bower anchors, and a long scope of cable on each one, to assist in heaving the stranded vessel off the beach; to get out the two 12-inch hawsers, which were sent from the Minnesota for the purpose, to the Iron Age, and to have everything ready to go ahead by the time of next high water. These arrangements were completed with the aid of a launch and crew from the Minnesota by 6 p. m. At this time I renewed my exertions to get the Iron Age affoat, all hands assisting the steam power by heaving in on the anchors laid out seaward. It was high water between 7 and 8 o'clock p. m., and we continued our exertions, assisted by steamer Governor Buckingham, until about 10 o'clock, when a possibility of saving the Iron Age no longer existed, even in the opinion of the most hopeful, as the quicksands on which she had grounded had formed a bank outside of her on which our small boats struck at half tide; the weather also had assumed a threatening look, and a fresh breeze had sprung up from the W. S. W., bringing with it a rapidly increasing southerly sea. men with their effects were removed to this vessel, and the Iron Age was set on fire and abandoned at about 5 a.m., and blew up at 5:45 a.m. on the 11th instant.

The windlass of this vessel was entirely disabled in our efforts to get the *Iron Age* off the beach, in consequence of which I was obliged to slip the best bower anchor with 30 fathoms chain cable, as it could not be hove up with the facilities at hand in sufficient time to allow the vessel to get out of danger. I shall recover it the first convenient

opportunity.

In preparing this hasty report, I have entirely omitted to mention the indefatigable exertions of others, confining my statement to the performance of the principal duties assigned this vessel. But I beg leave to add that, in my humble opinion, the arrangements made with a view to getting the *Iron Age* affoat were all that experience could suggest, the means at hand supply, or that the time allowed would permit of being done.

Permit me further to state that I had neither hand nor voice in the destruction of the *Iron Age*, and was much surprised when I learned

that she had been set on fire.

I have the honor to be, sir, very respectfully, your obedient servant, F. S. Wells,

Acting Volunteer Lieutenant, Commanding U. S. S. Daylight.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Destruction of the steamers Ranger and Vesta, January 11, 1864.

Report of Acting Rear-Admiral Lee, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Lockwood's Folly Inlet, January 11, 1864.

SIR: At daylight this morning a steamer was seen beached and burning 1 mile west of this inlet. Mr. O'Connor, from this ship, boarded her with the loss of 1 man, shot under the fire from the enemy's sharpshooters occupying rifle pits on the sand hills, which were high and near, and got her log book, from which it appears that she is the Ranger; that she left Newcastle, [England?], November 11, 1863, for Bermuda, where, after touching at Teneriffe, she arrived on the 8th December; that she sailed from Bermuda January 6, 1864, made our coast January 10, about 5 miles northeast of Murrell's Inlet, and landed her passen-The next morning at daylight, intercepted by this ship, the Daylight, Governor Buckingham, and Aries, in her approach to Western Bar, she was beached and fired by her crew, as above mentioned. attempts of the Governor Buckingham, aided by the Daylight and Aries, to extinguish the fire and haul the Ranger off were frustrated by the enemy's sharpshooters, whose fire completely commanded her decks. This ship, drawing about 24 feet, was taken in 42 fathoms of water in front of the wreck and the other vessels stationed to crossfire on the riflemen on the sand hills opened a deliberate fire with a view to dislodge the enemy and allow an attempt to haul off the Ranger at high water at night. Meanwhile the Ranger was burning freely forward, and the commanding officers of the Governor Buckingham and Daylight, who had a good view of her situation, thinking that it was not practicable to get her off, she was also fired into, which, as her hatches were closed, had the effect of letting the air in, when the fire burned freely aft, and doubtless burned the Ranger out completely. Meanwhile black smoke was rising in the direction of Shallotte Inlet, and the Aries, withdrawn last night from her station there, was ordered to chase. She soon returned, and Acting Volunteer Lieutenant Devens reported a fine-looking double propeller blockade runner, resembling the Ceres, beached and on fire between Tubb's and Little River Inlets and that the enemy's sharpshooters prevented his boats from boarding her. This was probably the same steamer that was chased the previous evening by the Quaker City, Tuscarora, and Keystone State, and escaping from them made the western shore, where, communicating and learning of the presence of the blockaders in force, and perhaps being short of coal, was beached by her crew and fired rather than be captured.

The Department will perceive that this is the twenty-second steamer lost by the rebels and the blockade runners attempting to violate the blockade of Wilmington within the last six months, an average of nearly one steamer every eight days. These losses must greatly lessen the means of the rebel authorities to export cotton, obtain supplies, and sustain their credit, and thus dispirit and weaken them very much.

I have the honor to be, sir, very respectfully, yours, S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. C. Report of Commander Donaldson, U. S. Navy, commanding U. S. S. Keystone State.

U. S. S. KEYSTONE STATE, Off Wilmington, N. C., January 11, 1864.

SIR: At 10:40 a. m. yesterday, in obedience to your order, we started for and at 12:15 p. m. communicated with the U.S.S. Fort Jackson. At 1:15 p. m. we received on board for duty Mr. J. G. Hudson, pilot of the Fort Jackson, and at 1:30 p. m. came to anchor.

At 3:45 p. m. we discovered black smoke to the northward, and at 4 p. m. got underway and gave chase. At this time there were two other steamers in chase, one of which shortly afterwards commenced firing. At 5:40 p. m. we commenced firing at the chase with our 50-pounder Dahlgren rifle and soon after with the 30-pounder Parrott rifle. We continued the chase until 7:10 p. m., when losing sight of her we returned to our anchorage.

She was a long screw steamer with an elliptical stern and hermaphrodite brig-rigged. Her smoke pipe and from that forward was painted white, while the after part was painted a dark lead color. We fired

twenty-seven guns at her while in chase.

At 7:30 p. m. we exchanged numbers (Coston's signals) with the U. S. S. Florida, which had also been in chase. The other vessel in chase we supposed to be the U. S. S. Mount Vernon.

Very respectfully, your obedient servant,

EDWARD DONALDSON,

Commander.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Off Wilmington.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding captured flags.

FLAGSHIP MINNESOTA, Off Newport News, Va., January 29, 1864.

SIR: I send a new American flag and new English flag, both captured

from the blockade runner Ranger.

If you see no objection to it, I respectfully suggest sending them to be disposed of at the fair for the benefit of the Sanitary Commission. Besides these flags nothing was saved from the Ranger but an excellent compass, which I send to the Bureau of Navigation.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

Report of Acting Volunteer Lieutenant Devens, U. S. Navy, commanding U. S. S. Aries.

U. S. S. ARIES, od's Folly Inlet. January 11, 1864.

Off Lockwood's Folly Inlet, January 11, 1864.
Sir: In obedience to a signal from you at 9:30 a. m. this day I pro-

ceeded in pursuit of a vessel bearing W. by S. from this ship. At 10:30 a.m. I discovered a double propeller steamer on shore 4 miles below and to the westward of Tubb's Inlet. Ran in within about 700 yards of her; she was apparently about 4 feet out of water (tide at the time about half ebb). Saw two companies of infantry on shore; fired three

rifled shot at them. The wreck was of about 500 tons, an iron vessel, and drawing, when afloat (by the water line), 8 feet of water, and on fire fore and aft when I left her to make this report to you.

Very respectfully, your obedient servant,

EDWARD F. DEVENS, Acting Volunteer Lieutenant.

Acting Rear-Admiral S. P. LEE.

Additional report of Acting Volunteer Lieutenant Devens, U. S. Navy, commanding U. S. S. Aries.

U. S. S. Aries,

Off Little River, January 12, 1864.

SIR: I would most respectfully report that the steamer stranded between Tubb's Inlet and Little River is the blockade runner Vesta. Boarded her this a. m.; made a hawser fast to her, but on examining her found her whole starboard side opened and several of the plates split; took two anchors from her, which was all we could save.

The Vesta was exactly like the Ceres.

I left her a complete wreck, with 5 feet of water in her. Her boats lay on the beach badly stove.

Very respectfully, your obedient servant,

EDWARD F. DEVENS, Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Abstract log of the U. S. S. Minnesota, Lieutenant-Commander J. H. Upshur, commanding.

January 11, 1864.—From midnight until 4 a.m.: At 3:30 a.m. the boats returned from the Iron Age. From 4 to 8 a.m. as per column. At 5:45 a.m. the Iron Age blew up. At 6:30 saw an English-built steamer ashore on fire. Called all hands and up anchor. The Governor Buckingham went in to the steamer and fired a few shot. Sent two boats, a sergeant, and 10 marines. At 7:50 came to anchor nearer inshore, abreast of the strange steamer. The Aries, Governor Buckingham, and Daylight at work on the strange steamer. At 8:20 a.m. called all hands up anchor, went in a little nearer the shore, opened fire from the forward pivot gun, and shelled the beach. Saw rebel troops firing on our boats. At 9 a. m. boats returned. John Callister, coxswain of the Swan, killed, being shot through the head, causing immediate death. Brought his body on board. At 10 a. m. called the spar-deck division to quarters and opened fire from the IX-inch guns. At 11 a.m. hove up anchor and went in to within 1,800 yards of the beach in one-fourth less 5 fathoms water. Pilot H. Stevens went in the fifth cutter and sounded inshore of us. At 12 meridian piped to dinner. From meridian to 4 p. m.: At 1 p. m. called all hands to quarters and opened fire from the starboard guns on blockade runner Ranger. At 1:45 p. m. called all hands up anchor and stood outshora. At 2:30 came to anchor. At 3 p.m. called all hands up anchor. steering E. N. E. At 3:30 p. m. called all hands to make sail. At 5 p. m. took in topgallant sail, took reef in each topsail and furled them. Made signal to Quaker City 652. At 6:20 p.m. came to anchor in 7 fathoms water, with port bower and 60 fathoms chain, Cape Fear light house bearing N. E. by N. From 8 to midnight sounded every hour in 7 fathoms water.

Unofficial letter of Lieutenant Gift, C. S. Navy, to Commander Jones, C. S. Navy.

WILMINGTON, N. C., January 27, 1864.

MY DEAR SIR:

In Bermuda I took command of a splendid merchant steamer, called the Ranger, for the passage to Wilmington. I had very heavy weather and no observation for the first three days out. On the fourth got sights which put me at noon 80 miles S. E. from light-ship off Frying Pan Shoals. I went ahead full speed in heavy sea to sight the light early in the night, but the Yankees had put it out, and fearing the drift of the Gulf I determined to run inshore and anchor during the next day (10th instant) and ascertain my position accurately, which I did, and landed my passengers and baggage. On the morning of the 11th, at 12:25 a.m., I got underway and ran along the coast for the bar near Fort Caswell. When 8 miles from the fort I made the Minnesota about 1 mile off, and whilst observing her motions the pilot (who had charge of the ship) suddenly sheered her inshore, and in an instant she was in the breakers. I made every effort to get her off, but unavailingly, so you see a couple of turns of a wheel in the hands of a timid man lost a fine ship and valuable cargo. She was destroyed. I was loaded for Government.

Your obedient servant,

GEORGE W. GIFT.

[Commander Catesby AP R. Jones.]

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding British blockade runners.

NAVY DEPARTMENT, January 11, 1864.

SIR: Henceforth British blockade violators will not be released, but detained, and any orders which you may have received inconsistent with this are hereby revoked.

Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Commander Clary, U. S. Navy, commanding U. S. S. Dacotah.

NAVY DEPARTMENT, January 11, 1864.

SIR: Proceed with the U. S. steam sloop Dacotah off Wilmington, N. C., touching on the way at Hampton Roads and reporting to Acting Rear-Admiral Lee for duty in the North Atlantic Blockading Squadron. Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Commander A. G. CLARY,

Commanding U. S. Steam Sloop Dacotah, Portsmouth, N. H.

[Telegram.]

U. S. IRONCLAD ROANOKE, Newport News, Va., January 12, 1864.

GENERAL: I have just received your telegram in relation to passes to oystermen.

I was not until now aware that the matter of giving permits for oystering had been turned over to you. In future your passes shall be recognized by me and every facility offered to carry out your views.

I know of but one instance where your permits have been presented. I explained the matter to the satisfaction of the person presenting it.

Very respectfully, your obedient servant,

GUERT GANSEVOORT, Captain and Senior Officer.

Major-General Benj. F. Butler, Comdg. Dept. Virginia and North Carolina, Fortress Monroe.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the quarantining of the U. S. S. State of Georgia.

U. S. FLAGSHIP MINNESOTA, Off Wilmington, N. C., January 11, 1864.

SIR: In consequence of the appearance of a case of smallpox on the State of Georgia, now at Beaufort, I have directed that she remain in quarantine outside Beaufort Bar for a period of ten days after the appearance of the last case.

The accommodating medical officer (Surgeon Ainsworth, U.S. Army) in charge of Hammond General Hospital at Beaufort has consented to receive all the cases in a building 4 miles from Beaufort, and I have directed Commander Nicholson to dispose of them accordingly.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secreta y of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to the Secretary of War, requesting possession of the naval magazine at Norfolk.

NAVY DEPARTMENT, January 14, 1864.

Sin: Instructions having been given for the removal of naval ordnance stores from the depot near Fort Monroe, I have the honor to request that Major-General Butler may be directed to turn over to the naval authorities at Norfolk the possession of the magazine and buildings belonging to the naval service.

Very respectfully,

GIDEON WELLES, Secretary of the Navy.

Hon. E. M. STANTON, Secretary of War. Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Crosby, U. S. Navy, regarding the disposition of deserters and refugees.

> U. S. FLAGSHIP MINNESOTA, Off Wilmington, N. C., January 14, 1864.

SIR: Yours of January 5, enquiring as to disposition to be made of

five deserters and refugees, is received.

You will send them to Hampton Roads by the New Berne, to be turned over to General Butler, with the enclosed letter from me. Respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander Peirce Crossy,

U. S. S. Florida, off New Inlet.

Order of Commander Davenport, U. S. Navy, to the master of schooner Charles S. Carstairs to proceed with ordnance stores to Hampton Roads.

> U. S. S. HETZEL, Off New Berne, N. C., January 15, 1864.

SIR: You will proceed forthwith with the schooner C. S. Carstairs, loaded with ordnance stores for the Navy, under your command, to Hampton Roads, Virginia. On your arrival there you will report to Acting Rear-Admiral S. P. Lee, commanding North Atlantic Blockading Squadron, or the senior naval officer present.

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

THOMAS NAYLOR,

Master Schooner C. S. Carstairs.

Report of Commander Davenport, U. S. Navy, regarding the disposition of the vessels of his command.

> U. S. S. HETZEL, Off New Berne, N. C., January 15, 1864.

ADMIRAL: I have the honor to make the semimonthly statement of the movements of vessels in the sounds for term ending at date:

January 3.—The Granite arrived from Ocracoke. January 4.—The Commodore Hull left for Plymouth.

January 9.—The Granite sailed for Hatteras.

January 10.—The Underwriter arrived from Hatteras.

January 11.—The Commodore Hull arrived from Plymouth.

January 14.—The Lockwood arrived from Norfolk, Va. The Miami,

Southfield, Whitehead, and Seymour are at Plymouth; the Louisiana is at Washington; the Hetzel, Commodore Hull, Underwriter, and Lockwood are at New Berne, and the Granite is at Hatteras Inlet.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

## Circular

[From the Daily Richmond Enquirer, January 16, 1864.]

The blockaders off Wilmington.—A gentleman direct from Wilmington reports that the enemy now have 26 vessels blockading that port. These vessels are scattered for a mile or two off the mouth of the Cape Fear and guard all the avenues of approach with the most sleepless vigilance. The consequences are that the chances of running the blockade have been greatly lessened, and it is apprehended by some that the day is not far distant when it will be an impossibility for a vessel to get into that port without incurring a hazard almost equivalent to positive loss. Having secured nearly every seaport on our coast, the Yankees are enabled to keep a large force off Wilmington.

Report of Captain Gansevoort, U. S. Navy, regarding the movements of United States vessels at Hampton Roads.

U. S. IRONCLAD ROANOKE, Off Newport News, Va., January 16, 1864.

ADMIRAL: Learning from the U.S.S. New Berne that you would probably be absent from this place for some time, an opportunity offers through the Nansemond to send you the returns, requisitions, and other papers that have accumulated from the different vessels in this part of the squadron since you left here.

On the 9th of January the U.S.S. tug Camelia arrived here from Baltimore, bound for Charleston, requiring coal, bread, sugar, etc.; also, with her copper damaged by the ice. I ordered her to the yard for rengirs

On the 12th of January the U.S.S. Fort Jackson arrived here short

On the evening of January 15 the U.S. S. Nansemond arrived here from Baltimore.

On the morning of January 16 the U.S.S. Shokokon arrived here from Baltimore.

I had the engines and engineers of the above two vessels examined by the chief engineer of this vessel, in obedience to your order to me.

The U.S. storeship Brandywine has been removed to the Gosport navy yard, and the Charles Phelps moored at Newport News. She has 400 tons of coal on board.

The ordnance officer is engaged in removing the ordnance stores from the shore at Fortress Monroe. They will have moved all explosive material to-day.

I enclose you letters from Commodore Livingston and Naval Constructor Hanscom in relation to the U.S.S. Shawsheen. I wrote the Department in relation to it for instructions how to proceed in the matter.

Very respectfully, your obedient servant,

GUERT GANSEVOORT,

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Beaufort, N. C. Report of Commander Almy, U. S. Navy, commanding the U. S. S. Connecticut, regarding the cruise of that vessel from January 17 to February 2, 1864.

U. S. S. CONNECTICUT,

At Sea, Lat. 33° 05' N., Long. 78° 15' W., February 2, 1864.

SIR: Herewith I transmit the abstract log of this steamer, under my command, from January 17 to February 2, inclusive. I trust, sir, that it narrates all occurrences which may be deemed of interest and importance in a succinct and sufficiently detailed manner.

It will be observed that the Connecticut has seen two blockade runners and had a chase after them both. One was of short duration, as she was discovered just before night, and dark coming on with a very hazy atmosphere at the same time, she soon got out of sight. All was done that could have been done.

The other instance of chase narrated in the abstract log on the 31st of January and February 1, was a longer and more important one, but owing to Gulf Stream rain squalls she made her escape, but a very narrow one. Professional pride and self-interest were much at stake, and

every possible exertion made to effect the capture.

It will be seen by the record of the abstract log that the Connecticut maintained her reputation for speed. She must have been one of the late newly built, as she was found to be prodigiously fast. Her appearance answered to the description of the Presto and Fergus. She had greatly the advantage, however, by having at least 10 miles the start of us. Give the Connecticut a fair chance, let her discover a fellow at daylight, and she will have him. The days are now getting longer, which is more favorable for an offshore cruise and chase.

I hope that you will give the Connecticut another chance for an off-shore cruise, as I don't think she can be better employed to the advantage and efficiency of the service. She is in duty bound to catch one or more of those fellows. There is a spirit of zeal and healthy excitement pervading the crew, and they have subscribed to raise a fund of \$60 as a reward to the man who discovers the steamer which shall be captured as good prize. Under such circumstances the lookouts don't require to be constantly reminded by the officers of the deck to keep a bright lookout.

Should it be your decision that the Connecticut continue to cruise offshore, I would respectfully offer the following suggestions: That the cruising time offshore be arranged so as to be away from Beaufort three weeks out of four, the week at Beaufort to be at the full of the moon, always reaching there a few days before and leaving a few days after. This would give time not only to coal but to put the engine and boilers in good condition. Should this meet with your approbation, I could bring it about to work with good effect, and I am sure with good results.

In regard to the cruising ground, I have carried out your programme and instructions in the main. You gave me some margin for discretion and my own judgment. Subsequent to the issuing of those instructions the Dare, Ranger, and Vesta were run ashore on the coast between [Lockwood's] Folly Inlet, [North Carolina], and Georgetown, S. C. The Bendiyo and Elizabeth were also run ashore on that part of the coast, which would show that that was the general route for inward bound blockade runners. Since that has been so well established I have occasionally run up farther to the northward than you marked upon the

chart, that is, in the direction of Little River Inlet, Shallotte and [Lockwood's Folly inlets, which I trust will meet with your approbation.
I am, sir, very respectfully, your obedient servant,

JOHN J. ALMY, Commander.

Acting Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Cressy, U. S. Navy, commanding U. S. S. Malvern.

NAVY DEPARTMENT, January 18, 1864.

SIR: As soon as the U.S.S. Malvern is ready for sea, proceed with her to Hampton Roads, Virginia, and report to Acting Rear-Admiral S. P. Lee, or the senior commanding officer present. Very respectfully, etc.,

> GIDEON WELLES, Secretary of the Navy.

Acting Volunteer Lieutenant W. K. CRESSY, Commanding U. S. S. Malvern, Boston.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Woodward, U. S. Navy, commanding U. S. S. Atlanta.

NAVY DEFARTMENT, January 18, 1864.

SIR: As soon as the U.S.S. Atlanta is ready for sea, proceed with her to Hampton Roads, Virginia, and report to Acting Rear-Admiral S. P. Lee, or the senior commanding officer present.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Volunteer Lieutenant Thos. J. WOODWARD, Commanding U. S. S. Atlanta, Philadelphia.

Letter from the Sccretary of State to the Secretary of the Navy, requesting a copy of the "charter to run cotton."

> DEPARTMENT OF STATE, Washington, January 18, 1864.

SIR: I will thank you to furnish this Department with a copy of the "charter to run cotton," mentioned in the dispatch of Acting Rear-Admiral Lee to you of the 8th instant, giving an account of the stranding of the steamer Dare.

I have the honor to be, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES, Secretary of the Navy. Letter from the Secretary of War to the Secretary of the Navy, transmitting information regarding the planting of torpedoes in Pamunkey River.

> WAR DEPARTMENT, Washington City, January 18, 1864.

SIR: The Secretary of War instructs me to submit to you the accompanying letter of the 27th November last, received at this Department from Headquarters Department of the Gulf, communicating the contents of a letter, dated at Richmond, Va., which was found in a captured rebel mail, in which some particulars are given of the locating of torpedoes in certain named rivers, and enclosing a communication obtained from the same mail, and also dated at Richmond, giving a description and covering a diagram of a proposed submarine torpedo vessel, suggested to be used on the coast of Texas.

I have the honor to be, your obedient servant,

ED. R. S. CANBY,

Brigadier-General, Assistant Adjutant-General.

SECRETARY OF THE NAVY,
Washington, D. C.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF THE GULF, New Orleans, November 27, 1863.

GENERAL: A rebel mail was captured a few days since while its bearers were attempting to cross the Mississippi River near Tunica Bend. The capture was made by the lieutenant-colonel of the Sixth Regiment Michigan Volunteers, who was there with a foraging party.

The letters are mostly of an unimportant character, but one, which seems to be from the principal contractor for building torpedo vessels, gives instructions for the building of some west of the Mississippi River and for Texas. This letter, a copy of which is enclosed herewith, encloses the plan of construction of these torpedo vessels, which is also enclosed.

I would most respectfully recommend that a careful examination of this project be made by competent machinists, as it appears to me to be a feasible and dangerous one. The letter throws considerable light on the details of construction and use.

In the same mail I find a letter dated Richmond, Va., October 13, 1863, written by James Jones, who seems to be a practical machinist, and informs his correspondent that the week previous he "set 10 torpedoes in the Pamunkey River, and has 14 more ready, which will be set this week. I have 74 very nearly done, sir. I have my orders for Wilmington, and start to night at 4:30 o'clock. This morning I had an experiment for the Department, with whom I am under contract. I set a machine in the James River and let a schooner float over it, and it was one of the prettiest sights I ever saw. It was a perfect success. It raised the schooner about 10 feet in the air, and when she came down there was nothing left but pieces. Colonels Stevens and Williams and some other smaller officers were down, and they were all much pleased." From this letter it would appear that Wilmington, N. C., is to be

furnished with Mr. Jones's machines.

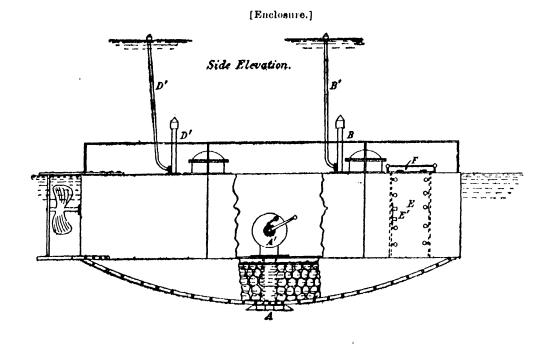
Very respectfully, I am, general, your most obedient servant,

CHS. P. STONE, Brigadier-General, Chief of Staff,

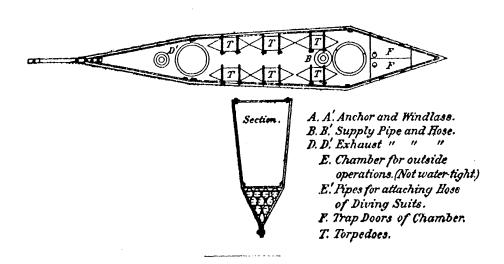
During absence of the Major-General Commanding the Department.

ADJUTANT-GENERAL OF THE ARMY,

Washington, D. C.



Plan.



Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, regarding measures in view of expected movement of Confederates in James River.

# NAVY DEPARTMENT, January 19, 1864.

SIR: From various sources we hear that the rebels meditate a dash down James River, and to enable you to be better prepared for such a contingency the Department has ordered the ironclad *Atlanta*, now in Philadelphia, to proceed to Hampton Roads and report for duty.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads. Report of Acting Rear-Admiral Lee, U. S. Navy, of the escape into Wilmington, N. C., of the steamer A. D. Vance, January 20, 1864.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 6, 1864.

SIR: Commander J. M. Frailey, U. S. S. Quaker City, reports to me as follows, under date of January 25:

I respectfully report that on Tuesday night, or early on Wednesday morning, January 20, a large English steamer succeeded in running the blockade into Wilmington, but in making the attempt grounded on or near the bar, well protected by the batteries of Fort Caswell and Bald Head. She remained aground until 7 a. m. yesterday, during which time large tugs or steamers were constantly at work with her, and were ultimately successful in getting her afloat and towing her up the river.

No information as to the vessel, or whence she came, has been gained. A heavy fog with a light breeze from the southward and westward prevailed during the whole of the previous day and evening and at 1 a. m. of Tuesday it commenced blowing

No information as to the vessel, or whence she came, has been gained. A heavy fog with a light breeze from the southward and westward prevailed during the whole of the previous day and evening, and at 1 a. m. of Tuesday it commenced blowing heavily, when I was forced to leave my anchorage, from which I was absent until the gale abated the following day.

The Richmond papers report that this steamer was the Advance, sometimes called the A. D. Vance.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

[Telegram.]

NEWPORT NEWS, January 21, 1864.

I report the arrival of the Minnesota from off Wilmington.

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the removal to Norfolk of the U. S. storeship Brandywine.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., January 21, 1861.

SIR: I have the honor to acknowledge the receipt of the Department's communication of January 18, relative to the removal of the Brandywine to Norfolk.

In reply, I would state that it was my intention to place the Brandy-wine under Commodore Livingston's command, and that all requisitions should pass through him, and my understanding with him was to that effect.

This arrangement, I think, will work well, and will be especially convenient in cases of vessels repairing at the yard.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Babcock, U. S. Navy, commanding U. S. S. Morse, regarding expedition to Mathews County for the removal of Union families.

U. S. S. Morse, Off Yorktown, Va., January 24, 1864.

SIR: I respectfully report that two men came on board this vessel on Friday, January 22, with a permit from Major General Butler to proceed to Mathews County, Va., for the purpose of taking away their families who were residing there. General Butler requested that a gunboat might be sent with them for protection. Got underway in the afternoon, went alongside the wharf at Yorktown, and took on board 100 soldiers belonging to the U.S. Infantry, Sixth Regiment, and proceeded down the river, but the weather setting in thick toward night, came to anchor in the mouth of York River.

At 6 a.m. the next morning again got underway. When off New Point Comfort spoke the U.S. S. Crusader, cruising, and ordered her to follow this vessel. At 9 a.m. came to anchor in Mobjack Bay, lowered all boats from this vessel, Crusader, and Samuel Rotan, and disembarked the troops, all officers in charge of boats being strictly forbidden to allow their crews to land. Received on board three families of refugees and 9 contrabands, in all 25 persons. In the evening all troops returned again on board. This morning at 6.a. m. got underway, and at 10:30 arrived at Yorktown and landed all troops and refugees.

I respectfully forward you a copy of the letter received from General Butler.

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

CHAS. A. BABCOCK,

Lieutenant-Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, of Newport News.

Report of Acting Volunteer Lieutenant Hays, U. S. Navy, commanding U. S. S. Crusader, regarding the chase of a schooner.

U. S. S. ORUSADER, Yorktown, January 24, 1864.

SIR: This morning at 6 o'clock, while in company with the Morse coming out of New Point, I discovered a steamer which I supposed to be one of the Russian fleet, seemingly ashore, heading W. S. W., on the Wolf Trap. I received orders from Captain Babcock to proceed to her and see if she needed assistance, and if she needed more than I could render, to return to him for additional assistance. I got within 3½ miles of her, when she started her wheels and turned around, heading S. E., and stood out in the bay a little way. I hoisted my ensign and numbers, but received no return from her. After standing at about a mile she headed up the bay, going at full speed, I giving chase and using all speed to overtake her, with steam and all sail. I fired a shot to the windward of her, and as she did not pay any attention to it I fired a second shot at her, but my guns being of short range I could not reach her. At the time she was about 2½ miles distant, going about one-fourth faster than we. We continued on until we were about 5 miles north of Windmill Point, when she set her jack and took a pilot from a pilot boat and kept on up the bay, going at full speed. I spoke the pilot boat, but they could only tell me that they had put the pilot on board without asking any questions; that they thought she had no

guns on board, and was evidently a Government transport. The pilot boat had "Invincible" on the sail and "Coquette" on the stern, "No. 4" on the fore and "No. 1" on the main sail. At this time she was just visible. She looked and acted very suspiciously. I had already chased her a considerable distance off my station, and as she probably might have been a Government transport, and I could not overtake her, I considered it my duty to return to Captain Babcock and report to him.

Owing to our boilers being very dirty, causing them to foam badly, we could not make that rate of speed which we would have done had the chief engineer had the opportunity of getting them in a proper

condition.

She was a side wheel steamer; two masts, with square topsail forward; about 1,500 tons; painted lead color; two smokestacks; black

masts; raking and black mastheads.

I consider the practice of Government transports not showing their ensigns in answer to the signal of gunboats decidedly dangerous at this time, and in my judgment there ought to be some regulation requiring them to do so. It is possible that this vessel might not be engaged in legitimate trade, but I hope my conduct will meet with your approbation.

Respectfully, your obedient servant,

PETER HAYS.

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Master Barclay, U. S. Navy, regarding signal to be used by expedition under Brigadier General Graham, U. S. Army.

U. S. S. COMMODORE JONES, James River, January 25, 1864.

SIR: An expedition under command of General Graham passed here last night. He said that he might return in the nighttime. I requested him if he did to hoist a red and white light. I mention this so that if such a signal is seen by any of the squadron they may know what it means.

Very respectfully, your obedient servant,

J. O. BARCLAY, Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Newport News.

Order of the Secretary of the Navy to Lieutenant Cushing, U. S. Navy, commanding U. S. S. Monticello,

NAVY DEPARTMENT, January 25, 1864.

SIR: Proceed with the U.S.S. Monticello to Hampton Roads and report to Acting Rear-Admiral S.P. Lee for duty in the North Atlantic Blockading Squadron. If the Atlanta is ready for sea, you will accompany her to Hampton Roads.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Lieutenant W. B. Cushing, Commanding U. S. S. Monticello, Philadelphia. Report of Acting Rear-Admiral Lee, U. S. Navy, urging that the War Department be requested to restore to the Navy its magazine, etc., at Norfolk.

FLAGSHIP MINNESOTA, Off Newport News, Va., January 25, 1864.

SIR: Many years ago the Navy Department built, with appropriations made by Congress, a bombproof magazine, three fireproof buildings for filling rooms and storehouses, and another building for quarters on the site of old Fort Norfolk, an abandoned fort used by the Army during the war of 1812–1815. This magazine is surrounded by a wall, and has a railway leading to a stone wharf carried out to deep water, and with a crane for hoisting guns, all built by and for the Navy.

The rebels seized this magazine. At the evacuation of Norfolk the naval magazine, like the naval hospital, fell into the possession of the Army. The hospital, after much trouble, was restored to the Navy. The necessities of the naval service now require the restoration of its magazine. This the Army occupies. In the magazine it has some powder and fixed ammunition, principally for fieldpieces, etc. In the storehouses it has 150 or 200 prisoners of all sorts. There are no guns mounted there, and the rebel earthwork has been removed.

When the rebels occupied Norfolk the Navy was constrained to stow its powder in the bombproofs at Fortress Monroe and to establish a temporary naval depot there, keeping some of its ordnance supplies in vessels afloat. The frigate St. Lawrence (kept at considerable expense) and two hulks (both of which leak, and when repaired are needed for storeships at Beaufort) are now used for naval ordnance off Fortress Monroe.

The Navy ordnance material is now inconveniently kept, and that part of it afloat is exposed to the machinations of the enemy.

Last summer and fall Norfolk and the navy yard were made very

secure by a double line of fortifications.

General Butler now applies to have the ordnance depot moved from Fortress Monroe. It is no longer necessary to continue it there, where it is inconvenient to both services.

The naval bombproof and fireproof magazine and buildings and grounds below Norfolk afford all the accommodation the Navy requires.

It is my duty to make known the necessity of the service to the Navy Department, and to suggest that the War Department may be requested to restore to the Navy its magazine, buildings, and grounds.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Endorsement.]

Send copy, and invite earnest attention of the War Department Having been driven away from Old Point, we have no place for magazine.

[Welles.]

Report of Commander Almy, U. S. Navy, requesting the restoration of the Frying Pan Shoals light-ship.

U. S. S. CONNECTICUT, Off Frying Pan Shoals, January 25, 1864.

SIR: I beg leave most respectfully to call your attention to the absence of the light-ship from the point of Frying Pan Shoals, and to represent the urgent necessity of her being restored to her usual position.

Land can not be seen, as you are fully aware, more than halfway out the length of the shoal from its base; consequently there is no landmark (like the light-house at Hatteras and Lookout) to assist a vessel in avoiding the seaward point of the shoals. Therefore the safety of

navigation demands it.

Running off and on across the Gulf Stream, as I have been and am still doing, if there is much wind and no observations obtained, it is very easy, and indeed a very usual thing for a vessel to be out of the way 20 miles in longitude in the course of twenty four hours. When it continues cloudy for two or three days at a time, and unable to obtain

observations, the error is correspondingly increased.

The light-ship stationed off the point of the shoals is, I consider, of great assistance in capturing blockade runners. In many instances, as is well known, they make the light-ship and hover about there watching an opportunity to run in. This is the testimony of the captain of the light-ship. He has lately visited Washington, I understand, and has been commenting upon the blockading squadron down here in not being more about the vicinity of the light-ship and using greater exertion to capture blockade runners, which show themselves about there so often.

The light-ship, which has heretofore been stationed here and broke adrift in a gale, got into Port Royal, and I understand she is to take the place of the Martin's Industry light-ship, which requires repairs. I should hope that this might not be done. A light-ship is of much more importance at the point of Frying Pan Shoals than at Martin's Industry (Port Royal). I notice that since the absence of the light-ship from here, our packet and transport steamers and other vessels passing to and from the northward and eastward and southward and westward keep much farther out (even into the Gulf Stream) than formerly.

I trust, sir, that you will agree with me as to the necessity of having the Frying Pan Shoals light-ship restored to her former position, and, as commanding the squadron that has so much at stake upon this coast and such vital service to perform, that you will call the particular and earnest attention to the Light-House Board or other authorities to

that important matter.

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

JOHN J. ALMY,

OHN J. ALMY, Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

### Circular.

U. S. FLAGSHIP MINNESOTA, January 27, 1864.

In case of the appearance of smallpox on board any United States vessels of the Wilmington blockade, or lying at Beaufort, N. C., the

medical officer will have the cases, with their clothes and bedding in use, transferred immediately to the army smallpox hospital at Beaufort, in charge of Surgeon Ainsworth, U.S. Army. He will also recommend the thorough washing and airing of the vessel, and that she will remain isolated in quarantine for three weeks from the appearance of the last case. Revaccination will be carefully and thoroughly performed.

WM. MAXWELL WOOD,
Fleet Surgeon North Atlantic Blockading Squadron.

The accounts of all men sent to the Hammond Hospital are to be sent to receiving ship at Beaufort.

CHS. C. UPHAM, Fleet Paymaster.

Approved:

S. P. LEE,

Aotg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Letter from Commander Davenport, U. S. Navy, to special agent Treasury Department, regarding transfer of property at New Berne.

> U. S. S. HETZEL, Off New Berne, N. C., January 27, 1864.

SIR: In pursuance to the Navy Department's orders, I herewith report and am ready to turn over the following property at the naval store at New Berne, to wit, one lot of corn (about 20 bushels), taken as abandoned property at Cannon's Ferry, Chowan River, by the U. S. S. Whitehead, owners unknown, on the 20th instant.

The superintending special agent is respectfully requested to receive

the same and furnish me with the proper receipts in duplicate.

Respectfully, etc.,

H. K. DAVENPORT.

D. HEATON,

Superintending Special Agent Treasury Department.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, for the outside blockading vessels.

JANUARY 29, 1864.

You are attached to the blockade off Wilmington. Your duty will be to intercept inward-bound blockade runners hovering off Cape Lookout Shoals with a view to run in at night. Make Cape Lookout and then shape a course for New Inlet, or to intercept outward-bound blockade runners from New Inlet to Bermuda; their course supposed to be direct, i. e., E.  $\frac{3}{4}$  S., on which course you need not blockade farther eastward than the meridian of 75°. On this course you should aim to be at daylight at a point where the blockade runner would likely be, allowing her a speed of 12 knots an hour from New Inlet, whence she will probably depart at one hour before high tide on that bar. Keep, therefore, an accurate tide table showing time of high water on that bar.

Send me your abstract log when you go into Beaufort for coal.

weather, or on the first trial, you will go into Beaufort to replenish your coal, and then proceed off Western Bar and report to the senior officer there for duty on that part of the blockade.

Report to me when you put into Beaufort the results of your

experience.

You will receive herewith C[oast]-S[urvey] sheet No. 3 of the Atlantic Coast of the United States and Blunt's chart of the west side of the Atlantic Ocean.

Steam moderately to your station. When on it be always ready to chase to the most advantage. Do not allow officers and men to crowd forward in chasing. Pay particular attention to the trim of the \_\_\_\_\_\_, the clearing of your fires, which should be done to the most advantage, and to the quality of your coal. Have a picked supply for chasing.

Respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron. Sassacus and Pequot.

Report of Acting Rear-Admiral Lee, U.S. Navy, transmitting information regarding operations in the James River.

Confidential.]

FLAGSHIP MINNESOTA, Off Newport News, Va., January 29, 1864.

Sin: The Department's communication of the 19th instant is received, informing me that from various sources it hears that the rebels meditate a dash down James River, and to enable me to be better prepared for such a contingency the Department has ordered the ironclad Atlanta to this point.

The enclosed (No. 1), dated January 25, 1864, from General Wild to me by order of Major-General Butler, and sent by special messenger to me, shows that apprehensions were felt that day for the safety from the rebel ironclads of the armed army transports which had gone up

James River the previous night on a military expedition.

The enclosed (No. 2), dated January 26, part of the conversation between General Butler and Henry Moseby, table servant of Jeff. Davis, purports to declare that the rebels have but two ironclads at Richmond, one, the *Richmond*, without any steam power, the other recently launched and not to be ready for two months.

I have several times urged upon General Butler to use his large civil fund to obtain exact intelligence about the ironclads in Richmond, and he has just told me that he is organizing a secret intelligence system, and that the seizure made by General Graham at Brandon (enclosure No. 3), dated January 26, 1864, was effected on information thus obtained.

The Department is aware that the information we previously had went to show that the rebels had three ironclads at Richmond. Be this as it may, it is quite probable, I presume, that within sixty or seventy days from now that operations of magnitude will occur on this river, either by our movement against Richmond or by the rebel dash referred to by the Department in anticipation of and in hopes of frustrating a movement on our side. The rebels must remember that they delayed to attack us before the passage of the forts at New Orleans.

I feel it to be my duty to urge the Department to send the Sangamon here. The Roanoke, drawing 24 feet, is clumsy to handle here at night, and can go but a mile or two above Newport News. The Atlanta, I

understand, draws 15 or 16 feet of water; if so, she can not go above Harrison's Bar. I trust that the Sangamon now, and, as soon as practicable several of the new monitors (which I hope will be ready for the opening of the spring campaign), will be added to this command. These ironclads should, if possible, be fitted with torpedoes.

Naval Constructor Hanscom is fitting his torpedo apparatus to the wooden steam tug Alert, to be ready in six weeks or two months. He thinks that ironclads are required for torpedoes; that an ironclad fitted with his apparatus could easily destroy the Roanoke or other ironclads

not fitted with torpedoes.

This is a subject of grave importance, and I hope that the Bureau of Ordnance will at once have some torpedoes properly prepared at the Washington navy yard. The torpedo, properly made and applied, is formidable for aggressive and defensive purposes, and I respectfully apply to have some of them in this squadron.

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

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

Norfolk, January 25, 1864.

Mrs. Smith says she has a son in the Sixth Virginia Regiment, and that a secessionist told her yesterday that that regiment is in the vicinity of Pig Point, and is expecting to cooperate with vessels coming down the James River.

NORFOLK, VA., Monday, January 25, 1864.

I am directed by Major-General Butler to forward this authentic information to you, with a recommendation that you send some vessel to reconnoiter.

General Graham has gone up James River with two army gunboats and a small infantry force, and there is reason to apprehend that he may be ensuared.

The enemy's vessels are doubtless ironclads.

I have the honor to be, sir, very respectfully, yours,

EDWD. A. WILD,

Brigadier-General Volunteers, Comdg. Norfolk and Portsmouth.

Acting Rear-Admiral LEE,

Commanding North Atlantic Blockading Squadron.

Conversation between Major-General Butler and Henry Moseby, table servant of Jefferson Davis, January 26, 1861.

GENERAL: Do you know anything else?

Moseby: No, sir. I can tell you something about vessels. They have got the ironclad Richmond at Drewry's Bluff. There is another one at Richmond; it is not finished yet; I suppose it will take about two months to finish her; she has not been long launched. The Richmond and the Patrick Henry were down there when I was there. The Richmond is all finished; she has six guns and is covered with wide sheet iron, as nigh as I can guess about 2½ inches thick; it comes up with her deck, and bends over her gunnings [gunwales?]. She has

got two guns mounted on each side of the hip roofing, about 3 feet above her main deck, and then one in her bow and one in her stern. She has no steam, and can go either way in case she is towed; she is towed by the West Point.

There are some little boats which run up and down-mail boats. There are no ironclads that have any steam on them inside of Drewry's

Bluff. I don't know what there is outside.

GENERAL: Were you on board the Richmond?

Moseby: No, sir. I could have went on board of her; I was one side of her; the ladies went on board of her from the West Point. There are three or four little boats that go backward and forward to Drewry's Bluff; some have one gun, some two.

GENERAL: What obstructions have they got in the river?
MOSEBY: I don't know. This ironclad that will be done in two months, I can't tell whether she will have steam on or not. She was launched about six weeks ago, perhaps a little more.

[From New York Tribune of January 27.]

Washington, Tuesday, January 26, 1864. The following has been received at the War Department:

FORTRESS MONROE, VA., January 25, 1864.

SIR: Brigadier-General Graham, by my direction, went with three armed transports and a competent force to the peninsula, made a landing on the James River, 7 miles below Fort Powhatan, known as the Brandon Farms, and captured 22 of the enemy, 7 of the Signal Corps, and brought away 99 negroes. They also destroyed 24,000 pounds of pork and large quantities of oats and corn, and captured a sloop and schooner and 240 boxes of bacco, and 5 Jews, preparing to run the blockade, and returned without the loss of a man.

BENJ. F. BUTLER, Major-General, Commanding.

Hon. EDWIN M. STANTON, Secretary of War.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the escape of an outward-bound steamer from Wilmington, N. C., January 29, 1864.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 6, 1864.

SIR: Commander J. M. Frailey, U. S. S. Quaker City, under date of February 1, reports as follows:

I respectfully report that early on the morning of the 29th ultimo a large steamer respectfully report that early on the morning of the 29th ultimo a large steamer was seen at anchor under Fort Caswell, evidently preparing to leave the river on the first favorable opportunity. After dark I proceeded close in to the bar with this steamer, accompanied by the State of Georgia and Emma (the night being very dark with a light air from southward and westward) and then anchored with a small kedge and 6-inch hawser. After reaching our positions, an armed boat was sent in from the State of Georgia, in charge of an officer, by whom, at about 7.45 p. m., a signal was made by rocket and blue lights, of a steamer standing out to the southward and westward, but not seeing or hearing any movement, I continued at my anchorage

At 9:45 p. m., near high water, the sound of a paddle-wheel steamer was distinctly heard by every one on deck, passing rapidly abeam, and to the southward and westward, when I immediately weighed my kedge and stood in the same direction, without, however, seeing anything, but soon losing all trace, and chasing some 7 or 8 miles, gave it up and returned to my anchorage.

The Department will receive the difficulties of preventing these low, swift, and well colored steamers from running out at night in weather to suit them—thick and foggy, or on moonless nights. So far, we have only captured two outward-bound vessels, but have driven several others on shore. Since August, 1862, our long list of blockade runners destroyed and captured consists principally of those inward bound.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee.

Actg. Rear-Admiral, Comdy, North Atlantic Blockading Squadron,

Hon. Gideon Welles, Secretary of the Navy.

Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, regarding the escape of a blockade runner.

U. S. S. MOUNT VERNON, Off New Inlet, North Carolina, January 31, 1864.

SIR: I have to report that while lying still at 9 p. m. on the night of the 30th instant the sound of paddle wheels was distinctly heard to the southward. At this time the weather was very thick and foggy. We immediately started ahead, and at 9:15 saw a steamer coming toward us, but in five minutes after she hauled away to the S. W. and ran for the shoal. We immediately fired two shots at her and threw up a rocket; in five minutes after this she was out of sight. We chased her until we shoaled the water to one-fourth less 4 fathoms; we then steamed back close to the southward of Smith's Island, expecting he would try again to pass us, but saw nothing of him during the night. When we first discovered him the south end of Smith's Island bore N. W. by W., 1 mile. He must have crossed the reef about a mile to the southward of the wreck of the Antonica.

Sir, I remain, very respectfully, your obedient servant,

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Captain B. F. SANDS, U. S. Navy, Senior Officer Commanding off Wilmington, N. C.

Report of Lieutenant-Commander Roe, U.S. Navy, regarding the chase of the U.S. S. Keystone State by the U.S. S. Sassacus, January 31, 1864.

> U. S. S. SASSAOUS, At Sea, February 4, 1864.

Sin: In transmitting the abstract log of this vessel, I respectfully beg to invite your attention to that portion of it which reports the chase of the Keystone State by this vessel. In consequence of her not permitting me to speak her, even after firing nine shots at her, and when it must have been palpable to her commander that I was in pursuit, I was

taken a long way out of my course and forced to expend an unnecessary amount of coal.

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

F. A. Roe,
Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

#### [Enclosure.]

Abstract log of U. S. S. Sassacus, cruising off Cape Lookout, N. C., January 31, 1864.

At 9:05 a.m. started in chase of a large steamer bearing N. ½ E., distant 9 miles. Position at meridian, longitude 75° 34′ W., latitude 34° 32′ N. Gained steadily on chase till 2:30, when lost sight of her in a fog. Soon after sighted her again, and continued to chase and fire at her till 4:30 p. m., when we made out her numbers 211, proving to be U. S. S. Keystone State. Chase distant 1½ miles; shaped course for our morning station. Position at 4:30 p. m., longitude 74° 53′ W., latitude 35° 04′ N.

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

U. S. S. HETZEL, Ocracoke Inlet, N. C., January 31, 1864.

ADMIRAL: I have the honor to make the following semimonthly statement of the disposition of vessels in the sounds for term ending at date:

January 16.—The Lockwood sailed for Washington.

January 24.—The Whitehead arrived from Plymouth:

January 26.—The Whitehead sailed for Plymouth.

January 28.—The Lockwood arrived from Washington.

January 30.—The Hetzel left New Berne for a cruise.

January 31.—The Hetzel arrived at Ocracoke; the Miami, Southfield, Whitehead, and Seymour are at Plymouth; the Louisiana is at Washington; the Granite is at Hatteras Inlet; the Hetzel is at Ocracoke Inlet; the Underwriter, Commodore Hull, and Lockwood are at New Berne.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding joint expedition to Windsor, N. C., January 31, 1864.

U. S. S. MIAMI, Plymouth, N. C., February 20, 1864.

Sin: Brigadier-General Wessells informed me yesterday that he had heard that 25,000 pounds of iron had been sent from Wilmington about two weeks since, to be put on the ironclad building at Halifax, on the Roanoke River.

The story came indirectly from two men who visited Atlanta, Ga., some time since to carry negroes from this State, and returning, passed through Wilmington. They and the iron came in the same train. Although one of these men is wealthy, of good standing, and was formerly an officer of the rebel Army, he was not permitted to visit the boat at Halifax, but was told none but navy officers could see her.

The engine is reported in her and is said to be good, but not new. I enclose you an extract from the Raleigh Weekly Standard of the 10th instant. The report is false from beginning to conclusion. I planned the affair, and we would have captured the entire party had we been ten minutes earlier. I had 40 sailors and one 12-pounder howitzer and there were about 350 infantry. We marched about 16 miles. There was no fight, and nothing worth reporting. The rebels ran. I fired three or four times at them at long range. We held the town of Windsor several hours, and marched back 8 miles to our boats without a single shot from the enemy.

I have the honor to be, sir, very respectfully, your obedient servant, O. W. Flusser,

Lieutenant Commander.

Acting Rear-Admiral S. P. LEE,

Comay. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure. - Extract.]

War news.—Colonel Griffin, commanding Confederate forces, telegraphed to the War Department from Jackson on the 31st January as follows:

Yesterday morning engaged the enemy with a force of 200 men and a mounted rifle piece. After a fight of two hours, in which we engaged 1,200 of the enemy and 3 pieces of artillery, the Yankees were driven from Windsor, N. C., to their boats. We lost 6 men. The loss of the enemy is not known.

Expedition in cooperation with the army to Smithfield, Va., January 31 to February 1, 1864.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Sheldon, U. S. Navy.

FLAGSHIP MINNESOTA,
Off Newport News, Va., January 31, 1864.

SIR: General Graham, with three armed army boats, the Jesup, Flora Temple, and Long Branch, has gone a short distance up James River, probably not above Jamestown Island, with a view to capturing some of the enemy and contraband goods. Take the Commodore Barney's pilot on board the Shokokon and, accompanied by the Commodore Barney, go to where General Graham is. Cooperate to the extent of your opportunity with the objects of the expedition. Avoid landing unless absolutely necessary. Be guided by the enclosed General Orders No. 20 of the Navy Department and No. 100 of the War Department. Say to General Graham that I desire to see him on his return.

Respectfully, yours,

S. P. LEE.

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master W. B. SHELDON, Commanding U. S. S. Shokokon.

#### Report of Acting Rear-Admiral Lee, U. S. Navy.

FLAGSHIP MINNESOTA, Off Newport News, Va., February 2, 1864.

SIR: Returning here Sunday afternoon, 31st ultimo, after an absence of a few hours at the navy yard, I was informed by Lieutenant-Commander Upshur, of this ship, that General Graham had a few hours previously gone up the James River with the army gunboats on an expedition, the object of which was to capture some rebel troops (said to be about 40) and tobacco, and that, on the application of General Graham, Captain Gansevoort had sent Lieutenant-Commander Gillis with the Commodore Morris into the Nansemond to cooperate.

The Commodore Morris being very short of her complement, a detail of 50 men from this ship was put on board of her to supply her deficiencies, and Lieutenant-Commander Gillis was instructed by Lieutenant-Commander Upshur not to allow them to land without it was absolutely

necessary.

On my return I ordered the Shokokon and Commodore Barney to follow Claused Craham and commodore Barney to follow Claused Craham and commodore Barney

low General Graham and cooperate.

At 7.30 next morning, in a dense fog, I received from General Graham a letter explaining his situation and asking for assistance. I immediately ordered the *Minnesota's* launches to be got out, armed, provided, and dispatched to the assistance of the army expedition, and tele-

graphed to General Butler on the subject.

Soon afterwards Acting Ensign Harris, of the Navy, who is on service with the Army, and was in this expedition, came off in the fog to our picket boat, Commodore Jones, and reported that the detachment of cavalry, infantry, and a howitzer squad, in all about 90 men, which General Graham had landed at Smithfield the previous afternoon had, on their march to Chuckatuck, encountered a superior force of the enemy, and, at 8 p. m., had been driven back to Smithfield, where they were surrounded and in great danger of being cut off. Unfortunately, none of the army gunboats or transports was then at Smithfield to protect or bring off the detachment.

The fog still prevailed. I sent Ensign Miller, with Acting Ensign Harris and General Graham's letter to me, to General Butler, that General Butler might understand the situation, and, if he thought proper, might send troops in the rear to relieve this beleaguered detachment. At the same time I dispatched the Shokokon to tow our launches as near as the water would allow her to go in the direction of Smithfield, and I sent the Commodore Barney up the Nansemond with an order to Lieutenant-Commander Gillis, providing for the assistance

which General Graham desired there.

At 5 p. m. the launches returned and reported the army gunboat Smith Briggs had, after the Shokokon had taken them as far as her draft would allow, towed them several miles to within close proximity to Smithfield, where a hot engagement immediately commenced between the enemy and our forces on shore, supported by our launches and the Smith Briggs, which resulted in the capture and destruction of the Smith Briggs by the rebels, with the capture of nearly all the detachment landed at Smithfield by General Graham.

The reports of Acting Ensign Birtwistle and Acting Master's Mate Jarvis, who, after the wounding of Acting Master Pierson, had command of the launches sent from this ship, show that after sustaining a heavy fire of musketry and artillery in these open boats, and the guns of the Smith Briggs being turned upon them by the rebels, the launches

were compelled to retire without being able to render any further assistance.

Acting Master Pierson and 3 men of this ship were, I regret to state, seriously wounded.

It appears from the report of Lieutenant Commander Gillis that the second detachment, composed of 32 men from the Smith Briggs and 12 from the Commodore Morris, landed in the Nansemond with instructions to meet the first detachment from Chuckatuck, returned safely.

I enclose the following papers pertaining to this affair, among which is a request from me to General Butler that expeditions requiring naval cooperation or passing the lines of the blockade should be previously determined between him and myself.

I have the honor to be, sir, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

[Endorsement.]

Enclosures in Admiral Lee's communication No. 46, series 2, to the Navy Department:

1. Report of Captain Gansevoort, Roanoke.

2. Letter from General Graham to Admiral Lee, February 1.

- 3. Copy of orders from admiral to Lieutenant-Commander Gillis, Commodore Morris.
  - 4. Report of Lieutenant-Commander Gillis, Commodore Morris.

5. Report of Acting Master Sheldon, Shokokon.

6. Report of Lieutenant-Commander Upshur, Minnesota.7. Report of Acting Ensign Birtwistle, Minnesota.

8. Report of Acting Master's Mate Jarvis, Minnesota.

9. Report of H. Stevens, pilot, Minnesota.

10. Report of Assistant Surgeon Mathewson, Minnesota.

11. Copy of letter from Admiral Lee to General Butler, February 1, 1864.

Report of Captain Gansevoort, U. S. Navy, commanding U. S. S. Roanoke.

U. S. IRONCLAD ROANOKE, Newport News, Va., February 4, 1864.

ADMIRAL: I have the honor to inform you of the facts (as far as I can recollect) relating to the expedition which went up the river on January 31, under the command of General Graham.

Sunday morning, January 31, about 10 a. m., three army steamers came up from Fortress Monroe and went near the Minnesota, and shortly after I saw a boat coming toward this vessel with an army lieutenant (whose name I do not remember) and Lieutenant-Commander Gillis. On their arrival the army lieutenant stated to me that General Graham was going on an expedition and wanted Lieutenant Commander Gillis to go with him. I referred him to the admiral, and was informed that he was absent at Norfolk, and would not be back until late in the afternoon. I replied that I did not consider that absence; to which they said that to all intents and purposes it was absence as far as the expedition was concerned; that the time that would be taken in sending to the admiral and the return would defeat the object of the expedition. I then asked him what was the object of this expedition. He replied

that it was to capture about 50 men. I asked him how he expected to accomplish it. He said that they intended to go up the river a short distance, land the men, and then march down. I then asked what assistance Lieutenant-Commander Gillis would be to them. He said that General Graham wanted him to take charge of the boats. I asked him if the expected that the sailors were to be landed. He told me no, that they had a force large enough, and that it was not the intention to land the sailors.

He also stated that they were not going far from the ship, and would be back in sixteen or eighteen hours, as they were ordered to return in

that time.

Under these conditions I consented to let Lieutenant-Commander Gillis accompany the expedition, believing that it would meet with your approbation.

Very respectfully, your obedient servant,

GUERT GANSEVOORT, Captain, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Letter from Brigadier-General Graham, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy.

HDQRS. NAVAL BRIGADE, DEPT. OF VA. AND N. C.,
On Board Transport Long Branch,
Off Holloway [Halliday's] Point, February 1, 1864-5 a. m.

ADMIRAL: I landed a party of 90 men, consisting of 20 cavalry, one howitzer squad, and the remainder infantry, at Smithfield, at 1:25 p. m. yesterday, with orders to march to Chuckatuck, where I was informed there was a small force of the enemy.

At Chuckatuck they were to have been met by another detachment, which left Holloway [Halliday's] Point. This latter detachment marched as far as Chuckatuck, saw no enemy, heard distant firing, which the commanding officer supposed to be the first detachment endeavoring to make a landing at Smithfield. This last detachment returned to its place of landing about sundown.

At 3 o'clock p. m., yesterday, I dispatched the gunboat Flora Temple to Chuckatuck, but unfortunately she grounded and remained ashore until I came up with the General Jesup and transport Long Branch.

The Flora Temple had been dispatched to Chuckatuck to occupy the attention of the enemy on shore while the other parties were advancing from the points indicated.

I left Smithfield at 3:40 p. m., having remained there at the request of the officer commanding the first detachment, so that his detachment might return to the vessels if it met with any serious opposition before it had reached a distance beyond possibility of communication.

Up to the time I left, no firing was heard at all. After the vessels with me had succeeded in drawing off the Flora Temple, we steamed as rapidly as possible for the mouth of the Chuckatuck, but it was quite dark and very hazy when we reached there, consequently we kept on for the Nansemond, and reached there at 8 o'clock p. m., when I was informed by Lieutenant-Commander Gillis that the second detachment had reported as above.

Immediately thereupon I sent orders by the Smith Briggs to the Flora Temple and General Jesup to proceed at daylight to the Chuckatuck,

make a reconnoissance, and report to me as early as practicable at the mouth of the Nansemond.

At daylight I intend landing with a detachment, and feeling my way

cautiously to Chuckatuck village.

As soon as I have definite tidings I will communicate with you again. In the meantime, please request your vessels to keep a lookout on the banks of the James River for any of our men that may have strayed from the main body, if it has been captured.

Please communicate the above facts to Major-General Butler, and

oblige,
Very respectfully, your obedient servant,
CHARLI

CHARLES K. GRAHAM, Brigadier-General, etc.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Please send a boat up the Nansemond to me, and the bearer, Captain Rowe, will proceed with his vessel to Smithfield.

[First endorsement.]

General Butler will please return this.

S. P. LEE, Acting Rear-Admiral.

By Ensign Miller.

[Second endorsement.]

FEBRUARY 1, 1864.

I delivered a copy of this communication to Major-General Butler, who remarked after reading it (to Acting Ensign Harris, who accompanied me), that he could do nothing, as he had no gunboats to send up to their assistance, or words to that effect.

Respectfully, etc.,

M. MILLER, Ensign, U. S. Navy.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Gillis, U. S. Navy.

FLAGSHIP MINNESOTA,

February 1, 1864-9:07 a.m.

SIR: I send this by the *Parney*. Ensign Harris has just come off on the Commodore Jones, and reports that the first detachment fell back upon Smithville [Smithfield, Va.] at 8 p. m. yesterday, where they are surrounded and short of howitzer ammunition. I have sent him to General Butler.

I am sending our launches to Pagan Creek with plenty of ammunition. The Morris or Barney can bring General Graham out and take him there if he wishes it. Leave a gunboat in the Nansemond to pick up stragglers.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieuteuant-Commander GILLIS,

Commanding Commodore Morris.

Report of Lieutenant-Commander Gillis, U. S. Navy, commanding U. S. S. Commodoro Morris.

U. S. GUNBOAT COMMODORE MORRIS, Newport News, February 1, 1864.

SIR: I have the honor to make the following report of the part taken by this vessel in an expedition under Brigadier-General Graham, having for its object the capture and breaking up of the camp of a body of

rebels on the Chuckatuck Creek, in Isle of Wight County.

At the request of General Graham, and after communicating with the senior officer present, I took command yesterday of the forces on Nansemond River, both army and navy, which were to act in conjunction with the forces (under the immediate command of General Graham) from Smithfield, on Pagan Creek. The force placed under my command by General Graham consisted of the army gunboat Smith Briggs and two launches manned by 34 men of the Naval Brigade, under command of Captain McLaughlin, besides which I had 50 men, obtained from the Minnesota. The force under General Graham consisted of 70 men of the Naval Brigade and 20 cavalry; this latter force to land at Smithfield with a fieldpiece and march to the village of Chuckatuck, on Chuckatuck Creek. It was supposed that at 2 o'clock they would have been two hours on the road, and therefore General Graham directed that the party he had placed under my command should land at that hour and also march on Chuckatuck, where he expected they would form a junction. I did not arrive at Ferry Point, from which place they were to debark, until about five minutes before 2 o'clock. but at 2:15 all the men were landed, and at 2:20 they had taken up their line of march for Chuckatuck, with directions to proceed to that place and remain two hours, at the expiration of which time, if they neither saw nor received any intelligence of the other party from Smithfield, they were to return, which instructions were carried out, they having remained the specified time and received no intelligence of the other party, but hearing heavy firing in the direction of Smithfield, which led them to suppose that the enemy had been met in considerable force, and that our men had been obliged to retire. Returning without having seen any of the enemy, they reembarked at 6:30 p. m. I then got underway, the Smith Briggs in company, towing launches, and stood down to opposite Town Point, where I came to anchor, feeling certain that the expedition had most signally failed. At 7:30 General Graham arriving in the Long Branch with the information that the party which he had taken had landed and were on their way across the I got underway, and, in company with the Long Branch and Smith Briggs, returned to Ferry Point, where we again came to anchor, hoping to receive some intelligence.

Having received none during the night, at 7 o'clock this morning, General Graham started for Chuckatuck with 30 men of the Naval Brigade and the 50 men belonging to the Minnesota, hoping either to meet or receive some word from those about whom he now began to feel great anxiety, but being unsuccessful in his efforts, he returned to the vessels, determined to proceed again to Smithfield, to which place he had sent the Smith Briggs at an early hour in the morning. Before getting underway, however, the U. S. gunboat Commodore Barney brought your dispatch of this date to me, and, at the request of General Graham, I immediately proceeded to the mouth of Pagan Creek, where I communicated with commanding officer of the U. S. gunboat Shokokon, who informed me that the launches sent to Pagan Creek by your self had been repulsed at Smithfield with a loss of 5 wounded, one

being Acting Master Pierson of the Minnesota, and that the Smith Briggs and all on board had been captured, and that the smoke which was seen in the direction of Smithfield was supposed to be from the burning of that vessel, which supposition was confirmed in a short time by the rapid explosion of her shells, and soon thereafter, at 3:50 p.m., by the explosion of her magazine.

About this time a flag of truce was discovered on shore, on the lower side of Pagan Creek near the mouth, and a launch belonging to the Naval Brigade, under command of Captain McLaughlin, was sent in to communicate. He brought off 5 of our men, including Captain Lee (who had command of the force landed at Smithfield), who had suc-

ceeded in making good their escape.

Captain Lee informed me that in the fight of Sunday, he succeeded in driving the rebels, but having received information that heavy reinforcements were coming in from Ivor Station to cut him off from his advance on Chuckatuck, and also that there was a company of cavalry at Cherry Grove, he deemed it advisable to fall back on Smithfield, where he hoped to be able to communicate with General Graham in time to receive assistance before the enemy could advance in sufficient numbers to render his capture or destruction certain, but the Smith Briggs, which [had] been sent to his assistance, did not arrive until too late. The strength of the enemy as reported by Captain Lee, was one regiment of infantry, one of cavalry, and one battery of artillery.

Deeming any further demonstration with the means at hand against so strong a force of the enemy impracticable, not being able to get up the river any farther with my vessel, I directed the commanding officer of the Shokokon to return to the Minnesota with the launches and their crews and the wounded men and officer, after which I returned and

reported to you in person.

Very respectfully, your obedient servant,

J. H. GILLIS, Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Newport News, Va.

Report of Acting Master Sheldon, U. S. Navy, commanding U. S. S. Shokokon.

U. S. S. SHOKOKON, Off Newport News, February 1, 1864.

SIR: I beg leave to submit the following report, as far as my knowledge extends, of the circumstances of the attack on the boats and wounding 1 officer and 3 seamen up Smithfield [Pagan] Creek belonging to the U. S. flagship *Minnesota*:

About 10 o'clock a. m. this day I left the flagship with two launches belonging to the *Minnesota* and proceeded with them in tow up the James River, arriving off Smithfield [Pagan] Creek at 11:30 a. m. The army gunboat *Smith Briggs* arriving, offered to take the launches alongside of her and to tow them in, there not being water enough for this vessel to proceed farther. It being very foggy at the time, the *Smith Briggs* proceeded up the creek with the launches about 5 miles. I heard heavy and rapid firing. Soon after it cleared away enough to see that the firing was from shore and was returned by the *Smith Briggs* and launches; they then passed around a point of land from sight; about a half hour after saw the launches return; I immediately

sent a boat with the surgeon to assist the wounded, if any. At 3:30 p. m. the boats returned, having on board Acting Master Pierson and 3 seamen wounded. I learned that the Smith Briggs had been captured and destroyed. 1 started with the wounded for the flagship, arriving at 5:30 p. m. this day.

Yours, very respectfully,

W. B. SHELDON, Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Upshur, U. S. Navy, commanding U. S. S. Minnesota.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 1, 1864.

Sir: In your absence yesterday at the Norfolk navy yard, Brigadier-General Graham appeared here with three armed steamers and a detachment of men, and sent a request that a gunboat might go up the Nansemond River to assist in an expedition, the object of which, as stated to me by one of General Graham's lieutenants, was to capture a number of the enemy's troops (about 40) and a quantity of tobacco, supposed to be located on the peninsula formed by the Nansemond River and Pagan Creek.

The matter was referred to the senior officer present, Captain Gansevoort, who gave his consent, and the *Commodore Morris*, Lieutenant-Commander Gillis, commanding, was assigned the duty.

A detail of 50 men was sent from this vessel to the Morris to supply

the deficiences in her crew.

This morning, in obedience to your order, the launches of this ship were armed and equipped, put under the command of Acting Master Pierson, and sent to aid in rescuing a party of General Graham's men at Smithfield, said to be in a critical position.

I herewith enclose the reports of Acting Ensign Birtwistle and Acting Master's Mate Jarvis, officers of the launches, of the part taken by them in an engagement with the enemy at Smithville [Smithfield], Va., Acting Master Pierson having been seriously wounded.

I also enclose the surgeon's report of the wounded belonging to this

ship.

I am, very respectfully, your obedient servant,

J. H. Upshur,

Lieutenant-Commander, Commanding U. S. S. Minnesota.

Acting Rear-Admiral S. P. LEE,

Commanding North Alantic Blockading Squadron.

[Enclosures.]

U. S. S. MINNESOTA, Off Newport News, February 1, 1864.

Sir: In obedience to your orders, I left the ship this morning at 9:30, in charge of the second launch, heavy 12-pounder howitzer, and crew of 23 men, subject to the orders of Acting Master Pierson, who had command of the first launch, rifled howitzer, and 23 men. We were taken in tow by the U.S. S. Shokokon, and arrived off Smithfield [Pagan] Creek at about 12 m. The army steamer Smith Briggs came to us; we cast off from the Shokokon and were taken in tow by the

Smith Briggs, up Smithfield [Pagan] Creek, to within about 2,000 yards of the village of Smithfield, when we discovered our army detachment on shore and the enemy engaged, the enemy having a battery to the southward of the village, on which the Smith Briggs and the first launch opened fire, it being about 3,000 yards distant. We continued in line toward the village, when we discoverd our army men on shore running from the direction of the battery toward us. The Smith Briggs ran alongside a wharf, and our men commenced getting on board of her, when the rebel riflemen opened a murderous fire on her and the launches from behind houses, etc., on the hill about 250 yards from the wharf, driving the men from their guns on the Smith Briggs, and capturing her by charging down the hill; the launches during this time kept up a fire with shrapnel. We could then no longer stand the fire of the riflemen, and Mr. Pierson headed the first launch down the creek, and as he passed me told me to follow him. We rounded the point near the village, rounded to, and fired a few more shots. flag was still flying on the steamer, and they appeared to be working her about. This I thought strange, but as soon as were fairly underway down the creek again they turned the guns of the Smith Briggs on us, and also artillery from the side of the hill. During the engagement George Anderson (seaman), while at the gun in the second launch, was wounded in the right hand, and when I overhauled the first launch at the mouth of the creek I learned that Mr. Pierson was wounded in abdomen and right arm; George Cook (seaman), thigh and testicle; William B. Kelly (seaman), in bowels, by sword thrust by Mr. Pierson.

In nearing the Shokokon, which was lying off the mouth of the creek, we met a boat from her, in charge of her executive officer, with the Shokokon's doctor and steward, with necessaries for wounded; landed our wounded on the Shokokon at about 2:45 p.m. She towed our launches to the Minnesota. During the attack on the Smith Briggs, the first launch was about 200 yards from her and the second launch was about 500. I think it was well we retreated. Could they have managed the steamer, and outflanked us on the beach, we could not have returned.

I am, sir, very respectfully,

JAS. BIRTWISTLE,
Acting Ensign.

Lieutenant-Commander J. H. UPSHUR, Commanding U. S. Flagship Minnesota.

> U. S. [STEAM] FRIGATE MINNESOTA, February 1, 1864.

SIR: The following is a true report of the boat expedition which left this vessel 10 a.m. in charge of Acting Master Pierson, in tow of the U.S. gunboat Shokokon. We proceeded to the mouth of Pagan Creek, and, finding we could not proceed any farther, we then were taken in tow by the U.S. gunboat Smith Briggs and proceeded up the creek. Mr. Pierson and the pilot then went on board.

At 11:30 a.m. the enemy opened fire. It was immediately returned and silenced the enemy. Mr. Pierson gave orders to haul up alongside. He and the pilot returned to the launch. We cast off and proceeded nearer the town. Mr. Pierson then gave orders to Mr. Birtwistle to look out for his launch, for he should give him no more orders. Mr. Pierson said he would go above the town, but not to fire, for our men held the town. When abreast of the town the enemy commenced firing

with muskets (I should judge about 150), which caused a confusion

with the greater part of the launch's crew.

Mr. Pierson gave orders to turn the launch so the howitzer would come to bear on the enemy, using profane words to the crew. When the second volley was fired, wounding Mr. Pierson and 3 men, Mr. Pierson then said, "I am gone; you must get out the best way you can," giving the order to strike the flag. I then made answer, "That can not be done." The coxswain, Thomas McCarty, and quartermaster, Julius Bartlet, repeated the answer, "No, no." By this time we were out of musket range, with the exception of those who ran down the bank, and kept up a brisk fire until we were out of range.

The muskets in the boat were discharged at the enemy by those who did not man the oars. We then proceeded down the creek to the U.S. gunboat Shokokon, having our wounded put on board and cared for.

At 5 p. m. reported on board.

I am, very respectfully, your obedient servant,

JAMES JARVIS,
Acting Master's Mate.

Lieutenant-Commander J. H. UPSHUR, Commanding U. S. S. Minnesota, off Newport News, Va.

> U. S. S. MINNESOTA, Off Newport News, Va., February 1, 1864.

SIR: I respectfully report that in the engagement of this date with the rebel force at Smithfield, Va., the following persons attached to the U. S. S. Minnesota were wounded: A. B. Pierson, acting master, by a musket shot, producing severe flesh wounds of the right arm and chest; George Cook, ordinary seaman, by a musket shot, producing flesh wounds of left thigh and scrotum; John B. Kelly, seaman, by a sword thrust in the abdomen, producing a serious wound; George Anderson, seaman, by a musket shot, producing flesh wound of left hand.

Very respectfully, your obedient servant,

ARTHUR MATHEWSON, Assistant Surgeon, U. S. Navy.

Lieutenant-Commander John H. Upshur, Commanding U. S. S. Minnesota.

Report of Pilot Stevens, U. S. Navy.

U. S. Flagship Minnesota, Off Newport News, Va., February 4, 1864.

Sir: According to your orders I proceeded as pilot of the expedition in command of Acting Master A. B. Pierson, he having the two launches of this ship under his command. After leaving this ship, the U.S. S. Shokokon took the launches in tow and proceeded to the mouth of Smithfield [Pagan] Creek, where she anchored, the water being too shallow for her to proceed up the creek. The army boat Smith Briggs, on coming up, volunteered to take the launches in tow, which Mr. Pierson agreed to. After proceeding about 2½ miles up the creek, we perceived a man on the shore waving a white rag. The captain of the Briggs hove his vessel to and sent a boat to get the man, who proved to be a soldier belonging to our forces, and was taken the night previous by the rebels, but had escaped.

When within half a mile of Smithfield Wharf, the captain of the Briggs said, "I must let you go; I can not tow you farther." We cast off then from the Briggs and immediately opened fire on the rebel battery, they having opened fire on our forces about five minutes previous, and being about a mile and a half distant from us. After firing about five rounds, we followed the Briggs toward the village. After getting to within about 250 yards of the dock, I observed that it was crowded with soldiers, the Briggs at that time lying close to the dock and firing at right augles to it. We kept on our course toward the wharf for a couple of moments longer, when a body of rebels ran down the hill and charged on our soldiers on the wharf, driving many of them overboard, and at the same time opening fire on the launches from the left bank of the creek. At that time Mr. Pierson gave the order to turn round with her head down the creek, and at the same moment received a shot in the right arm and ordered the flag to be hauled down. McCarty, the coxswain of the launch, said, "I will kill the first man that touches the colors," or some words to that effect. Mr. Pierson said then, "If you will not haul it down, let it stay up." At this time the boats were going slowly down the creek, the enemy meanwhile keeping up a brisk fire at us. Mr. Pierson received another shot, which struck him in the breast, and after a moment or so said, "I must lie down; I feel faint," which he did accordingly. I think the rebels had possession of the Smith Briggs at that time, for while we were going down her guns were trained on us and opened fire. We made the best of our way down the creek and got alongside of the Shokokon at 2:30 p.m. I ought to have stated that previous to the boats turning round 3 of the men were wounded and fell to the bottom of the launch. I saw the Briggs on fire, and also saw her blow up at 3:50 p. m.

Very respectfully, your obedient servant,

HENRY STEVENS,

Pilot.

Lieutenant-Commander J. H. Upshur, U. S. Navy, Commanding U. S. Frigate Minnesota.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army.

FLAGSHIP MINNESOTA, Off Newport News, Va., February 1, 1864.

GENERAL: I respectfully suggest that hereafter all expeditions requiring naval cooperation, or passing the lines of the blockade, should be arranged between you and myself before they are undertaken.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Major-General BUTLER,

Commanding Department of Virginia and North Carolina.

[Telegram.]

FLAGSHIP MINNESOTA, Off Newport News, Va., February 1, 1864—8 a.m.

GENERAL: General Graham thinks that the first detachment, which landed at Smithfield, has got into trouble, as the second detachment, which landed at Chuckatuck, did not see it but heard distant firing.

He has sent his boats back to Smithfield.

I will send a gunboat up the James River and one up the Nancemond, with armed launches, to give such assistance as possible in the fog.

S. P. LEE, Acting Rear-Admiral.

Major-General Butler,
Fortress Monroe.

Report of Acting Master Barclay, U. S. Navy, commanding U. S. S. Commodore Jones.

U. S. S. COMMODORE JONES, James River, February 6, 1864.

SIR: I have to report that at daylight this morning we saw a man on a raft close inshore at Pagan Creek. Steaming in sufficiently near to cover the boat with our guns, sent in to bring him off, which was done. He gave his name as John Lyman, private in Company A, One hundred and fifty-second Regiment Volunteers, Third Pennsylvania

Heavy Artillery.

He reports that he was one of the detachment which went to Smith-field in the U. S. army gunboat General Jesup last Sunday, January 31, 1864, and is one of the crew of the U. S. army boat Brewster, Acting Ensign [Arnold] Harris, U. S. Navy, commanding. He was captured on Monday morning last, with the rest of the detachment, numbering 90 men; was a prisoner in the hands of the rebels on the wharf at Smithfield at the time the U. S. army gunboat Smith Briggs was blown up by the rebels. He states that the crew of the Smith Briggs were taken prisoners; that Lieutenant [Thomas S.] Harris, U. S. Army, was wounded in foot, and one man on each side killed; that the rebel cavalry, which he counted, numbered 40 men; that in all, infantry included, they numbered about 500 men; that he escaped from a back window of a house while his guard was engaged talking to some men, and has traveled the distance of 20 miles, swimming across Pagan Creek in his route and was fired at three times by rebel pickets. He states that the rebel authorities in Richmond had knowledge of the expedition and sent sufficient force to capture it. I sent him immediately to the flagship.

Very respectfully, your obedient servant,

J. O. BARCLAY, Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, regarding the restoration to the Navy of the naval magazine and buildings at Norfolk.

FLAGSHIP MINNESOTA, Off Newport News, Va., February 1, 1864.

GENERAL: I have received a communication from the Bureau of Ordnance, Navy Department, respecting the stowage of powder on board the chartered naval ordnance schooner Carstairs, now here on

demurrage, and I am instructed to communicate with you on this subject. The Bureau seems impressed with the necessity of your turning over to the Navy its magazine, buildings, and grounds, and suggests that when all the facts of the case, the crowded and exposed condition of the stores, the leaky condition of the vessels, and the enormous expense of chartered vessels, are brought to your notice, you will act promptly in the matter and afford the desired relief.

I have the honor to be, general, very respectfully, yours, S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General BUTLER,

Commanding Department of Virginia and North Carolina.

Report of Commander Frailey, U. S. Navy, forwarding information regarding casualties to contrabands.

U. S. S. QUAKER CITY, Off Wilmington, N. C., February 2, 1864.

SIR: Last evening, as the steamer Governor Buckingham was going toward her station, a small boat was descried making toward her, containing a number of male and female contrabands. The boat was soon alongside, but, unfortunately striking the steamer, had her entire sides knocked out, and all the persons in it were precipitated into the sea. Every assistance was immediately tendered by Lieutenant Saltonstall with his boats, but I regret to report that 1 female and 3 children were unfortunately drowned.

I respectfully forward Lieutenant Saltonstall's report on the subject, and have directed Lieutenant Commanding Harris to receive the surviving persons on board the *New Berne* and convey them to Norfolk,

subject to your orders.

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

JAS. MADISON FRAILEY,

Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. GOVERNOR BUCKINGHAM, Off Western Bar, Wilmington, N. C., February 2, 1864.

SIR: I am directed by Commander and Senior Officer Frailey to report the following:

As I was standing slowly toward my night station last evening (1st instant) about dusk, a boat was discovered on the starboard bow, making signal to attract attention. Ascertaining it to be filled with contrabands, stopped the engine and threw them a line, by which they were hauled alongside. The sea was rough from southward and westward, and the boat, striking against the ship's side, and being very rotten, immediately swamped and sunk.

At once dropped anchor, lowered my boats, and succeeded finally in picking up 4 men, 2 women, and 3 children, named as follows: Peter Smith, Forten Kirby, Philip Smith, Joe Holden, Theresa Hewitt, Phillis Holan, and three children. One of the latter was dead when brought on board. They escaped on Sunday night from Shallotte Inlet. Another

boat started, but was probably captured. They report that some muskets and carpenters' tools have been taken from the Ranger, and that the Parrott rifle from the Iron Age has been recovered. They do this work principally at night and in thick weather. One or two of these men are very intelligent, and can give some information regard-

ing the disposition and force of the coast guard, etc.

While recently on station No. 4, observed on two or three occasions men at work about the wrecks and drove them away; while one day, having approached quite near the *Ranger*, was warmly attacked by a party of riflemen concealed behind the sand hills. Her destruction seems so complete, that I should suppose it impossible to obtain much from her. I am directed to send these contrabands north to-morrow by the *New Berne*.

Very respectfully, your obedient servant,

W. G. SALTONSTALL,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, U. S. Navy,

Commanding North Atlantic Blockading Squadron.

Destruction of the steamer Wild Dayrell, February 2, 1864.

[Telegram.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, February 6, 1864. (Received at Washington 9 a. m., February 7.)

New Berne has arrived. The Sassacus, Lieutenant-Commander Roe, and Florida, Commander Crosby, have destroyed the new and fast blockade runner Wild Dayrell near New Topsail Inlet, where she had got ashore and discharged most of her cargo.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. Gideon Welles,
Secretary Navy.

Report of Commander Crosby, U. S. Navy, commanding U. S. S. Florida.

U. S. S. FLORIDA, Off New Topsail Inlet, February 3, 1861.

SIR: Yesterday I came to this place, as we saw a steamer here and apparently on shore. On arriving I found that the Sassacus had discovered the steamer Wild Dayrell, of Liverpool, on shore, and had been trying since Sunday to get her off. I immediately offered 'every assistance, and to-day I had all hands at work discharging coal, running hawsers, and pulling on her, but could not succeed in getting her off, and to-day we set her on fire, and she is now burning well, and both vessels are firing at her to destroy her hull as much as possible. We have not been troubled by the enemy, except for a short time with musketry, when they were soon silenced, after a few shells were fired at them.

I have been so occupied that I have not had time to make more than a hasty report of the matter. The New Berne is in sight (I think it is she), and I wish to have this ready for her.

The [last] eight refugees I send by the New Berne, as Captain Sands gave me directions to send the first two by her to Hampton Roads.

The eargo of the Wild Dayrell had been nearly discharged, the rest was destroyed by us; and, as it was not practicable, or rather worth the trouble and time to save it, I allowed the crews to take such things as would have been burned up.

Shoes, blankets, and provisions appear to have been her general

cargo.

Captain Roe, of the Sassacus, has a portion of her papers, and will make out his report of the matter to you.

I think the Dayrell got ashore by accident.

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

Commander.

Acting Rear-Admiral S. P. LEE,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

P. S.—Owing to shallowness of the water near the wreck, when the *Florida* anchored she struck the bottom twice, but without any injury; the thumps were moderate.

Respectfully,

Peirce Crossy, Commander.

Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Sassacus.

U. S. S. SASSACUS, Off Stump Inlet, North Carolina, February 3, 1864.

SIR: I have to report that about 11 o'clock a. m., on the morning of the 1st instant, in about the parallel of Topsail Inlet, North Carolina, I discovered a steamer close inshore, showing heavy columns of smoke. I headed for her at once, and, upon approaching, found her ashore at the mouth of Stump Inlet. Her crew were busy throwing overboard her cargo, a portion of which was scattered along the beach. When within reach of my guns, her crew and people fled in their boats, when I fired a few guns to disperse any enemies that might be hovering near. I boarded and took possesion of the steamer, which proved to be the blockade runner Wild Dayrell. All the papers which I could find I herewith transmit. She was inward bound, two days from Nassau. I found her furnaces filled with fuel and burning, with the intention of destroying her boilers. I hauled her fires and found her machinery and the vessel in perfect order, with a portion of her cargo, consisting of assorted merchandise, still on board. I immediately got our hawsers and attempted to pull her off, but failed, owing to the falling of the tide. I again made another attempt at 1 o'clock a.m. on the morning of the 2d, but parted the hawser. The weather looking bad, I put to sea until daylight, when I returned and assumed a new position to endeavor to get her off.

In the meantime, I commenced to lighten the vessel by throwing overboard about 20 tons of coal. At high water, about 2 p. m. of the 2d, I commenced tugging at her again, when, after some time, the current sweeping me close to the shoal to leeward, the Sassacus struck twice lightly. I cut the hawser and steamed up to a new position and anchored. During this trial, the U.S. S. Florida, Commander Crosby,

came in and anchored, with offers of assistance to us. During this trial the wind blew fresh from the southward and westward in heavy flaws, which was the principal cause of my failure to get her off. I then steamed up to a new position to try her again. On the 3d, while getting on board our hawsers to the prize, with the assistance of the boats of the Florida, my cable suddenly parted and I was forced to steam out to keep from fouling the Florida, which was anchored near, and in so doing parted the hauling lines of the hawsers, which were being hauled in by the Florida's men on board the prize.

During this last operation the enemy appeared and opened fire with musketry upon the Sassacus and the boats coming from the prize. Both vessels promptly opened fire and the enemy were driven off.

I would here observe that the cable of this vessel parted unduly, without having been strained by any swell or heavy wind, thus losing the anchor and about 5 fathoms of cable. We were anchored in 23

fathoms water; the cable was undoubtedly bad.

Upon consultation with Commander Crosby we decided that it was impossible to get the steamer off, and that we must destroy her. Accordingly, I gave the signal to the men on board of her to set fire to her thoroughly and return aboard, which was done. Both vessels then opened fire upon the steamer, and she was riddled at about the water line with raking shots from the Sassacus. No attempt was made to save her cargo, as I deemed it impracticable to do so. Not one-half of her cargo had been thrown overboard and the rest, which I deemed very valuable merchandise, was consumed with the vessel. Valuable time would have been lost in the effort, and to pillage her would have demoralized my men for healthy action in some future similar service. Having effected this duty, I put to sea at about 8 o'clock of the evening of the 3d.

I transmit herewith an appraisement of value of the steamer and cargo, made by a board ordered upon that service.

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

F. A. Roe, Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Capture and destruction of the U. S. S. Underwriter by Confederate boat expedition under Commander Wood, C. S. Navy, in Neuse River, North Carolina, February 2, 1864.

[Telegram.]

FORT MONROE, VA., February 4, 1864. (Received 4:30 p. m.)

Your telegram received. Glad to see you on Saturday. The rebels are besieging New Berne. Have captured and blown up the gunboat *Underwriter*. She was surprised.

Flusser with the rest of the fleet was going to the relief of New Berne and was at the mouth of Neuse River last night.

B. F. BUTLER,

Major-General.

Hon. G. V. Fox,

Assistant Secretary Navy.

Report of Commander Davenport, U. S. Navy, regarding capture of signal books on the U. S. S. Underwriter.

U. S. S. HETZEL, Off New Berne, N. C., February 8, 1864.

ADMIRAL: I think it quite probable that the signal book of the *Underwriter* has fallen into the hands of the enemy.

She had not the general, only the boat signal code.

It would be well to change their numbers or their values.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional reports.

FLAGSHIP MINNESOTA, Off Newport News, Va., February 10, 1864.

SIR: I enclose herewith the reports (1) of G. Edgar Allen, acting third assistant engineer, lately attached to the U.S.S. *Underwriter*, captured and destroyed by the rebels during their recent raid upon New Berne.

Also the report of Acting Volunteer Lieutenant Graves (2), commanding the U. S. S. Lockwood, detailing the naval operations during the time New Berne was threatened by the enemy. From the report of Mr. Allen it seems that the *Underwriter* was surprised by three boats filled with men, while lying at anchor in the Neuse River above the line of our fortifications. After a short resistance, the *Underwriter* was surrounded by the enemy, who proceeded to place the officers and crew in their boats, and, after plundering the vessel, set her on fire and commenced to retreat with their prisoners under a fire from the battery on shore.

Mr. Allen, on discovering that the guard which had been placed in the boat he was in numbered but two men, easily took possession of the boat, and making prisoner of one of the guard, made his way to the shore within our lines. I enclose list (3) of the officers and men who thus made their escape from the enemy, and who are now on board the Lockwood. I have directed Commander Davenport to distribute them among the vessels in the sounds, according to their necessities.

I will cause a thorough investigation of the matter to be instituted.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

[Enclosures.]

U. S. S. LOCKWOOD, Off New Berne, N. C., February 2, 1864.

SIR: I have the honor to report that about half past 2 o'clock this morning, while the U.S.S. *Underwriter* was lying at anchor in the Neuse River above our line of works, several boats filled with men were seen coming down the river. The night was very dark, and they

were not seen until they had approached within 100 yards of the vessel. They were hailed as soon as seen, but instead of answering, cried out, "Give way; give way strong." We then found out that they were filled with the enemy. The rattles were immediately sprung for all hands to get to quarters, but before the guns (which were trained on the port bow so as to command the bridge crossing the river) could be brought to bear upon them they had approached so near our starboard bow and quarter that we attacked them with small arms. They appeared to number 150, while there were not over 40 men all told upon the vessel. We repelled them successfully for fifteen minutes, when they overpowered us and captured all the men and part of the officers on deck, driving the remainder down into the wardroom, where they followed with cutlasses and revolvers, demanding us to surrender, which, as nothing could be gained by resistance, we did.

We were immediately ordered into the boats under guard; I, together with 18 or 20 of the crew, being put into the whaleboat belonging to the *Underwriter*. After we were all in the boats they stripped the vessel of everything they could carry off, and then set fire to her fore

and aft.

While they were doing this Fort Stevenson opened on the vessel, the first shell going through the port wheelhouse and signal box and

bursting, wounded several of the enemy.

We then shoved off and were proceeding up the stream, the boat I was in being astern the rest, when I discovered that in their hurry to get off they had put only two men as guard in the boat. This fact I discovered by the one in the stern steering (by whom I was sitting) hailing the other boats, which were some 50 yards ahead of us, and asking them to take off some of us, as the boat was overloaded it could make no headway, also saying they wanted a stronger guard, as all but two were prisoners. One of the other boats was turning to come back when I snatched the cutlass from the belt of the guard and told the men to pull for their lives. Some of the men, the other guard among them, jumped overboard and swam for land. I headed the boat for the shore and landed at the foot of the line of breastworks, delivered my prisoner to the commanding officer, and, procuring an ambulance, took one of our disabled men to the hospital. At daylight I reported on board the Lockwood.

At 5 a.m. the magazine of the *Underwriter* blow up, and at this time she lies burned to the water's edge.

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

G. EDGAR ALLEN,

Acting Third Assistant Engineer, U. S. Navy.

G. W. GRAVES, U. S. Navy,
Acting Volunteer Lieutenant and Senior Officer Present.

U. S. S. LOCKWOOD, Off New Berne, N. C., February 2, 1864.

SIR: I have the honor to submit the following report:

At 3:30 a.m. on the 1st instant the officer of the deck reported heavy

firing in direction of Neuse Road.

At 5 a.m. I communicated with Acting Master Westervelt, commanding the *Underwriter*, and Acting Master Josselyn, commanding the *Hull*, ordering them to be in readiness for a move. At 6:30 a.m.

I received an official dispatch from General Palmer, informing me that the enemy were advancing in force and requesting me to make such disposal of the boats under my command as I should deem proper.

I immediately ordered the *Underwriter* to get underway and take up position on the Neuse River, so as to command the plain outside our

line of works, and the Hull to take a station above her.

At 9 a.m. the *Underwriter* had reached the position assigned her, but the *Hull*, soon after getting underway, got aground and could not

be gotten off during the day.

Soon after this (hearing from the commanding general that the enemy were planting a battery near Brice's Creek) I proceeded with the *Lockwood* as far up the Trent River as I could get, and lay there at anchor for the night.

At 3 o'clock on the morning of the 2d I received a dispatch from General Palmer, informing me that the *Underwriter* had been taken

by surprise.

Immediately after receiving this I perceived her to be on fire, but as it was very thick and the channel very intricate, I was obliged to wait

until daylight before I could move.

As soon as it grew light I got underway and ran down the river to New Berne, where I found the *Underwriter* burned to the water's edge. From all that I can learn it was a complete surprise. They had very little steam on and no boarding nettings up. The officers and crew fought desperately until, overpowered by numbers, they were obliged to surrender. I enclose the report of Acting Third Assistant Engineer Allen, late of the *Underwriter*; also a list of the men who have reported.

The attacking party was composed of sailors, armed with rifles, revolvers, and cutlasses, about 300 in all, regularly organized and

stationed, engineers, firemen, pilot, and all complete.

Acting Masters Lear and Newman being here (not having had time to report to their respective vessels), I, at the suggestion of the commanding general, fitted up the army steamer Allison with two field-pieces, and placed her under the command of Acting Master Rogers, assisted by the above-named officers. Later in the day the general placed the steamer Eagle at my disposal, to arm with such guns as could be obtained.

At 6 p. m. the *Hull* was gotten afloat, and I immediately ordered her to proceed down the river as far as Johnson's Point, to reconnoiter and prevent the enemy from erecting batteries upon the banks.

This evening, at the request of the commanding general, I supplied Colonel Nixon with all the available boats for an expedition up the Neuse River.

Very respectfully, your obedient servant,

G. W. GRAVES,

Acting Volunteer Lieutenant, Commanding.

H. K. DAVENPORT,

Commander and Scnior Officer, Comdg. Sounds of North Carolina.

#### [Subonclosure.]

List of officers and men lately belonging to the U.S.S. Underwriter who have reported on board the U.S.S. Lockwood,

Name.	Rate.	Name.	Rate.
George E. Allen Stophen Canna Hugh McDougall Robort Davis William H. Williamson Terronce Reilley Albort A. Allard John Griffin Robert Hubbard Thomas R. Hopkins Charles McDonald	Captain after guard. Ship's cook. First-class fireman. Second-class fireman. Seaman. Quartermaster.	Joseph E. Gilmore Daniel Borden. William E. Winu James Crosby. Thomas Livermore James Smith. John Rooney Michael Hill John Simons. William Rausom Henry Edwards Androw Shark	Do. Do. Do. Landsman. Do. Do. Do. Do. Do. Do. Do.

Very respectfully, your obedient servant,
G. W. Graves,

Acting Volunteer Lieutenant, Commanding.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding proposed court of enquiry.

Confidential.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 15, 1864.

SIR: I have the honor to acknowledge the receipt of the Department's confidential communication of 13th instant, enclosing copy of letter from the superintendent of the North Pennsylvania Railroad in regard to "derelictions from duty" on the part of the commanding officer of the U.S.S. Underwriter, lately destroyed by the enemy.

The capture of the commanding officer and most of the other officers renders a satisfactory court of enquiry difficult. I have been waiting for the disturbances in that quarter to be over, when a court of enquiry

will be convened.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

# Report of Commander Davenport, U. S. Navy.

Off New Berne, N. C., February 17, 1864.

ADMIRAL: The reports of Acting Volunteer Lieutenant Graves and Third Assistant Engineer Allen will give you the particulars of the capture of the *Underwriter*.

General Palmer informs me that the enemy evidently intended making a simultaneous combined attack, but the weather prevented the

naval forces arriving at the proper time.

When the first attack (on shore) was made, the *Underwriter* was at anchor below the town, on the eve of starting for Hatters to resume her duties there.

She was ordered up the Neuse, the Lockwood up the Trent, while the Commodore Hull was aground and could not be gotten off, even with

the assistance of tugs, etc., the water being very low.

The enemy came down with fifteen armed boats, three of them barges which had been transported from Richmond, carrying in all about 300 men, and boarded the Underwriter on all quarters. At this time the gig of the Underwriter was absent with one of General Palmer's staff, up Bachelor's Batchelder's Creek, in an attempt to communicate with one of the outposts.

The Underwriter, as you are aware, is very low in the water, her

guards scarcely clearing it.

From the official report of the enemy, their loss proves that the offi-

cers and crew of the Underwriter fought well until overpowered.

The enemy were commanded by Commander John Taylor Wood and the following named officers: Lieutenant Gardner, Lieutenant Hoge, Lieutenant Kerr, Lieutenant Wilkinson [Captain T. S. Wilson?]

The only one of the crew known to be killed is John Fealy, first-class fireman. His body floated ashore last night, and I had it interred this

morning.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of North Carolina. Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, for the promotion of Acting Third Assistant Engineer Allen, U. S. Navy.

NAVY DEPARTMENT, February 17, 1864.

SIR: The Department has received your No. 68, relative to the loss of the Underwriter, captured by the rebels on the 1st [2d] instant near New Berne, N. C.

If you are satisfied that the conduct of Acting Third Assistant Engineer George E. Allen, who made his escape with a number of men by overcoming the guard, was correct in other respects, you are authorized to promote him to the position of acting second assistant engineer.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Davenport, U. S. Navy, giving names of men in hospital from the U. S. S. Underwriter at the time of capture.

U. S. S. HETZEL, Off New Berne, N. C., February 18, 1864.

ADMIRAL: I find there were several men at the hospital and on board the U.S.S. Seymour belonging to the late U.S.S. Underwriter at the time of her loss.

The enclosed list comprises the names of those who were at the hospital.

I will send the names of those on board the Seymour (two or three) as soon as I can get them.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Name.	Rato.	Name.	Rato.
William Wiggins Michael McGeeney John Baines James Todd J. L. Schulte John Sherry James Ryan * Joseph Smith William Murray	Do. Do. Do. Do. Do.	Peter Gilligan * James Meck John Rankin * John Warner James Kelly. George D. Hubbard. C. Watford H. Hovener	Do. Do. First-class fireman. Coal heavor. Do.

<sup>\*</sup>Admitted after the vessel was destroyed.

Report of Commander Davenport, U. S. Navy, regarding the death of Acting Muster Westervelt, U. S. Navy.

U. S. S. HETZEL, Off New Berne, N. C., February 25, 1864.

ADMIRAL: I learned to-day that Acting Master Westervelt was killed in the attack upon his vessel.

I had supposed that he was taken prisoner.

The *Underwriter* was overpowered. She fought well.

I am not ashamed of the Navy.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Commander Davenport, U. S. Navy, regarding the recovery of the body of Acting Master Westervelt, U. S. Navy.

U. S. S. HETZEL, Off New Berne, N. C., February 28, 1864.

ADMIRAL: I have just recovered the body of Captain Westervelt. I shall have it interred with all the honors of war to-morrow at 11 o'clock.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander, U. S. Navy, and Senior Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Commander Davenport, U. S. Navy, transmitting lists of killed and captured.

U. S. S. HETZEL, Off New Berne, N. C., March 1, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 25th ultimo, calling for a list of the missing officers and crew of the *Underwriter*.

Enclosed I send you two lists. The list marked "A" comprises those known to be killed; their bodies have been recovered. List "B" I have copied from the Philadelphia Inquirer of February 26, 1864. It purports to have been furnished by some of the prisoners at Goldsboro.

I have no means of ascertaining who were captured, there being no crew list here. The list of officers in the Inquirer coincides with that in my possession.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander, U. S. Navy, Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

## [Enclosure A. ]

List of officers and men of the U.S.S. Underwriter known to have been killed in the attack upon that vessel.

U. S. S. HETZEL, Off New Berne, N. C., March 1, 1864.

Name.	Rato.	Body recovered.
Jacob Westervelt	Acting master, commanding. First-class fireman Captain's boy.	February 28. February 16. March 1.

# H. K. DAVENPORT, Commander, U. S. Navy, Senior Naval Officer, Sounds of North Carolina.

#### [Enclosure B.]

In the hands of the enemy (vide Philadelphia Inquirer, February 26, 1864).

Name.	Rate.	Remarks
William K. Engell		
Edward H. Sears		
John B. Dick		i
Samuel B. Ellis		
Henry K. Steever	· do	1
Daniel Ward		ļ
Chas. A. Stewart		
John McCormick		Wounded.
James H. Earlo		ĺ
James A. Mathews		
Henry McIlvain		
Michael Quinlan Lyman Page		
Iohn Brown		
Nathaniel M. Persons	·	
Thomas Jones	Wardroom steward	
James Kelley, 2d		
Joseph Ingersoll	Captain of forecastle	Wounded.
ohn Journey		17 Ounded.
onas P. Willis	Seaman	
ohn Rowland	do	
Robert Graham		
ohn Sullivan	Landsman	
Villiam Jones	do	
lbert Morse	do	Wounded.
dward Newlove	Seaman	Died.

List of men	from U	. S.	8.	Underwriter now on	board	$U_{\bullet}$ .	S.	S.	Commodore Hull.
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Name.	Rate.	Namo.	Rate.
Henry Edwards John Griffin William Ransom Thomas Livermore Cassius Watford Andrew Shark	Landsman. Coal heaver.	William H. Williams John Rooney Albert A. Allard Robert Davis James Crosby John Warner	First-class fireman. Ordinary seaman,

Total, 12 men.

J. CHAPMAN, Acting Assistant Paymaster.

List of names of persons taken prisoners on board U.S.S. Underwriter, furnished by W.K. Engell, master's mate, from Goldsboro, N.C.

Name.	Rate.	Remarks.
W. K. Engell	Master's mate	Shotthrough the leftarm and his choulder laid open with a cutlass.
E. Nowlovo		Bad wound in leg. Since died of his wounds. Wounded.
A. Morso E. H. Sears J. B. Dick		Do. Prisoner. Do.
H. K. Steover D. Ward	Acting third assistant engineer Acting master's mate	Do. Do.
C. A. Stewart J. H. Earlo J. A. Mathows	do	Do.
П. McIlvain	Quartermaster Seaman	Wounded,
I. Brown	Ship's cook	
J. Kelley, 2d	Quarter gunner	
R. Graham	Ordinary seaman	
.Sullivan	LandsmanOrdinary seaman	

Letter of Acting Rear-Admiral Lee, U. S. Navy, to Acting Second Assistant Engineer Allen, U. S. Navy, forwarding appointment in consideration of gallant conduct.

FLAGSHIP MINNESOTA, Off Newport News, Va., March 1, 1864.

SIR: I take pleasure in forwarding to you the enclosed appointment of acting second assistant engineer in the Navy of the United States, which has been conferred by order of the Navy Department in consideration of your gallant conduct on the occasion of the recent capture of the U.S.S. Underwriter.

Respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Second Assistant Engineer G. E. Allen,

U. S. S. Lockwood.

Report of Acting Assistant Surgeon Mendall, U. S. Navy, regarding the death of James Ryan, landsman.

U. S. NAVAL HOSPITAL, New Berne, N. U., March 8, 1864.

SIR: I have to report the death of James Ryan, landsman, aged 20 years, born in Ireland, and late of the U.S.S. Underwriter.

He was wounded in the attack on that vessel, in the right knee joint, and died from exhaustion and gangrene.

Very respectfully, your obedient servant,

I. H. KENDALL, Aoting Assistant Surgeon in Charge.

H. K. DAVENPORT, U. S. Navy, Commander and Senior Officer, Sounds of North Carolina.

List of officers and men saved from the U.S. S. Underwriter.

Name.	Rate.	Transferred to-
George Edgar Allen	Acting third assistant engineer	Lockwood.
Stephen Canna	Boatswain's mate	Do.
Hugh McDougall	Carpenter's mate	.) <u>D</u> o.
Robert Davis	Coxswain	
William II. Williams	Captain after guard	Do.
Torrence Reilley	Ship's cook	
Thomas R. Hopkins	Quartermater	Do.
H. Hevener	Officers' steward	Miami.
James Kelley	First-class fireman	Do.
Albort A. Allard	do	Lockwood.
John Griffin	Seaman	Do. Do.
Robert J. Herbert	do	Do.
John Rankin	do	Miami.
	do	Do.
John Williams	do	Hotzel.
Robert II. Neild	do	Southfield.
	Second-class fireman	Do.
Cassius Watford	Coal heaver	Do.
Charles O'Donnel		Do.
Younh Gilmoro	do	Do.
Daniel Barton	do	Do.
	do	Hotzel.
James Crosby		Do.
Joseph Smith	do	Miami.
William Murray	do	Do.
Peter Gilligan	do	U. S. Naval Hospital.
Lowis Gordon (colored)	do	Soymour.
Robert Brown	do	Do.
	do	Hotzol.
Thomas Livermore	Landsmon	Do.
James Smith	do	Do.
	do	
	dø	Hospital.
	do	Hetzel.
William Ransom	do	Do.
Honry Edwards	do	Do.
William Wiggins	do	Do.
Michael McGeency	do	Do.
John Baines		Do.
James Todd	do	Do.
John L. Schulto	do	Do.
John Sherry	do	Miami.
ĭ	do	Died at hospital March 8, 1864, p. m.—wounded.
Philip Norphley	do	251
	do	Miami.
	do	Hetzel.
	do	Do.
	Coal heaver	Do. Do.
Andrew Shark		

### KILLED.

Name. ,	Rato.	Body found
Jacob Westervelt	Acting master First-class fireman Captain's boy (colored) Ordinary scaman	February 28. February 16. March 1. March 2.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the wrecking of the U. S. S. Underwriter.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., March 25, 1864.

SIR: I transmit enclosed a letter from Commander Davenport, U.S.S. Hetzel, of 20th instant, enclosing copy of letter from W. H. Stanford (agent wrecking schooner Mary Francis), in answer to one addressed to him by Commander Davenport in reference to wrecking the Underwriter.

This vessel is chartered for an indefinite period by the Quartermaster's Department, and therefore no proposition can at present be made.

On examination being made, however, the hull of the *Underwriter* was ascertained to be so much injured that it is not worth raising, and, although the boiler and great part of the engine might be saved, it would be a tedious and difficult operation; and that the battery (consisting of two VIII-inch 55-hundredweight and two 12-pounder howitzers) could probably be saved, although the guns were not found.

Will the Department be pleased to inform me if any further action is

deemed advisable in the case?

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles, Secretary of the Navy.

Order of the Secretary of the Navy of the Confederate States to Lieutenant Hoge, C. S. Nav-, regarding command.

CONFEDERATE STATES OF AMERICA, Navy Department, Richmond, January 16, 1864.

SIR: Proceed to Wilmington, N. C., and take charge of such boats as will be delivered to you by Flag-Officer Lynch and General Whiting. I am, respectfully, your obedient servant,

S. R. MALLORY, Secretary of the Navy.

First Lieutenant F. L. Hoge, Richmond, Va.

Order of Commander Wood, C. S. Navy, to Lieutenant Gift, C. S. Navy.

CONFEDERATE STATES OF AMERICA, Executive Department, Richmond, Va., January 20, 1863 [1864].

SIR: On your arrival at Wilmington you will relieve Lieutenant Hoge of the duties with which he has been charged.

J. TAYLOR WOOD, C. S. Navy.

Lieutenant G. W. GIFT, C. S. Navy. N W R-VOL 9-29 Order of the Secretary of the Navy of the Confederate States to Lieutenant Gift, C. S. Navy, to relieve Lieutenant Hogo of his command.

Office of Orders and Detail, O. S. Navy Department, Richmond, Va., January 21, 1861.

SIR: The order of the 19th instant, directing you to report to Flag-Officer Ingraham, at Charleston, for duty, is hereby suspended till further orders from this Department; and you will report by letter to Commander John Taylor Wood, C. S. Navy, for special service under his command.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL, Commander in Charge.

Lieutenant for the War George W. Gift, C. S. Navy, Wilmington, N. C.

[Endorsement.]

Relieve Lieutenant Hoge of the duties with which he has been charged. Advise me daily by telegraph of your progress and wants.

Have a strip of canvas tacked around inside of the gunwales and

painted, with beckets underneath for the small arms, rifles, etc.

If you come on in charge of the men from Wilmington, see that each man is well clad and shod, has a pea-jacket and blanket, with three days' cooked rations, cooking utensils, axes, etc. Each man to be armed with a rifle, cutlass, and, as far as possible, revolvers.

On the receipt of the order to move, do not lose a moment.

Yours, truly, etc.,

J. TAYLOR WOOD, C. S. Navy.

Instructions from Commander Wood, C. S. Navy, to Lieutenant Gift, C. S. Navy, regarding preparations.

RICHMOND, January 25, 1863 [1864].

DEAR GIFT: Dispatch received. Will have the necessary orders given.

As soon as you receive this get the boats on the cars, ready for a move

at any moment.

Move promptly on the receipt of orders. See that all the men have blankets and pea-jackets; cooking utensils for every mess; a few axes.

Each man armed with rifles, cutlasses, and, as far as possible, revolvers; ammunition.

Boats should have oars, boat hooks, painters, and all necessary fittings; but lose no time for these things, I will bring spare ones on.

Yours, etc.,

J. TAYLOR WOOD.

We will want four or five good young officers, a gunner, carpenter, etc.

Order of the Secretary of the Navy of the Confederate States to Flag-Officer Forrest, C. S. Navy, regarding the detail of officers and men for temporary service.

OFFICE OF ORDERS AND DETAIL, C. S. Navy Department, Richmond, Va., January 27, 1864.

SIR: Be pleased to select forthwith from the vessels composing the squadron under your command 45 men, to be picked by First Lieuten-

ant Hoge, for special service, under the temporary command of Commander John Taylor Wood, C. S. Navy, to be armed with rifles, cutlasses, and, as far as possible, with revolvers, and provided with 40 rounds of ammunition, cooked rations for three days, cooking utensils, and axes; to be well clothed and to have pea-jackets and blankets; no spare suit.

Passed Midshipman A. S. Worth, Midshipmen Richard Slaughter, P. H. Gibbs, and J. [De]B. Northrop you will also detail to accompany the party, which will be required to join Commander Wood to-morrow

morning at 9 o'clock.

By command of the Secretary of the Navy:

I have the honor to be, very respectfully, your obedient servant, JOHN K. MITCHELL, Commander in Charge.

Flag-Officer F. FORREST, Commanding, etc., Richmond, Va.

[Endorsement.]

Passed Midshipman A. S. Worth, Midshipmen R. Slaughter, P. H. Gibbs, J. [De]B. Northrop will, upon notification from Commander Wood or Lieutenant Hoge, report for special duty to either of them, and will see that the men from the vessels detailed for duty be provided with the articles mentioned in the within instructions from the Navy Department. F. Forrest,

Flag-Officer and Commanding Officer.

## Report of Commander Wood, C. S. Navy.

KINSTON, February 4, 1864.

SIR: The force under my command boarded and captured last night the U.S. gunboat *Underwriter*, 4 guns, 90 men and officers. Her position within musket range of several strong works, one of which was raking the vessel during the time we had possession, and not having steam caused me to burn her. Our loss is 20 killed and wounded and 4 missing. The enemy's unknown.

Respectfully, &c., your obedient servant,

J. TAYLOR WOOD.

President JEFFERSON DAVIS, and Hon. S. R. MALLORY,

Secretary of Navy.

Dotailed Report of Commander Wood, C. S. Navy.

RICHMOND, VA., February 11, 1864.

SIR: I report the result of the late expedition near New Borne, N. C. Lieutenant Loyall, with the boats and men from the James River Squadron, left for Petersburg by the river on the 28th ultimo, arriving there next morning. The boats were shipped on the cars for Kinston, which point was reached at 2 a. m. on the 31st. The boats and parties from Wilmington and Charleston were to leave and join the command at Goldsboro, but owing to delay at the first place it was noon before they arrived at Kinston. The light boats were at once put in the water and started down the Neuse, leaving Lieutenant Gift, with the two

launches, to follow as soon as possible. On the way down the river the boats were divided into two divisions; the officers and men stationed; instructions given; arms distributed, etc. The delay in starting, as well as the intricacy of the channel, prevented our reaching New Berne until 4 a.m., on the 1st instant, and then a fog rendered everything obscure. Passing up and down in front of the town without discovering the enemy, the near approach of daylight caused a move up the river to Bachelor's [Batchelder's] Croek. The men, too, were exhausted, having pulled 60 miles almost uninterruptedly. Communicated with General Pickett, who during the day drove the enemy inside of his works around the town.

Reconnoitered the harbor; only one gunboat in sight. At sunset Lieutenant Gift joined with the launches; soon after started down the river again, pulling for the position of the gunboat. Boarded; one division forward, the other aft. She was carried in a few minutes with some loss. All hands were stationed beforehand, and they promptly repaired to their stations. Preparations were made for getting underway, the fires spread, chains slipped, and an effort made to tow her off with the launches, but failed to save her, for she was moored head and stern close inshore, so that all her guns could bear upon the land approaches, her steam low, with the fires banked, and soon after boarding the enemy opened with both artillery and small arms, the first shot raking the vessel. The wounded and prisoners were passed into the boats. Firing the vessel, returned up the river to the rendezvous.

It was the gunboat *Underwriter*, of 325 tons, with a battery of two VIII-inch shell guns, one 30-pounder rifle, and one 12-pounder howitzer; a crew of 72 men, according to her watch bill, and 12 or 15 officers. Acting Master Westervelt commanded. He was wounded and escaped, as did a number of her crew, by jumping overboard and swimming ashore. Several also escaped in the captain's gig, which was alongside. I enclose a list of the prisoners brought off; also of the killed and wounded. Midshipman Saunders and Engineer Gill were most promising young officers and a loss to the service. Hawkins, Sullivan, and Marine Bell were excellent men, tried and faithful. Our troops falling back to Kinston caused a like movenment with the boats.

To Lieutenant Loyall, the executive officer, the success of the expedition is greatly due. The organization and discipline of the command were maintained during our entire absence by his bravery and efficiency. I recommend him most heartily to the notice of the Department for promotion. Of all the other officers I can only say they were ever zealous and prompt. I do not believe a finer body of young officers or men was ever brought together. They are a credit to any service. Captain Wilson, with 25 marines, rendered most valuable services. Lieutenant Lakin, with 30 men from the United Artillery, joined (through some delay in the transmission of his orders) too late to take an active part, but they were ready and anxious for work.

Arriving at Kinston, Lieutenant Porcher, with the detachment from Charleston, was ordered to return immediately to that place. The others awaited orders from Richmond until the 10th instant, when they returned by the same route.

I enclose a list of the men and officers engaged. Respectfully, etc., your obedient servant,

J. TAYLOR WOOD, [Commander,] C. S. Navy.

Hon. S. R. Mallory, Secretary of the Navy. Unofficial lotter of Lieutenant Gift, C. S. Navy, to Commander Jones, C. S. Navy, making reference to expedition.

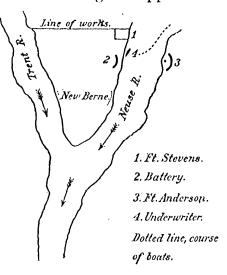
RICHMOND, VA., February 13, 1864.

DEAR SIR:

I was with Wood in his late expedition to New Berne, N. C., which resulted in the cutting out and destruction of the U. S. gunboat *Underwriter*. It was a bold design and well executed, and Wood deserves much credit. All is due to him and Loyall, as the bulk of the work fell upon the two leading boats. The enemy were up in good season, but could not train their great guns, but their fire from small arms was quite severe. Our loss was about 20 in killed and wounded; theirs about the same. I make the following diagram to explain the matter better.

As soon as the firing ceased on board Fort Stevens [Stevenson] opened with a heavy rifled gun, her first shot striking the upper works

and walking beam. The vessel had no steam, and we could not slip her chain and tow her off with the boats. Therefore we were compelled to abandon and fire her and thread our way back from under the forts. Our force consisted, I think, of about 250 seamen and landsmen, 25 marines, and about 30 officers, in twelve cutters and surfboats and two launches, the latter carrying 45 men each and two 12-pounder boat howitzers. But a small portion of our men were engaged. The weight of the fighting fell on Wood and Loyall, and right nobly did they enact their parts. I am all admiration for Wood. He is modesty personified, conceives boldly



and executes with skill and courage. The original design was to attack and cut out some four or five vessels that were accustomed to lay in the river, but unfortunately this one was all that could be found.

I trust that I have not tired you by this long and disjointed recital of my own wants and expectations. I hope to hear from you soon after getting to Columbus.

I am, with great respect, your friend and obedient servant, GEORGE W. GIFT.

[Commander Catesby ap R. Jones.]

Letter of commendation from Commander Wood, C. S. Navy, to the Colonel Commandant of C. S. Marine Corps regarding the conduct of Captain Wilson and his men.

HEADQUARTERS C. S. MARINE CORPS, Richmond, Va., February 16, 1864.

SIR: It gives me pleasure to report to you the fine bearing and soldierly conduct of Captain Wilson and his men whilst absent on special

duty. Though their duties were more arduous than those of the others, they were always prompt and ready for the performance of all they were called upon to do. As a body they would be a credit to any organization, and I will be glad to be associated with them on duty at any time.

Respectfully, etc., your obedient servant,

J. TAYLOR WOOD.

Colonel L. Beall, Commanding Marine Corps.

Extract from report of the Secretary of the Navy of the Confederate States, April 30, 1864.

On the 2d of February last a naval force consisting of 33 officers and 220 men, embracing a portion of the Marine Corps under Captain T. S. Wilson, and all under the immediate command of Commander John Taylor Wood, and which was organized at Richmond to cooperate with the military forces in North Carolina, boarded and captured the Federal gunboat *Underwriter*, of four guns and a crew of 85 officers and men, immediately under the enemy's batteries at New Berne.

The heavy enfilading fire of the shore batteries prevented him from bringing the vessel, which he destroyed. Our loss was 5, including 2 gallant and promising young officers, Midshipman P. Saunders and First Assistant Engineer E. J. Gill, who fell in a hand-to-hand conflict on the enemy's decks. The enemy was at quarters and received our advancing boats with a fire of heavy guns and small arms. A copy of the report of Commander Wood of this brilliant exploit, which reflects great credit upon himself and his command, is herewith submitted.

Letter from Commander Davenport, U. S. Navy, to the commanding officer at Roanoke Island, N. C.

U. S. S. HETZEL, Pamlico Sound, North Carolina, February 2, 1864.

SIR: I send with this a very important dispatch to Acting Rear-Admiral S. P. Lee. I wish you would send it by some trusty person, with all possible dispatch. Should any accident occur in the canal, I request that you give directions to the person who takes it to destroy it.

I am, very respectfully, your obedient servant,

H. K. DAVENPORT,
Commander and Senior Naval Officer in Sounds of North Carolina.
COMMANDING OFFICER OF THE POST AT ROANOKE ISLAND.

Report of Commander Davenport, U. S. Navy, to Acting Rear-Admiral Lee, U. S. Navy, requesting reinforcements in the sounds.

U. S. S. HETZEL,

Pamlico Sound, North Carolina, February 2, 1864-Midnight.

ADMIRAL: I have just received a dispatch from General Palmer informing me that—

New Berne is now besieged by a very large force, and our communications with the coast cut off; that the river communications are liable to be cut off by batteries erected in the river.

The Underwriter was this morning boarded, captured, and burned by the enemy.

In view of these facts I have directed Lieutenant-Commander Flusser to repair here with all the force from Plymouth.

I respectfully and earnestly request that I may be strongly reinforced

as early as possible. I am now on my way to New Berne.

I send this by the Colyer to Roanoke Island, and hope it will reach you as soon as possible.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, to send gunboats to New Berne.

U. S. S. HETZEL,

Pamlico Sound, North Carolina, February 2, 1864—Midnight.

SIR: New Berne is besieged and our communications with the coast The Underwriter has been taken by the enemy and burned.

Send all the gunboats you can spare to New Berne with all dispatch. The river communications are liable to be cut off by batteries erected on the river.

I think upon the whole you had better bring the Miami with yourself, the Southfield, and Whitchead.

The captain of the steamer Colyer will give you all the particulars. I am, very respectfully, your obedient servant,

H. K. DAVENPORT, Commander and Senior Officer.

Lieutenant-Commander Charles W. Flusser, Commanding U. S. S. Miami, Plymouth, N. C.

Report of Commander Dove, U. S. Navy, commanding U. S. naval station, Beaufort, N. C., regarding Confederate attack on New Berne, N. C.

> U. S. NAVAL STATION, Beaufort, N. C., February 3, 1864.

Sir: On Monday, 1st instant, Colonel Jourdan, commanding the subdistrict at Morehead City, sent word to me that he had been attacked and wished to see me.

On reaching the railroad depot I found that New Berne had been invested by a large force of rebels; the train due at 11 a.m. had not been able to get there, and that the telegraph wire had been tapped. I immediately made the best disposition of the force at my disposal. The Nansemond, which had arrived the day previous, was sent up Bogue Sound as far as her draft of water would permit, and the Mercedita was towed up by the army and navy tugs into position guarding the railroad depot and approaches to it. At night the launch which I fitted up in haste with the howitzer of the Release and two other boats armed were sent into the sound on picket duty.

Yesterday a freight train and some passengers got through from New Berne. By them I learned the capture and destruction of the Underwriter. She was boarded by six boats, fired, and blown up. Most of the officers and crew were taken prisoners. The Emma arrived in the afternoon and was stationed about the depot. Our situation at present is: The blockhouse above Carolina City has been captured; Newport Barracks, [N. C.], has been burned, and our troops have fallen back to intrenchments about a mile beyond Morehead City. The Ninth Vermont Regiment, which occupied Newport Barracks, crossed the river and came into Beaufort by the New Berne road. Intrenchments have been thrown up in its rear, and to-day there has been no further attack. The small force of the army on duty here is much exhausted and needs strong reinforcements. The navy requires light-draft gunboats to go up Newport River and in the sound.

The enemy have crossed over on Bogue Island [Banks], too, but in what force I could not learn, nor are we able to learn exactly the number approaching this place. We need support and that speedily. I will make a reconnoissance of Bogue Island [Banks] in the first blockader which arrives. It is somewhat unfortunate that we should have

so few of them here at this critical juncture.

The army having fallen back to their intrenchments, the Nansemond is covering the left of the line on Bogue Sound. The launch is on the other side, where the water is shallow, and a system of signals has been established.

Very respectfully, your obedient servant,

BENJ. M. DOVE, Commander.

Acting Rear-Admiral S. P. DEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Tologram.]

FORTRESS MONROE, February 3, 1864. (Received 4:30 p. m.)

I am informed by Brigadier-General Palmer that his outposts have been driven in at 8 o'clock on the 1st day of February by an attack on New Berne by a force estimated at about 15,000 men. He expresses his confidence in holding the place, but I inform you in order that you may make any disposition of the naval force in his aid. The Spaulding would sail at 2 o'clock. I shall keep her till I hear from you.

[B. F. BUTLER.]

Admiral LEE.

[Tologram.]

FEBRUARY 3, 1864-5:30 p. m.

The senior naval officer at New Berne will best know the situation and dispose gunboats accordingly. No additional naval force can be spared from here.

S. P. LEE, Acting Rear-Admiral.

General BUTLER.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding disposition of gunboats at New Berne.

> U.S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 3, 1864-5 p. m.

SIR: Dispose of the gunboats as the necessity of the situation may require.

Send a special messenger with a list of the kinds and quantity of any additional ammunition you may require.

Keep me advised of the situation and of whatever you may require.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Commander H. K. DAVENPORT, U. S. S. Hetzel, New Berne.

Letter of Brigadier-General Palmer, U. S. Army, to Commander Davenport, U. S. Navy, regarding measures for the defense of New Berne,  $\hat{N}$ .  $\hat{C}$ .

> HDQRS. ARMY AND DISTRICT [OF] NORTH CAROLINA, New Berne, February 3, 1864.

SIR: We know that the enemy has some flats in which a descent may be made by the way of the river. I would request, therefore, that the upper Neuse be picketed and patrolled. I have placed the steamers Eagle and Allison in charge of some naval officers detailed by Captain Graves in your absence, and I think you have a sufficient number of small boats at your command. I can furnish details from one of the regiments here for boat parties if you desire it. I think it necessary for this matter to be attended to seriously.

I am, commander, very respectfully, yours,

I. N. PALMER, Brigadier-General.

Commander H. K. DAVENPORT, Senior Naval Officer, etc.

[Telegram.]

FORT MONROE, VA., February 4, 1864-9:30 p.m. (Received 10:45 p. m.)

Last evening General Butler informed me that General Palmer reported that his outposts at New Berne had been driven in on the even-

ing of the 1st instant by a force estimated at 15,000 men.

I immediately telegraphed Commodore Dornin to send here with all dispatch the gunboats from the sounds, repairing at Baltimore. Commander Davenport, under date of the 2d, in Pamlico Sound, received this evening, reports that he had just received a dispatch from General Palmer, saying that New Berne is now besieged by a very large force and our communications with the coast, meaning Beaufort, are now cut off, and that his communications by Neuse River are liable to be cut off by batteries erected on that river; that the gunboat Underwriter was that day boarded, captured, and burned by the enemy. The Miami

(Flusser) and other gunboats have gone from Plymouth to New Berne.

Commander Davenport earnestly asks to be largely reinforced.

I wish to have four gunboats carrying heavy guns, draft not exceeding 8½ feet, double-enders, capable of fighting one (two would be better) heavy gun on end, are preferred. Please let me know what can be done, and when. I am sending extra ammunition for the guns now there.

S. P. Lee, Acting Rear-Admiral.

Hop. Gideon Welles, Secretary of the Navy.

Report of Lieutenant-Commander Barnes, U. S. Navy, regarding condition of affairs at New Berne.

U. S. Tug Poppy,

Hampton Roads, February 4, 1864—10'p. m.

MY DEAR ADMIRAL: I have just left the general, and have explained, as you desired, our situation. The following additional particulars have

just been received:

The enemy are mostly on the south side of the Trent, in number not more than 8,000. Their efforts are principally against Fort Gaston, which holds out manfully and is likely to do so. There is a small force on the north side, but inactive. There is plenty of ammunition and ninety days' provisions at New Berne. Citizens (white and black) to the number of five full companies, have volunteered for the defense of the place, and are under arms in the intrenchments. Palmer is reasonably confident, and General Butler thinks he can make a long siege of it. He does not entertain the idea of going there himself. He says that everything has been done that can be, and if the fortifications are worth a cent, the place can stand the attack.

The Underwriter was lying aground off Foster's Wharf at 3 o'clock on the morning of the 2d instant. Several of her boats were away on some sort of an expedition, object unknown. The enemy approached in boats and answered their hail properly; mistaking them for her own boats, they were permitted to come alongside and get on board without hindrance. The rebels then set fire to her and she soon blew up, all this within a few hundred yards from the general's headquarters. Most of the officers and crew were then captured, and the enemy were proceeding to carry their prisoners off in their boats when our people, headed, as it is understood, by Engineer Allen, rose upon their captors in the boats, seized the officers and men, and brought them safely into New Berne, where they now are. So there is a little leaven to the loaf. The enemy is reported as moving on Plymouth and Washington.

At 8 o'clock on the morning of the 2d, Flusser, with the Miami and three other gunboats, was at Northwest Point, mouth of the Neuse, on his way up to New Berne. The enemy have possession of Newport and communication with Beaufort is cut off. General Butler is going to send the Brewster to New Berne to morrow forenoon, and if you have any dispatches, he will delay her for you. If you have nothing to send, please telegraph him in the morning. He has just received a dispatch from Mr. Fox, saying that he (Mr. Fox) will be here Saturday, wind and weather permitting. I have sent the telegrams and have delivered the order in regard to ammunition to Commander Lynch.

Very truly and respectfully,

J. S. BARNES.

Report of Fleet Paymaster Upham, U. S. Navy, referring to the investment by the enemy of New Berne, N. C.

NAVAL STORE HOUSE, Bogue Island, February 1, 1864.

Sir: This part of the country is in a terrible state of excitement. The rebels are in full force in this district, estimated at from 6,000 to 25,000. New Berne is strongly invested and surrounded, it is said. Newport taken after a very severe fight, in which the Ninth Vermont lost 160 men. Rebels' loss said to be 500, camp and stores of all kinds burned before leaving. Beaufort and Morehead threatened, but it is believed that the gunboats and fort can hold both places. Women and children in fort or on board ships. A large quantity of naval stores already destroyed. It will be impossible to get at the amount at present. The railroad and telegraph in possession of the enemy.

I shipped yesterday and the day before most of the stores in this vicinity, say about \$20,000 worth. It was very fortunate I was on the ground, as in the excitement no one else would have attended to naval stores. I do not think it would be proper or prudent for me to leave the ground until I see how matters are to terminate. My main agent, Mr. McChesney, was taken prisoner on Monday while attending to his business near Batchelder's Creek, which fact makes it much more neces-

sary that I should be here at least for a short time.

I received a telegram from Paymaster Mellach on Monday in which

he said, "My money is safe."

I hope the naval stores at New Berne are safe. I trust the gunboats will protect them. Mr. Wood's clerk was at New Berne on Saturday; says he left there the Commodore Hull, Underwriter, Lockwood, Hetzel, and he thinks one other. The Underwriter was a total loss. It is understood here that about one half of officers and crew of the ship were away on duty, the balance taken prisoners.

It is believed here that the rebels have been repulsed at Fort Totten,

and that New Berne may hold out until reinforcements arrive.

Two thousand Union troops only at New Berne and 600 at the fort, Morehead, and Beaufort, a very small force to cope with a large desperate force of from 10,000 to 20,000 men. You will receive an official statement of facts from Captain Dove, and please receive this as a simple memorandum.

Very respectfully, your obedient servant,

CHARLES C. UPHAM, U. S. Navy.

[Acting Rear-Admiral S. P. LEE.]

Pursuit and destruction of the blockade runner Nutfield, February 4-5, 1864.

Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Sassacus.

U. S. S. SASSACUS,

Off New River Inlet, North Carolina, February 4, 1864.

(Received February 13.)

Sin: Having destroyed the steam paddle-wheel blockade runner Wild Dayrell, of about 440 tons, I stood out to sea last night and regained my position on the Bermuda line at daylight this morning. About 7 o'clock a. m. I discovered a blockade runner to the northward

and wostward, when I fired up, and at about 8 o'clock was in full pursuit. The chase was about 12 miles distant; she changed course and headed in for the land. I steadily gained upon her, logging about 124 to 13 knots per hour, when I perceived she was throwing overboard her cargo.

A little after 12 o'clock I got her within long range of my 100-pounder

rifle and opened fire, planting my shell all about her.

Being to the southward of her, I cut her off, when, at about quarter before I o'clock, she headed in for this inlet and ran ashore. Her crew fired her, left her engine running, and fled precipitately in their boats. I boarded her about 1 o'clock p. m., and found her to be the paddlewheel steamer Nutfield, of 750 tons, from Bermuda, inward bound. One of her boats had capsized, and I rescued from drowning her purser. The rest of the boat's crew were supposed to be drowned. menced putting out the fire in her hold and made arrangements for hauling her off, if possible.

From the purser, whom we rescued from drowning, I learn that she is a perfectly new iron steamer, having an assorted cargo of merchandise, munitions of war, Enfield rifles, and a battery of eight Whitworth rifled guns, and a quantity of pig lead. This battery and the lead she

threw overboard during the chase.

She had been among the blockading fleet below last night, but made her escape and fell into our hands to-day. The chase of the Sassacus was very beautiful, for the Nutfield is one of the last and best steamers

out of the Thames, and we overhauled her handsomely.

February 5, 1864.—I continue the above report. During the preceding night I found the Nutfield so far thrown up by the action of the sea, that it was utterly impossible to get her off. I therefore removed from her the Enfield rifles, a quantity of quinine, and several compasses, and set her on fire. About this time the U.S.S. Florida came up, and both vessels riddled her with shot. I saw the vessel thoroughly destroyed, and put to sea about 7 o'clock this p. m.

I transmit herewith the appraisement of the value of the Nutfield, and also a list of arms, etc., taken from her, and await your orders as to the disposition to be made of them. I allowed the officers and crew to take some provisions, blankets, and some small articles for their

own use.

While I profoundly regret my inability to preserve these valuable prizes, I am consoled by the thought that the enemy is deprived of resources of immense value.

I have the honor to be, sir, very respectfully, your obedient servant, F. A. Roe,

Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads

Report of Commander Crosby, U. S. Navy, commanding U. S. S. Florida.

U. S. S. FLORIDA, Off New Inlet, North Carolina, February 5, 1864.

SIR: This morning at 7 a.m. I ran up to the wreck of the Wild Dayrell to see that she was thoroughly destroyed, and found that she was well burned. I then opened fire upon her with the starboard battery and put a number of shot through her hull, which made the destruction complete. After we had ceased firing and were standing offshore, a battery of Whitworths opened from the mainland upon us. The first shot passed through our smokestack and wounded Lewis Owens, seaman, slightly, by a piece of iron rivet driven from the smokestack; the other shots fell short. We returned the fire, but our guns could not reach the enemy, whose position we could only discover by the smoke of his guns.

We then stood on up the coast toward New Inlet, and discovered the Sussacus at anchor with a blockade runner on shore. Lieutenant-Commander Roe reported that he tried to get her off, but could not succeed, as she was too hard aground. Her name was the Nutfield, of London, from Bermuda, about ten days out, loaded with munitions of

war and merchandise.

The Sassacus chased her about 60 miles and gained on her; got within long range 10 miles from here. She had her under fire one hour, and chased her ashore yesterday at 12:45 p.m. She threw overboard eight rifled cannon and a quantity of lead during the chase. The Sassacus got about 600 stand of rifles and a quantity of sabers, after which she set fire to her. We then opened fire upon her and riddled her well. She is a complete wreck and lies at the mouth of New River Inlet. She was a beautiful new steamer, side-wheel and 420 [?] tons, English measurement, had one smokestack and foremast, and hull of iron.

Lieutenant-Commander Roe got her log, papers, etc., chronometer and charts, in fact, everything pretty much that belonged to her. Her log shows 12 knots, the most that is recorded. She was a valuable steamer. Captain Waller commanded her. All of her crew escaped

except one man, who was captured.

I have a case of musket caps, percussion, taken from the Wild Dayrell, containing 270,000 caps, which I will turn over to the ordnance department at Beaufort, to be held subject to your orders. I suppose they are quite valuable and that I ought to have turned them over to Lieutenant-Commander Roc, as the vessel would probably be considered as his prize only, and not ours.

I am, very respectfully, your obedient servant,

PEIRCE CROSBY,
Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the movements of the steamer Will o' the Wisp.

NAVY DEPARTMENT, February 5, 1864.

Sir: You have from time to time been advised of the suspicious character of the steamer Will o' the Wisp, fitted out in England, and a few days since I communicated to you a copy of a telegram from the consul at Halifax, [Nova Scotia], respecting her movements. The Department now learns through a dispatch from the consul at Halifax that Ex-Marshal Kane, of Baltimore, Dr. Blackburn, Major Weston or Wister, escaped prisoners from Johnson's Island; several refugees from Maryland, and Brion, of Middletown, Del., deserters from conscription, will leave for Bermuda in the next steamer and endeavor to reach

Wilmington in the steamer Will o' the Wisp. All these persons, it is stated, were concerned in the plot to rescue the prisoners at Johnson's Island.

The information concerning these persons is confirmed by reports made to Colonel Baker by his detective forces.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

## [Telegram.]

NAVY DEPARTMENT, February 5, 1864.

The Wyalusing, double-ender, about to leave Philadelphia for South Atlantic Squadron, and the Tacony for East Gulf Squadron, have been ordered to report at Hampton Roads with all possible dispatch. In the meantime you have the Eutaw and Sassacus, which have just joined you.

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting a transport for use in the sounds.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 5, 1864.

SIR: Will the Department be pleased to send me immediately a light-draft steam transport to enter the sounds of North Carolina? It is absolutely necessary now, communication by way of Beaufort being cut off.

I have the honor to be, sir, very respectfully, yours, S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

P. S.—If the captured blockade runners R. E. Lee or Merrimac can carry freight and not draw over 8½ feet, either, I suppose, would answer.

S. P. LEE, Acting Rear-Admiral.

Report of Acting Rear-Admiral Lee, U.S. Navy, of the arrival in Hampton Roads of United States vessels en route to Wilmington.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 6, 1864.

SIR: I have the honor to report to the Department the arrival on 5th instant of the U.S. S. Ino, from Belfast, Me.; the U.S.S. Monticello,

from Baltimore, and the U.S.S. Eutaw, from Washington, on their way to join the Wilmington blockading fleet; the U.S.S. Governor. Buckingham, from Wilmington, for repairs; and H.B.M.S. Greyhound. I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Cushing, U. S. Navy, commanding U. S. S. Monticello.

FLAGSHIP MINNESOTA,
Off Newport News, Va., February 5, 1864.

SIR: Proceed with the U.S.S. Monticello to join the blockading fleet off Wilmington, reporting your arrival to the senior officer on that station. Enclosed are squadron papers; please acknowledge in detail. Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant Oushing, Commanding Monticello.

Report of Lieutenant-Commander Flusser, U. S. Navy, advising an increased force in the sounds of North Carolina in view of the critical condition of affairs.

U. S. S. MIAMI,

Pamlico Sound, February 5, 1864-7:30 p.m.

SIR: I am returning to Plymouth from Washington, [N. C.]. I have also been to New Berne. I left Plymouth on the morning of the 3d instant, having heard from General Wessells that New Berne and Washington, [N. C.], were besieged by the enemy. At New Berne I obtained some information which, being confirmed at Washington, I

deem worthy of your notice.

Our late papers place Longstreet in the neighborhood of Knoxville, Tenn., with a large force. Prisoners and refugees here say that he is now in this State with his own and a portion of Ewell's corps. Whoever commands the rebel force in North Carolina, all persons agree in making the force very large. I have on board now a man who was formerly engaged on the blockade runners from Wilmington. I am carrying him to General Wessells at Plymouth. He left Wilmington on last Monday. At Kinston he saw some 5,000 troops. The men said there were to be 60,000 in the State before long. He also saw some pontoons and six large launches, each with a gun mounted. This non-descript force is said to have as many as seventy boats with them. Some of these boats were used in the capture of the *Underwriver*.

The boats may have been prepared for an attack on Roanoke Island. With half the above number, capable of carrying 40 men each, the

execution of such a scheme would be quite easy.

The men of this flotilla are said to have boasted that they would destroy all the gunboats in the sounds.

The rebels will, I think (and I believe it is the general opinion), again attack New Berne at an early day. Some think they are waiting for reinforcements, and others that they were frightened off by hearing that we were heavily reinforced. There was such a report in New Berne, arising from the running about of and blowing of whistles by steamers and locomotives during the night.

At Washington it was reported to day that 20,000 men were advancing in two columns on that place. The report was deemed reliable by

the officers.

Of course there will be many wild rumors, but there is no doubt of the presence of a large force of rebels in the State, and if we desire to hold it we must also have a large force here and soon. We have not in the sounds a sufficient number of gunboats to be of any great service if New Berne, Washington, and Plymouth were attacked simultaneously. The army relies on our boats to play a very important part in the defense of these places. Plymouth is the most easily defended place of the three. It has the advantage of having no dry land between it and the mouth of the Roanoke on which to erect batteries. Its water communications can not, therefore, be interrupted by a land force. Gunboats would be able to cooperate there with greater chance of being useful than at either of the two other places. At New Berne and at Washington boats would be apt to be opposed by batteries on bluffs, and would prove no match for them. Then the communication by water would be closed and the garrisons starved out. The rebels destroyed the railroad between New Berne and Beaufort. The blockade runner mentioned above says he saw the ironclad building at Kinston. was still on the stocks; had part of her iron on. He saw no iron near her to finish her with. I wish to send this letter by Roanoke Island. I will examine the man again to morrow, and if I elicit anything more will send it on.

Pardon this very long letter.

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

C. W. Flusser,

Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Flect Paymaster Upham, U. S. Navy, regarding quiet condition of affairs at Beaufort, N. C.

BEAUFORT HARBOR, Saturday Evening, February 6, 1864.

SIR: I have the pleasure of advising you that there is comparative quiet in this vicinity. This morning Captain [William] Holden, U. S. Army, and a telegraph operator arrived from New Berne; they came by hand car most of the way, ferrying over the streams where the bridges had been burned. They report the road free from rebels.

It is said the telegraph will be in operation to-morrow, and the cars

will rul on Monday.

I went up the road to day as far as Newport Barracks. I find some turpentine remaining there, and I learn that some considerable quantity is on the road uninjured. I am encouraged in the belief that the loss in naval stores is not as severe as I first supposed. Yet, no doubt quite a large quantity is destroyed; enough, no doubt, to cause much trouble and confusion. I shall leave for New Berne as soon as possible,

and return to the *Minnesota*, without delay, the moment I can be spared from this part of my duty. I hear that very little damage was sustained at New Berne or vicinity. The only bad loss was the destruction of the *Underwriter*.

No vessels from the blockade have arrived since the Emma on Tuesday last.

Very respectfully, your obedient servant,

CHAS. C. UPHAM,

Fleet Paymaster.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

P. S.—Sunday morning: The wires are again cut, and a fight was going on last night between our troops, under Colonel Jourdan, and the rebs, some 6 miles from Newport. Colonel Jourdan overtook the rebs some 6 or 8 miles from Newport Barracks, and they turned and gave him fight. We here have not heard the result of the action. I hear from Captain Bowen that the hands are steadily at work repairing the bridges on the road. I think the raid has nearly expended itself and has proved a sad failure to the raiders.

Very respectfully,

C. C. U.

Report of Lieutenant-Commander Roe, U. S. Navy, of property taken from the steamers Nutfield and Wild Dayrell,

> U. S. S. SASSACUS, At Sea, off Coast North Carolina, February 6, 1864.

SIR: I report herewith a list of the arms, instruments and charts, and quinine taken from the prize steamers Nutfield and Wild Dayrell, subject to your order:

· ·	
Austrian rifled muskets, bayonets	529
English rifled muskets, bayonets, long	98
English rifled muskets, bayonets	100
English rifled muskets, short	40
Austrian cavalry sabers	110
Musket cones.	98
Ball molder	5
Screw-drivers and cone keys	3
Quinine, ounces, about	106
1 box nitrate [of] silver, 5 pounds weight.	
English silver watches, new	<b>2</b>
Chronometer, new, but damaged by salt water	1
Mathematical instrument case	1
Charts, miscellaneous packages	1
Case surgical instruments, very valuable	1
23 boxes of needles, value	1, 100
1 trunk, containing buttons, hooks, and eyes, value	\$150
Mahogany binnacle and compass	1
Brass tripod, binnacle, and compass	1
Standard compass, very large	1
Azimuth compass, very fine	1
Brass compasses	2
Brass compass and box	1

Very respectfully, your obedient servant,

F. A. Roe, Lieutenant-Commander.

Admiral S. P. Lee,
Comdy. North Atlantic Blockading Squadron, Hampton Roads.

N W R-VOL 9-30

Report of Commander Dove, U. S. Navy, regarding condition of affairs near Beaufort, N. C.

NAVAL STATION, Beaufort, N. C., February 6, 1864.

SIR: The arrival of the [S. R.] Spaulding yesterday with the Twentyfirst Connecticut Regiment and the New Berne from the blockade caused me so much business that I had no time to make a report in I went off, however, in the face of a southeaster and explained to Captain Harris verbally the situation of affairs. In the evening the officer commanding the launch reported the rebel force, as ascertained from persons who had conversed with them, to be about 2,100 and about 200 of them cavalry. They destroyed everything in Newport, [N. C.], and evacuated it at 11 a.m. on the 4th instant. They do not appear to have crossed the river toward Beaufort, but stated on leaving that they were going up to New Berne to capture it and return. The reinforcements were pushed on to the front, and an advance was made by Colonels Jourdan and Dutton. When I left them, about noon yesterday, their plan was to go as far as they could by rail, and then follow the rebels up on foot. As they did not seem to have more than 1,000 or 1,200 men, they may meet with a reverse. The Nansemond is in the sound to cover them, assisted by one schooner-rigged flat, with a 24 pounder howitzer and men from the Mercedita.

The loss of the ten days' rations by the Ninth Vermont Regiment was not only a great loss to us, but a great assistance to the enemy, as they seem to be living mostly on corn, peanuts, and sweet potatoes. If supplies to our army do not arrive soon we will also be in a very bad condition.

February 7, p. m.—I went to Newport yesterday forenoon in company with Colonels Jourdan and Stone to examine the works and see what was going on. The magazine in the fort there had been blown up, the three guns disabled, spiked, and carriages destroyed, the flagstaff cut down and the flag carried off by the rebels, and the railroad culvert and bridge burned.

When I left, about noon, Colonel Jourdan had started off on a reconnoissance with a battalion of the Ninth Vermont and some 40 or 50 cavalry.

About 4 p. m. I received a telegram from one of his staff, informing me that the colonel had discovered the enemy in force, infantry, cavalry, and artillery, and had been obliged to fall back. Late in the evening I learned that he had gone on to New Berne in a hand car with an aid of General Palmer's. His object, no doubt, is to obtain reinforcements from there, and return. In the evening I visited the Mercedita and Emma, and gave cautions for the night.

As the army quartermaster could only furnish one flat on which to mount a howitzer, the launch, which was no longer required in Newport River, was withdrawn, and they were both sent up to the Nansemond in the sound.

The rebels are prepared with boats and sailors for a night attack of boat and for crossing to Bogue Island.

There was another alarm this forenoon of the approach of the rebel force. Went up to the lines to see their direction and give the vessels a better position. Sent an officer with the signal book and flags to headquarters, Morehead City, so as to give the proper information from the flagstaff to the harbor.

The Mercedita was moved a little lower down.

Colonel Ripley made a reconnoissance toward Newport and found that the rebels had fallen back again. Their movements are very unaccountable to me. I think, however, that we can now give them a warm reception if they approach within our range.

The Spaulding left very unexpectedly at 6 p. m. without my getting

this dispatch on board.

There are still no arrivals from the blockade, Very respectfully, your obedient servant,

BENJAMIN M. DOVE, Commander.

Acting Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron,

Report of Captain Sands, U. S. Navy, transmitting the report of the commanding officer of the U. S. S. Cambridge regarding the destruction of the steamer Dee, February 6, 1864.

U. S. S. FORT JACKSON, Off New Inlet, Cape Fear River, N. C., February 7, 1864.

SIR: I have the pleasure to inform you of the destruction of another blockade runner, the twin propeller steamer *Dee*, run on shore near Masonboro Inlet on the night of the 5th instant, and destroyed next morning by the *Cambridge*.

I enclose herewith Commander Spicer's report of the circumstance.

The seven prisoners captured I send to you by the Howquah.

Very respectfully, your obedient servant,

B. F. SANDS,

Captain, U. S. Navy, Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, off Newport News.

P. S.—February 8.—Yesterday the Niphon went up and hove overboard 170 pigs of lead from the Dee, it being too rough to bring it away. Nearly all the bacon was burned up; much of the lead was melted and melting. From prisoners we learn there were about 200 pigs of lead in the cargo, the rest of the cargo being bacon and spirits. Bacon still burning and vessel broken and completely destroyed.

B. F. S.

[Enclosure.]

U. S. S. CAMBRIDGE, Off Wilmington, N. C., February 6, 1864.

SIR: I would respectfully inform you that at 8 a.m. this day I discovered a steamer ashore and on fire about I mile to the southward of Masonboro, which proved to be the blockade runner *Dee*, from Hamilton, Bermuda, for Wilmington, N. C. Having boarded and found it impossible either to extinguish the flames or to get her off, I opened fire upon and completely destroyed her. We succeeded in capturing seven of her crew, a list of whose names I herewith enclose, and wait further orders with regard to the disposition of the prisoners. We also secured a life boat, which was found beached near the steamer, and have it with us; also three log books of a previous trip belonging to the engineer's department of the vessel, a small telegraph flag of Marryatt's Code,

and a package containing a number of copies of a work entitled "The Cotton Trade," by McHenry. Several of these books are addressed to the leading members of the so-called Southern Confederacy, Jefferson Davis, and others. In this package, which is directed to R. M. Maury, Richmond, are also files of English newspapers and other reading matter.

Soon after the boats landed several shots were fired at the men from the woods, but without effect. By information received from the prisoners it seems that the *Dee* was commanded by Captain George H. Bier, formerly a lieutenant in the U.S. Navy, and that she had already made three successful trips. Her cargo consisted of bacon, a proportion of lead, and a small quantity of coffee. She ran ashore at 3:30 a.m., either by design or through the ignorance of the pilot, was then fired, her captain and others escaping by means of boats up the inlet.

Very respectfully, yours,

WM. F. SPICER, Commander.

Captain B. F. Sands, Senior Officer Present.

Names of prisoners.—John McCarty, John Murphy, Ireland; Charles Stevens, Halifax, Nova Scotia; Gustave Krotch, Germany; James Gowrick, London, England; William Austin, Thame, England; John Wortly, London, England.

Report of Commander Davenport, U. S. Navy, referring to condition of affairs at New Berne and Washington, N. C.

U. S. S. HETZEL, Off New Berne, N. C., February 7, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your letters of the 28th and 29th January and 3d of February.

I write in haste now; will send a detailed report as soon as I have time.

At present I have enough ordnance; will give you notice as early as practicable of my wants.

Just now all is quiet here, but the enemy have possession of Newport, [N. C.], drove us back to Morehead [City] this morning. I think Beautort ought to be protected by gupboats.

Beaufort ought to be protected by gunboats.

The Miami, Southfield, and Whitehead arrived here promptly on the 4th, when, receiving information that Washington was threatened and assistance called for, I sent the Miami and Whitehead there immediately. I learned this morning that both these vessels have returned to Plymouth, in consequence of the state of affairs there.

The enemy must be in force in this State, and will doubtless annoy us at all points. I have recovered a 12-pounder howitzer from the *Underwriter*, anchor, and chain. I have just learned that a steamer leaves for Beaufort via Core Sound, and I write in great haste.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Order of the commandant navy yard, New York, to Lieutenant-Commander Braine, U. S. Navy, commanding U. S. S. Vicksburg.

NAVY YARD, NEW YORK, February 8, 1861.

SIR: As soon as the U. S. S. Vicksburg, under your command, is in all respects ready for sea, proceed to Hampton Roads, Virginia, and report to Rear-Admiral Lee.

Respectfully, your obedient servant,

II. PAULDING, Commandant.

Lieutenant-Commander D. L. Braine, Commanding U. S. S. Vicksburg, New York.

[Endorsement.]

FLAGSHIP MINNESOTA, Newport News.

Reported February 10, 1864. Proceed as soon as ready for sea to join the blockading fleet off Wilmington, Western Bar, reporting your arrival to the senior officer there present.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U.S. Navy, to the Secretary of the Navy regarding the restoration of the light vessel of Frying Pan Shoals.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 8, 1864.

Sin: The Department has been heretofore informed that the lightboat off Frying Pan Shoals has gone adrift, and Commander Almy reports that, having found its way to Port Royal, it has there been

appropriated for service off Martin's Industry Shoals.

Commander Almy further represents the necessity of restoring this vessel to her original position or sending another light vessel to supply her place off the Frying Pan. At the point of the shoals land can not be seen, and the want of a mark to guide our boats safely around this dangerous point is much felt by the blockaders, to whom the light was of great service, as well as to the mercantile marine generally, to whom a light vessel is, perhaps, more necessary off Frying Pan Shoals than at Martin's Industry.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

# [Telegram.]

FORTRESS MONROE, February 8, 1864—3:40 p.m. I forward subjoined copy of a telegram just received. Can you aid us?

Norfolk, 8 p. m.

A note just received from General Wessells, Plymouth, dated February 7, 12 m., says the enemy, gathering at Halifax, threaten him with flatboats having guns

mounted. They come from Lee's army. He asks help, especially for gunboats, as his are absent.

EDWARD A. WILD, Brigadier-General.

B. F. BUTLER.

Admiral Lee.

[Tolegram.]

U.S.S. MINNESOTA,

Newport News, February 8, 1861-5 p. m.

Your telegram received. I answer, yes. Please send the following to the navy yard immediately, to Lieutenant Commander II. C. Blake: Coal with all possible dispatch and hasten here for orders.

> S. P. LEE, Acting Rear-Admiral, etc.

Major-General B. F. BUTLER, Commanding, etc.

Report of Commander Davenport, U. S. Navy, transmitting extract of letter referring to large operations imminent in eastern North Carolina.

> U. S. S. HETZEL, Off New Berne, N. C., February 8, 1864.

ADMIRAL: I enclose an extract from a letter of Commander Renshaw. Although unofficial, I send it, as it may convey intelligence with which you ought to be acquainted. You will perceive that I can not send any gunboat to the relief of Washington, and must therefore wait for reinforcements.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in sounds of North Carolina.

Acting Rear Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

[Enclosure.-Extract.]

[U. S. S.] LOUISIANA, Off Washington, N. C., February 5, 1864.

From all I can understand, we are to have very active times in this department. The attack on your outposts at New Berne is only the beginning of large operations in eastern North Carolina. The Southern newspapers, supposing that we were done for, have let the cat out the bag.

Flusser has been here and gone to Plymouth; also the Whitehead, having orders from you to that effect. It is very necessary that a gunboat should lie between Hill's Point and Rodman's in this river

[Pamlico].

I am sorry to hear of the fate of Underwriter. Yours, very truly,

RENSHAW.

Letter from Commander Davenport, U.S. Navy, to Commander Renshaw, U. S. Navy, regarding reinforcements.

> U. S. S. HETZEL, Off New Berne, N. C., February 8, 1864.

MY DEAR RENSHAW: Yours of the 5th instant is received. I have written for reinforcements; have no gunboats to send you now; will send information to the admiral. In haste.

Yours, truly,

H. K. DAVENPORT, Commander, etc.

Commander R. T. RENSHAW, Commanding U. S. S. Louisiana, Washington, N. C.

Order of the Secretary of the Navy to Commander Ransom, U. S. Navy, commanding U. S. S. Grand Gulf.

NAVY DEPARTMENT, February 9, 1861.

SIR: As soon as the U.S.S. Grand Gulf is ready for sea, proceed with her to Hampton Roads and report to Acting Rear-Admiral Lee for duty.

Very respectfully, etc.,

GIDEON WELLES. Secretary of Navy.

Commander G. M. RANSOM, Commanding U. S. S. Grand Gulf (third rate), New York.

Order of Acting Rear-Admiral Lee, U. S. Navy, regarding the disposition of gunboats in the sounds of North Carolina.

> FLAGSHIP MINNESOTA, Off Newport News, Va., February 9, 1864.

SIR: I had a confidential dispatch from General Butler last evening asking for aid, and informing me that General Wessells, under date of the 7th instant, at noon, reports that the enemy, gathering at Halifax, threaten him with flatboats, having guns mounted. They come from Lee's army. General Wessells asks for help, especially for gunboats, as his are absent, meaning, I suppose, the navy gunboats which went from Plymouth to the defense of New Berne.

I send the Eutaw to join you, and will send orders to the blockade for the Sassacus to do so also, and when the Wyalusing arrives she will

be added to the force in the sounds, all for present purposes.

Meanwhile send the *Miami*, Lieutenant-Commander Flusser, the Southfield, and any other available gunboats to Plymouth and make such disposition of the gunboats as will meet the exigencies of the service in the sounds, placing the most and best gunboats at the points most requiring them, taking care to keep them all in sufficient water to enable them to float and move.

All the gunboats must exercise the utmost vigilance and guard against surprise.

You and Lieutenant-Commander Flusser will keep me fully advised by every opportunity (via canal and otherwise) of the situation of affairs in the sounds.

Respectfully, yours,

S. P. LEE,

Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT,

Commanding Naval Station, New Berne, N. C.

Report of Commander Davenport, U. S. Navy, regarding reconnoissance in the Neuse River.

U.S.S. HETZEL,

Off New Berne, N. C., February 9, 1864--3 p. m.

ADMIRAL: All is just now quiet here. I sent a boat (improvised into a gunboat) up the river this morning to reconnoiter. She was fired on about 8 miles above this, but drove the enemy away by the judicious use of shells.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Reports of Commander Frailey, U. S. Navy, regarding the discovery of the beached steamer Spunkie, February 9, 1864.

U. S. S. QUAKER CITY,

Off Western Bar, Wilmington, N. C., February 13, 1864.

SIR: I respectfully report that at daylight on the morning of the 9th instant a long and low side wheel steamer, painted white, with one white smokestack and schooner-rigged, was discovered ashore on the beach a short distance west of Caswell, presenting a broadside view to us, with her head to the westward, rendering it difficult, however, to add if beached on running in or coming out.

Two tugs have been daily employed since then in endeavors to extricate her from her position, but without avail, notwithstanding the very favorable weather we have had for several days past, but as the wind has veered to an opposite point S. W., with a low barometer and threatening appearances, it is to be hoped she has made her last trip.

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

JAS. MADISON FRAILEY,

Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

U. S. S. QUAKER CITY, Off Western Bar, Wilmington, N. C., February 17, 1864.

SIR: I beg leave to report that I have to day received on board this steamer from the U.S.S. Montgomery 6 Confederate prisoners belonging to the Tenth Regiment North Carolina Troops, who came off to that

steamer the night previous in a boat belonging to the prize steamer Pet, and in which boat the pilot and 12 of the Pet's crew escaped to the shore a few minutes previous to the Montgomery's taking possession of her. These men were so destitute of clothing, and that which they wore of so filthy a character, that I deemed it necessary to direct Acting [Assistant] Paymaster Bullay to issue requisite clothing from his stores to them, and then had those which they came off in thrown overboard.

They had not seen the President's proclamation, nor heard of it, but

are ready and willing to take the oath of allegiance.

In addition to other information gained from them, I learn that the steamer reported in my communication of the 13th as having been seen on the beach near Fort Caswell on the morning of the 9th had been beached while attempting to get in; that the principal portion of her cargo, consisting of blankets, shoes, and provisions, had been removed from her, but that the vessel was a wreck, having broken in two. She proved to be the *Spunkie*. A list of clothing furnished them herewith accompanies this communication, marked "B," and which act I trust will meet with your approval.

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

JAS. MADISON FRAILEY,

Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, for a vessel to cruise off Bermuda.

NAVY DEPARTMENT, February 10, 1864.

Sir: Send one of your vessels to cruise for awhile off Bermuda. The Navy Department has at that place about 400 tons of coal, which the authorities may or may not permit to be taken, should the steamer you dispatch be in need of coal.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Destruction of the steamers Emily and Fanny and Jenny, February 10, 1864.

Report of Commander Crosby, U. S. Navy, commanding U. S. S. Florida.

U. S. S. FLORIDA, Off New Inlet, February 10, 1864.

SIR: At 5:50 a.m., discovered a steamer inshore and to the northward of us; fired the 12-pounder howitzer at her and stood inshore to head her off; drove her ashore above Masonboro Inlet. Discovered about the same time another, ashore about half a mile to the northward of her.

Sent boats and took possession of them: They proved to be the side-wheel steamer Fanny and Jenny, from Nassau, five days out. Captain Coxetter commanded her. He and the paymaster were drowned while trying to land on the beach; the remainder of the crew, 25 in number, were captured and are on board this vessel. She was loaded with a few small articles of merchandise; had a good deal of coal.

The other was the screw steamer *Emily*; left Bermuda February 4;

cargo of salt and a few barrels; her crew and captain escaped.

Anchored and sent a hawser to the Fanny and Jenny, but before we got our heavy hawser to her the enemy opened on us with a Whitworth battery at long range, the first four shots striking the hull, doing some damage to the wheel, which can be easily repaired. As the enemy had our exact range, and hitting us each time, I slipped the cable and pulled in the hawser and fastened it. The enemy continued firing at us, but shot fell short about from 200 to 400 yards; fired our Dahlgren 50-pounder at them, but could not reach them. As their fire from the guns and musketry increased, I ordered the steamers to be set on fire and destroyed, which was done, my men being on the wrecks, preventing our firing near them.

Our paymaster received a severe flesh wound, but not dangerous.

We were in 4½ fathoms when these vessels were discovered and anchored in 3 fathoms water to send our hawsers.

We left them both in flames, aground. I send the log books taken from the *Emily*, which give all the information we have of her.

I have a Confederate flag, taken from the Fanny and Jenny, a spy-

glass, the chronometer, one sextant, and her charts.

As the opportunity offers I send the flags taken from the Emily, Wild Dayrell, and Fanny and Jenny.

Very respectfully, your obedient servant,

Peirce Crosby, Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

The boat destroyed the steamers while under the fire of the enemy. The officers and men in them performed their duty well.

Peirce Crosby, Commander.

Additional report of Commander Crosby, U. S. Navy, commanding U. S. S. Florida.

U. S. S. FLORIDA, Off Masonboro Inlet, February 11, 1864.

SIR: Enclosed I send a list of prisoners taken from the steamer Fanny and Jenny. The engineers of that vessel, when she was boarded by our boats, offered every assistance in their power in their department.

The steamers which we set on fire yesterday burned all last night, and this morning I found them completely destroyed by fire and the sea washing over 'them: The *Emily* had two lower masts and had apparently been dismantled to run the blockade. I saw by the papers taken from her that she had been brig-rigged. She was perfectly new and a very handsome steamer, expensively fitted out. After she had burned some time, an explosion took place on board of her, and her stern has settled, apparently blown open. I am informed by the second engineer of the *Fanny and Jenny* that ten vessels sailed for Wilmington

during this dark of the moon. Three have been destroyed, and one put back, broken down, leaving six others to be heard from. The City of Petersburg was one of the six, and she, I think, ran in safe. She started in company with the Fanny and Jenny from Nassau, but soon left her, being a faster vessel. I send a list and description of some of the vessels running from Nassau to Wilmington, given me by the second engineer of the Fanny and Jenny. The pilot of the Fanny and Jenny was named Burrows [Burroughs], and from the description I imagined him the same man we took on a previous occasion; was appointed a pilot and deserted from the Shokokon; he escaped and got on shore safe. Captain Coxetter was drowned with a number of others. He is said to be a nephew of the Coxetter who has been so successful in running the blockade.

The *Emily* had a cargo of salt—possibly something under it—all, how-

ever, was destroyed.

The shot which struck this vessel yesterday cut off one paddle-wheel arm and broke a second and cut one rim of the wheel in two. A shell exploded under the guard, but did little damage; fortunately our boilers and steam drum were not touched. They are much exposed, and were evidently the point aimed at. The precision of the enemy's fire with those guns is very remarkable.

At the time we discovered the Fanny and Jenny, the Florida was lying in a quarter less 4 fathoms, and in endeavoring to keep close inshore the Fanny and Jenny accidentally ran aground, when a shot from our rifle howitzer passed over them, causing the captain to leave precipitately, followed by a portion of his crew. The second engineer tells me that there was a handsome sword, gold mounted, for General R. E. Lee on board. It was destroyed with the vessel; it was a presentation sword.

The engineers and crew tell me that the steamer stopped two or three times during the night of the capture, when running down the coast, and sent a boat ashore to ascertain their position, and during the time anchored, and that they were not aware of their position when they ran aground.

It was their captain's intention to make the land about 2 miles north of Fort Fisher. They were running 13 knots at the time, and passed over one shoal to another.

Had we been unmolested two hours longer, I think both vessels might have been gotten off; but under the circumstances I considered it the surest plan to destroy them effectually, which was done in one hour and a half after they were discovered. Sharpshooters were collecting rapidly behind the sand hills, and in positions not easily to be dislodged by our fire, except by endangering our own men.

After the vessels were on fire, the Cambridge came in sight and sent her boat in to look at the vessels. Some of her men were severely

wounded by the rebel sharpshooters.

The City of Petersburg has two strike masts and telescopic funnels. From all I can learn from the engineers of the Fanny and Jenny, a 13-knot vessel would outrun the greater part of the blockade runners. The Pet, I am told, is one of the most successful runners, and is not capable of making more than 8 or 9 knots.

In my hasty letter of yesterday reporting the destruction of these steamers, I mentioned the good conduct of the officers and crew on the occasion. I would now particularly mention the zealous and efficient conduct of Acting Master John McGowan, jr.; also of our pilot, J. W. Taylor, whose services were, on this occasion as well as heretofore,

invaluable to me on the blockade. I would respectfully recommend him for promotion to be master pilot.

[Enclosure.]

Very respectfully, your obedient servant,

PEIRCE CROSBY.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Name.	Where from.	Speed.	Description.
11/1 / 1		Knots.	
Wild Dayrell (destroyed) Nutfield (destroyed) Dee (destroyed)	Nassau		2 stacks, side-wheel.
Dee (destroyed) Don	Nassau	10	2 stacks, 2 scrows.
City of Petersburg	do	14	
Fanny and Jenny (destroyed)	'		,
Fanny	Nassau	12	2 stacks, side-wheel.
Alico		12	Do.
Spunkie		10	Do.
Mary Ann Emily of London (destroyed)		Unknown.	
{eliance (broken down)			
Star		8 to 10	1 funnel, side wheel.
ucy		10 to 11	2 funnels, side-wheel.
Iansa (boilers bad)		12   8 to 9	Do.

Description of vessels running the blockade from Nassau, as given by the second engineer of Fanny and Jenny.

Very respectfully,

Peirce Crosby,

Commander.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting the consideration of the Department for the engineers of the steamer Fanny and Jenny.

U. S. Flagship Minnesota, Off Newport News, Va., February 26, 1864.

SIR: Commander Crosby, commanding the U. S. S. Florida, reports to me that the engineers of the blockade runner Fanny and Jenny, destroyed by the Florida on the 10th instant, cheerfully rendered him all the assistance in their power in his energetic, though unsuccessful, efforts to secure his prize by getting her afloat. In consequence of these representations, I am induced to present them for the consideration of the Department. These engineers are now prisoners on board the Brandywine, and will be sent to New York by the New Berne, if not let off for their good services.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. Gideon Welles,
Secretary of the Navy.

[Endorsement.]

Telegraph that they may be released. Offer to appoint them in the Navy as engineers if they wish.

Report of Acting Master Studley, U. S. Navy, requesting instructions regarding the detention of naval vessels by a shot across the bow.

U. S. S. Young Rover, Guard Ship, off Fort Monroe, Va., February 11, 1864.

SIR: I have the honor to report that a small side-wheel steamer, painted lead color, and having guns on board, to all appearances one of our naval vessels, passed out this evening at 5:30.

The officer of the deck hailed her, but received no answer. He reported the fact to me, and asked if he should fire across her bow.

As she was so far away and so far out, I told him not to fire across her bow. Shall I in future fire across the bows of our naval vessels?

Our vessels generally, I think, go very much farther away than is necessary, and we frequently have to send a boat to them, as they are out of hailing distance.

I am, very respectfully, your obedient servant,

I. B. STUDLEY.

Acting Master, Commanding Young Rover.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the movements of United States vessels.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 11, 1864.

SIR: I have the honor to report to the Department the arrival of the Pequot on the 8th instant from New York; the Valley City on the 9th instant from Baltimore, and the Vicksbury on the 10th instant from New York; and the departure on the 9th instant of the Monticello for the Wilmington blockade, and the Eutaw for temporary duty in the sounds of North Carolina.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of Navy, Washington, D. C.

Report of Lieutenant-Commander Blake, U. S. Navy, commanding U. S. S. Eutaw, of the grounding of that vessel at Hatteras Inlet.

U. S. S. EUTAW, Hatteras Inlet, February 11, 1864.

Sir: I have the honor to report that I arrived here on the 10th instant at 1:30 p.m., and in obedience to instructions immediately called upon the commandant of the post, in order to gain information in regard to the military situation, also to procure a sound pilot. He informed me that no change has occurred in the military status other than that you are already in possession of. The commandant also informed me that he had received information that the rebels had a number of barges and flatboats in the sound capable of carrying

a large number of troops, with which they intended making demonstrations against isolated places, our transports, and small gunboats. On receiving this information he dispatched the only armed vessel at his command for the purpose of a reconnoissance. Not being able to cross the bulkhead at night, I remained at anchor until 8 o'clock I procured the services of a sound and swash pilot, also of a tug to assist me through the Swash channel. As the marks fore and aft indicated, her draft was 7 feet 6 inches, and finding 8 feet 3 inches on the bulkhead, I apprehended no great difficulty in being able to work the vessel over. The ship reached the shoal at the top of high water in the center of the channel, when she took the ground heavily, and in spite of every exertion of the tug and our own steam power was unable to get her over or back again into deep water. Independent of the injury she might receive lying aground, she completely blocked the channel, preventing the passage of other vessels. I had, therefore, no other alternative than to lighten the vessel, for which purpose I have employed the schooner Nellie Potter at an expense of \$20 per day. I hope by discharging a portion of my shot, provisions, and some coal, to be able to get over by 9 o'clock in the morning, and proceed according to my instructions. From the above statement you will perceive that I shall not be able to recross the bar with the usual supply of coal and provisions, except at the full spring tides. As the ship sits square on the bottom, I do not apprehend any injury resulting to her from her position.

Very respectfully, your obedient servant,

HOMER C. BLAKE, Lieutenant-Commander, U. S. Navy.

Acting Rear Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Commander Dove, U. S. Navy, regarding general matters at Beaufort, N. C.

U. S. ORDNANCE SCHOONER ARLETTA, Naval Station, Beaufort, N. C., February 11, 1864.

SIR: Since my letter No. 27, February 6 and 7, affairs on this station have resumed their usual quiet as far as the rebels are concerned.

The arrival of a large quantity of army supplies makes a corresponding increase of business on shore. Most of these are being sent up to New Berne. One bridge on the railroad is still unrepaired; they have therefore to be transported across to the train from New Berne.

At present the cars leave Morehead City at 3:30 p.m., and return

at 5 p. m. with the mail and passengers from New Berne.

The Nansemond will leave this afternoon for her station. Her commander has rendered good service here in getting into Bogue Sound so promptly last Monday week, February 1. His presence there contributed, no doubt to check approach of the rebels in that direction.

The Dacotah arrived this forenoon having one case of decided small-pox on board and another suspicious. The usual precautions have been taken and the man sent to the hospital appropriated to that disease. She is anchored outside of all the other vessels.

Very respectfully, your obedient servant,

BENJAMIN M. DOVE, Commander.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lec, U. S. Navy, submitting to the Department the case of permit granted by Major General Butler, U. S. Army to the steamer Princeton, to carry supplies through blockade.

FLAGSHIP MINNESOTA, Off Newport News, Va., February 12, 1864.

SIR: I beg leave to enclose to the Department a copy of a permit sent to me this morning by the hands of Mr. Sanborn, deputy provost-marshal and agent of Adams Express Company, by Major-General Butler

By the terms of this letter it will be seen that the steamer *Princeton* is to be permitted to pass through the blockading squadron in the Chowan and Roanoke rivers, provided I will give orders to that effect. The inference is that family supplies are to go beyond our lines, as the products of the country are to be brought by her within our lines in exchange.

The LII, LIII, and LIV paragraphs of Treasury regulations are quoted as being in accordance with the terms of the permit. I have no copy of Treasury regulations containing paragraphs with such numbers, and supposing that other regulations may have been issued, not in my possession, or that there may have been some clerical error I returned the permit, taking a copy, without action on my part, in order that I might

more fully understand the matter.

Under the VII and VIII paragraphs of Treasury instructions, September 11, 1863, such traffic would seem to be prohibited, and as General Butler's permit is with the proviso of my sanction, and as I conceive I have no authority under the order of the Secretary of the Navy of March 31, 1863, to authorize the transportation of any goods, wares, or merchandise into any State declared to be in insurrection by the President, I have deemed it proper to submit the case to the Department for its decision and instructions.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

[Enclosure.]

HEADQUARTERS 18TH ARMY CORPS,
DEPARTMENT OF VIRGINIA AND NORTH CAROLINA,
Fortress Monroe, February 11, 1864.

The master and supercargo of the steamer *Princeton* may be permitted to pass through the canals and the waters of the Albemarle Sound and Chowan and Roanoke rivers for the purpose of getting in exchange for family supplies the products of the country along the shores of the sound and river and bringing them within our lines in accordance with paragraphs LII, LIII, and LIV of the Treasury regulations.

Provided Admiral Lee will give orders that shall pass the Princeton through the blockading squadron. The Princeton is not to touch at

Edenton.

BENJ. F. BUTLER, Major General, Commanding. Letter from Major-General Peck, U. S. Army, to Major-General Butler, U. S. Army, regarding the expected attack upon New Berne and the sounds.

HDORS. ARMY AND DISTRICT OF NORTH CAROLINA, New Berne, N. C., February 13, 1864.

GENERAL: My information is of such a nature as to induce the belief that Jeff. Davis has decided upon recovering New Berne and the sounds, probably as a preliminary step to Lee's retrograde movement in the spring. Both rams are expected down the Neuse and Roanoke in conjunction with land troops. It seems certain that the one at Kinston is intended to come down on the next high water.

I have just ordered some old hulks to be placed in the Neuse, above the city, and shail leave to-morrow evening for Washington and Ply-

mouth.

All are at work strengthening our lines where most needed. The railway is in order again.

Good cavalry is of the highest moment to us in North Carolina. General Pickett has arrested General Barton for his part in the late affair.

I am, very respectfully, your obedient servant,

John J. Peck, Major-General.

Major-General B. F. BUTLER,

Commanding Department of Virginia and North Carolina:

Report of Commander Davenport, U. S. Navy, regarding affairs off New Berne, N. C.

> U. S. S. Hetzel, Off New Berne, N. C., February 12, 1864.

ADMIRAL: The enemy attempted to reconnoiter our position last night by the river; were fired on by our picket boats.

They are doubtless about, but I have no fears if they attack while I

am here.

I want more gunboats. Washington should not be left with only the Louisiana.

We have the railroad now (on sufferance), and I trust we will be able to control it.

I will keep you advised of things here.

In haste.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Dove, U. S. Navy, regarding naval defense of Beaufort Harbor.

FLAGSHIP MINNESOTA, Off Newport News, Va., February 13, 1864.

SIR: Your Nos. 27-30 are received. Let the blockaders detained for the defense of Beaufort return to their stations. Captain Sands complains that this detention has interfered with the blockade. Hereafter one or two blockaders, whilst coaling there, will answer for the defense of the harbor on emergency, as the armed tug *Lilac* should always be kept ready.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Commander B. M. Dove,

Commanding Naval Station, Beaufort, N. C.

Report of Commander Davenport, U. S. Navy, regarding affairs at New Berne, N. C.

U. S. S. HETZEL,

Off New Berne, N. C., February 14, 1864.

ADMIRAL: Your several letters by the Ceres and two of the 10th have been received.

All is quiet here just now. The gunboats will do all that you can desire.

We have reliable information that the enemy are hard at work upon the ram at Kinston.

The Eutaw is aground on the Swash; will do all I can to relieve her. Until her arrival here I think it would be injudicious to send the Southfield away.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Officer, etc.

Acting Rear-Admira, S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the arrival of vessels in Hampton Roads.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 15, 1864.

SIR: I have the honor to report to the Department the arrival at Hampton Roads on the 14th instant of the U. S. S. Winona, from Baltimore, and the U. S. ironelad Atlanta, from Philadelphia, and the arrival to-day of the U. S. S. Malvern (late Ella and Annie, prize steamer), from Boston, and the U. S. S. Tacony, from Philadelphia.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, giving a résumé regarding capture and destruction of blockade runners off Wilmington.

FLAGSHIP MINNESOTA, Off Newport News, Va., February 15, 1864.

SIR: I have the honor to report to the Department the circumstances attending the capture and destruction by the blockading forces off

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Wilmington of the following blockade runners, of which I have previously informed you by telegraph: The Wild Dayrell, Nutfield, Dee,

Emily, and the Fanny and Jenny.

Upon the reporting of the Sassacus, Lieutenant-Commander Roe, she was assigned by me to duty as an outside cruiser, to cruise upon the line of bearing between New Inlet and Bermuda, not farther to the eastward than the meridian of 75° west longitude, a station where her reputation for speed would be severely tested, one in which a very fast cruiser w uld prove a great stumbling block to the blockade runners. The result has equaled my expectations, and the destruction of the steamers Wild Dayrell and Nutfield by the Sassacus, both new and fast steamers, the latter on her first voyage, are added to the long list of disasters to the blockade runners.

Upon the morning of the 1st instant Lieutenant-Commander Roe discovered black smoke inshore of him, and, pursuing it, discovered the Wild Dayrell on shore, near Stump Inlet. He boarded, and found her to be partially filled with an assorted cargo. Her crew had abandoned her and fled to the shore. After great exertions to get her afloat, in which he was assisted by the Florida, it was found impracticable, and she was completely destroyed. Lieutenant Commander Roe estimates her value, with her cargo, at about \$200,000. After completing the destruction of the Wild Dayrell, the Sassacus proceeded to take up her assigned station, and at 7 o'clock on the morning of the 4th instant a blockade runner was discovered to the northward and westward of him, distant 12 miles. Chase was immediately given and after a five hours' chase the steamer was brought under fire, and finding escape impossible she ran on shore at 1 o'clock p. m., near New River Inlet.

Her officers and crew escaped to the land in their boats; one boat load, however, was capsized and the crew drowned, with the exception of a Mr. Mell, the purser of the steamer, who was rescued from drowning by the boats of the Sassacus, which were immediately sent in to take possession of the prize. She proved to be the English steamer Nutfield, from Bermuda, bound to Wilmington, previously mentioned in consular dispatches. From Mr. Mell, who was rescued, I learn that her cargo was munitions of war, arms, a battery of eight Whitworth guns, and pig lead. The guns and lead were thrown overboard during the chase. Finding it impossible to get the Nutfield afloat, after great exertions to that end, she was fired and destroyed. Some 700 rifles and a quantity of cavalry sabers, together with other articles, were rescued from her, and will be sent in for adjudication at an early date.

Lieutenant-Commander Roe reports that the Sassacus attained a speed of 13½ knots and gained rapidly upon his chase, reported one of

the fastest steamers yet sent to run the blockade.

Upon the 6th instant the Cambridge discovered a steamer ashore and on fire, about 1 mile south of Masonboro Inlet, which proved to be the blockade running steamer Dee, from Bermuda to Wilmington. Finding it impossible to extinguish the flames or to get her off, Commander Spicer, of the Cambridge, abandoned the attempt, and still further destroyed her by firing into her. Seven of her crew were captured, and are now held as prisoners on the Cambridge. From these prisoners I learn that the Dee was commanded by G. H. Bier, formerly a lieutenant in the United States naval service. She was loaded with lead, coffee, and bacon, all of which, with the vessel, were completely destroyed.

At 5:50 a.m. on the 10th instant a steamer was discovered from the Florida, standing along the shore toward New Inlet. After pursuing

and firing at her, she ran on shore near Masonboro Inlet. Commander Crosby sent his boats and took possession of her. She proved to be the side wheel steamer Fanny and Jenny, commanded by the notorious Captain Coxetter, who, with the purser, was drowned in endeavoring to reach the shore. The remainder of her crew, 25 in number, were captured, and are now prisoners on board the Florida. was loaded with merchandise and coal. The enemy opened fire upon the wreck and upon the *Florida* with musketry and Whitworth guns, by which fire Acting Assistant Paymaster W. F. Keeler received a severe but not dangerous wound. Finding it impossible to get the steamer affoat after great exertions, Commander Crosby ordered the steamer to be fired, which was done under a severe fire of the enemy. The Florida received some damage from the fire of the enemy, which can readily be repaired. At the same time that the Fanny and Jenny ran on shore another steamer was seen from the Florida ashore about one half mile to the northward of the Fanny and Jenny, which was also boarded by the Florida's boats. This proved to be the Emily, from Nassau, with a cargo of merchandise and salt. She was also fired and destroyed, as it was impossible to get her affoat.

The Fanny and Jenny, Emily, and Nutfield are new vessels, and this

is supposed to be the first attempt to run the blockade.

The Wild Dayrell has made one successful voyage, and the Dec is an old offender.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. 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 general matters pertaining to his command.

U. S. S. Hetzel, Off New Berne, N. C., February 15, 1861.

ADMIRAL: I sent the Ceres yesterday with two tugs to work at the Eutaw, aground on the Swash.

The water is very low just now everywhere in the sounds, but I hope the assistance I send her will suffice to get her afloat. I shall dispatch the *Southfield* to Plymouth as soon as the *Eutaw* arrives.

General Palmer is of opinion (in which I concur) that a gunboat with a battery like the Southfield should be here just now.

We are trying to obstruct the river above.

Everything shall be done in my power to carry out your wishes and to assist the Army.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron. Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

U. S. S. HETZEL, Off New Berne, N. C., February 15, 1864.

ADMIRAL: I have the honor to make the following semimonthly statement of the disposition of vessels in the sounds for term ending at date:

February 2.—The Hetzel ran down to Hatteras. The Hetzel sailed for New Berne.

February 3.—The Hetzel arrived at New Berne.

February 4.—The Whetehead, Southfield, and Miami arrived from Plymouth. The Miami and Whitehead sailed for Washington.

February 6.—The Granite arrived from Hatteras.

February 13.—The Seymour arrived from Plymouth.

February 11.—'The Ceres arrived from Hampton Roads. The Ceres sailed for Hatteras.

The Hetzel, Southfield, Commodore Hull, Lockwood, Seymour, and sloep Granite are at New Berne.

The Miami and Whitehead are at Plymouth.

The Louisiana is at Washington.

The Ceres is at Hatteras.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Note.—The Seymour is at the service of the Coast-Survey party; came here for various stores.

Report of Lieutenant-Commander Gillis, U. S. Navy, regarding expedition up the James River in search of escaped Union prisoners.

U. S. Gunboat Commodore Morris, Newport News, February 16, 1861.

SIR: In obedience to your orders of this date I got underway, and, with the Shokokon in company, proceeded up the James River as far as the Chickahominy, keeping a bright lookout along the bank for the Union prisoners that you informed me were reported to have made their escape from Richmond; saw nothing of them, either going up or on our arrival at the mouth of the Chickahominy. We arrived at the mouth of the Chickahominy at 12 m., remaining there until 2 p. m., when, not seeing anything of the party that we were in search of, I returned according to your instructions.

On the way down I saw, near the upper end of the battery at the north end of Burwell's Bay, a signal station, from which the enemy were then signalizing. Saw nothing else, either going or returning, worthy of note.

Very respectfully, your obedient servant,

J. H. GILLIS, Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Report of Acting Rear-Admiral Lee, U. S. Navy, of the execution of the Department's orders for a vessel to cruise off Bermuda.

FLAGSHIP MINNESOTA, Off Newport News, Va., February 16, 1864.

SIR: I have the honor to acknowledge the Department's communication of 10th instant, directing that a vessel from this squadron be sent to cruise off Bermuda for a while.

In compliance with this order, I have directed Captain D. B. Ridgely, commanding U. S. S. Shenandoah, to proceed immediately to cruise in that vicinity, and have informed him that 400 tons of coal belonging to the Department are at Bermuda, which he can make use of if permitted by the authorities at that place. I suppose this station is within my limits.

I have the honor to be, sir, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Block rding Squadron.

Hon. Gideon Welles, Secretary of the Navy.

Report of Acting Rear-Admiral Lee, U.S. Navy, regarding the chase by the U.S.S. Connecticut of a steamer answering the description of the Fergus or Presto.

> FLAGSHIP MINNESOTA, Off Newport News, Va., February 16, 1864.

SIR: Commander Almy, under date the 11th instant, reports having chased a blockade runner for fifteen hours, between noon January 31 and 3 a.m. February 1, whose description answered to the Fergus or Presto. As the latter-named vessel is reported to have run on shore while attempting to enter Charleston on February 2, having left Nassau January 29, it would seem to point to the Presto as the vessel chased by the Connecticut and by her run off from Wilmington. The chase commenced 100 miles south of Wilmington, the lately increased force of this squadron having enabled me to station the Connecticut, with other vessels, for outside cruising on the highways between Wilmington and Bermuda and Nassau, a disposition which very greatly increases the hazards of blockade running and consequently the efficiency of the blockade, as the recent accumulated disasters to the blockade runners very clearly show.

I have the honor to be, sir, very respectfully, yours,
S. P. LEE,
ta Rear Admiral Comda North Atlantia Blockading Sanadron

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Capture of the British steamer Pet off Lockwood's Folly Inlet, February 16, 1864.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City.

U. S. S. QUAKER CITY, Off Western Bar, Wilmington, N. C., February 16, 1864.

SIR: It affords me great satisfaction and pleasure to inform you of the capture early this morning, while off [Lockwood's] Folly Inlet, by the U. S. S. Montgomery, Acting Volunteer Lieutenant Commanding Faucon, of the English steamer Pet, of and from Nassau, master, Ross Davis, while attempting to run into Wilmington. Her master acknowledges having destroyed all her papers, except the register, by burning them in the furnace, but that her cargo was composed of provisions, liquors, and dry goods. She will be sent to the North as early as practicable. At the time of the capture of the prize, as well as the day previous, the wind was blowing very fresh from the westward, with

foggy weather.

At the request of Acting [Volunteer] Lieutenant Commanding Faucon, which is herewith forwarded, I have temporarily detached Acting Master Edmund Kemble from this steamer and placed him in charge of the prize, with directions to proceed with her to Boston and deliver her and cargo to the constituted authorities, and then by letter report himself to the Secretary of the Navy, with a request to be returned to this vessel when his services in Boston shall no longer be required. Acting Third Assistant Engineer Frederick Fries, John Wythe, second-class fireman, and James McLaughlin, 3d, coal heaver, of this vessel, have been also temporarily transferred to the prize, and the balance of prize officers and crew made up from the other vessels of the squadron, a list of which is herewith forwarded, marked "A".

The Pet had on deck several barrels of liquor and a quantity of fruits and vegetables. The latter two articles, being of a perishable nature and already partially decayed, I directed to be distributed among the officers and crews of the vessels attached to the blockade, which I trust may meet with your approval. The liquor was struck below in

main hold and hatches battened down,

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

JAS. MADISON FRAILEY, Commander and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Comdy, North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Faucon, U. S. Navy, commanding U. S. S. Montgomery.

U. S. S. MONTGOMERY, Off Western Bar, Wilmington, N. C., February 16, 1864.

SIR: I have the honor to report that at 11:55 p.m. on the 15th instant, Lockwood's Folly Inlet bearing about N., 2 miles distant, 5½ fathoms water, wind fresh from N. W., sky overcast, saw a vessel to W. N. W. of us. At once gave chase, steering N. W. by W. Finding her moving inshore, I steered into 4½ fathoms, hugging the shore. The chase discovering this stood at once off to the southward. At 12:30 on the 16th, nearing the chase, challenged her twice with the night signals. Not receiving an answer, fired the 30 pounder rifled gun on the forecastle directly at her. At 12:45 fired a second shot, when the chase hove to, let off steam, and lowered two boats, which at once left her with some of her people.

At this moment, the ship being under strong headway, we rapidly passed the chase, merely seeing the boats after they had left her. Wore round and sent Acting Ensign W. O. Putnam on board with Acting Second Assistant Engineer James Pollard and a boat's crew to

take charge of the prize.

As soon as they were in possession I stood to the N. W. some 3 miles in hopes of picking up the boats that had left, but without success.

The vessel proved to be the steamer Pet, of Nassau, New Providence, which names are painted on her stern; and also ascertained by her certificate of British registry, the only paper, with some boat notes, found on board.

The captain of the *Pet* admitted that he had burned his mails, log book, and all his papers before capture, and that he was a fair prize.

At the time of capture no other vessel was in sight; nor was any vessel seen until daylight, when we made the ships of the squadron to the S. E. At once transferred such of the *Pets* officers, passengers, and crew, 17 in all, as were found on board. We afterward ascertained that 13 persons had left in the boats, including the pilot.

Stood in again to our station, the prize following, at 5 a.m., off Lockwood's Folly. At daylight, seeing nothing of the boats which had left the Pet during the night, moved out with the prize and anchored near

the Quaker City.

The Pet is an iron vessel, 2 years old; 14 feet long, 20 wide, and 11 depth of hold; tonnage, 233; register tonnage, 171; there being a reduction of 62 tons for space for propelling power. She has two 24-inch cylinders, 24-inch stroke, direct-action condensing engines. She carries 450 bales of cotton. Hull and engines in good order.

Very respectfully, your obedient servant,

E. H. FAUCON,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Letter of Lieutenant-Commander Roe, U. S. Navy, to Acting Rear-Admiral Lee, U. S. Navy, acknowledging receipt of orders.

> U. S. S. SASSACUS, Off Beaufort, N. C., February 16, 1864.

SIR: I have the honor to acknowledge the receipt of your order of the 9th instant, and will proceed at daylight to-morrow to New Berne and report to Commander Davenport, as therein directed. I will have to go by way of Hatteras Inlet.

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

F. A. Roe, Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant-Commander Flusser, U. S. Navy, requesting instructions regarding the sinking of obstructions in the Roanoke River.

> U. S. S. MIAMI, Plymouth, N. C., February 16, 1864.

SIR: General Peck is here to-day and has requested me to sink the two light-boats now here in the channel.

I replied that I would write you on the subject. The two, of themselves, will be of no service. We require, in all, six hulks, and I propose to put torpedoes in two or three of them.

There seems to be no need for great haste in the matter. The general has no further news of the progress of the ironclad building up the Roanoke. I do not think she will be finished for some months, though they might push her ahead rapidly to completion if they find the Neuse closed effectively against the one in that river, which General Peck informs me is completed and has been down the river.

The general expects an attack soon at New Berne, and says the

rebels have been reinforced by 5,000 men.

I think it probable that the boats collected at Halifax will make an attempt at this place, but when, I of course can not say.

I shall try to be ready for them at all times.

I write this in great haste to go by the general's boat.

I have the honor to be, sir, very respectfully, your obedient servant, C. W. Flusser,

Lieutenant Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Davenport, U. S. Navy, regarding general matters pertaining to his command.

U. S. S. HETZEL, Off New Berne, N. C., February 16, 1864.

ADMIRAL: One schooner has been sunk at a proper place up the river to obstruct the channel, and others will be as soon as possible.

The ram is without doubt a fixed fact; deserters and refugees confirm

previous reports.

I learn this morning that the *Eutaw* has gotten over the Swash and I hope to see her this evening or to-morrow.

The Valley City had arrived at Hatteras.

The water is extremely low.

I shall send the *Southfield* to Plymouth immediately on the arrival of the *Eutaw*, and the *Valley City*, or some other, to Washington.

I have the honor to be, respectfully, your obedient [servant],
H. K. DAVENPORT,
Commander and Senior Officer.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, approving his course in declining to sanction the permit granted to steamer Princeton.

NAVY DEPARTMENT, February 17, 1864.

Sir: Your No. 72, dated the 12th instant, and enclosures, have been received.

Your course in declining to sanction the permit given by Major-General Butler to the master and supercargo of the steamer *Princeton* is approved.

I send you herewith a printed copy of the additional regulations referred to in General Butler's permit, which you will perceive do not

warrant the ingress of a steamer with family supplies. The rules and regulations of blockade must not be set aside or disregarded in the desire to promote intercourse and trade.

Very respectfully, etc.,

GIDEON WELLES, Secretary of Nary.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Pequot, of putting into Beaufort, N. C., on account of sickness and injuries sustained in gale.

U. S. S. PEQUOT, Beaufort, N. C., February 17, 1864.

SIR: In consequence of the smallpox and measles having broken out among the crew of this vessel, and also having the davits of the second launch carried away during the gale of the 15th instant, I deemed it necessary to put into Beaufort in order to have the sick removed to the hospital, to prevent, if possible, the further spreading of the disease on board. I trust there will be no other cases, but I greatly fear there will be.

During the gale of the 15th instant this vessel behaved remarkably well until the wind shifted from the S. E. to the S. W., which created a heavy cross sea. I was then obliged to batten down the hatches, as the vessel rolled so deep as to completely submerge the hammock rails, and the waist boats which were raised several feet above them. In a word, I never witnessed such rolling in my life, and hope never to again. I am happy to say I had the good fortune to save the second launch after the davits had been carried away. Since my arrival on the station assigned me, I have endeavored to carry out your instructions fully. Accompanying this, I send you my abstract log, and my reply to Surgeon Sharp's report.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH, Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, U. S. Flagship Minnesota, Newport News, Va.

The *Pequot* has made large 14 knots under sail and steam. Her average consumption of coal will not fall short of 12 tons.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving information obtained regarding the ironclad under construction at Kinston, N. C.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 17, 1864.

SIR: When in the sounds of North Carolina with General Butler in November last I asked him to obtain information concerning the iron-clads reported to be building and fitting up at Halifax, on the Roanoke River, and at Kinston, on the Neuse, and to let me know the result,

which he promised to do. On December 30 General Butler wrote me that General Wessells said that the ram on the Roanoke was-

as great a mystery as ever, in spite of all efforts for clearing up the contradictory rumors. My own impression is that the ram is not plated yet, has no engine, and will not be ready for some months.

Lieutenant-Commander Flusser, Miami, in a communication to me of the 6th instant, says:

I have on board a man who was formerly engaged on the blockade runners from Wilmington. I am earrying him to General Wessells, at Plymouth.

He left Wilmington on last Monday (1st instant). \* \* \* He says he saw the

He left Wilmington on last Monday (1st instant). \* \* \* He says he saw the ironclad building at Kinston. She was still on the stocks; had part of her iron on. He saw no iron near her to finish her with.

Commander Davenport, Hetzel, reports under date of the 14th instant:

We have reliable information that the enemy are hard at work upon the ram at Kinston.

I have to-day written to General Butler asking him if he can not obtain early and exact intelligence concerning these ironclads, which it is very desirable to have at present.

I have the honor to be, sir, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary Navy, Washington, D. C.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, requesting information regarding the ironclad under construction at Kinston, N. C., and proposed movements of the enemy.

> FLAGSHIP MINNESOTA, Off Newport News, Va., February 17, 1864.

GENERAL: I would be greatly obliged if you would communicate to me, as soon as practicable, any exact intelligence you may have or can obtain concerning the ironclad reported to be building at Kinston, N. C.

I must also request you to endeavor to obtain and to give me early intelligence of all reliable information you may obtain respecting proposed movements of the enemy, especially by water, against any of our positions or gunboats in North Carolina, the sounds, or Beaufort.

All confidential communications please head "confidential," and send them in an inner envelope marked "confidential."

I have the honor to be, general, etc.,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General B. F. Butler,

Commanding Department of Virginia and North Carolina.

Letter from Major General Butler, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, responding to request for information relative to Confederate operations.

HDQRS. EIGHTEENTH ARMY CORPS,
DEPARTMENT OF VIRGINIA AND NORTH CAROLINA,
Foriress Monroe, February 17, 1861.

ADMIRAL: Your note is received. I enclose all the information which I have upon the subject of the rams in North Carolina, and the supposed attacks by means of them.

I do not much believe in the ram, either in the Roanoke or the Neuse.

I have sent a regiment of cavalry to the aid of General Peck.
I will furnish you with further information as soon as received,

I will take care to observe your directions in regard to confidential communications.

I have the honor to be, very respectfully, your obedient servant, BENJ. F. BUTLER,

Major-General, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Commander Davenport, U. S. Navy, to Commander Renshaw, U. S. Navy, urging vigilance against the enemy.

> U. S. S. HETZEL, Off New Berne, N. C., February 17, 1864.

SIR: Be on the constant watch for the enemy; always have your boarding nettings up, and one-half of your crew on deck armed.

They may attempt to board you over the stern. Look out for this.

I will send you another boat as soon as I can.

Very respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Commander R. T. RENSHAW,

Commanding U. S. S. Louisiana, off Washington, N. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding expedition up the James River in search of escaped Union prisoners.

FLAGSHIP MINNESOTA, Off Newport News, Va., February 17, 1864.

SIR: At 2 a. m. yesterday the army gunboat Jesup communicated with this ship, under orders from General Graham to go up James River to the Chickahominy, to take off any of the Union prisoners recently escaped from Richmond who should show themselves.

I dispatched the Commodore Morris and Shokokon for the same purpose. Last evening our gunboats and the Jesup returned, the Commodore Morris partially disabled and towed by the Shokokon; and Lieutenant-Commander Gillis reported that he could not see anything of our escaped prisoners.

Though it is probable that they made for our army lines at Williamsburg, I shall to-day send Lieutenant Commander Gillis in the

Commodore Jones, with the Shokokon, up James River on the same service.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Gillis, U. S. Navy, regarding expedition up the James River in search of escaped Union prisoners.

U. S. Gunboat Commodore Morris, Newport News, February 18, 1864.

Sir: In obedience to your instructions of the 17th instant, I went on board the Commodore Jones, and, with the U.S. S. Shokokon, proceeded up the James River for the purpose of affording aid to any of the Union prisoners who had escaped from Richmond. It being late in the afternoon when we started, we were unable to reach the Chickahominy until late in the evening. I therefore had the vessels anchor off Jamestown Island until this morning at daylight, when we got underway and stood up the river as far as Claremont, about 5 miles above the mouth of the Chickahominy; fired several guns and showed our largest ensign; saw no signals that would indicate the presence of anyone wishing to communicate with the vessel, but discovered that the rebels had a picket and signal station on the upper side of the mouth of the Chickahominy, and I am of the opinion that none of those we were in search of could possibly avoid being retaken should they make their appearance in that vicinity. I left the mouth of the Chickahominy at 12 m. and returned to my station, leaving the Commodore Jones on picket.

Very respectfully, your obedient servant,

J. H. GILLIS, Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding captures in York River.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 18, 1864.

SIR: I transmit enclosed a certified copy (1) of a report of Acting Ensign Dennett, U. S. S. Morse, of captures of oyster boats, etc., in York River on the 1st instant, during the absence of the commanding officer, Lieutenant-Commander Babcock, and a duplicate report (2) from Lieutenant-Commander Babcock of further captures made by himself on the 13th instant. All these captures will be sent to Washington for adjudication.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of Navy, Washington, D. C.

[Enclosures.]

U. S. S. Morse, Off Yorktown, Va., February 2, 1864.

SIR: I respectfully report that having received information that some torpedoes had been placed in York River, near Purtan Bay, some 18 miles above Yorktown, I received permission to proceed up the river, from Acting Master Wright, and if possible, find where these torpedoes were laid. Yesterday morning proceeded up the river, and when abreast of the ferry saw some oyster boats close inshore; lowered boats from this vessel and succeeded in capturing four of them. When off Pinkatink Creek, came to anchor; saw several more in the creek; sent in boats and captured eight of them, one being a scow lately built for the purpose of transporting grain up the river.

Several of these boats have been carrying on a steady trade between this place and the White House. Three of these boats had cargoes in them, consisting of 11 plows, a quantity of plowshares, 4 boxes of tobacco, and 9 sacks of salt, also 2 anchors and cables. There being some more plows (new) housed in a storehouse close to the river bank, and not having room to bring them on board, the officer in charge destroyed them. These goods had all just arrived direct from Richmond.

Swept the river around and across by Purtan Bay, but could not find

any torpedoes; returned again to Yorktown this afternoon.

I respectfully await your orders as to what may be done with these

boats, goods, etc.

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

ADOLPHUS DENNETT,

Acting Ensign and Executive Officer.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, off Newport News.

U. S. S. Morse, Off Yorktown, Va., February 14, 1864.

Sir: I respectfully report that, having been informed by General Wistar (commanding army forces at Yorktown) on the night of the 12th instant that he was about to send two companies of cavalry on a scout up York River as far as Potopotank Creek, and having heard that there were one or more small vessels engaged in a regular trade between Potopotank Creek and White House, I concluded to proceed up the river and, if possible, capture these vessels. Got underway on the morning of the 13th instant and proceeded up York River. abreast of Pinkatink Creek saw a boat hauled up on the beach; brought her alongside, and found on board one plow, one box tobacco, a few books, and a small amount of calico. Hearing that torpedoes were placed 50 feet apart across the river from Moody's Wharf to Purtan Island Point, lowered boats and swept the river with small chains, the vessel following in the track of the boats; found no impediment what-I do not believe there are any torpedoes below Goff's Point, but across from Goff's Point to Terrapin Point and in the forks of the river at West Point I believe, from information received, that there are certainly terpedoes placed there. On arriving off the mouth of Potopotank Creek came to anchor; saw our cavalry on shore and, having two of the Signal Corps on board this vessel, signalized with the cavalry and found everything quiet around the creek. Lowered all boats with armed crews and proceeded up Potopotank Creek about 3 miles; found

a small sloop of about 5 tons, laden with nearly 200 bushels of corn, also a skiff with her. Proceeding about 1 mile farther up the river, found a small schooner, empty, of about 10 tons, named the Margaret Ann, of Back River. The sloop was loading at the time for White House, there being an ox team on shore which had just discharged a load of corn into her. The men loading the sloop and the driver of the ox team, as soon as our boats came in sight, ran for the woods. Brought both vessels alongside, proceeded down the river, and came to anchor off Yorktown at 7 p. m. last evening.

I respectfully await your orders as to what disposition may be made

of these vessels, etc.

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

CHAS. A. BABCOCK,

Lieutenant-Commander and Senior Officer Présent.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

Report of Commander Frailey, U. S. Navy, regarding the escape of a blockade runner into the Cape Fear River.

U. S. S. QUAKER CITY,

Off Western Bar, Wilmington, N. C., February 18, 1864.

Sin: I regret to report that early yesterday morning a two-masted, schooner-rigged steamer, with single smokestack, was found to have entered during the night, but not without grounding near or on the bar between Bald Head and Fort Caswell, remaining there until the following high water, when she was taken off by tugs and up the river.

She doubtless evaded the squadron shortly after the moon set, as at that time she was plainly seen and chased by the *Aries*, but, unfortunately, Captain Devens soon lost sight of her after turning her offshore, but was doubtless soon afterwards doubted upon.

The State of Georgia must leave here to morrow or next day for Beaufort, and I shall be compelled to follow with this ship by Tuesday, the

23d, which will weaken the force considerably until our return.

I have to report the arrival on the 16th of the U.S.S. Vicksburg, and on the 17th of U.S.S. Monticello, which, with the Montgomery, Mercedita, and Arics, will compose the squadron after my departure, unless the Maratanza and Emma should return.

The latter vessel, much to my surprise, has been absent seventeen

days.

The prize steamer Pet, captured on the night of the 16th instant by Lieutenant Commanding Faucon in the Montgomery, started for Boston yesterday in charge of Acting Master Edmund Kemble, lately attached to this ship.

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

JAMES MADISON FRAILEY, Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Commander Davenport, U. S. Navy, regarding the U. S. S. Eutaw.

U. S. S. HETZEL,

Off New Berne, N. C., February 18, 1864.

ADMIRAL: The Eutaw arrived yesterday, and I have placed her in the best position to protect the river.

I have the honor to be, respectfully, your obedient servant,
II. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Studley, U. S. Navy, regarding means to be employed to bring vessels to.

Strictly confidential.]

U. S. FLAGSHIP MINNESOTA, February 19, 1861.

SIR: Referring to my instructions of January 29, 1863, on your file, you are hereby ordered always to fire blank cartridges to bring vessels to which are attempting to cross the blockade, and not to fire a shotted gun of any sort until you find that no attention is paid to the blank cartridges already fired, when, under your personal supervision always, you may, if it be absolutely necessary, fire a ball or shot, but never into any vessel or in such direction that the bullet or shot will reach the shore either direct or by ricochet. You must not make this order public, but notify your executive officer and officers of the deck that balls or shots are not to be fired except under your personal supervi-You will occupy such a position outside of the line of Fortress Monroe light house and the Rip Raps as will obviate all chance of striking any person, especially a sentry on shore. You may arrest, detain, and report vessels arriving which intentionally violate the blockade, and those going out may be so fired at as to bring them to without doing any injury. Besides, you can generally ascertain the names of outward-bound offenders, and detain and report them on their return.

See that your boarding officer has a correct copy, certified by you, of my order of January 29, 1863, to show to every vessel that you board other than a man-of-war.

Respectfully, yours,

S. P. Lee, Acting Rear-Admiral, etc.

Acting Master I. B. Studley, Commanding Guardship Young Rover, Hampton Roads.

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Unofficial letter from Acting Rear-Admiral Lee, U. S. Navy, to the Assistant Secretary of the Navy, regarding the blockade and blockade runners.

FLAGSHIP MINNESOTA, Off Newport News, February 20, 1864.

SIR: Yours of the 17th came to hand last evening. Thank you for your agreeable congratulations on the last hit off Wilmington, which

makes the number of blockade runners captured or destroyed since July 12, 26, and since the blockade was strengthened last fall the number is 23 steamers lost to the trade.

Can the history of the blockade beat this?

I don't believe that many prizes will be made hereafter; the runners now take to the beach too readily when they see a blockader by day or I pride myself on the conduct of the blockade, which has given me much care, thought, and writing, My instructions will show this when I send them to you; they certainly cover the whole ground, and work well, though several runners have got in lately. additions to the runners are less than the numbers destroyed, etc. you not disclose too much to the runners in publishing that part of my dispatch about the Sassacus which exposed her cruising ground? and the Eutaw were ordered to the sounds. The Eutaw got aground on the Swash. They were both ordered to the outside blockade several days ago—the Sassacus to intercept the Bermuda and the Eutaw the Nassau runners. The Sassacus has done well and the Eutaw will do well, and may be better as to speed than the Sassacus. I congratulate you on the success of this class. With a little improvement in the steering in some of them, they'll beat the Olyders.

Trade, I suspect, is the demon which instigates all attacks on the blockade and blockaders. Its profitable monopoly requires strict exclusion of foreign competition, and scarcely tolerates the form of blockade

against inland trade.

You reminded me the other day that General Dix objected to the boarding vessel blockading off Hampton Roads. As boarding returns are required of cruisers in time of peace, how can they be dispensed with in time of war and blockade, which the Navy is required to keep

in good faith?

I hear nothing more about the surrender of our naval magazine, building, and grounds. They are much needed, and the *Carstairs* continues on demurrage. Chief Engineer Long's force and knowledge are much needed at the Gosport navy yard. The *Atlanta*, a horrid thing to live in, left here before the *Tacony* took the place of the *Wyalusiny*; she experienced bad weather, and did well. I trust you mean to give me the swift dispatch and mail steamer which I have applied for—the *R. E. Lee, Merrimac*, or *Banshee* would do well. I need something to take the mail and special orders in an emergency. When I leave here squadron papers pile up and office work gets behindhand. The *New Berne* passes semioccasionally instead of semimonthly, and the *Fahkee* blockades and feeds the bar tenders, who carry but little coal. Only consider the superfluity of army transportation and our absolute want.

The blockade off Wilmington is the blockade of two widely separated entrances, each requiring as much force as Charleston did, if not more. Experience teaches that a mere inner line will not answer for blockading in this steam era. Now the blockaders are from 1 to 2 miles, and more, apart. This is only thick when it is so dark that all is thickness. In estimating the sea strength of this blockading squadron, one must only count the steamers off Wilmington. The rest are keels, not pennants. Winter blockading is very trying to machinery, and nearly a third of the vessels, sometimes more, are absent for repairs and coal, going, returning, or at Beaufort, not to speak of those (like the Monticello, away three months) at Northern ports.

I thank you for the Peterhoff. I hope she is suited to the service. Captain Forbes said I was to have the Cherokee. I hope so. Where is Lamson? I have a special want for him, and trust he is not to be detached from this squadron. Can't you give me Clitz? He, too,

knows the requirements of this blockade. It is a grave mistake to make changes on blockade services. An officer acquainted with the situation is of more account than one of equal merit who is not. Where are all the regular navy officers? Except the few on this ship and the Roanoke there are but two this side of Cape Henry, three in the sounds, and, say, two or three dozen, old and young, off Wilmington. Will you not give this blockading squadron its proportion of the fast navy vessels? As far as blockade running is concerned, this squadron has more to do than all the others. Wilmington and its entrances and adjacent inlets require more attention than all the rest of the coast. The depots at Bermuda and Nassau are tributary to it. A modern blockading squadron has much more to do than merely threatening an entrance. It should intercept runners where daylight shows them after a long night's run from either end of their lines. In no other way can a wooden blockade be made effective. Out-runners can not be stopped just off an entrance which they can pass any dark night.

You will be surprised, on examination, to find how few steamers of the number and kind assigned can be kept immediately off each bar to Wilmington at one time. It is the severest service imaginable, and strangely well do the steamers stand it; but more and new and swift ones are absolutely needed for the North Atlantic Blockading Squadron. Since last summer only has this blockading force been much more than

nominal for want of strength.

How many of the new monitors are to come to me, and when may they be expected? I long to cooperate with an army capable of investing Richmond or Wilmington, & la Vicksburg. What chance of it, and when?

Very respectfully, yours,

S. P. Lee.

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

Report of Acting Rear-Admiral Lee, U. S. Navy, advising that the military authorities direct the placing of obstructions in the Roanoke River.

FLAGSHIP MINNESOTA, Off Newport News, Va., February 20, 1864.

SIR: General Peck desires the senior naval officer at Plymouth to sink the two light-boats now there in the opening in piling obstruction just above the town.

I think it best that the defense of obstructions should be left to the military authorities, and, if thought necessary by them, conducted by their engineers, and I propose to suggest this course to General Butler.

If General Butler or General Peck desires it, may these old light vessels be applied to this purpose? They were once sunk by the rebels and raised by the Light-House Board, and are not of much value now.

I enclose a copy of a report\* from Lieutenant-Commander Flusser, dated February 16, and received to day.

I have the honor to be, sir, very respectfully,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

<sup>\*</sup> See p. 487.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, regarding the placing of obstructions in the Roanoke River.

FLAGSHIP MINNESOTA,

Off Newport News, Va., February 20, 1864.

GENERAL: I am informed by Lieutenant-Commander Flusser, U. S. S. *Miami*, that General Peck desires the senior naval officer at Plymouth to sink the two light-boats now there in the opening in piling obstruction just above the town.

I would suggest that the defense of obstruction should be left to the military authorities, and, if thought necessary by them, conducted by

their engineers.

I have the honor to be, general, respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

General BUTLER,

Commanding Department of Virginia and North Carolina.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Pickering, U. S. Navy, commanding U. S. S. Peterhoff.

NAVY DEPARTMENT, February 20, 1864.

SIR: Proceed with the U.S.S. Peterhoff to Hampton Roads and report to Acting Rear-Admiral S.P. Lee for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Volunteer Lieutenant Thos. Pickering, Commanding U. S. S. Peterhoff, New York.

Letter of Acting Rear-Admiral Lee, U. S. Navy, to the Secretary of the Navy, requesting instructions regarding the limits seaward of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 23, 1864.

SIR: I am not aware that the limits seaward of the North Atlantic Blockading Squadron under my command have been defined by the

Department.

The necessities of an effective modern blockade require a considerable extent for cruising, to intercept and chase steam blockade runners; and I have always considered my limits as extending seaward as far as this object required, and that wherever a man-of-war of my squadron, acting under my orders, was cruising was necessarily embraced in my limits. It will be difficult to define exact limits, except of harbors and inlets on the coast, between the cruisers of this and the adjoining squadron; but no inconvenience to the public service need be experienced from not drawing a dividing line seaward between this and the next squadron.

I respectfully request to know the Department's construction of its orders establishing the limits of the North Atlantic Blockading Squadron.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary Navy, Washington, D. C.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 23, 1864.

SIR: The following is the disposition of vessels composing the North Atlantic Blockading Squadron:

Vessel.	Station.	Remarks.
	ſ	Crank shaft does well; pipes require constant repair. The time of 228 men (including perty officers and best men of old crew) expires before or in April; new portion of crew rapidly reducing by transfer to other vessels; total on board now, 333; deficiency of com-
Roanoko	do	Just out of quarantine for smallpox; in good order.
Atlanta Commodore Jones	dodo	Stationed just above U. S. S. Roanoke. Forrybout; much in want of calking and new canvas roof; stationed on line across James
	do	order.
1	do	Forryboat; in quarantine for smallpox; carries low steam, flues tender; will make much work to repair them.
Shokokon	do	Ferryboat; in good order; now in James River. Commodore Jones, Dawn, and Shokokon take
Stepping Stones	do	steamer here; stationed on the flats in line on James River; send her sometimes to inlets in
Dawn	do	eastern shore counties. On James River line; not seaworthy for outside service, and of too much draft of water for river service; will answer for some purposes
Daylight	do	inside capes. Withdrawn from blockade off Wilmington, and now on James River line; waiting for new
Mount Washington	do	yard; injured from bad weather in the bay when returning after towing prize steamer
Charles PholpsZouavo	do	Cores to Washington. Coal hulk at Newport News. Tug; under repairs; iron rudder broken; head broken off.
Young Amorica	dodododo	Tug; mail and supplies, etc. Scaling and repairing boilers; will then fit and use her as tender for acting rear-admiral and
Young Rover	Hampton Roads	steam power; might be well to take out her
St. Lawrence	do	little engine and screw and make a coal transport of her for the blockade off Wilmington. Ordnance storeship; has small crew of contrabands; would do well to replace the Young Rover when ordnance depot is transferred to navy magazines and buildings.

Vessel.	Station.	Romarks.
	Hampton Roads	her bottom is repaired; propose to send her to Beaufort for storeship.
Roman	do	Do.
Wyandotto	Norfolk	Condemned; boarding vessel.
-	do	is nearly half her time away for fuel
Kansas	do	Been waiting for Dump, which has lust come.
		will soon be rendy. Her English engines, etc., are so far forward that her screw can not be got under water; serious difficulty.
Tacony	do	. To remedy some defect in steering; will be ready in a few days.
Сајурво	do	. Nearly thoroughly repaired. Constructor Hanscom thinks sho will be the best vessel in the blockade.
Howquah	do	Repairing; just arrived from the blockade off Wilmington; will return in a few weeks; very useful vessel.
Cohasset	do	. Armed tug; repairing.
Violet	(10	. Armed tug; repairing for blockading Western bar, Wilmington.
Alert	do	Tug; repairing. This and all the tugs armed; they are tenders to the squadron; do much work, and are often in need of repair.
Poppy	do	Do.
	do York'River and Chesapeako Bay. do	
Crusader	do	. Forryboat; bad boiler Unfit for outside service on blockade in the
	do	bay, off Mobiack Bay: inconvenient draft.
		move in smooth water; on the lookout in Back and Poquesin rivers.
Samuel Rotan	do Beaufort, N. C	Schooner; in Mobjack Bay.   Schooner; ordnance.
Release	do	Ordnauce storeship; may be used as coal transport for blockaders off Wilmington, when the
William Dalwan	do	ordnance hulks Roman and Ben Morgan are released here; repaired and sent there, where more accommodation for ordnance stores is required since the increase of the blockaders off Wilmington.
Lilao	do	Tug to move colliers and pilots; very useful there.
)	do	In quarantine for oruptive diseases; fast; will
Pequot	do	In quarantine for cruptive diseases; fast.
Hetzol	Sounds of North Carolina	Off New Berne; wants repairs.
Lockwood	do Sounds of North Carolina dodo	Off New Berne; ferryboat in repair. Off New Berne; side-wheel tug; in good re-
Valley City	do	pair. Off New Berne; small propeller; in order. Off New Berne; side-wheel tug; in good re-
Albamasla	do	pair.
	do	Off New Berne; ordnance hulk. Do.
	do	Off Washington; indifferent vessel.
Whitehead	do	Off Washington; screw tug; very efficient. Off Plymouth; wants to be hauled out; can not
Southfield	do	be spared now. Off Plymouth; ferryboat; wants some repairs. Off Plymouth; Coast-Survey party surveying
Granite	do	Croatan Sound and obstructions.  Ocracoke Inlet; sloop. When quiet is restor-
		ed in the sounds, I propose to withdraw some of the vessels now there, for repairs, and afterwards to substitute them for some of the condemned vessels now here. Some of the insiders now repairing at Baltimore will be needed within the capes.
	off Wilmington, N. C. (New Injet).	Fast.
	do	Slow.
	do	Fair speed; very useful. Bottom foul; very slow.
	do	Fast.
Mount Vernon*	do	Do.
Cambridge*	do	Slow.
dercedita*	do	Fast.

 $<sup>^{\</sup>star}$ An average of from one-third to two-fifths of these vessels are off their stations all the time for repairs and fuel, and to recruit.

Vessel.	Station.	Remarks.
Quaker City*	Off Wilmington, N. C. (Old	Fast.
	Inlet or Western Bar).	L
State of Georgia*	do	Slow.
Emma*	do	Do.
Montgomery*	do do	Fast.
Maratauza*	do	Slow.
Nansemond*	do	Fast.
	do	
Vicksburg'	Off Shallotte Inlet	
Aries*	Off Little River Inlet	
Shenandoah*	Off Little River Inlet Cruising and on outside	1)0.
ļ	blockáde duty off Ber-	
	muda.	
Sassacus *	On the western part of the	Do,
l	Bormuda line.	
Eutaw*	Off Frying Pan Shoals, and	
	on the northern end of the	
	Nassau line.	
Connectiont*	do	
Victoria	Repairing at Northern ports.	Baltimore; slow; from Wilmington. Baltimore, forry boat; from sounds; wanted
Commodore Perry	do	Baltimore, ferry boat; from sounds; wanted
1		there and here.
Shawsheen	do	Baltimore; side-wheel tug; from sounds;
		wanted there and here.
Jovernor Buckingham. [.	do	
	do	mington.
Delawaro	do	
	,	hore.
ienry Brinker	do	At Baltimore; from sounds.
Tunchback	do	At Baltimore; ferryboat from sounds. At Boston; hope to have her again.
acramento	do	At Boston; hope to have her again.
ames Adger	do	At Philadelphia; hope to have her again.
iettysburg	(10	At Philadelphia; Lieutenaut Lamson; much
1		needed for Wilmington; also need a light-
		draft, fast steamer for squadron mails and
İ		dispatches on emergency.

<sup>\*</sup> An average of from one-third to two-fifths of these vessels are off their stations all the time for repairs and fuel, and to recruit.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

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

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding reports of the disposition of naval vessels in the sounds.

> FLAGSHIP MINNESOTA, Off Newport News, Va., February 23, 1864.

SIR: Please inform me of the particular disposition of each man-of-war now in the sounds.

Hereafter send your report of this on the 10th and 25th of each month, so as to reach me in time for my semimonthly returns to the Department.

Until quiet is restored in the sounds I wish you to report immediately every intermediate change in the disposition of each vessel.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Commander H. K. DAVENPORT,
Commanding U. S. S. Hetzel.

Report of Lieutenant-Commander Roe, U. S. Navy, regarding condition of U. S. S. Sassacus.

> U. S. S. SASSACUS, Hatteras Inlet, February 22, 1861.

SIR: Having received information to the effect that the canal communication from New Berne to Fort Monroe was closed by ice, and consequently I may be unduly detained here, and as the Sassacus can not proceed upon her cruise on account of derangements to her machinery, I have thought it better for me to proceed at once to Norfolk and report in person to the admiral without unnecessary delay. I shall therefore proceed to Fort Monroe to-morrow.

I beg you will be pleased to forward all mails that may arrive at New

Berne for this vessel to Norfolk.

Trusting that my course will be approved by the admiral,

I am, sir, very respectfully, etc.,

F. A. Roe, Lieutenant-Commander.

Commander H. K. DAVENPORT, Comdg. Naval Forces, New Berne and Sounds of North Carolina.

Letter of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, relative to Confederate vessels on the Neuse and Roanoke rivers.

Confidential.

U. S. FLAGSHIP MINNESOTA, Newport News, February 23, 1864.

Sir: Your number 203 of 16th instant is received. I have asked General Butler for the information he had or might be able to obtain concerning the rams said to be building in the Roanoke and Neuse rivers. General Butler sent me, in a confidential communication on the 16th, a copy of a letter from General Peck of 13th, stating that both rams are expected down the Neuse and Roanoke in conjunction with land troops. It seems certain that the one at Kinston is intended to come down on the next high water. General Butler remarks, however, that he does not much believe in either ram.

Respectfully, yours,

S. P. LEE, Acting Rear-Admiral.

Commander H. K. DAVENPORT, U. S. S. Hetzel, New Berne, N. C.

Letter from Major-General Butler, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, regarding the transfer of Fort Norfolk to the naval authorities.

> HDORS. EIGHTEENTH ARMY CORPS, DEPARTMENT OF VIRGINIA AND NORTH CAROLINA, Fortress Monroe, February 24, 1864.

ADMIRAL: Having been able to find a proper place to confine the prisoners now at Fort Norfolk, I am having it fitted up, and as soon as

possible, I hope in the course of ten days, I shall be able to turn over Fort Norfolk to the Navy, as they request.

I have the honor to be, very respectfully, your obedient servant, Benj. F. Butler,

Major-General, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting request for a guard of marines for the U. S. S. Sassacus.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 25, 1864.

Sir: I transmit enclosed to the Department a communication from Lieutenant-Commander Roe, U. S. S. Sassacus, of the 24th instant,

requesting that a marine guard may be allowed his vessel.

If any vessels in the service require marines more than others they are those engaged in blockade service, who have frequently to deal with blockade runners full of liquor. It is my belief, from verbal reports that I have received, that several blockade runners which have been destroyed might have been captured but for these causes—the want of marines as sentries and the large quantities of liquor on board of them.

The desire to have marine guards is very generally expressed by commanding officers on the blockade, whose professional experience has shown the necessity for them on this service.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of Navy, Washington, D. C.

[Enclosure.]

U. S. S. SASSAGUS, Newport News, Va., February 24, 1864.

SIR: I respectfully request that if it be possible this vessel may be allowed a guard of marines. Each day's experience in service on blockade forces me to be almost importunate in my solicitations in this respect.

Should you be pleased to grant this request, I have nine landsmen, who are worse than worthless for the performance of sentry duty, whom I shall be happy to spare to perform the duty of landsmen.

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

F. A. Roe, Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Lieutenant-Commander Queen, U.S. Navy, commanding U.S. S. Wyalusing.

. NAVY DEPARTMENT, February 25, 1864.

SIR: Proceed with the U.S.S. Wyalusing to Hampton Roads, Virginia, and report to Acting Rear-Admiral S.P. Lee.
Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Lieutenant-Commander W. W. Queen, Commanding U. S. S. Wyalusing, Philadelphia.

Report of Lieutenant-Commander Babcock, U. S. Navy, transmitting report regarding the capture of canoe with two Confederate soldiers.

U.S.S. Morse,

Off Yorktown, Va., February 25, 1861.

Sir: I respectfully forward you the enclosed papers received from Acting Master Savage, commanding U.S. S. General Putnam.

I have the two rebel soldiers with their canoe on board this vessel, and respectfully await your orders in relation to them.

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

CHAS. A. BABCOCK,

Lieutenant-Commander and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, off Newport News.

[Enclosure.]

U. S. S. GENERAL PUTNAM, Poquosin River, Virginia, February 21, 1864.

SIR: I would most respectfully report to you that this morning, while lying at the mouth of the Poquosin River, I captured one canoe, with two rebel soldiers. They inform me that they left Richmond on the 21st instant on a leave of absence. Their names are, respectively, Abel Winder, corporal of the Thirty-second Regiment Virginia Volunteers, and J. T. Cain, private, of the same regiment. A. Winder, corporal, is on his leave of absence under a fictitious name. I herewith enclose all papers found in their possession, together with the canoe that was captured.

I am, very respectfully, your obedient servant,

H. II. SAVAGE,

Acting Master, Commanding.

CHAS. A. BABCOCK,

Lieutenant-Commander, U. S. Navy, Senior Officer off Yorktown, Va.

Report of Acting Master Williams, U. S. Navy, regarding an exchange of shots with the enemy in the Nansemond River.

U. S. S. COMMODORE BARNEY, Nansemond River, Virginia, February 25, 1864.

SIR: I have the honor to report to you that I got underway off Holloway's [Halliday's] Point on the morning of 24th instant to send a

rebel deserter to the flagship (that I took on board the evening

previous).

I left the schooner Lion, of Philadelphia, at anchor near the above-mentioned place, giving the captain instructions that in case he sees the enemy to set his ensign at the main masthead. About two hours after my leaving, the officer of the deck reported that the ensign was flying from the schooner's masthead; upon nearing the vessel, I saw some (supposed to be armed) men on shore. The captain of the schooner told me that they fired a volley of musketry at him, their shot falling short of the vessel. I fired two IX-inch and one 100-pounder Parrott rifle 5-second shell into the woods where they were, and I saw nothing of them afterward.

I am, very respectfully, your obedient servant,

JAMES M. WILLIAMS,

Acting Master, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding a deserter from the Confederate service.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 25, 1864.

SIR: I send to you a young man who came on board the Commodore Barney in Nansemond River a few days ago as a deserter from the rebel service. He gives his name as Watkins, and represents that he was orderly and courier to the rebel General Pickett. He has been examined by General Butler and by me, and I send him to you in the hope that you and General Peck will be able to glean from him information of affairs in North Carolina which will be useful, as he seems to be intelligent.

When you and General Peck have got from him such information as he is able to give, he may be disposed of in any appropriate manner by General Peck, or if the general has no such disposition to make of him, you will cause him to be returned to me.

Respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT,

Senior Naval Officer in Sounds North Carolina, New Berne, N. C.

Report of Commander Davenport, U. S. Navy, urging reinforcements in view of probable attack upon New Berne, N. C.

U. S. S. HETZEL,

Off New Berne, N. C., February 25, 1864.

ADMIRAL: The *Eutaw* left this morning. Lieutenant-Commander Blake was good enough to inform me that you had ordered him out of the sounds.

I regret the departure of a vessel with such a battery. From the best information the enemy are massing a force at Kinston, are working zealously at the ram, and will soon make an attempt to take this place.

Both branches of the service ought to be strongly reinforced. Weak points and small garrisons invariably invite attack.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer, Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Commander Flusser, U. S. Navy, regarding affairs in the Roanoke River.

U. S. S. MIAMI, Plymouth, N. C., February 25, 1864.

SIR: On the 22d instant I sent Acting Master Welles in the White-head with 25 men from this vessel up the Roanoke to destroy a mill at which the rebel garrison of Rainbow Bluff were having corn ground. The mill was found about 21 miles above this place; it was the property of one Jordan, who is in the rebel Army. Mr. Welles burned it to the ground. No enemy was seen.

Some torpedoes were reported in the river a mile above Jordan's place by the people thereabouts. People residing on or near the river have been warned by the rebels from fishing in certain parts of the river where they profess to have sunk torpedoes. I do not know whether there are any in the river or not, but if there are they can easily be removed by dragging with two small boats and a line, if we should ever desire to ascend beyond their reported position. Whether the report is correct or incorrect, it comes from the rebels, and would argue rather fear of our advance than an intention on their part to attack. When the ironclad is completed, if a large rebel land force is in the State, she might be brought to make a combined attack on this place. She will never venture down without such support.

A rather respectable man came into our lines from Raleigh some days since. He says the ironclad is to have two thicknesses of 1½-inch iron, the layers at right angles to each other. He says further that she is spoken of as intended for auxiliary defense at Rainbow Bluff; that the people say we have mounted here several Parrott 300-pounders; that she could not endure their fire, and will not be risked under it.

I wrote you some days since that General Peck, when he was here, stated that the rebels had received reinforcements in this State to the number of 5,000 men. My own opinion is, although I have no information on which to ground it, that the force which appeared before New Berne was en route to Mobile, and that for that reason New Berne was not attacked; they had not, or thought they had not, time to delay. I did expect an attack on New Berne for the first few days after the disappearance of the rebels before the city, but after that concluded they had gone farther south. If my supposition is correct, I fear General Sherman may meet a larger force on his way than he anticipated.

I have the honor to be, sir, very respectfully, your obedient servant, U. W. Flusser, Lieutenant-Commander.

Acting Rear Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads. Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, regarding experiments with torpedocs.

NAVY DEPARTMENT, February 26, 1864.

SIR: Mr. Beardslee, of New York, will be authorized to discharge his submarine torpedoes against the pile work near Craney Island, and a board appointed by yourself will witness and report upon the experi-

You may furnish him with gunpowder to the amount of 1,000 pounds. Very respectfully,

> GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving information regarding the ironelad under construction in the Roanoke River.

FLAGSHIP MINNESOTA, Off Newport News, Va., February 26, 1864.

SIR: Lieutenant-Commander Flusser, U. S. S. Miami, reports as follows, under date of 20th instant:

Brigadier-General Wessells informed me yesterday that he had heard that 25,000 pounds of iron had been sent from Wilmington about two weeks since to be put on the ironelad building at Halifax, on the Roanoke River. The story came indirectly from two mon who visited Atlanta, Ga., some time since to carry negroes from this State, and, returning, passed through Wilmington. They and the iron came in the same train. Although one of these men is wealthy, of good standing, and was formerly an officer of the rebel Army, he was not permitted to visit the boat at Halifax, but was told none but navy officers could see her.

The engine is reported in her and is said to be good, but not new.

I have the honor to be, sir, very respectfully, yours, S. P. LEE.

Acta, Rear-Admiral, Comda, North Atlantic Blockading Squadron.

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

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the limits seaward of the blockade.

NAVY DEPARTMENT, February 27, 1864.

SIR: I have received your No. 110, making enquiries as to the limits seaward of the North Atlantic Blockading Squadron.

Those limits are properly just outside of the line occupied by the vessels in blockading, but of course your vessels can pursue beyond tha**t.** 

Very respectfully, etc.,

GIDEON WELLES. Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads. Letter from Acting Rear-Admiral Lee, U.S. Navy, to the chairman of the Light-House Board, regarding channel buoys in Beaufort Harbor, and the use of old light-boats as obstructions.

FLAGSHIP MINNESOTA,

Off Newport News, Va., February 27, 1864.

ADMIRAL: The Coast Survey has issued a new chart of Beaufort Harbor and recalled those previously in use, as the channel has been

found to have changed materially.

The channel buoys, as now placed and marked upon the old chart, do not mark the deepest water, and lately vessels entering strike frequently. I would respectfully suggest that the buoys be replaced and their positions marked upon the new chart at the earliest moment, as the increasing number of blockaders going to Beaufort for coal calls for prompt action to prevent accidents.

Major-General Peck, commanding the army forces in North Carolina, has applied to me, through Major-General Butler, for the old light-boats now at Plymouth, to obstruct the Neuse and Roanoke rivers, in order to prevent the rebel ironclads said to be building up those rivers com-

ing down to assist in an attack on New Berne or Plymouth.

I have answered General Butler that the light-boats were under the control of the Light-House Board, and suggested his making application there for them; at the same time, if he considered there was any pressing military necessity for such a conversion of them, I should not object or interfere with his taking them.

I have the honor to be, admiral, respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Rear-Admiral SHUBRICK,

Chairman Light-House Board, Washington, D. C.

Report of Commander Davenport, U. S. Navy, transmitting request from Major-General Peck, U. S. Army, for an additional gunboat near Washington, N. C., in view of expected attack upon New Berne.

Confidential.] U. S. S. HETZEL,

Off New Berne, N. C., Sunday afternoon, February 28, 1864.

ADMIRAL: I have just been on a tour of inspection at the blockade; it is not perfect yet; we are working at it.

The enclosed copy of a letter from General Peck will give you the true state of affairs here. The enemy intend soon to attack simultaneously all along our lines.

It would be but seeming pertinacity were I again to express my views of the meagerness of force we have in the sounds in both branches of

the service.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

HDQRS. ARMY AND DISTRICT OF NORTH CAROLINA. New Berne, N. C., February 28, 1864.

COMMODORE: A concurrence of testimony indicates that this position is about to incur a formidable attack.

Dispatches from the military commander at Washington are to the effect that he has information of a meditated attack upon that place within a few days, which will probably be preliminary to that upon New Berne.

Major-General Peck directs me to request you, if there are not already two gunboats in the vicinity of Washington, and if the demands elsewhere are not such as to prevent, that another boat may be sent to a position off Washington for a short time.

It is the general's impression that there are already two there. I remain, commodore, very respectfully, your obedient servant, Benj. B. Foster, Assistant Adjutant-General.

Commander Davenport, U.S. Navy.

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

> U. S. S. HETZEL, Off New Berne, N. C., February 28, 1864.

ADMIRAL: I have the honor to make the following semimonthly statement of the disposition of vessels in the sounds for term ending at date:

February 16.—The Granite sailed for Hatteras. The Ceres arrived from Hatteras.

February 17.—The Seymour sailed for Croatan Sound with surveying party. The Eutaw arrived from Hampton Roads.

February 18.—The Lockwood sailed for Hatteras with dispatches from Admiral Lee for the Sassacus. The Southfield sailed for Plymouth.

February 19.—The Valley City arrived from Hampton Roads. February 20.—The Lockwood arrived from Hatteras. February 22.—The Valley City sailed for Washington.

February 25.—The Eutaw sailed for Beaufort.

February 26.—The Lockwood sailed to accompany and protect the U. S. Coast Survey schooner Hall, surveying in the Neuse River.

February 28.—The Miami, Southfield, and Whitehead are at Plymouth. The Louisiana and Valley City are at Washington. The Hetzel, Commodore Hull, and Ceres are at New Berne. The Seymour is in Croatan Sound, surveying. The Granite is at Hatteras Inlet. The Lockwood is protecting the schooner Hall, surveying in the Neuse River.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, relative to protection against torpedo attack.

FLAGSHIP MINNESOTA, Off Newport News, Va., February 29, 1864.

SIR: I send the Stepping Stones to you. Dispose of her every night so that she will be best able to certainly run down any suspicious craft which may approach the Roanoke at night, more especially such a one as the low, eigar-shaped steamer, called "David," which recently blew up the Housatonic off Charleston.

Respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron. Captain Guert Gansevoort.

Zouave and Mount Washington, respectively, detailed for similar service with the Atlanta and Minnesota.

Report of Lieutenant-Commander Upshur, U. S. Navy, regarding means of checking a torpedo attack by the enemy.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., February 29, 1864.

SIR: In obedience to your order of this date, I have given such orders and made such disposition of the U.S.S. Mount Washington as to make it highly probable that any attempt on the part of the enemy to approach this ship with torpedoes will be promptly discovered and checked.

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

J. H. Upshur,

Lieutenant-Commander, Commanding U. S. S. Minnesota.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Commander Davenport, U. S. Navy, forwarding information regarding affairs at Kinston and Goldsboro, N. C.

Off New Berne, N. C., February 29, 1864.

ADMIRAL: I enclose information received to day. General Peck gave it to me. It comes from two men of the Twelfth New York Cavalry, who were captured, and escaped from jail. You will perceive by this, as well as what I have heretofore written, the necessity for reinforcements.

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

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.-Extract.]

There are thirteen pontoon bridges now ready for use at Goldsboro, and they are taking up the blockade between this and Kinston. Two regiments of cavalry are at Cove Creek, 10 or 12 miles this side of Kinston.

The above given to me this day, officially, by Major-General Peck.
H. K. DAVENPORT,

Commander, etc.

Boat expedition to Smithville, N. C., for the purpose of capturing the commanding general, February 29, 1864.

Report of Lieutenant Cushing, U. S. Navy.

U. S. S. MONTICELLO, Off Wilmington, N. C., March 5, 1864.

SIR: I have the honor to report that I passed the forts at the entrance to this harbor with two boats and 20 men on the night of the 29th of February, and proceeded up the river to Smithville. My object was to land at that town and capture the commanding general, and to board

any vessels that might be found at anchor.

I succeeded in landing directly in front of the hotel, hid my men under the bank, captured some negroes at work in a salt works, and thus gained such information as desired. Then, leaving most of the men to guard the boats, I proceeded with Acting Ensign J. E. Jones and Acting Master's Mate W. L. Howorth and one seaman to General Hébert's headquarters (situated across the street from the barracks, containing about 1,000 men). I effected an entry and captured the chief engineer of these defenses, but found that the general had gone to Wilmington the same day. The adjutant-general escaped from the door after severely wounding his hand, but thinking that a mutiny was in progress, took to the woods with a great scarcity of clothing, and neglected to turn out the garrison. My boat was about 50 yards from the Smithville fort, and not so far from the sentinel on the wharf, but I succeeded in bringing my prisoner off so quietly that they did not discover me. The signal lights were made so tardily that I was abreast of Fort Caswell before they knew that boats were in the harbor, and they did not get a shot at us. The papers captured were unimportant. The Scotia ran out just before I reached the anchorage, so I did not have the pleasure of calling on her captain. I send Captain Kelly, C. S. Army, to you, deeply regretting that the general was not in when I called.

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

W. B. Cushing, Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

I brought off the negroes captured.

Abstract log of the U. S. S. Monticello, Lieutenant Cushing, U. S. Navy, commanding, February 28 to March 1, 1864.

February 28, 1864.—At 4:15 p.m. captain returned on board. At 4:36 got underway. At 4:45 the rebels opened fire upon the ship from

the beach on Smith's Island. Returned their fire with 100-pounder and 30-pounder rifles. At extreme elevation our shell all fell short, while several shots of the enemy passed over the ship. Steamed slowly to southward and westward. 6 to 8 p. m.: Steaming to our station. At 6:45 came to anchor. Got gig and first [cutter] prepared for an expedition. At 7:45 first cutter, in charge of Acting Master's Mate W. L. Howorth, was sent in reconnoitering near the shore, watching the channel. 8 to midnight: At 10 the picket boat sent up a rocket, indicating a vessel attempting to run the blockade. Got underway and sighted a steamer and challenged her with two flashes of white light and a red light steady, which was answered by one flash of red-white steady. Not discovering at 11:45, returned to an anchorage. At 11:45 Acting Master's Mate W. L. Howorth left the ship in the dingey on picket duty.

February 29.—At 2 a. m. the dingey, in charge of acting master's mate, returned. At 5 got underway and started for the flagship; came to anchor and scrubbed decks. At 9:20 flagship made signals. At 10 beat to quarters and exercised first and second divisions. At 10:20 beat retreat. Watch employed in spreading boarding netting, cleaning boats, and scraping guns. 4 to 6 p. m.: Captain went on board flagship. At 5 p. m. got underway and steamed down to flagship. At 5:30 captain returned on board and we steamed for our station. 6 to 8 p. m.: At 7:15 came to anchor, 4½ fathoms. During the watch got the arms in gig and first cutter. 8 to midnight: At 8:40 p. m. Captain Cushing left the ship in gig, accompanied by Acting Master's Mate W. L. Howorth, and first cutter, in charge of Acting Ensign J. E. Jones, accompanied by [Acting] Second Assistant Engineer Martine, and started for the harbor, with the intention of going to Smithville and capturing the commanding general, Hébert.

March 1.—At 3:25 a. m. gig and first cutter returned, having succeeded in reaching Smithville and landing in safety, capturing 2 contrabands from the salt works and gaining information. We surrounded the general's headquarters and captured Captain Kelly, C. S. Army, chief engineer of the works, the general being absent, having gone to Wilmington the day before. Adjutant-General Hardeman barely escaped capture. Brought the captain and contrabands safely on board. At 5 got underway and steamed offshore to the flagship. At 5:40 came to anchor near the flagship. 8 to meridian: Quarters for inspection 9:30. At 11:30 got underway and ran in toward Fort Caswell with a flag of truce. At 12:30 p. m. first cutter left the ship under a flag of truce, Ensigns Pettit and Jones as flag-of-truce officers. Watch employed spreading boarding nettings.

Letter of Major-General Whiting, C. S. Army, to Flag-Officer Lynch, C. S. Navy.

HEADQUARTERS DEPARTMENT OF THE CAPE FEAR, Wilmington, March 2, 1864.

FLAG-OFFICER: Night before last a party of the enemy in two small boats with muffled oars rowed in between Fort Caswell and Bald Head and landed at the upper part of Smithville, conducted evidently by some one perfectly familiar with the localities. They went to the house occupied by General Hébert for his residence and succeeded in capturing Captain Kelly, of his staff. A flag-of-truce boat appeared yesterday from the enemy, with which I permitted communication. It was

learned that the party was commanded by a Lieutenant Jones,\* of the U.S. Navy, and that their object was the capture of General Hébert. A few days since a party of 6 men, belonging to the Tenth North Carolina Battalion, was ordered about sundown to take a boat in which some of the crew of the steamer Pet had landed along the beach to Fort Caswell. They took the opportunity to desert. No doubt on their information, and perhaps also a knowledge of localities formed by men formerly on the coast survey, the attempt was made. It was certainly

very daring, and the actors deserve great credit.

You are aware of the impossibility of discovering small boats from the shore at night in a wide entrance. To avoid a repetition of any such attempt I now respectfully call your attention to the suggestion, that if you have the means at command guard vessels or boats be established by the Navy at such points as may be regarded most suitable. I will be able to supply a number of boats for the use of the Navy, though I hope you will be able to station armed vessels as a relief or reserve for outpost guard boats. These boats should be required to bring-to all boats or vessels moving in their vicinity at night and thoroughly ascertain their character, and to that end, should this or any similar suggestion be adopted, instructions will be given to the military authorities, that no difficulty may occur in complete cooperation.

This matter is now presented for your consideration, and I shall be

glad to hear from you on the subject.

Very respectfully,

W. H. C. WHITING, Major-General, Commanding.

Flag-Officer W. F. LYNCH, Commanding C. S. Naval Forces, North Carolina,

Letter of Flag-Officer Lynch, C. S. Navy, to Major-General Whiting, C. S. Army.

HEADQUARTERS NAVAL DEFENSES, Wilmington, N. C., March 2, 1864.

GENERAL: I have the honor to acknowledge the receipt of your communication of this date, and am disposed to do all in my power to prevent a recurrence of the transaction to which you allude. Unfortunately the men under my command consist mostly of conscripts, whose loyalty is not unquestionable, and if sent in boats they might, as twice elsewhere and once here (in the case of the Tenth North Carolina Battalion), desert to the enemy.

The North Carolina is having a new smokestack and some repairs to her battery, preparatory to taking a position lower down, and the other ironclad is being pushed forward toward completion with all expedition. The small new steamer Yadkin and the tug Equator are fitting for the same locality, and their cruising about occasionally will be far more effective than rowing guard with boats manned with unreliable crews.

HEADQUARTERS, DEPARTMENT, March 8, 1864.

Lieutenant-Commander Cushing [was] for some time with Captain Maffitt on the coast survey in Wilmington in 1855 and 1856. Lieutenant Jones accompanied him. Cushing knew the boat pass by the east end of Battery Island to Smithville, which could only be known by a pilot or a Coast-Survey man.

<sup>\*</sup> Note on original by General Whiting:

With those vessels and a cordon of sentinels the enemy can not land, or landing can not escape.

Very respectfully, your obedient servant,

W. F. LYNCH,  $Flag\cdot Of$  licer.

Major-General W. H. C. Whiting, C. S. Army, Commanding Department of the Cape Fear.

Expedition up the Chowan River for the rescue of army gunboat Bomb. shell, March 1-2, 1864.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Lieutenant-Commander Flusser, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 18, 1864.

SIR: I enclose an interesting report from Lieutenant-Commander C. W. Flusser, dated March 8 (1), respecting an expedition of our gunboats up the Chowan to rescue the army gunboat Bombshell; and reporting the considerable amount of ammunition expended in doing so, and the misconduct of the person in charge of the Bombshell.

I enclose also the accompanying reports of Acting Volunteer Lieutenant C. A. French, commanding Southfield (2), and Acting Ensign

G. W. Barrett, commanding Whitehead (3).

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. MIAMI, Off Plymouth, N. C., March 8, 1864.

SIR: On the morning of the 1st instant I received a note from General Wessells, a copy of which I enclose. Half an hour after its reception I was underway in the Southfield, with the Whitehead in company, bound up the Chowan River.

In the mouth of the Chowan I met the steamer Massasoit, and was informed that the Bombshell was above Petty Shore and cut off by

artillery and infantry stationed at that point.

The Massasoit had been prevented from running into the trap by receiving warning, when a mile below the battery, from one of the Bombshell's men, sent through the swamp to give notice of her situation.

I had received information some weeks previously from the man whom the rebels forced to show them the place, an old steamboat captain on the Chowan and lately a master in the rebel Navy, that ten torpedoes had been placed in the channel (which is there little more than 100 yards wide) at Petty Shore, so I dared not attempt, with boats of such great draft (the Whitehead was drawing 71 feet, the Southfield  $9\frac{1}{2}$ ), to run by.

Just before dark we came near the supposed position of the battery. I went on board the Whitehead, moved up slowly, and, the wind being across the river, was about to anchor so that the rifled 100. pounder might be brought to bear upstream, when the rebels opened

fire on us with a fieldpiece about 600 yards off.

The anchor was kept fast, the port guns brought to bear, and the fire of the enemy returned briskly.

In a few minutes it became too dark to fire with any accuracy, or to maneuver the boat without danger of grounding, so we dropped back

a mile and anchored between swamps for the night.

I intended sending a small boat up that night with an order to the Bombshell to run down next morning, but the enemy had possession of both sides of the narrow river, with fires on both banks, which so lit up the stream that no boat could pass unseen. At 2 o'clock next morning I sent two soldiers on shore to make their way through the swamp to the Bombshell, carrying a letter to her captain, saying that if he would come down during the day I would silence the battery.

He was to fire a gun when he was ready.

At 11 a.m. the soldiers returned, saying the enemy were on all the paths through the swamp, and that they had been unable to reach the Bombshell. They further reported a large force on the north bank of the river (10,000 men with artillery); that more artillery had been sent for, and that on the Sunday preceding (this was Wednesday) an order had been sent to Murfreesboro for a 32-pounder. As soon as the soldiers returned we moved up and opened fire on the place from which we had received a fire the evening before.

Shortly after we opened the *Bombshell* commenced firing, and, from the sound of her guns, I knew she was approaching. Receiving no return from the fieldpiece, we fired at the supposed position of the bat-

tery, about 1 mile above us.

The battery was so posted in a bend as to command the approach from above, while it could not bring a gun to bear downstream, consequently we had an enfilading fire on it.

At 3 o'clock in the afternoon I dropped down in the Southfield to give the men dinner, leaving the Whitehead to fire slowly with her rifled gun.

The Bombshell had then been for an hour within sound of our steam whistle, and I had repeatedly signaled her by three long blasts to come down. She answered the signal but did not obey.

The position of the battery was hidden from us at all times by an intervening point, over which we fired, while the *Bombshell* had it in plain view. So, although there was no response from it, as she kept firing I supposed the rebels were still there, and reserving their fire

till she should pass immediately under their guns.

I learned from the Massasoit, when I met her at the mouth of the Chowan, that the Bombshell had been firing at 9 o'clock the previous evening, so I feared she might have been carried by boarders. I therefore sent a note to General Wessells, saying that if he would send me a hundred soldiers in her, putting up some bales of hay or cotton to protect them from musketry, I would take charge of her, run the battery, and retake the Bombshell.

The Massasoit came up with 90 men, but with orders not to go under the guns of the battery, so if I had needed her she would have been useless.

There was another bluff 3 miles below, which I thought the rebels

might fortify and make it very difficult to pass.

I determined, therefore, to fire briskly for half an hour after dinner, and if the Bombshell had not appeared at the expiration of that time, to convoy the Massasoit below the lower bluff with the Southfield, leaving the Whitehead to bring off such of the crew of the Bombshell as could reach her, provided the captain should determine to destroy her and take to the swamp. He had expressed an intention to do so, rather than run the battery.

As we got underway after dinner the Whitehead signaled a boat coming. The captain of the Bombshell, afraid to run the battery in the steamer, had risked four men in an open boat, in broad daylight, where they must surely have been captured if any enemy was there. He sent me word that he had a large number of people on board in addition to his crew; that he was out of provisions and short of coal, and that he feared to come down as he thought the enemy had masked batteries. I sent the boat immediately back with a message that the enemy had gone, or his boat would have been intercepted, but that if there were any batteries, I would silence them, and, finally, if he were not down in an hour I would leave him. Shortly afterwards he rounded the point and came down unmolested.

We then moved down together, firing briskly from the Southfield at

the lower bluff, till we ascertained there was nothing there.

I have been-thus lengthy in this report, as I desired you to understand the reason of the expenditure of so much ammunition, about which I feel somewhat mortified.

The enemy, no doubt, moved off at daylight of the 2d instant. All the ammunition of the second day was wasted through the cowardice of the captain of the Bombshell; his boat was scarcely worth it.

I mentioned the report of the presence of a large rebel force on the north bank of the Chowan. To-day I learn from Edenton that Pickett's division is over there after provisions. Rumor says there are 10,000 to

15,000 men, no doubt a great exaggeration.

If it is necessary to have these army gunboats (and I have thought from the meager shipments of seamen, and the large number of seafaring men enlisting in the Army, it would be well to give the military control of the inner waters, and to put us on the deep), they should at least be commanded by people holding commissions from the Government of the United States, and not by irresponsible persons appointed by quartermasters. I enclose reports of Captains French and Barrett, with a sketch by W. B. Newman of the Southfield's 100-pounder, burst, I regret to say, at the first fire on the evening of the 1st instant.

I have the honor to be, sir, very respectfully, your obedient servant, C. W. Flusser,

Lieuteuant-Commander.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

P. S.—I have just learned that the enemy had at Petty Shore 500 men and four pieces of artillery; that they left shortly after we opened fire on the morning of the 2d instant, stating as a reason for moving that our guns were of such long range that we could reach them while lying beyond their range. They were at Petty Shore to cover the transportation of provisions across the river from the northern bank.

We have a rumor here of a great Union victory at Suffolk.

The draft of the Bombshell was 3½ feet, and of the Massasoit 5½, so they might have passed over obstructions on which our boats would strike.

## [Endorsement.]

Respectfully submitted to the admiral. I have thought for some time of calling your attention to the subject of army gunboats in the sounds commanded by irresponsible persons.

H. K. DAVENPORT, Commander and Senior Naval Officer in Sounds of North Carolina. [Subenclosure.]

PLYMOUTH, March 1, 1864.

CAPTAIN: The Bombshell and perhaps the Massasoit are said to be cut off at Petty Shore. I would suggest that you send one or two of your boats to relieve them, if possible.

In haste, yours,

H. W. WESSELLS, Brigadier-General, Commanding.

Captain Flusser, Commanding Naval Forces.

Report of Acting Volunteer Lieutenant French, U. S. Navy, commanding U. S. S. Southfield.

U. S. S. SOUTHFIELD, Off Plymouth, March 5, 1864.

Sin: In obedience to your order this vessel left her anchorage here at 11:50 a.m. on the 1st instant, with yourself on board and the Whitehead in company, to endeavor to rescue the army gunboat Bombshell, cut off by rebel batteries on the Chowan River, where they were said to have six pieces light artillery and about 300 men. When about 40 miles up the Chowan, it being about sunset, we opened fire on the point at which we supposed their batteries were placed and succeeded in drawing the enemy's fire, which was kept up quite briskly till dark, most of their shots being directed to the Whitehead, she being in the advance, with yourself then on board of her. We then, per your order, dropped below the banks and anchored for the night. The Bombshell commenced firing above the battery soon after we opened, but made no attempt to run by and join us. I regret to inform you that during the engagement and on the first fire of the 100-pounder Parrott rifle, No. 1, it burst, breaking the carriage and throwing a large piece of metal clear of the ship into the river alongside. The burst extends from about 2 inches under the band to 2 feet forward of center of trunnion, taking more than half the bore for a part of the way and carrying with it one-half port trunnion. In order to give a more accurate idea I have had a drawing made with top and side view, which you will find enclosed. I am happy to say no one was injured by the explosion.

On the next morning, March 2, we again opened on the point from which they fired the preceding day, but got no response. The Bombshell, however, commenced firing again, and answered our steam whistle, but made no attempt to join us until late in the day, when she came down unmolested, the enemy having evacuated; and by your order we

returned to our station off Plymouth.

I beg to call your attention to the importance of having this gun immediately replaced with another, as we already have one IX-inch gun on this end of the vessel disabled more than a year ago (a report of which has been forwarded), leaving us now with only one perfect gun (IX-inch) in battery forward, rendering our ram almost useless in an engagement with a vessel, as we should be obliged to run her the other end forward in order to use the three IX-inch guns that are in battery there. Permit me also to suggest that the gun, when replaced, be fitted to work on center pivot.

Enclosed you will find report of ammunition expended.
I am, very respectfully, your obedient servant,

CHARLES A. FRENCH,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander Charles W. Flusser, Senior Officer, Albemarle Sound. [Enclosure.]

U. S. S. SOUTHFIELD, Off Plymouth, N. C., March 4, 1864.

SIR: Below please find report of ammunition expended in action, shelling the enemy's batteries at Petty Shore, on the Chowan River, on the 1st and 2d instant:

26 shell, IX-inch, 5 seconds.
33 shell, IX-inch, 10 seconds.
14 shell, IX-inch, 15 seconds.
3 shrapnel, IX-inch, 5 seconds.
2 shrapnel, IX-inch, 10 seconds.

1 solid shot, 100-pounder rifle. 1 shell, 12-pounder howitzer. 791 pounds service powder. Total number of rounds, 80.

Respectfully submitted.

WM. B. NEWMAN, Acting Master and Executive Officer.

CHARLES A. FRENCH,

Acting Volunteer Lieutenant, Commanding.

Report of Acting Ensign Barrett, U. S. Navy, commanding U. S. S. Whitehead.

U. S. S. WHITEHEAD, Off Plymouth, N. C., March 4, 1864.

SIR: I have the honor to report that in compliance with your order I started from this place at 11:30 a.m. of the 1st instant and proceeded, in company with the U.S. S. Southfield, up the Chowan River, for the purpose of dislodging the enemy, who had cut off the retreat of the army steamer Bombshell by planting artillery on the bluffs at Petty Shore. Nothing of importance transpired until we arived in the vicinity of the bluff where we supposed the enemy to be posted. I proceeded cautiously up the river in advance to reconnoiter and ascertain, if possible, the enemy's position.

At 6 p. m. the enemy opened fire on us with two fieldpieces, at the distance of 600 yards, their guns being masked behind the dense foliage on the slope and crest of the river bank. We promptly returned the fire with shell and shrapnel from our 100-pounder rifle and 24-pounder howitzers, silencing the enemy's guns in about fifteen minutes. As it was now getting quite dark, we dropped down the river about a mile and came to anchor near the steamer Southfield for the night, concealing lights and using every precaution to guard against surprise.

cealing lights and using every precaution to guard against surprise. At 11 a.m. of the 3d [2d], I weighed anchor and proceeded up the river in obedience to your orders, in company with the U.S. S. Southfield. At 12 o'clock opened fire with our 100-pounder rifle, shelling the woods and bluffs, but the enemy did not reply. At 4 p.m. the army steamer Bombshell steamed down the river past the bluffs unmolested, and reported that the enemy had left. I started for this place at 5 p.m., and arrived here at 10 p.m. of the same day.

It gives me pleasure to state that the officers and crew under my command performed their duties in a cool and efficient manner. I have no casualties to report, with one exception, that of Thomas H. Johnstone, who had his arm severely injured by the recoil of rifle gun, of which he was second captain.

The following is a correct account of the ammunition expended on board this vessel during the engagement, viz:

42 100-pounder rifle shell, percussion.
2 15-second shell, 100-pounder rifle.
33 shrapnel for 24-pounder howitzer, fixed ammunition.

420 pounds common powder, 10-pound charges.

Very respectfully, your obedient servant,

G. W. BARRETT, Acting Ensign, Commanding.

Lieutenant-Commander C. W. Flusser, Senior Naval Officer, Albemarle Sound.

Report of Commander Davenport, U. S. Navy, transmitting extract of letter from Lieutenant-Commander Flusser, U. S. Navy.

U. S. S. HETZEL, Off New Berne, N. C., March 5, 1864.

ADMIRAL: I enclose herewith a requisition for two guns for the Southfield, which, as you will perceive by the following extract from an unofficial letter of Lieutenant-Commander Flusser's, are required immediately.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Enclosure-Extract.]

U. S. S. MIAMI, Plymouth, N. C., March 3, 1864.

Just returned last night in Southfield from up the Chowan River. Went up to rescue the Bombshell, which was penned up by a battery posted on bank below her. Got her out after being tired to death by her sneaking captain. At first fire French burst his Parrott rifle very strangely, all knocked to flinders; fortunately none hurt. Had no fight. Will send report in a day or two. \* \* \* Southfield has now on one end but one good gun, one IX-inch being disabled. Please make requisition for two guns for her, same as others. The Parrott should be mounted on center-pivot carriage; can then be fought with ease over end, either side.

The Bombshell is an army gunboat; goes up the Chowan to pick up refugees, deserters, and negroes.

Capture of the British steamer Scotia, March 1, 1864.

Report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut.

U. S. S. CONNECTIOUT, At Sea, Lat. 32° 34' N., Long. 77° 18' W., March 1, 1864.

SIR: I have the pleasure to inform you that this morning at 9 o'clock the English blockade runner steamer Scotia, Henry Swan, master, was captured by this steamer under my command after a chase of two hours.

This capture was effected in latitude 32° 34′ N., longitude 77° 18′ W., 85 miles S. S. E. of Cape Fear. When first discovered the Connecticut was about 25 miles to the westward of this position.

No other steamer than this was in sight at the time.

The captain admits that he left Wilmington last night, bound to Nassau, with 220 bales of cotton on board and that his deck load, comprising about 40 bales, was thrown overboard during the chase.

The Scotia is a side-wheel, iron steamer, built at Glasgow, and this was her third trip to Wilmington. No other paper than the register was found on board. This has been enclosed to the U.S. district judge at Boston.

I have put a prize crew on board, placed the prize in charge of Acting Ensign J. M. C. Reville, and ordered her to Boston, to touch in at Hampton Roads, provided there is a doubt as to the coal and provisions being sufficient to take the vessel to Boston.

The captain, mate, cbok, and steward are left on board. A man with his wife, three children, and nurse, are also left on board of the Scotia. Thirty-eight prisoners from her are now on board of this steamer.

Acting Master's Mate E. S. D. Howland, Acting Assistant Engineers Edward F. McGinnis, and John H. Burchmore accompany Mr. Reville

in the prize.

I have made a report similar in tenor to this to the honorable Secretary of the Navy, and shall, as early as practicable, transmit a complete list of officers and crew entitled to prize money in the case according to law.

I am sir, very respectfully, your obedient servant,

JOHN J. ALMY, Commander.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

## [Telegram.]

NEWPORT NEWS, March 3, 1864-5:45 p. m.

The small side-wheel steamer Scotia was captured by the Connecticut on the 1st instant, having run out from Wilmington on night of 29th ultimo. She has 180 bales cotton on board. Has just arrived here for coal on the way to Boston.

S. P. Lee,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. Gideon Welles,
Secretary Navy.

Additional report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut.

U. S. S. CONNECTICUT, At Sea, Lat. 33° 10' N., Long. 77° 40' W., March 4, 1864.

SIR: I addressed to you a communication on the 1st instant, which I trust has been received, reporting the capture on that day of the British blockade runner steamer *Scotia*, 85 miles S. S. E. of Cape Fear. She was from Wilmington, bound to Nassau, loaded with cotton. Putting a prize master and prize crew on board, I ordered her to Boston, touching in at Hampton Roads, provided there was a doubt as to the coal and provisions being sufficient to take the vessel to Boston.

The name of the Scotia will be found to be mentioned in two places

in extracts received by you December 4, 1863.

I have now on board of the Connecticut 36 prisoners from her, comprising crew and passengers; several of the latter are men who have been wrecked in some of the blockade runners which have been driven ashore, and were returning to their homes at Nassau.

One of them is from the *Presto*, run ashore and destroyed on Sullivan's Island in attempting to get into Charleston on the morning of

February 2.

It seems that I was right in the conjecture expressed in my letter to you of February 11 that the steamer chased by the *Connecticut* January 31 and February 1 for fifteen hours was the *Presto*. This prisoner confirms the fact in every particular.

A description of the Presto will be found in the extract received by

you November 23, 1863.

I desire information and instructions from you in regard to money found on the persons and among the baggage of prisoners from blockade runners. Should it be taken from them at all times, or taken from them when it exceeds a certain amount, or should it all be left with them?

Of course they all lay claim to it as private property, yet much of this money is used, no doubt, in trade for buying and selling—in one

word, for carrying on the blockade running business.

On board of the Scotia when she was captured was a man, wife, three children, and nurse, as passengers, going from Wilmington to Nassau, whom I left on board of her to go north. This man was a Jew, and had paid, or was to pay a thousand dollars to have himself and family conveyed to Nassau. They had several trunks, and since the prize started off the prisoners on board here have stated that he had a large sum of money with him. I didn't have their baggage searched. The question is, whether this money, if found, should be put with the vessel and cargo to go before the court. I respectfully submit it for your consideration.

Since the foregoing was written the fact has been divulged by these prisoners that the Jew passenger is the principal owner of the Scotia.

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

JOHN J. ALMY, Commander.

Acting Rear-Admiral S. P. LEE, etc.

Report of Commander Davenport, U. S. Navy, regarding an attack by the enemy between Beaufort and New Berne.

U. S. S. HETZEL, Off New Berne, N. C., March 1, 1864.

ADMIRAL: I have just learned that the enemy attacked us on the railroad between here and Beaufort, to-day.

They evidently mean mischief.

In addition to what I have already said, it would ill become me to add another word.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Report of Commander Dove, U. S. Navy, regarding expected attack of the enemy upon Newport, N. C.

U. S. NAVAL STATION, Beaufort, N. C., March 1, 1864.

SIR: Information received by General Peck at New Berne and communicated to Colonel Jourdan, commanding this subdistrict, has caused them to make preparations to meet the rebels in another attack which they meditate. It is part of the plan to strike at Newport. Colonel Jourdan has consequently thrown all his disposable force at that point and organized the local force, composed of residents of Beaufort, white and black, for its defense. He has informed Captain Ridgely and myself of his plans, which include support by the gunboats. As the rebels are evidently coming in greater force than before, greater force from us will be required.

It is not likely that any small vessels can be withdrawn from the sounds, as directed in your instructions of the 16th of February. They will be needed in the Neuse. There are now in port the Shenandoah, Pequot, New Berne, State of Georgia, Quaker City, and Florida. Only the Shenandoah and Pequot have boats which can carry a howitzer.

If it is true that the rebels have twenty launches, with naval officers

and sailors to man them, they can give us some trouble.

The Shenandoah and Mount Vernon have been detained for the last two days by the swell on the bar. The Connecticut got out on Sunday before it commenced. It is hoped the Mount Vernon will get out this forenoon. If so, she has orders to send the Nansemond up here, as she is the only vessel which can get into Bogue Sound. At present the Pequot is stationed near the Morehead depot. The Quaker City and Florida will be placed so as to command Bogue Sound as far as their rifled guns will reach. If there are any light-draft gunboats available, it is much to be desired that they be sent down here to assist.

Very respectfully, your obedient servant,

BENJAMIN M. DOVE, Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting an ironclad with torpedo attached.

FLAGSHIP MINNESOTA, Off Newport News, Va., March 2, 1864.

SIR: I informed the Department January 28 that Naval Constructor Hanscom was fitting a torpedo apparatus of his own invention to the wooden steamer Alert, for which purpose he considered that an iron-clad steamer would be much better.

I was informed by him some time since that this apparatus could not be successfully attached to the *Alert*. I suggested that the experiment be made with the tug *Cohasset*, but have learned recently that this has not been done, it having been found that an ironclad steamer is necessary.

I would request of the Department, therefore, that at least one ironclad steamer, with a torpedo attached, may be sent to this important position. on.
I have the honor to be, sir, respectfully, yours,
S. P. Lee,

Actq. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

## [Telegram.]

FORTRESS MONROE, March 3, 1864-9:15 p. m.

I respectfully request authority to confer in person with the Navy Department on matters of importance to the efficiency of this squadron. S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary Navy.

## [Telegram.]

NAVY DEPARTMENT, March 3, 1864.

SIR: Return to Wilmington, Del., with the U.S. S. Wyalusing. Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Lieutenant-Commander W. W. QUEEN, Commanding U. S. S. Wyalusing, Norfolk, Va.

Order of the Secretary of the Navy to Commander Rhind, U. S. Navy, commanding U. S. S. Agawam.

NAVY DEPARTMENT, March 3, 1864.

Sir: Your letter of the 1st instant has been received. You have permission to take the Agawam to New York for the purpose of filling up her complement, if you have men enough to take her around.

Very respectfully, etc.,

GIDEON WELLES. Secretary of the Navy.

Commander A. C. RHIND, U. S. Navy, Commanding U. S. S. Agawam, Portsmouth, N. H.

Report of Acting Master Williams, U. S. Navy, regarding shots fired at a party of Confederates in the Nansemond River.

> U. S. S. COMMODORE BARNEY, Nansemond River, March 3, 1864.

Sir: I beg leave to report to you that on my return to my station the afternoon of the 2d instant I observed about twenty rebels on the southwest side of the river. On my approaching the shore they fled into the woods. I fired three IX-inch shells in the vicinity of where they were last seen.

I was informed by the captain of one of the oyster schooners that

the rebels had a fieldpiece with them.

I am, very respectfully, your obedient servant,

JAMES M. WILLIAMS,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U.S. Navy, giving information received from Commander Davenport, regarding affairs in the Neuse River, and the force in the sounds.

> FLAGSHIP MINNESOTA, Off Newport News, Va., March 4, 1864.

SIR: Commander Davenport, under date of February 29, sends me the following information, which he says was communicated to him officially by General Peck, viz: "There are thirteen pontoon bridges now ready for use at Goldsboro, and they are taking up the blockade between this and Kinston. Two regiments of cavalry are at Cove Creek, 10 or 12 miles this side of Kinston."

Commander Davenport considers the position of affairs critical, and

urges the sending of reinforcements.

The force at present in the sounds consists of the following vessels: Hetzel, Miami, Seymour, Louisiana, Granite, Valley City, Southfield, Whitehead, Commodore Hull, Lockwood, Ceres, Tacony.

The Wyalusing will also be dispatched in a few days, when her

repairs are completed at the Norfolk navy yard. I have written to the commandant at Baltimore to hasten as much as possible the repairs on the double-enders Hunchback and Commodore Perry.

The most important positions in the sounds are strongly defended by earthworks. The number of wooden vessels already there will perhaps be as sufficient as a larger number of the same sort of vessels.

I have the honor to be, sir, respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

Capture of the British steamer Don, March 4, 1864.

Report of Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Pequot.

U. S. S. PEQUOT. Off Beaufort, N. C., March 4, 1864.

SIR: I have the honor to inform you that I have this day succeeded in capturing the British double screw, iron steamer Don, Captain Cory, five days out from Nassau, bound to Wilmington, with a cargo of army blankets, shoes, clothing, etc.

At 9:40 a. m., a black smoke bearing west was reported from aloft. I immediately changed my course and steered for it. In the course of half an hour the steamer making the smoke was plainly visible, showing English colors and standing in a southerly direction.

When within about a mile of [her], I ordered a shot to be thrown across her bows, and as she paid no attention to it, I ordered another

shot to be thrown ahead of her, and one over her.

As she still continued on her course, I commenced firing at her, when, after a few rounds, she hauled down her colors and stood toward this vessel. When she had approached within a short distance, I dispatched two armed boats in charge of Acting Ensigns W. F. Chase and George Lamb and Acting Master's Mate John Shaw to take possession, if she proved to be a lawful prize. It was found that the vessel's papers had been thrown overboard, and possession was taken forthwith. The Don is a new vessel of from 250 to 300 tons, and can steam 14 knots. The capture was effected at 11 a. m., no other vessels being in sight, and the weather fine and clear, in latitude 34° 01′ N., longitude 76° 31′ W.

The above is a copy of my report to the Secretary of the Navy, sent

in the prize, and to be forwarded from Boston.

In addition to the foregoing, I send you a brief statement made by Captain Cory, of the *Don*: During the forty-eight hours previous to his capture, on his first attempt to run into Wilmington, and before he could make Masonboro light, he found so many blockaders obstructing

his course that he was obliged to run out again.

At 6 p. m. on Wednesday, 2d instant, he ran across the bow of a large three-masted blockader and again at 9 a. m., on the 3d instant, he ran close under her stern, but escaped unharmed each time, although fired at repeatedly. He assigns as a reason for our capturing him that his fires were dirty and his flues clogged, and his men worn out with constant hard labor; that at the time of his capture, he was only carrying about 10 pounds of steam. He also states that his vessel had sailed for Wilmington nine times, but succeeded in getting in only four times; that during one of his trips he had been chased by the Quaker City, but had outrun her, the Don being then new and in perfect renning order.

He says that Masonboro light is the guide for blockade runners entering Wilmington. I think the Pequot was running 11½ or 12 knots when she overhauled the Don. The Don was built expressly for running the blockade, and cost £23,000. Captain Cory thinks the vessel and cargo to be worth about £40,000. The crew and officers of the Don amounted to 43 officers and men all told, besides one passenger.

I am, respectfully, your obedient servant,

S. P. QUACKENBUSH,
Licutenant Commander, U. S. Navy.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Newport, News, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy.

FLAGSHIP MINNESOTA, Off Newport News, Va., March 19, 1864.

SIR: I would call the attention of the Department to the statement made by the captain of the captured blockade runner Don, that he had sailed nine times for Wilmington, but had only succeeded in entering

four times; and that for forty-eight hours previous to his capture he had encountered so many blockaders that he had been obliged to run out, having been chased twice on the 2d instant by a large three-masted blockader—the Dacotah.

I transmit herewith some extracts from letters taken from prisoners on the Don, which go to show the difficulties experienced in attempting to violate the blockade of Wilmington; one writer stating that "not one vessel out of ten gets in;" another "expects no more letters; shall not get them; \* \* \* so many blockaders about."

These evidences from such sources of the efficiency of the blockade

These evidences from such sources of the efficiency of the blockade are very gratifying. The original letters were sent to the district judge,

Boston.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, to report at the Department.

NAVY DEPARTMENT, March 5, 1864.

SIR: Agreeably to the request contained in your telegram of the 3d instant, you will proceed to Washington to confer in person with the Department.

Owing to the interruption of communication, your request could not

be complied with by telegraph.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, regarding an ironclad with torpedo attachment.

NAVY DEPARTMENT, March 5, 1864.

SIR: In answer to your No. 137, dated the 2d instant, asking that an ironclad may be ordered to your squadron, suitable for attaching a torpedo to, that the light-draft ironclads will not be ready for four or five months.

Very respectfully,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Hays, U. S. Navy, regarding the seizure of twelve canoes in York River.

U. S. S. CRUSADER, Yorktown, Va., March 5, 1864.

SIR: In two instances I observed boats, canoes from Yorktown, that had permission to oyster in York River, clandestinely making their way

up Severn River. I gave chase in the first instance, but they avoided me by running up small creeks and hiding their boats. I warned them all around there and told the people to discountenance those acts. Yesterday I discovered another boat running the blockade, and as I do not know what cargoes they run in them, I determined to break up the entire business, and thought the best way to do so was to remove all the canoes around there that I could find, which I did, amounting to twelve, which number I brought around and turned over to Captain Babcock.

Hoping my conduct will meet your approbation, I am, very respectfully, your obedient servant,

PETER HAYS,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Capture of the U. S. Army tug Titan\* and steamer Zeolus, March 5, 1864.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional information.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 7, 1864.

SIR: I enclose a copy of a report from Acting Master's Mate Skardon (1), of this date, to me respecting the capture by rebel guerrillas of the army tug *Titan*, and also a copy of a communication from me of this date to General Butler (2), asking for further information on the subject. These two communications will give the Department all the knowl-

These two communications will give the Department all the knowledge I have on the matter, and show the dispositions I have made to overtake the pirates.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles, Secretary of the Navy.

[Enclosure 1.]

U. S. S. MINNESOTA, Hampton Roads, Va., March 7, 1864.

SIR: In obedience to your order, I submit the following information concerning the capture of the army tug *Titan*, gained from William H. Dunn, the telegraph operator at Cherrystone, at the time of the occurrence.

On Saturday morning, March 5, a party of guerrillas surprised and captured the guard and telegraph operator and cut the telegraph wires. The *Titan* and steamer *Eolus* were lying at anchor about 2 miles from the wharf at the time. The *Eolus* got underway and came into the wharf (unsuspectingly), and was immediately boarded and captured by the guerrillas, who put on the clothing taken from their prisoners, and on the *Titan* coming in, captured her also.

In the meantime, a part of them (the guerrillas) were destroying the Government property and killing all horses, in order to facilitate their escape.

<sup>\*</sup>See also Series I, Vol. 5, pp. 398-402.

After the capture of the Titan, they took \$3,000 from the captain of

the Holus, and bonded and disabled that vessel.

My informant further says that guerrillas spoke of taking the Titan up the Piankatank. They came across from that river in open boats to St. George's, landed, and came to Cherrystone, where they secreted themselves two or three days before they attacked the guard at daybreak. In the eagerness and excitement of the guerrillas to get off with their prize, the operator secreted himself on the *Eolus*, thus escaping.

I am, very respectfully, your obedient servant,

J. M. SKARDON, Acting Master's Mate.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

[Enclosure 2.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 7, 1864.

GENERAL: You merely informed me on the evening of the 5th instant that you had news of a meditated attack upon our forces at Suffolk, that your telegraph tug was captured, and the line of the eastern shore broken up.

I immediately sent two gunboats, one on the sea and the other on the bay side of the eastern shore counties, to find and capture these rebels,

and recapture the vessel or vessels taken by them.

Yesterday I sent another gunboat to enquire after and follow up the

I sent Ensign Miller this morning to ask you for full information as to the occurrence, and how the matter now stands, but you were absent.

I desire to have such information as you now have, or may hereafter obtain, concerning the captures made by and subsequent movements of these pirates.

I have the honor to be, general, very respectfully, yours,

S. P. LEE, Acting Rear-Admiral.

Major-General Benj. F. Butler, Commanding Department Virginia and North Carolina.

Letter from Major-General Butler, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, requesting his company in arranging cooperative plan of recapture.

HDQRS. 18TH ARMY CORPS, DEPT. OF VA. AND N. C., Fortress Monroe, March 7, 1864.

ADMIRAL: I am going up to Yorktown to-morrow morning at 9:30 o'clock, in company with General Meigs and General Graham, for the purpose of arranging for the recapture of the steamer Titan, and a joint expedition, the nature of which I will explain to you.

I should be glad to have you accompany us, in order that we may arrange the plan together, if your duties will not prevent.

I send the Chamberlin to bring you down, if you can come.

I have the honor to be, very respectfully, your obedient servant, BENJ. F. BUTLER, Major-General, Commanding.

Acting Rear-Admiral LEE, Commanding, etc., off Newport News. [Endorsement.]

Received, Minnesota, March 8, 9 a. m., by the hand of Mr. Davenport, private secretary to General Butler. Went immediately to Fortress Monroe and accompanied General Butler and party to Yorktown, where the joint expedition was arranged.

> S. P. Lee. Acting Rear-Admiral.

Report of Acting Master Sheldon, U. S. Navy, commanding U. S. S. Shokokon.

U. S. S. Smokokon, Off Newport News, March 7, 1864.

SIR: In obedience to your orders, March 5, 9:30 p. m., I immediately proceeded to Old Point Comfort, communicated with the U.S.S. Dawn, Acting Volunteer Lieutenant Simmons, and delivered to him the orders received from the flagship. At 5:30 a.m., March 6, obtained a pilot and proceeded to Cherrystone Inlet in search of the army tug Titan, captured by the rebels. It blowing heavy from N. N. E., and a high sea running, was not able to communicate with the shore. Proceeded up along the eastern shore of Virginia, carefully examining the coast as far as Tangier Island; could not learn anything of her there. ceeded across the bay to the mouth of the Rappahannock; communicated with the senior officer on that station, Acting Volunteer Lieutenant Hooker, commanding U.S.S. Yankee; learned that the Titan had run in and gone up Piankatank River on the afternoon of the 5th He also informed me that Commodore Parker, with a force of five gunboats, left this morning (7th instant); had gone up the river to recapture her, if possible. I asked permission to follow the gunboats up the river, but Lieutenant Hooker deemed the force sufficient which had already gone, and would not give consent for me to go up. I then proceeded down the bay to this anchorage. Very respectfully, your obedient servant,
W. B. Sheldon,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, off Newport News.

Report of Acting Volunteer Lieutenant Hays, U. S. Navy, commanding U. S. S. Crusader.

U. S. S. CRUSADER, Yorktown, March 8, 1864.

SIR: On Friday night I arrived here with some twelve canoes, captured in Severn River that day, and being in want of wood I remained here, but didn't get off, owing to the lowness of the tide, until late Saturday night. Early Sunday morning, 6th, I learned from Captain Babcock that some rebels had captured the Government tug Titan in Cherrystone Inlet, and I was ordered by him to go in pursuit of her, which I did at once. I met in the bay the Shokokon and was informed by her captain that he was going over to Tangier Sound. I laid Sunday night in Mobjack Bay to blockade the rivers there, and Monday morning early I went up to communicate with the Potomac Flotilla and learned she had run in the Piankatank at 12 m., Saturday, and that

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some of the flotilla had gone in pursuit of her. I laid at the mouth of the river to guard that, drawing too much water to go far up it. At 6 p.m. the fleet came down, reporting they had shelled the banks for 22 miles, when they found the steamer on fire, burned to the water's edge. One boat fired several shots into her to destroy her machinery; burned seven canoes found concealed in the bushes near, belonging to John Taylor Wood, a Confederate officer, who destroyed the Satellite and Reliance, and, after the securing of the Titan's boat by Captain Parker, commanding the Potomac Flotilla, they came down. I boarded the Yankee, learned the particulars as above, and came in bere to report to Captain Babcock, and shall return to my station immediately.

It is rumored that they captured the Government tug McClellan.

Will you please inform me?

Very respectfully, your obedient servant,

PETER HAYS,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. DEE, Commanding North Atlantic Blockading Squadron.

Report of Acting Voluntee: Lieutenant Simmons, U. S. Navy, commanding U. S. S. Dawn.

U. S. S. DAWN, Off Newport News, Va., March 9, 1864.

Sin: I very respectfully report that your order, dated March 5, 9 p. m., ordering me to proceed with the Dawn under my command to cruise on the Atlantic coast of the eastern shore counties of Virginia, between Cape Charles and Hog Island, for the purpose of capturing if possible the army tug Titan, which was reported to have been captured by the enemy at or near Cherrystone Inlet, eastern shore of Virginia, was received by me at 11:30 p. m. same night. Having but 18 tons of coal in this ship, I immediately took on board 60 tons of coal from the army wharf at Fort Monroe, by permission of Captain James, army quartermaster at that post. After obtaining a pilot, at 8 a. m. I proceeded to sea in search of the Titan. I steamed as close as possible to the land, the wind blowing fresh at the time, until Hog Island light bore W. by S. Finding the sea too rough to communicate with the shore, I returned with this vessel, under canvas only, for the purpose of examining the several inlets, until night coming on, I steamed in under Cape Charles and anchored, thinking the Titan might attempt to get to sea under cover of night.

On the morning of the 7th I again proceeded north as far as Hog Island, and seeing nothing of the tug returned to Myrtle Island, and, the sea having gone down, communicated with the shore, but could learn nothing of the *Titan*. Feeling satisfied in my own mind that she was not in that vicinity, and the weather locking bad, I returned to Hampton Roads, and there learned the *Titan* had gone up the Piankatank. I at once started for Newport News to report.

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

J. W. SIMMONS,

Acting Volunteer Lieutenant, Commanding U. S. S. Dawn.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding assistance extended to Major-General Butler, at Suffolk, Va.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 6, 1864.

SIR: Last evening I received a communication from Major-General Butler, stating that there was an attack meditated upon our force at Suffolk, and that the rebels had captured the telegraph boat and broken up the telegraph line to the eastern shore, and asking with what force I could aid them on the Nansemond.

I immediately dispatched the light-draft steamer Stepping Stones to Suffolk to communicate with the army there, and learn the situation, and also directed the Commodore Barney, already in the Nansemond, to

give such assistance as might be necessary.

The Shokokon was also sent to cruise along the bay shore of the eastern counties of Virginia, pursue and recapture the telegraph boat if possible; at the same time the Dawn was dispatched to cruise along the Atlantic coast of those counties for the same purpose and to gather any information relating to the capture.

I have not been informed of the particulars of this raid by the enemy.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles, Secretary of the Navy.

Report of Acting Master Williams, U. S. Navy, regarding an expedition in the Nansemond River.

U. S. S. COMMODORE BARNEY, Nansemond River, Virginia, March 6, 1864.

SIR: At 9:30 p. m. of the 5th instant, Acting Master Campbell, of the Stepping Stones, came on board and reported that his vessel was aground. He gave me a copy of his orders. I tried several times to tow him off the bank, but found it impossible to do so. I then took the responsibility of proceeding up the river as near as possible to the orders given to me by Acting Master Campbell.

On my way up the river I saw a number of flash lights on the starboard side. I shelled the point of the river where the lights were seen. At 2 a.m. of the 6th, came to an anchor 2 miles above Sleepy Hole, finding it impossible to proceed farther on account of the density of the

night.

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

JAMES M. WILLIAMS,

Acting Master, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Master Campbell, U. S. Navy, regarding expedition to Suffolk, Va., in cooperation with the army.

U. S. S. STEPPING STONES, Off Newport News, Va., March 6, 1864.

SIR: In obedience to your orders yesterday (8 p. m.) I proceeded to within 1 mile of Suffolk, where our forces are stationed. I also com-

municated with General Birney, who stated that the rebels were reported to be 7,000 or 8,000 in and around Suffolk during yesterday, but that this morning they had disappeared, in what direction he could not say. He was afraid they might go down the left bank of the Nansemond and attempt to cross the river at Sleepy Hole or Hill's Point, and requested me to accompany the army gunboat General Jesup and remain with it two or three days in the vicinity of Sleepy Hole. I stated to him that it would be necessary for me to report to you before I could grant his request, and as I proceeded down the river I would inform the commanding officer of the Commodore Barney of his request. I did so. The commanding officer then told me he would comply with the request unless countermanded by you.

Very respectfully, your obedient servant,

D. A. CAMPBELL, Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Capture of the British steamer Mary Ann, March 6, 1864.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional information.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 17, 1864.

SIR: I transmit enclosed two reports, Nos. 1\* and 2\*, from Commander G. M. Ransom, commanding U. S. S. Grand Gulf, attached to this squadron, of the capture on the 6th of March of the British steamer Mary Ann of 235 tons (gross), English.

Commander Ransom reports that the prize was just out of Wilmington, bound for Nassau, and that her cargo consisted principally of 354 bales of cotton and about 65 boxes and 2 drums of tobacco; that in the chase she threw overboard about 100 bales of the cotton, as nearly as could be estimated.

Her parchment register, which had been thrown overboard and picked up, I forwarded to the district judge at Boston, where the prize has been sent.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—Commander Rausom has been instructed to send the cotton picked up at sea, and the silver, by the first prize, to the district judge at Boston, and has received permission to retain the opera glass, all of which are referred to in enclosure No. 2, and inform the district judge of its approximate value.

S. P. Lee, Acting Rear-Admiral.

[Enclosure 2.]

U. S. S. GRAND GULF,

At Sea, Long. 78° 12' W., Lat. 32° 21' N., March 6, 1864.

SIR: I have the honor to report that this vessel, after a chase of three hours and thirty minutes, this morning overhauled and captured

the English steamer Mary Ann (blockade runner), fourteen hours from

Wilmington, N. C., bound to Nassau, New Providence.

The steamer was reported in sight from the masthead at 6:40 a. m., bearing W. S. W., and immediately we stood in chase. At 10:10 a. m., after the third shot from our 100-pounder Parrott gun, the stranger turned around and surrendered, in longitude 78° 11′ 45″ W., latitude 32° 21′ N. There was no other vessel in sight at any time during the chase, nor at any time to-day.

The Mary Ann is an iron side wheel steamer of 235 tons (gross), English, and superior in some respects, I think, to the Banshee. Her cargo consisted principally of 354 bales of cotton and about 65 boxes and 2 drums of tobacco; but in the chase she hove overboard about 100 bales of the cotton, as nearly as could be estimated. She did not show any colors at any time, from the commencement of the chase to the time she was surrendered as a prize.

I enclose herewith a certificate of her registry, which was picked up

from the sea.

I have sent the Mary Ann to Boston, Mass., in charge of Lieutenant Frederick Rodgers, with an acting third assistant engineer, an acting master's mate, and a prize crew, consisting of 14 men; leaving on board of her also her captain, first mate, and chief engineer. But I instructed Lieutenant Rodgers to touch at Beaufort, N. C., and obtain there a sufficient supply of coal.

She had on board a large number of passengers, of whom, together with her crew, I have received, on board of this vessel, 64. I respectfully ask your instruction regarding the disposition to be made of them.

The highest speed attained by this vessel in the chase was 11\frac{3}{4} knots, against a fresh breeze and a moderate head-sea, and her average speed was 10\frac{1}{4} knots.

I enclose herewith, also, lists, in duplicate; of the officers and crew of this vessel who are entitled to share in whatever may accrue of prize money from this capture.

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

GEO. M. HANSOM, Commander.

Acting Rear-Admiral Samuel Phillips Lee,
Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Additional report of Commander Ransom, U. S. Navy, regarding property and prisoners.

U. S. S. GRAND GULF, Beaufort, N. C., March 9, 1864.

SIR: I have the honor to report that on the 7th instant I succeeded in picking up from the sea 16 bales and a quantity of loose cotton which had been thrown overboard by the prize steamer Mary Ann in the chase of the 6th instant.

I have to state also that eight table forks and a fish knife (supposed to be silver) were found in the possession of one of the prisoners, which he acknowledged to have taken from the cabin of the Mary Ann; also a marine opera glass, belonging to the prize, was found in the possession of another prisoner. I have taken possession of these articles, awaiting your decision regarding the disposition to be made of them.

The weather being exceedingly rough yesterday, I deemed it advisable to put into this port, with a view to get rid of the 64 prisoners mentioned in my report of the 6th instant, and the cotton, amounting in

all to about 18 bales.

I regret these circumstances, sir, which have occasioned my coming thus soon into port, because it takes from me a large portion of the time that otherwise, by your order, I might have remained outside.

I respectfully ask your indulgence, after having received a full supply of coal, for another term of outside cruising. If another such opportunity might be afforded to me, I believe I would avail much by the experience just acquired.

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

GEO. M. RANSOM,

Commander.

Acting Rear-Admiral Samuel Phillips Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Commander Ransom, U. S. Navy, to Acting Ensign Cadicu, U. S. Navy, in charge of prize steamer, regarding the disposition of cotton.

U. S. S. GRAND GULF, Beaufort, N. C., March 12, 1864.

SIR: You will please to ask the advice of the U.S. district attorney at Boston regarding the 16 bales of cotton, and the quantity of loose cotton also, picked up from the sea by this vessel on the 7th instant, in longitude 77°51′ W., latitude 32° 39′ N. Explain all the circumstances which led to its being found, and ask whether the Government has any claim upon the same, or whether it belongs wholly to the officers and crew of this vessel.

In any event, you will be guided by his counsel regarding the proper disposition to be made of it, and inform me, by his advice, also, whether it is necessary or proper that I should furnish the Department with a separate prize list for the cotton thus picked up from the sea.

I am, very respectfully, yours, etc.,

GEORGE M. RANSOM, Commander.

Acting Ensign Chas. H. Cadieu, In charge of prize steamer Mary Ann, Boston, Mass.

Additional report of Commander Ransom, U. S. Navy, regarding the disposition of cotton.

U. S. S. GRAND GULF, Beaufort, N. C., March 27, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 16th instant, authorizing me to make one more offshore blockading cruise, after which to report to the senior officer present off Wilmington for inshore blockading duty off one of the bars of Cape Fear River.

The cotton, amounting to about 18 bales, picked up on the 7th instant, referred to in my report of the 9th instant, was put on board of the prize steamer Mary Ann at this place, and is included in the cargo delivered with that vessel to the U.S. district judge at Boston. Your instructions regarding the silver and the opera glass will be strictly observed, when an opportunity offers, by the first prize steamer hereafter sent to Boston.

If the bar is in a suitable condition to admit of a passage by this vessel, I will proceed to sea to-morrow forenoon.

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

GEORGE M. KANSOM,

Commander.

Acting Rear-Admiral SAMUEL PHILLIPS LEE,

Commanding, etc.

Report of Commander Nicholson, U. S. Navy, commanding U. S. S. State of Georgia, regarding the striking of that vessel in coming out of Beaufort Harbor.

U. S. S. STATE OF GEORGIA, Off Western Bar, March 6, 1864.

SIR: I have again to report that I was detained at Beaufort some six days for want of water on the bar, and that the vessel struck twice in coming out on Friday last.

I really do not think it safe to trust this vessel in going in or out of that harbor. She is very old and would not, in my opinion, stand much

thumping.

The magazine has commenced leaking within the last three weeks, and I attribute it to my striking when I came out of Beaufort the first time.

Very respectfully, your obedient servant,

S. NICHOLSON, Commander.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Letter from Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, regarding the Confederate rum in the Roanoke River.

U. S. S. HETZEL, Off New Berne, N. C., March 6, 1864.

MY DEAR FLUSSER: I have received your two letters. I have just been examining a deserter—a cavalry sergeant in the rebel Army—that Renshaw sent down.

He states that the ram up the Roanoke is about ready; that the intention is to attack Plymouth. They will send a small force to New Berne and Washington to prevent reinforcements being sent to Plymouth, and then attack you in force.

In regard to the newspaper article referred to, I suppose it was written by some poor fellow who is working for his bread.

Yours, faithfully,

H. K. DAVENPORT.

Lieutenant-Commander C. W. Flusser, U. S. Navy.

[Letter of like tenor and same date to Acting Rear-Admiral Lee.]

Sinking of the U.S. S. Peterhoff in collision with the U.S. S. Monticello, March 6, and her destruction March 7, 1864.

Report of Captain Sands, U. S. Navy, senior officer off New Inlet, Cape Fear River.

U. S. S. FORT JACKSON, Off New Inlet, Cape Fear River, March 6, 1864.

SIR: I have to report the loss of the U.S.S. Peterhoff, commanded by Acting Volunteer Lieutenant T. Pickering, having been run into and immediately sunk by the Monticello at 5:10 a.m. this morning, and now

lies in 5 fathoms water about 1 mile south of Sheep Head Rock, south of New Inlet Bar; officers and crew saved, but the vessel a total loss.

Upon approaching the day anchorage this morning soon after day-light and examining the inner line of blockaders, I discovered the Peterhoff, apparently hull down, near her station (No. 3), but farther in than she should have been at this time of the morning. Not seeing her move and fearing she was disabled, I dispatched the Nansemond to ascertain the fact, which vessel returned, in company with the Monticello, with the boat's crew and officers of the Peterhoff, saving part of their effects.

The Monticello was from the Western Bar on her way to Beaufort for coal, with orders to communicate with me here, and had gotten within

our inner line, where she should not have been at that time.

To prevent such disasters, and to guard against embarrassment of vessels at their night station, I have endeavored to impress upon the commanding officers off Wilmington returning to the blockade after dark the necessity of keeping outside the lines till daylight.

I enclose herewith the reports \* of Acting Volunteer Lieutenant Pick-

ering and Lieutenant Cushing.

I have directed Acting Volunteer Lieutenant Pickering to distribute among the vessels here as many of his crew as may be required, the residue to be delivered on board the *Badger* at Beaufort for any of the vessels among those that may need them.

I would take them all on board this vessel, but having a case of smallpox on board of us, I deem it prudent to keep newcomers out of the ship until it is seen whether it spreads. Acting Volunteer Lieutenant Pickering will report to you in person.

Very respectfully, your obedient servant,

B. F. SANDS,

Captain, U. S. Navy, Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, off Newport News.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of proceedings of court of enquiry.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., March 26, 1864.

SIR: I forward by to-day's mail the report of proceedings of the court of enquiry in the case of the collision between the *Monticello* and the *Peterhoff*, which I have approved.

Acting Volunteer Lieutenant Pickering, who commanded the Peter-hoff, appears to have done his duty well on the blockade, and I respect-

fully recommend him for another command.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Endorsoment.]

The only person designated as deserving of blame is Acting Ensign Hadfield, who was in charge of the deck of the Monticello at the time.

The court appears to attribute the collision to his inefficiency and carelessness.

| WELLES. |

Report of Acting Volunteer Lieutenant Trathen, U. S. Navy, commanding U. S. S. Mount Vernon,

U. S. S. MOUNT VERNON, Off New Inlet, North Carolina, March 8, 1864.

SIR: In pursuance of instructions received from you on the 7th instant to destroy as much as possible of the wreck of the U.S.S. Peterhoff to prevent its falling into the hands of the enemy, at 6:15 p. m. yesterday we got underway in company with U. S. S. Niphon and steamed into within 200 yards of the wreck and anchored with kedge in 4½ fathoms water, Fort Fisher bearing N. ½ E., Bald Head S. W. by W. ½ W. At 7:40 p. m. dispatched two boats and 20 men from this ship, well armed, and two boats and 20 men from U. S. S. Niphon, all under command of Acting Master Edward W. White, of this vessel, who proceeded to the wreck. The enemy appeared to be very active, telegraphing from Fort Caswell to Fort Fisher with night signals; at 10:55 p.m. the fore and main masts fell from the wreck of the Peterhoff with a great crash. At 12:15 this morning the boats returned, and Acting Master White reported that on reaching the wreck he found 5 feet of water over her spar deck, and that, in addition to cutting away all her masts, he had unbent or cut away all her sails, also all of her standing and running rigging, leaving nothing above her spar deck, and spiked and thrown overboard the 30-pounder Parrott rifle gun on the forecastle and the howitzer from the quarter deck. The main deck guns could not be got at. He reports that nothing now remains of the wreck above water except the smokestack, which could not be removed in consequence of there being too much sea for the boats to remain any longer near the vessel. During the whole night the weather was very dark and considerable sea rolling over the wreck, which placed the boats at times in considerable danger.

Having carried out your orders as fully as possible, we have up the kedge and steamed to our night station No. 5; the U.S.S. Niphon also proceeded to her station.

Sir, I remain, very respectfully, your obedient servant.

JAMES TRATHEN,

Acting Volunteer Lieutenant, Commanding.

Commander W. A. PARKER, U. S. Navy, Comdy. U. S. S. Tuscarora, Senior Officer Present of New Inlet.

Report of Acting Ensign Borden, U. S. Navy, of the U. S. S. Niphon.

U. S. S. NIPHON, Off New Inlet, North Carolina, March 8, 1864.

SIR: I have the honor to report that on the evening of the 7th of this month, in company with an acting master and executive officer of the Mount Vernon, went on board of the late U. S. S. Peterhoff, now a wreck off New Inlet, and saved or destroyed such articles as would be liable to fall into the hands of the rebels, making a complete wreck of her by cutting away her masts and throwing overboard such guns as could be got at, namely, one 12-pounder howitzer and one 30-pounder

Parrott. Articles saved and brought on board, viz, one foresail, taken off the yard whole; greater part of main spencer, main topgallant sail and fore spencer; about twenty blocks, mostly small, and part of main rigging. Foresail not required on board this ship. Most of the other articles required for immediate use. The vessel is sunk in about 4½ fathoms of water, the poop and forecastle being about 1 foot under water at low tide. The main-deck guns are about 5 feet under water at low tide. I think the guns on the main deck might be taken off, provided there was a suitable vessel for the purpose, if attended to immediately.

I am, respectfully, your obedient servant,

H. S. BORDEN,

Acting Ensign and Executive Officer U. S. S. Niphon.

Acting Volunteer Lieutenant J. B. Breck, Commanding U. S. S. Niphon.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the retirement of the enemy from Suffolk, Va.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 7, 1864.

SIR: Acting Master Campbell, commanding the Stepping Stones, returned from the Nansemond River yesterday afternoon, reporting the enemy, which had been reported as menacing Suffolk, had retired and that the officer commanding our forces at that place had reported that they were not to be found in that vicinity.

At a later hour last evening I received a telegram from Major-General Butler, stating that the enemy had retired from Suffolk and that the gunboats were no longer required in the Nansemond. The Stepping Stones has accordingly been withdrawn, but the Commodore Barney remains as a guard boat in the lower Nansemond.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

Extracts from consular reports received by Acting Rear-Admiral Lee, U. S. Navy, March 7, 1864.

From U. S. consul at Cardiff, dated February 11, 1864:

A large, or rather long, iron steamer has just come in here to load with coal for Nassau. Her name is the North Heath, of London. She is about 260 feet long, with large paddle wheels, and very, very sharp. She doubtless intends to engage in the business of blockade running, and will be hard to catch, but when caught will be a good vessel for us, for a faster vessel I have never seen. Hoping she will soon grace our own Navy under some other name, I am, etc. (This is Begbie's steamer Gertrude.)

From U.S. consul at Queenstown, dated February 4, 1864:

The steamer Thistle arrived and sailed yesterday, bound for Nassau, from Glasgow, laden with general cargo. Is paddle wheel, and as she

only stopped in the outer harbor, can not give description of her. The *Iona*, described in my last dispatch, foundered about twenty-four hours after leaving Queenstown.

From U.S. consul at Teneriffe, dated February 2, 1864:

Blockade runner Annie, under the English flag, arrived at this port last evening from London, bound to Nassau, in want of coals. Iron screw steamer of great speed; about 350 tons and 120 horsepower; two masts; no topmast; long head; short bowsprit, no longer than head, and one smokestack; hull black; smokestack white.

From U.S. consul at Liverpool, dated February 3, 1864:

The steamer Mary, late Prince Albert, cleared from here on Saturday evening last, January 30, for Havana, in command of Captain J. Peat. She is owned by Walter B. Forwood, the same who has been so largely engaged in the blockade business, and was cleared by Leech, Harrison & Co., the same firm with which her owner is a partner. She goes out to run the blockade; took nothing but coals. The paddle steamer Karl X, purchased at Copenhagen some few months ago by the Confederates, arrived here on Monday last. I apprised you of this steamer at the time of the purchase. I understand she is to load here and go out to break the blockade. The new steamer Hope, now in this port and ready to load, is to be commanded by Captain Hammer, late of the Annie Childs, alias Julia Usher. You will recollect the steamer Greyhound, that cleared from here on the 5th of January last. I have ascertained this vessel is owned or held by Henry Lafone. Reports clearance for Bermuda of the schooner Ranneys, 139 tons. She has taken a large quantity of machinery and several cases supposed to contain arms, etc. Her cargo is valuable, and all intended for the insurgents.

From U.S. consul at Liverpool, dated February 5, 1864:

I understand the steamer *Thistle*, that cleared and sailed from here some days ago, took out the cylinders and part of the engines for an ironclad building by the insurgents in the South. The steamer *Bagdad*, packet, previously reported, cleared from this port in ballast for Matamoras on the 3d instant.

From U. S. consul at London, dated February 5, 1864:

Encloses report of chief agent. I am assured from other sources that the Far East has in a cargo destined for the rebel States, and that she is bound to Bermuda. The steamer referred to as the sister to the Nutfield is, I believe, destined for some special and important service. She is over 300 tons not, of light draft, paddle wheel, and fast, new, and litted up to carry quite a number of passengers. Mr. Eustis, Mr. Slidell's secretary, has been down to see her and remarked that she must be got through, for she would have a valuable cargo. I think he referred mostly to the persons she is expected to take out. stand quite a number of would-be diplomats and important persons from the insurgent States will, or now expect to, go out in her. I hear that she is to be owned, and is really owned, by cotton speculators from the Southern States, and is therefore rebel property, though she will no doubt go out under the protection of English papers and the English flag. It is expected Captain Maffitt will have charge of her. It is thought she will be ready in about two weeks. Far East, 1,200 tons, very strong, went 9 knots under steam; cargo of pig lead, iron, Manchester and woolen goods. The Mulatico, put back damaged, has sailed again for Havana. Pelican, double screw, had trial, went 12

knots only. Surprise, paddle wheel, still fitting. Jupiter, small paddle wheel, cleared on Saturday for Swansea, a coast port. Begbie's fine steamer Gertrude is ready for sea, and lays up in the dock; the other is still fitting. Sister to the Nutfield still fitting.

From U. S. consul at London, dated February 12, 1864:

The North Heath, late Gertrude, left last Saturday for Cardiff, no doubt to take in coal for Bermuda or Nassau. One report is that Bigbie will send this and the other boat, A. 10, now here, either to sell or bring out cotton. What army supplies are now going forward, I am confident, are sent on speculation by citizens from the insurgent States and by Europeans, not by the agents of the rebel Government. I have information from two separate sources, unknown to each other, that the Government as a government has no funds in Europe. Its agents here say their cotton loan is all gone, and that they now have nothing to raise funds on except such Government cotton as can be got out. So that, according to the admission of those who control their affairs in Europe, made in confidence to each other, the success of their operations on this side of the Atlantic just now depends on the amount of Government cotton they are able to run through the blockade.

A correspondent at London, under date of February 8, 1864, says that some large boilers intended for powerful steam vessels are being shipped in the Thames, with the intention of running the blockade either at Charleston or Wilmington. He thinks the boilers are being loaded into barges above bridge in the Thames for their conveyance to some ship lying off Greenwich, which he understands only awaits their embarkment to sail at once to the destination before intimated.

Report of Commander Parker, U. S. Navy, regarding the escape of a blockade-running steamer into Cape Fear River, March 7, 1864.

U. S. STEAM SLOOP TUSCARORA, At Beaufort, N. C., March 16, 1864.

At daylight on the 7th instant we saw a rebel propeller ashore near Fort Fisher, which had run the blockade during the night, and appeared like a man-of-war having a heavy pivot gun.

With the assistance of several steam tugs she got into deeper water and proceeded up the river.

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

WM. A. PARKER, Commander.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

YORKTOWN, March 8, 1864.

The gunboat Morse, Lieutenant-Commander Babcock, left here Sunday, 6th instant, at noon, to afford relief to Colonel Dahlgren's party. Monday, 7th instant, at 7 a.m., near West Point, the Morse picked up 5 men who had been attracted by the Morse's signal guns and were

guided to the river by a friendly negro, who provided them with a boat. Four of these were Colonel Dahlgren's white soldiers and one was his colored servant. They represent that Colonel Dahlgren's party was surrounded by cavalry and infantry, and that he was killed, and that they saw more than one-half of his men afterwards give themselves up as prisoners. Colonel Dahlgren's servant says that he saw the colonel's naked body, which had been stripped, with the ring finger cut off. The Crusader, Acting Volunteer Lieutenant Hays, commanding one of the several gunboats sent after the Titan, came in here this morning and reports that Commander Parker left the Piankatank last evening, where he had seen the Titan burned to the water's edge, and had captured seven of Wood's canoes. One of the gunboats had fired into the wreck of the Titan to destroy the machinery.

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. Gideon Welles,
Secretary Navy.

Report of Lieutenant-Commander Babcock, U. S. Navy, commanding U. S. S. Morse, of an attempt to render assistance to a detachment of eavalry near Mattapony River.

U. S. S. Morse, Off Yorktown, Va., March 8, 1864.

SIR: I respectfully report that on the morning of the 6th instant Colonel Ryan, having received information that a detachment of cavalry under command of Colonel Ulric Dahlgren was surrounded by a large force of rebels near the Mattapony River and was in a precarious situation, he requested me to proceed up the river and, if possible to do so, afford them assistance. Got underway and proceeded up the [York] river; when abreast of Purtan Island Point swept the river with telegraph wire from the boats for torpedoes, and followed with the vessel in their wake. At dark came to anchor off Terrapin Point. Fired at intervals during the day and night signal guns to attract the attention of the cavalry. In the morning got underway and proceeded slowly up the river, keeping a vigilant lookout on both banks of the river for any cavalry. When off Brick House Farm, saw a boat inshore with some men in it coming for the vessel; they proved to be 5 cavalrymen belonging to Colonel Dahlgren's command. It appears by the statement of these men that their colonel having been shot, and the whole command, numbering about 100 men, under command of a major, were so closely surrounded and pressed by a large force of both rebel cavalry and infantry, and deeming it impossible to cut their way through, the major ordered them to disband, leaving their horses, equipments, etc. These men saw fully one-half the command surrender themselves as prisoners. The colonel's body servant (colored) being one of the 5 received on board, states that after Colonel Dahlgren had been shot the citizens in the vicinity stripped him and actually cut off his fingers for the purpose of taking some rings which he had on them. These men were piloted to the bank of the Mattapony River by a colored man, who procured a small skiff for them, and they proceeded down the river, having heard our signal guns, and at daylight came within sight of this vessel. Proceeded up the river to West Point; went into the Mattapony River and came to anchor; found one pontoon and two skiffs on the beach at West Point, brought them on

board. At noon again got underway and proceeded up the Mattapony River about 3 miles to a rebel storehouse (in which last May we made a capture of corn and rye) and found in it 25 sacks of corn, 2 bags of wheat, and 6 sacks of salt, all consigned to a commission merchant in Richmond, Va. From information received a week since, there were in this storehouse, but since carried to White House, 2,000 barrels of flour. Returned down the Mattapony and went up the Pamunkey River about 3 miles. Kept a strict lookout continuously on both banks and, not seeing any more cavalry, concluded that the remainder had been captured.

I had the forks of both rivers swept for torpedoes with telegraph wire before proceeding up with the vessel, but found no obstructions whatever. Arrived at this place and came to anchor last evening at 7 p.m. Turned over the five men to the military authorities at this place.

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

CHAS. A. BABCOCK,

Lieutenant Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Crosby, U. S. Navy, to assume command of the U. S. S. Keystone State.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 8, 1864.

SIR: Take passage in the New Berne and rejoin the Florida. Turn the command of the Florida over to the officer whom the senior officer present off Wilmington shall designate for the temporary command of her, when you will consider yourself detached from her, and will assume command of the Keystone State.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Commander P. CROSBY,

Commanding U. S. S. Florida.

Cooperation with army forces in an expedition to King and Queen Court-House and Middlesex County, March 8-13, 1864.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports.

FLAGSHIP MINNESOTA, Off Newport News, Va., March 19, 1864.

SIR: On the 8th instant I accompanied Generals Butler and Meigs to Yorktown to arrange a joint army and navy expedition to operate, first, up the Pamunkey against the rebel forces in the neighborhood of King and Queen Court-House which had attacked Colonel Dahlgren's party, and then against a party of the enemy who were reported to be fitting out an expedition from Middlesex County, in the peninsula formed by the Rappahannock and the Piankatank.

I enclose a copy of my instructions of March 8 to Lieutenant-Commander Babcock (1), and his original report, dated March 13 (2).

The Department will perceive that the naval part of the expedition was well arranged and executed.

on arranged and executed.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. Gideon Welles, Secretary of the Navy.

[Enclosures.]

Confidential.

U.S.S. Morse,

Yorktown, Tuesday, March 8, 1861-1 p. m.

SIR: General Kilpatrick will leave here at daylight to morrow, 9th instant, with, say, 2,000 cavalry to attack the rebels at King and Queen Court-House, who captured Colonel Dahlgren's party and killed him. General Butler will dispatch 2,000 infantry from Norfolk at 9 a.m. to morrow, to be here by 2 p. m., when, joined by 1,000 infantry and commanded by General Wistar, they will proceed and land at Sheppard's Landing, near the mouth of the Mattapony. You will accompany these troops from Yorktown to Sheppard's Landing with the gunboats named in the margin, protect them, and give them all the aid When the movement against King and Queen Courtin your power. House is over, or when the above landing is made, General Wistar will inform you how long he shall need the presence of the gunboats at Sheppard's Landing. General Wistar does not expect to reembark there, but to march back, and he does expect to march across to Middlesex County to the point of the peninsula between the Piankatank and the Rappahannock, where the rebels are said to be fitting out a boat expedition. General Wistar desires that you should be with the gunboats between the mouth of the Rappahannock and a point 10 miles below Urbana from Friday evening next to Saturday evening, to prevent the rebels from escaping across the river. General Wistar does not expect to communicate with you there. General Butler will notify Commander Parker of this expedition, and if the latter should be there, you will be subject to his orders while operating with him. report to me, however, as soon as practicable. Put yourself in communication with General Wistar and strive, as you have always done, to advance the public interests.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander C. A. BABGOCK,

U. S. S. Morse.

Gunboats: Morse, Lieutenant-Commander Babcock, commanding; Shokokon, Acting Master Sheldon, commanding; Shawsheen, Acting Master Phelon, commanding; or General Putnam in place of the latter.

U. S. S. Morse, Off Yorktown, Va., March 13, 1864.

SIR: I respectfully report that according to your orders of the 8th instant I have acted in conjunction with the expedition of General Wistar as far as possible.

On the morning of the 9th instant at 11 a.m. General Kilpatrick and staff arrived on board this vessel; four transports arrived off Yorktown at noon with troops. At 1 p. m. General Wistar arrived on board this vessel with his staff. At 1:30 p. m. got underway; signaled U.S. gunboats Shokokon and General Putnam to get underway and follow with the transports. Proceeded up the river with this vessel, fleet following in our wake. At 7:20 p. m. entered the Mattapony River, and at 7:45, being abreast of Sheppard's Landing, and the night being very dark, placed men with lanterns on the dock as a guide to the transports, ordering the Shokokon to anchor below the transports and the Putnam again below her, while I remained above them with this vessel. The transports went at once alongside the dock and began disembarking the troops. At 10:30 General Putnam came alongside with two army gunboats and some launches which had come up the river with orders for General Wistar, but after communicating with him returned again down the river; about midnight there arrived two more transports with troops. General Kilpatrick and staff then went ashore from this At 8 a. m. on the morning of the 10th instant General Wistar and staff went on shore from this vessel, all troops being disembarked, and the transports at anchor in the stream. Troops marched away, leaving a picket guard around the wharf. General Wistar on leaving this vessel requested me to wait until the evening and if possible he would communicate with me, but if he did not that I should return to Yorktown that evening with the fleet. At 10:50 a.m. got underway and went alongside the wharf at Sheppard's Landing, having the General Putnam above the transports and the Shokokon below them. 12:30 army tug Seth Low arrived with a dispatch for General Wistar or Kilpatrick, but having no means of communicating with them, I took charge of it, and when I returned to day delivered it to General At 5 p. m. ordered General Putnam to get underway and proceed down the river with two transports. At 5:30 received on board from the Shokokon a refugee from Richmond, whom I turned over to the military authorities on my arrival at Yorktown. At 6 ordered the Shokokon to proceed down the river with three transports in com-Took on board the picket guard, and having received no communication from General Wistar, at 7:30 proceeded down the river with one transport in company. At 9:30 p. m. weather setting in very thick, and not being able to see the land on either side of the river, came to anchor and burned a blue light as a signal to the other vessels which were close to me. At 5:30 a.m. on the morning of the 11th instant, got underway and proceeded for Yorktown, where we came to anchor at 8:30. Fog again set in very thick, but at 12:30 p. m. partially cleared up. At 1:30 p. m. got underway and proceeded down the river, but the fog again setting in very thick, came to anchor at 2:40; weather again clearing up, at 3:30 p.m. signalized the Shokokon and General Putnam to get underway and follow this vessel. After dark the weather again set in very thick on the horizon, but clear overhead; burned two rockets as a signal to General Putnam, which she answered. Came to anchor at 9 p. m. At 5:30 a. m. on the morning of the 12th instant again got underway, and when off the mouth of Piankatank River exchanged signals with the U.S. S. Currituck, of the Potomac Flotilla, and when off the mouth of the Rappahannock saw the gunboats Yankee, Freeborn, Tulip, and Fuchsia; communicated with the senior officer present, Acting Volunteer Lieutenant Edward Hooker, commanding U.S.S. Yankee, and was informed by him that on Wednesday morning at 9 a.m. (five hours before the

expedition left Yorktown with the transports), he had heard from people at Urbana that a body of our cavalry had started from West Point for the purpose of cutting off the rebels who were around the peninsula, and the consequence of which was that the bulk of the rebel soldiers had left the peninsula directly. Made arrangements with Acting Volunteer Lieutenant Hooker that the gunboats of the Potomac Flotilla would keep a vigilant lookout for our forces, and also prevent any rebels from crossing from the mouth of Piankatank River to Mosquito Point on the Rappahannock. Stationed the General Putnam off Lockley's Point and the Shokokon off Parrott's Island, with strict orders to look out for any rebels crossing the river, or report to me if General Wistar's forces came in sight. Steamed up the river slowly with this vessel as far as Urbana, then came down again 8 miles, and at 12:40 p. m. came to anchor off Grey's Point. At 5 p. m. got underway and ordered the Shokokon and General Putnam to keep underway during the night to prevent surprise of any kind, and stay as near as possible to their stations and report to me if anything came in sight. ing of General Wistar's command or the rebels. At 6 a. m. this morning proceeded down the river, the Shokokon and General Putnam in company; communicated with Acting Volunteer Lieutenant Edward Hooker, senior officer present of the Potomac Flotilla, then proceeded for Yorktown, where we came to anchor at 2:30 p. m., and after making proper arrangements with the fleet for the night, came on shore and telegraphed to you at 4 p. m. my arrival with the gunboats.

I respectfully forward you the enclosed reports from Acting Master Sheldon, commanding U. S. S. Shokokon, and Acting Master Savage,

commanding General Putnam.

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

CHAS. A. BABCOCK,

Lieutenant-Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, off Newport News.

[Subenclosures.]

U. S. S. SHOKOKON, Off Yorktown, March 13, 1864.

SIR: In obedience to orders from Acting Rear-Admiral S. P. Lee, I reported to you the 8th instant, 4:30 p. m., for any duty you might assign. At 6:30 received orders to get underway and to proceed to the mouth of the Poquosin River; communicate with the U.S.S. General Putnam, with orders to Acting Master Savage to proceed to Yorktown without delay, which orders I obeyed, arriving back at 10:30 At 7 a.m., 9th instant, repaired on board the Morse and learned that the gunboats Morse, Shokokon, and General Putnam were to accompany the army transports up York River on an expedition as far as West Point. At 2 p. m. got underway, the Morse leading the way, the Shokokon and Putnam following with the transports; proceeded up At 7:30 p. m. arrived at a wharf about 1 mile above West the river. Point, on the west bank of the Mattapony River, where the troops were landed. The gunboats were ordered to remain there for the night. I received an order to drop down the river a quarter of a mile below the transports, the Putnam about the same distance below the Shokokon; we anchored. At 9 p.m. boats were discovered passing up the river; were stopped by the Putnam.

Immediately got underway, proceeded down to the Putnam, and learned that they were launches sent by General Graham. I reported them to you and received permission for them to pass up, as they wished to communicate with General Wistar. At 8:30 a. m., 11th instant, the troops moved away; received orders to remain at anchor.

At 4 p. m. was ordered to move farther down the river, near a bluff a short distance above West Point, to prevent the enemy from placing a battery on a deserted work. At 5:30 p. m. picked up a refugee from Richmond, whom I sent you. At 6 p. m. received orders to proceed to Yorktown with three transports, but on account of a dense fog did not get down until 6 a.m. 11th instant. At 11 a.m. received orders to proceed to the Rappahannock; the fog being so thick, did not leave until 3:40 p. m., when, in company with the Morse and Putnam, proceeded up to near the mouth of the Rappahannock, the fog being so thick that it was not safe to go farther, and came to an anchor. a. m., 12th instant, got underway and steamed into the mouth of the Rappahannock; communicated with the fleet there; then steamed up the river to a point about 5 miles below Urbana; came to an anchor, and kept a bright lookout for any troops that might be in the neighborhood; 6:30 p. m., not seeing any of our troops, got underway, and keeping as near the position as possible that we had through the day, kept underway all night, keeping a strict lookout for any signals that might be made, and to prevent the enemy from crossing. 6:30 a. m. the Morse came within hail; was ordered to follow her down, after communicating with the fleet at the mouth of the river; steamed away for this anchorage, arriving here at 2 p. m. of this day.

Very respectfully, your obedient servant,

W. B. SHELDON, . Acting Master, Commanding.

Lieutenant-Commander Charles A. Babcock, Commanding U. S. S. Morse, off Yorktown, Va.

> U. S. S. GENERAL PUTNAM, Off Yorktown, Va., March 13, 1864.

Sir: I have the honor to report to you my proceedings in the late

expedition under your command.

March 8.—At anchor in Poquosin River. At 7 p. m. was signalized by the U. S. S. Shokokon, Acting Master Sheldon, commanding. immediately got underway and proceeded within hail. orders to proceed to Yorktown and there report to the senior officer. At 10:30 p.m. came to anchor off Yorktown and reported to you.

March 9.—At 1:30 p. m. received orders from you to proceed up the York River in company with the U.S.S. Morse and U.S.S. Shokokon, to convoy four army transports loaded with troops, under command of Generals Wistar and Kilpatrick. At 7:30 p. m. covered the landing of the troops from the transports at Sheppard's Landing, on the Mattapony River, about 2 miles above West Point. At 9 p. m. received orders from you to proceed to the rear of the fleet and protect them from any approach of the enemy in that direction. At 10 p. m. discovered several launches filled with men approaching the fleet in a suspicious manner. I immediately beat to quarters and slipped the cable, hailed them, and after examination found them to be army launches with reinforcements from General Graham for the expedition of Generals Wistar and Kilpatrick; convoyed them to you, and returned to my station. At 12 midnight several more steam transports arrived; examined them and found they were attached to the

expedition.

March 10.—At 10 a.m. received orders to proceed above the fleet to protect the transports and look out for the approach of the enemy. At 5 p.m. received orders to convoy two army transports to York-

town. At 10 p. m. came to anchor, being thick fog.

March 11.—At 5:30 a.m. weighed anchor and proceeded to Yorktown. At 9 a.m. arrived at Yorktown; received orders to proceed alongside the U.S. S. Mystic for a supply of coal. At 11 a.m. came to anchor. At 1 p.m. received orders to proceed to the Rappahannock River to cooperate with Generals Wistar and Kilpatrick's forces, in company with U.S. steamers Morse and Shokokon. At 9 p. m. came to anchor off the Rappahannock River in a thick fog.

March 12.—At 5:30 a.m. weighed anchor and proceeded into the Rappahannock River. At 10 a.m., in obedience to orders, took my station off Lockley's Point to look out for the enemy and the arrival of our forces. At 5 p.m. received orders to weigh anchor and keep underway on that station during the night, and look out for the enemy or

signals from our forces.

March 13.—At 5 a. m., having received no signal, and no appearance of the enemy, received orders to follow you to Yorktown. At 3 p. m. arrived at Yorktown and came to anchor.

Sir, I have the honor to be, very respectfully, your obedient servant, H. H. SAVAGE,

Acting Master, Commanding U. S. S. General Putnam.

CHAS. A. BABCOCK,

Lieut. Comdr., U. S. Navy, and Senior Officer off Yorktown, Va.

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

U. S. S. HETZEL, Off New Berne, N. C., March 10, 1864.

ADMIRAL: I have the honor to make the following statement of the

disposition of vessels in the sounds for term ending at date:

March 8.—Tacony arrived from Hampton Roads; the Miami, South-field, and Whitehead are at Plymouth; the Louisiana and Valley City are at Washington; the Hetzel, Tacony, Commodore Hull, Lockwood, and Ceres are at New Berne; the Seymour is in Croaton Sound surveying, and the Granite is at Ocracoke.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Master Williams, U. S. Navy, regarding an exchange of shots with the enemy in the Nansemond River.

U. S. S. COMMODORE BARNEY, Nansemond River, Virginia, March 11, 1864.

SIR: I went up the river this morning to clear some logs that were in the obstructions. While at work the sharpshooters on the rebel side opened fire on us.

I beat to quarters and fired one IX-inch shrapnel into the woods where they were. I beg to know if I am justified in shelling the woods on such an occasion.

I am, very respectfully, your obedient servant,

JAMES M. WILLIAMS, Acting Master, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the robbing and firing of schooner Julia Baker, March 11, 1864.

FLAGSHIP MINNESOTA, Off Newport News, Va., March 19, 1861.

SIR: Acting Master Williams, commanding Commodore Barney, reports on 12th instant that the schooner Julia Baker, of Georgetown, [Me.], Fras. Lowe, master, was robbed and set on fire on the night of the 11th instant.

About \$2,500 were taken from her, and her captain and 5 men are missing. Two boats filled with men were seen going in the direction of Chuckatuck Creek at 3 a.m. on the 12th, who were probably the perpetrators of the act.

The Commodore Barney was anchored about 2 miles from where the schooner lay, and received no notice of the attack before daylight.

The guerrillas in this vicinity are becoming quite bold, and have recently on different occasions fired with musketry on oyster schooners and on our picket boats.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. Gideon Welles, Secretary of the Navy.

Order of Commander Davenport, U. S. Navy, to Acting Master Foster, U. S. Navy, to proceed to Brant Island Shoal to assist coal schooner.

U. S. S. HETZEL, Off New Berne, N. C., March 11, 1864.

SIR: You will proceed with the U.S.S. Ceres under your command to Brant Island Shoal and there render such assistance to schooner Cerro Gordo (with coal for U.S. Navy) as will enable her to proceed to Plymouth, N.C. After performing the above, you will return forthwith. Very respectfully, etc.,

H. K. DAVENPORT,
Commander and Senior Naval Officer in Sounds of North Carolina.
Acting Master H. H. Foster, U. S. Navy,
Commanding U. S. S. Ceres.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, regarding exportation of tobacco.

NAVY DEPARTMENT, March 12, 1864.

SIR: I transmit herewith for your guidance a second Executive order, dated the 7th instant, relative to the exportation of tobacce from the insurgent territory.

Very respectfully, etc.,

GIDEON NELLES, Secretary of Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding  $\overline{U}$ . S. S. Admiral, regarding the chase of a large steamer, March 12, 1864.

> U. S. S. ADMIRAL, Hampton Roads, Virginia, March 14, 1864.

SIR: I have to report that while on the passage of this vessel from Port Royal, in latitude 32° 50′, longitude 77° 33′, a steamer was sighted from this ship's masthead; gave chase; gained on her; made her out a large English-built steamer, side-wheel, about 900 tons burden, broad beam, low hull, two smokestacks, stripped to her lower masts, painted a very light lead color, clean, and apparently new. Chased twelve hours; pushed her so hard that she threw overboard between 400 and 500 bales of cotton. We gained on her while running 14 and 14½ knots. Her speed must have been about 131 knots. I discontinued the chase when night came on, in latitude 31° 10′, longitude 75° 50′; this was on the 12th instant. th instant.
Very respectfully, your obedient servant,
WM. B. EATON,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. Liee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

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NEWPORT NEWS, March 12, 1864.

On further examination of reports received to-day, it appears that the steamer Cumberland, reported at 10:30 a.m. as captured by the Dacotah, was a prize to the East Gulf Squadron and was encountered by Dacotah on her way from Key West. The Don was loaded with clothing and blankets; the Mary Ann with cotton and tobacco. Both sent to Boston.

> GUERT GANSEVOORT, Captain and Senior Officer.

Hon. GIDEON WELLES, Secretary Navy. Report of Acting Master Williams, U.S. Navy, regarding an attack upon a party of Confederate cavalry.

U. S. S. COMMODORE BARNEY, Nansemond River, Va., March 13, 1864.

SIR: I beg leave to report that yesterday at 3 p. m. I observed four rebel cavalry lurking in the woods on the west side of the river, near the place I was fired on the day previous. I fired 8 shrapnel and 1 howitzer shell and drove them off.

I am, very respectfully, your obedient servant,

JAMES M. WILLIAMS,

Acting Master, Commanding.

GUERT GANSEVOORT, Captain and Senior Officer, Newport News, Va.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding additional gunboats necessary for the protection of the eastern shore counties of Virginia.

NAVY DEPARTMENT, Washington, D. C., March 14, 1864.

SIR: The necessities of the service require at least six light-draft, side-wheel, swift steam tugs, not to draw over 4½ or 5 feet when loaded, and carrying a light gun on a center pivot at each end.

These light-draft steam gunboats are required to protect the eastern shore counties of Virginia and to operate in the narrow waters which the enemy have recently threatened and which constitute a part of the army lines of defense for Norfolk.

I have the honor to be, very respectfully, your obedient servant, S. P. LEE,

Actg. Rear. Admiral, Comdg. North Atlantic Blockading Squadron. Hon. Gideon Welles,

Secretary of the Navy.

Report of Commander Beaumont, U. S. Navy, appointed to temporary command of the U. S. S. Dacotah.

U. S. S. DACOTAH, New Berne, N. C., March 14, 1864.

SIR: I have the honor to inform you that I have this day reported to Commander Dove for temporary command of this ship in obedience to orders of the 8th instant.

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

J. C. BEAUMONT, Commander.

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

Report of Captain Sands, U. S. Navy, regarding the discovery of a blockade runner aground off Fort Fisher.

U. S. S. FORT JACKSON, Off New Inlet, Cape Fear River, March 14, 1864.

SIR: I have to report that on the 12th instant, upon the lifting of the fog after the late southeast gale, a side-wheel, single-pipe, twomasted, lead-color steamer (blockade runner) was discovered on shore, about a quarter or half a mile northward of Fort Fisher, on the edge of Federal Point Shoal.

The robel river boat Virginia and a tug have been trying to get her off, but without success, and she still remains hard and fast high up on the beach and will most probably go to pieces the first strong northeast breeze. We have not been able to ascertain her name.

Very respectfully, etc., your obedient servant,

B. F. Sands.

Captain, U. S. Navy, Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, off Newport News.

Report of Commander Frailey, U. S. Navy, transmitting information regarding the attempted destruction of a blockade runner off Fort Campbell, N. C.

U.S.S. QUAKER CITY, Off Wilmington, N. C., March 15, 1864.

SIR: I regret to report that shortly after daylight yesterday morning a large side wheel steamer, which had doubtless passed in by the vessels of the squadron during the night, was discovered on or near the beach on the west point of Oak Island, the officer of the watch, Acting Ensign R. Wilkinson, at or about 6 a. m. being directed to it by the steamer Aries, which vessel was engaged firing at her until driven off by the batteries in the vicinity and a number of Whitworth guns which had been quickly brought to the scene of action.

which had been quickly brought to the scene of action.

In the evening, on the return of the State of Georgia and Aries to their stations, both vessels opened a fire upon the stranded vessel, but without any success, as in a few minutes a very heavy fire was opened upon both by numerous batteries of greater range, which compelled them to withdraw, without, however, either vessel receiving any injury.

During the night the enemy succeeded in floating the vessel and

getting her safely into the river. Weather very hazy.

Acting [Volunteer] Lieutenant Commanding Devens, of the Aries, reports having seen her at 5 o'clock from his night station No. 7, ran in to cut her off, when she ran upon the beach. His report and an extract from his log herewith accompanies this.

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

JAS. MADISON FRAILEY, Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U.S.S. ARIES,

Off Western Bar, Wilmington, N. C., March 14, 1864.

Sin: I have the honor to make the following statement in regard to the steamer driven on shore by this vessel, and also enclose the remarks of the officer in charge of the deck at the time.

At 5 a.m. saw a steamer bearing north from night station No. 7, which station was occupied for the night by this vessel; stood in to cut her off, when she ran upon the beach, about 1 mile below Fort Campbell. Got the boats ready to board her, when we saw a large number of

troops and several pieces of artillery coming down the beach from the direction of the fort. At 5:20 a.m. opened fire on her; at the same time rebels opened fire upon us from the beach above and below the steamer with several Whitworth guns, the shell all falling close to us or going over us. At 6:10 a.m., having had reason to believe two shells had struck her, one through her bow and one through her just forward of the wheelhouse, I deemed it prudent to withdraw, and ran out and reported all the circumstances to the senior officer present. She is a long, low, side-wheel steamer, and looks very much like the A. D. Vance, which grounded here in January. The rebels fired 43 shell at us.

Very respectfully, your obedient servant,

EDWARD F. DEVENS,

Acting Volunteer Lieutenant, Commanding.

Acting Rear Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding rumored progress on Confederate ironelad under construction in the Roanoke River.

U. S. S. MIAMI, Plymouth, N. C., March 16, 1864.

SIR: Your communication of the 1st instant, in reply to mine of the

20th ultimo, was received last night.

General Wessells has written me to day about the immediate obstruction of the Roanoke, and, I presume, will need the light-boats now here. I received information to day from an old steamboat captain, just from the vicinity of the ironclad on the Roanoke, that she will be ready to be brought down to Williamston on the 1st of April. He says she has two layers of iron; that they are drilling the iron night and day, and pushing her forward to completion as rapidly as possible. He had a conversation with the pilot engaged to bring her down, and gathered from him that the attack on Plymouth was to be made from below. The pilot asked him if Ryan's Thoroughfare was obstructed with piles. He replied that he did not know, but had heard that it was. The pilot remarked that it was of no importance, that they had scows prepared to go ahead of the ironclad, and, under cover of her guns, to remove any obstructions. He said they were greatly afraid we had torpedoes in the river.

My informant has returned to find out more about her, and promises to give me early intelligence of her movements. He deems her very formidable. If she has but 3 inches of iron, as I have been informed by others, our present force here should, unless we are very unfortunate, easily defeat her; yet, it would be but prudent to insure her destruction, if not inconvenient to increase it by a few heavy guns. Her plating may be thicker than we think.

In my report of the explosion of the Southfield's 100-pounder, I recommended that it be replaced by one on a pivot carriage. In view of this change, I enclose plan of her deck that a carriage to suit may be

sent.

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

C. W. Flusser,

Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads. Letter from Major-General Butler, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, forwarding information of large preparations by the enemy for the capture of Norfolk.

Confidential.]

HDQRS. 18TH ARMY CORPS,
DEPT. VIRGINIA AND NORTH CAROLINA,
Fortress Monroe, March 17, 1864.

ADMIRAL: I send enclosed to you some information received from Washington for your information.

Please examine it and reenclose it to me. I will confer with you upon it at any time you desire.

I have the honor to be, very respectfully, your obedient servant, B. F. BUTLER,

Major-General, Commanding.

Rear-Admiral S. P. Lee, Commanding, etc., off Newport News.

[Enclosure.—Telegram.]

WASHINGTON, March 17, 1864.

The following is from headquarters, Army of the Potomac, March 16, and forwarded for the information of Major-General Butler, by order of the Secretary of War:

The following intelligence received from scouts just returned is sent for your information:

The enemy are making large preparations for the capture of Norfolk; large details are made from Pickett's division to work on the gunboats now building at Richmond. The work is pushed night and day, and it is expected three gunboats will be finished in three or four weeks. They are also building floats or rafts to carry guns to move down the James River with their fleet. Longstreet is to have command on the Blackwater for the main attack on Norfolk. His whole command is expected at Petersburg; his force is estimated at 15,000. Pontoons have been sent from Richmond to Petersburg. A feint will be made on Williamsburg with a force of 3,000 infantry and some cavalry and artillery; and for this purpose Ford's [Forget] Bridge over the Chickahominy is being rebuilt. The whole information is brought by a man named Black, whom our scouts brought back with them, and who represents himself as having been sent by Union men in Richmond to communicate the above and other information to the War Department. He will be sent up to-morrow with an officer. Our scouts report that J. E. B. Stuart is collecting a cavalry force at Fredericksburg to make a raid on our rear, and is only waiting for the Rappahamock to become fordable to cross at or near Fredericksburg. They also report the enemy sending supplies and ammunition in great quantities over both railroads, uniting at Hanover Junction, to Lee's army.

GEO. G. MEADE, Major-General.

Major-General H. W. HALLECK. MARCH 16, 1864--11 p. m.

Letter from Acting Rear-Admiral Lee, U.S. Navy, to Major-General Butler, U.S. Army, acknowledging receipt of information regarding expected operations against Norfolk.

Confidential.]

U. S. FLAGSHIP MINNESOTA, Newport News, March 17, 1864-7 p. m.

GENERAL: The enclosure in your confidential communication of this date, just received by your orderly, is herewith returned by him.

I have retained a copy of it, and will see you on the subject to-morrow evening.
I have, etc.,

S. P. LEE, Acting Rear Admiral.

Major-General Butler, Commanding, etc.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

FLAGSHIP MINNESOTA, Off Newport News, Va., March 17, 1864.

SIR: The following is the disposition of vessels composing the North Atlantic Blockading Squadron:

Ainnesota Off Notonnoke don Atlanta do Commodore Jones do Commodore Barney do Commodore Morris do Dawn do Naylight do Nokokon do Mount Washington do	)	Stationed above the Roanoke.
Atlanta do Commodore Jones do Commodore Barney do Commodore Morris do Dawn do Asylight do Hokokon do Tount Washington do	·	
Commodore Jones do Commodore Barney do Commodore Morris do Cawn do Asylight do Hokokon do Lout Washington do		
Commodore Barney do Commodore Morris do Dawn do Daylight do Hokokon do Tount Washington do	·	.l Across James River.
Commodore Morris	·	. In the Nansemond.
Dawndo Daylightdo hokokondo fouut Washingtondo	· • • • • • • • • • • • • • • • • • • •	Picket boat.
Daylightdo hokokondo fount Washingtondo		
hőkőkondo fount Washingtondo		
fount Washingtondo		Picket boat.
1 1 70 -1 -		
naries Phains		Coal hulk.
ouavodo		Armed tugboat (out of order).
oung Americado		Tug; mail and supplies.
tepping Stonesdo		
oppydo		Armed tugboat (steam guard to ironelad).
fonticello do		Returned from blockade for repairs.
eneral Putnamdo		Gone to navy yard for repairs.
oung Rover Hamp	ton Roads	Guardship.
t. Lawrencedo		
en Morgando		Ordnance hulk.
omando		Do.
lystic York I Bay.	Rivor and Chesapeako	Guardship at Yorktown.
lorsodo		Ferryboat.
rusaderdo		On blockade in Mobjack Bay.
hawsheendo		Side-wheel tug.
muel Rotando		Schooner, in Mobjack Bay.
yandotte Norfoll		Guardship.
lert Gospor		Ropairing.
alypsodo		Do.
oheasetdo		Do.
ommodore Perry do		Do.
owquahdo	<i>.</i>	Do.
alverndo		Do.
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Lockwood	do	Do.
Volley City	do	
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I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding the progress of the Confederate rum under construction in the Roanoke River.

U. S. S. MIAMI, Plymouth, N. C., March 18, 1864.

SIR: General Wessells sent me word night before last, just as he stepped on board the mail boat for Roanoke Island, that a man was just down from Hamilton who had been on board the rebel ironclad, and that in two hours I might get him on board to interrogate him. The adjutant general rode out to the lines to bring him in, but he had already started for his house, some 10 or 12 miles off, and no one knew its situation or whereabouts. A report in town to-day, said to be traceable to him, represents the ironclad at Hamilton, with a large force of soldiers, and 2,000 soldiers at Williamston. Further, the floating battery, about which I had heard nothing for a long time and hoped had died a natural death, is said to be very near completion. The present report makes her octagonal, with 7 inches of iron, lined with two tiers of cotton bales. The ram, or whatever it may be called, is also said to have 7 inches of plating. I think the reporters are putting on the iron

rather heavy. I am inclined to believe her armor is not more than stated in one of my former letters-3 inches.

The people in the country above and below us, who have better means than we possess of gaining information, anticipate an early and severe attack by land and water here.

I should like very much to have the new guns for the Southfield

mounted. She is badly shorn of her strength.

The vessels will be ready to sink by Monday. I have a torpedo prepared for each one. General Wessells has said he would supply powder if I would construct them. I hope they may be successful. It will be difficult to sink the vessels in proper positions, owing to the strong current. I have suggested a plan to the general, who is doing the business. I shall aid him if he requests assistance.

I have the honor to be sir. very respectfully, your obedient servant, C. W. Flusser,

Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

(Endorsement.)

[U. S. S.] MINNESOTA, March 29, 1864.

Respectfully forwarded for information of Navy Department. The Southfield's guns were sent by the Calypso.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the limits seaward of the blockade.

NAVY DEPARTMENT, March 19, 1864.

SIR: Your letter of the 9th instant is received, stating that immediately upon the receipt of the Department's letter of February 27, deciding that the limits of the North Atlantic Blockading Squadron were just outside of the line occupied by the blockading vessels, with right of pursuit beyond that line, you had immediately recalled the fast steamers stationed off the extensive shoals off the Capes of Lookout and Fear; also those in the tracks of the blockade runners between the principal inlets on the coast of North Carolina and their depots at Bermuda and Nassau.

Your letter of February 27 having raised the question of limits seaward, there seemed to be no other decision possible than that they should [cruise] beyond the line occupied by the blockading vessels. At the time this decision was made the Department was aware, and was gratified to find, that you had followed the plan, long since adopted by Rear-Admiral Farragut and Acting Rear-Admiral Bailey with a much smaller force, of placing some of your vessels well to seaward; and this plan being in successful operation and your limits seaward being beyond the position occupied by these vessels, it is not understood why you should have acted so hastily in bringing your vessels inshore unless you are of opinion that the blockade can be more rigidly enforced there. The Department does not propose to suggest any particular positions for your vessels, having great confidence in your judgment and zeal for the public service.

If the Shenandoah, by authority delegated to you by the Department, has been sent toward Bermuda and is acting under your orders, she is

not an independent command. If there is reasonable ground for believing that blockade running can be more effectually suppressed by sending any of your steamers in the track of such vessels bound from Bermuda to Nassau, you are authorized to make such disposition of

your command.

The Department does not consider that you would be beyond the limits of your command, subject to the disability contemplated by the third clause of the third section of the act for the better government of the Navy, while you are temporarily, by authority of the Department, personally present in a vessel in the Potomac River.

I am, respectfully, your obedient servant,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding recruits.

U. S. Flagship Minnesota, Off Newport News, Va., March 19, 1864.

SIR: General Butler informs me that he has 300 mariners in one regiment whom he is ready to transfer to me for the naval service at any time. I have verbally requested that this may be done at once.

He has also some 30 prisoners at Point Lookout who are willing to

enlist in the Navy, and whom he considers reliable men.

These, by the Department's rule for distribution, are not needed here at present.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy.

Report of Lieutenant-Commander Babcock, U.S. Navy, regarding the transfer of recruits from the Army to the Navy.

U. S. S. MORSE, Off Yorktown, Va., March 20, 1864.

SIR: General Wistar informs me that in a few days there will be from 75 to 100 soldiers transferred to the Navy at this place, and he states he is willing to assist me in every way possible to get these men to fill up the complement of the different vessels at this point. He says, if you will make arrangements with General Butler, he thinks this can be accomplished without going through the regular form of sending these men to the rendezvous to be transferred to the Navy.

I would respectfully request, if this arrangement meets with your approbation, that I may be allowed to have these men to distribute among the vessels at this point which are short of complement of crew.

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

CHAS. A. BABCOCK,

Lieutenant-Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, off Newport News.

Order of the Secretary of the Navy to Lieutenant-Commander Queen, U. S. Navy, regarding the U. S. S. Wyalusing.

NAVY DEPARTMENT, March 21, 1864.

SIR: As soon as the repairs on the Wyalusing are completed, proceed with her to Hampton Roads and report to Acting Rear-Admiral Lee for duty. Enclosed is an order for Chief Engineer II. H. Stewart to accompany her that far to witness her performance.

The deficiency on your coal can be supplied by purchase, for which

authority is hereby given.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Lieutenant Commander W. W. QUEEN, Commanding U. S. S. Wyalusing, Wilmington, Del.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding marines.

U. S. FLAGSHIP MINNESOTA, Off Newport News, March 21, 1864.

SIR: When this ship goes North for repairs I propose, if it is not disapproved by the Department, to transfer her marine guard to other

vessels of the squadron.

The St. Lawrence needs a small marine guard, as the prisoners of the squadron must be placed on her, as Commodore Livingston thinks they can not be safely accommodated on the Brandywine at Norfolk. The Malvern, which will be the temporary flagship, will also need marines, and the commanding officers of several vessels desire to have a small marine guard.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.
Hon. Gideon Welles,
Secretary of the Navy.

[Endorsement.]

Report of Acting Rear-Admiral Lee, U. S. Navy, urging the need of lightaraft ironclads for operations against Richmond.

Confidential.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 21, 1864.

SIR: I enclose a copy of a confidential communication from General Butler, dated 17th instant.

Not doubting that a vigorous campaign will be opened against Richmond this spring, I trust that the Department will be able to provide me with some ironclads whose draft will allow me to cooperate with the Army.

The Roanoke can not go up the James River out of sight of Newport

News, nor the Atlanta within sight of City Point.

The latter sadly needs a metal lining to prevent the bolts and nuts to

the plating from flying within, like canister.

I respectfully suggest that as the *Ironsides* and all of the monitors are at Charleston that some of the latter may be recalled in time to participate in the movement against Richmond should one be made.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, regarding the transfer of recruits.

NAVY DEPARTMENT, March 22, 1864.

Sir: Your telegram of the 20th instant was received. No modifica-

tion of the order of Saturday, the 13th instant, is necessary.

The Department has written to the Secretary of War in reference to mariners under command of Major-General Butler ready for transfer to the naval service.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Vicksburg.

NAVY DEPARTMENT, March 22, 1864.

Sin: The order to the *Vicksburg* to proceed to Key West is revoked, and you can retain that vessel in your squadron.

Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major General Butler, U. S. Army, transmitting copy of orders regarding cooperative expedition for the destruction of the Confederate ironclad in the Roanoko River.

Confidential.]

U. S. FLAGSHIP MINNESOTA, Newport News, March 22, 1864.

GENERAL: I have received yours of 21st instant, enclosing the statement of William P. James, sent by you to Hamilton, N. O. Accept my thanks for the information.

Your project of organizing an expedition to burn the ironclad seems feasible, and I have instructed Lieutenant-Commander Flusser, the

senior naval officer present at Plymouth, in respect to arranging the necessary naval part with the commanding general there.

I enclose a communication to him on the subject, which you will oblige me by sending by the first safe opportunity.

I have, etc.,

S. P. Lee, Acting Rear Admiral.

Major-General Butler.

[Enclosuro.]

Confidential.]

U. S. Flagship Minnesota, Newport News, March 22, 1864.

Sin: General Butler, under date of 21st instant, encloses to me a copy of a statement made to him by a scout whom he sent to Hamilton, N.C., which is in substance as follows: That he heard at Hamilton, where he was for half an hour only, that the ironclad building on the Roanoke River was aground at a point about 10 miles below Hamilton and 25 above Plymouth, on the Roanoke, and that the rebels had taken all the guns off it and removed them. Its draft is about 17 feet. In the vicinity of Hamilton there was, he learned, a regiment of infantry, and about 1,500 cavalry conscripting and foraging through the country. He heard nothing about the number of troops at Weldon or any other point in that vicinity. In regard to Pickett's division, that he had about 15,000 effective men in the State of North Carolina. Nearly all the negroes had been taken into the interior of the State.

General Butler writes me that he will send a copy of this statement to the commanding officer at Plymouth, with instructions to communicate it to the senior naval officer there. He proposes that a little expedition be organized to destroy this ironclad, and I desire that you will arrange the details of a suitable expedition with the commanding officer at Plymouth (General Wessells) and carry it out, if you deem it

practicable, without further instructions from me.

If you need more gunboats than you have under your command at Plymouth, inform Commander Davenport, in confidence, of the plan, and ask him to send you the necessary force. I desire, however, that the knowledge of the affair be confined to as few persons as possible.

Respectfully, yours,

S. P. LEE, Acting Rear-Admiral.

Lieutenant-Commander Flusser,

U. S. S. Miami, Plymouth, N. C.

(Enclosed to General Butler to forward.)

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding deficiencies in the crews of vessels.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 22, 1864.

SIR: On the 20th instant the New Berne left here for New York, encountered a heavy gale and returned, and is still here.

We have now a severe northeast wind and snowstorm.

The Calypso, with two heavy guns on her deck for the Southfield, will leave for Beaufort as soon as the weather clears off.

Should I not, in the meantime, hear further from the Department respecting the erew required for the *Iroquois*, the *Calypso* will be instructed to bring 113 men, taken from the different vessels off Wilmington, in proportion to their crews.

I trust the Department will determine to furnish the Iroquois from

the men which General Butler has ready for the naval service.

The four blockade runners recently captured off Wilmington were mostly supplied with prize crews, whose time of service is already

expired.

Besides this considerable deficiency, about 60 other men whose times are up have been discharged, whose places have been supplied by the crew of the *Peterhoff*, which had been distributed to supply a part of the deficiency in the blockaders off Wilmington previous to the receipt of the Department's order requiring them to be sent up for the *Iroquois*.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. Gideon Welles,
Secretary of the Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving information received from refugees.

FLAGSHIP MINNESOTA, Off Newport News, Va., March 22, 1864.

SIR: The following is the substance of information received from refugees taken on board the Niphon, and was communicated to me by

Captain Sands, U. S. S. Fort Jackson.

J. H. Pucket, a native of North Carolina, states that he has served in the rebel Navy on board the ironclad Raleigh, now building at Wilmington, N. C. She will be finished about the 1st June next. She is somewhat like the ironclad North Carolina; her crew (188 men) consists principally of conscripts. She is commanded by John Wilkinson, late of the U. S. Navy. At Wilmington they are preparing two torpedo boats, the Equator and Adkin [Yadkin], also building one to run under water; she is to be 150 feet long and cigar-shaped. The only troops at present in the department are four North Carolina regiments at Wilmington and two companies of South Carolina and Georgia troops doing picket duty on the beach between Fort Fisher and Masonboro Inlet. North Carolina soldiers are not permitted to do picket duty on the beach. The following blockade runners are now (7th instant) at Wilmington: St. Petersburg, Hansa, Lucy, Mary Ann, and A. D. Vanse. The St. Petersburg and Hansa arrived on 3d, the others during the week. They all run in on the south side. The A. D. Vance and Lucy were expected to run out that night.

I have no means of judging of the reliability of the above, but sub-

mit it for the information of the Department.

I have the honor to be, etc.,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles, Secretary of the Navy.

N W R-VOL 9-36

Circular.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 23, 1861.

Representations are made that prize steamers are turned over to the U.S. marshal in such bad condition from earelessness as lessens their appraised value and increases the expense to Government when they are taken into the service.

Prize masters are strictly required to take special care to have prize vessels (especially the engines and boilers, which must not be allowed to freeze up or rust) turned over to the U.S. marshal free of filth and in good police.

It is expected that prizes will, on their arrival, undergo a naval

inspection.

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding the rumored presence of the Confederate ironclad at Williamston, N. C.

U. S. S. MIAMI, Plymouth, N. C., March 24, 1864.

SIR: I have information to-day, which would seem to be reliable, to the effect that the ironclad on this river is at Hamilton, and that the rebels are removing, or have removed, the torpedoes they had placed in the [Roanoke] River below Williamston. It is also stated that their boat is 80 feet long, and, something more serious, that her armor is 4½ inches instead of 3, as formerly represented. We should have the guns for the Southfield immediately, as we do not know when we will be attacked. The land force (rebel) near us has been lately increased and their lines closed to prevent information reaching us. I think we may expect an early attack. Please send Southfield's guns at once.

Very respectfully, your obedient servant,

C. W. FLUSSER,
Lieutenant Commander.

Commander H. K. DAVENPORT, Senior Naval Officer, Sounds of North Carolina.

Boat expedition to Swansboro and Bear Creek, March 24-26, 1864.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 2, 1864.

SIR: I transmit enclosed a report (with its enclosure) dated 27th ultimo, from Commander B. M. Dove, of the failure of an expedition arranged by Colonel Jourdan, of the Army, commanding at Beaufort, and himself, with the reasons of this failure.

The object of this expedition was the capture or destruction of two schooners near Swansboro and the capture of the force and supposed

battery on the south end of Bogue Island [Banks].

The force employed consisted of about 200 soldiers and 45 sailors. They were embarked on the Britannia on the 24th ultimo, and two flats, a launch (with a howitzer), and two small boats were taken in tow to land them.

They arrived off Bogue Inlet about 11 p.m., by which time the weather, which was fair at the time of starting, had changed; a strong S. E. wind came up with heavy swells. But two boats got inside; others grounded in the attempt and got off and returned to the Britannia with difficulty. The two that had succeeded, being unsupported, also returned.

In a second attempt one of the launches got into Bear Inlet and proceeded up Bear Creek. The party succeeded in burning a schooner

and brought off about twenty contrabands.

They were not able to return to the Britannia, owing to the high wind and sea, and she was obliged to seek an offing. At daylight on the morning of the 26th she stood in toward the bar, fired guns to attract attention, but saw nothing of the flat, and returned to Beaufort about noon.

The losses were one flat, two launches, and two small boats stove.

A negro, who refused to leave the launch when ordered, was drowned. The howitzer was saved, but all the ammunition lost.

I have the honor to be, sir, very respectfully, yours, S. P. LEE,

Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

[Enclosure.]

U. S. NAVAL STATION, Beaufort, N. C., March 27, 1864.

SIR: A well-planned expedition by Colonel Jourdan and myself was

frustrated by circumstances beyond our control.

The colonel's scouts reported two schooners near Swansboro, one cotton loaded, the other from Bermuda. It was gotten up, therefore, for the capture or destruction of these, as also to capture the force and sup-

posed battery on the south end of Bogue Island [Banks].

The colonel, with his staff and about 200 soldiers, also parties of 15 sailors each from the Cambridge, Keystone State, and Florida, embarked on board the Britannia on the afternoon of the 24th instant. She took in tow for landing them two schooner-rigged flats, a launch with howitzer, and two small boats, and sailed about sunset; fine weather and bright prospects.

They arrived off Bogue Inlet about 11 p. m. and disembarked the troops, the sailors managing the flats and launches. By this time the weather became overcast, wind raised from the S. E., and a heavy swell came on. Several of the boats grounded, not being able to find the channel. Gunner [S. D.] Hines, with his boat and another, got inside, but, the others not being able to follow, he returned after landing.

With much difficulty the boats were gotten off again and the men safely on board the Britannia. The wind and sea became tremendous and nothing else could be done except to give attention to the vessel.

In a second attempt one of the schooners, with Lieutenant [T. F.] King, [jr.], of the Army, with 40 soldiers and 20 sailors, went into Bear Inlet and up Bear Creek, where they burned one schooner and brought off some twenty or more contrabands.

Not being able to return to the *Britannia*, she stood up Bogue Soun and arrived safely at Morehead City at 4 a.m. of the 26th.

The howitzer and carriage were gotten out of the launch, but the se was too heavy for them and they broke adrift, were driven high up of the beach badly stove.

After weathering the gale the Britannia returned about noon of the 26th.

One flat, the launch, and the two boats were lost. One contrabance was drowned in consequence of his not obeying orders to leave the flat. The ammunition of the howitzer was also lost.

Enclosed is Lieutenant Commanding Huse's report.

Very respectfully, your obedient servant,

BENJAMIN M. DOVE, Commander.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Subenclosure.]

U. S. S. BRITANNIA, Beaufort, [N. C.], March 28, 1864.

SIR: In obedience to your orders, having received on board Colonel Jourdan, with a detachment of 200 of the One hundred and fifty eighth Regiment New York State Volunteers, also parties of 12 men from the U.S. steamers Cambridge, Keystone State, and Florida, I started at 5 p. m. 24th instant for Bogue Inlet, having in tow two lighters, one launch, and one small boat. At 7 p. m. turned the outer buoy; weather fine, with light easterly wind. At 10:30 came to off Bogue Inlet and commenced embarking troops and sailors. At 11:20 p. m. last boat left the ship; all the sailors in the boats being under the command of Acting Master Joseph S. Cony.

At 2 a.m. (25th) a boat returned, reporting the launch and some other boats unable to cross and aground among the breakers. At daylight all the boats returned to the ship, only three having succeeded in getting inside; weather looking threatening and easterly swell making fast. At 7 a.m. one lighter, with a party of soldiers under Captain [William] Cuff and 6 sailors under Acting Ensign M. E. Wandell, crossed the bar and made an attempt to reach a schooner said to be loaded with cotton lying about 6 miles above Swansboro. At the same time another lighter, with a party of soldiers under Lieutenant King and a party of sailors under Acting Ensign [E. A.] Small, of the Cambridge, left the ship on an expedition up Bear Inlet. At 10:20 the lighter in charge of Acting Ensign Wandell returned to the ship, having been fired upon by the enemy from the banks of the river near Swansboro, and being unable to effect a landing without considerable loss. At 11 a. m. the lighter was sent, in charge of Acting Ensign [A. J.] Lowell, with a party of sailors and soldiers, to support the other lighter; wind and sea rising fast.

At 1:30 the lighter in charge of Acting Ensign Lowell returned to the ship; sea running high, with fresh gale from S. E.; took the men from the lighter in a small boat with line; got all on board safely except one negro, who refused to leave and remained to steer. Wind and sea still increasing, we stood out for an offing, hauled launch alongside, and succeeded in getting the 12-pounder rifle howitzer out; was obliged to cut her adrift soon after, her towline becoming foul of our rudder; ran a line with buoy attached to try and save the negro, but he did not avail himself of it. The lighter soon broke adrift, the foremast to which

the hawser was made fast being carried away. The [negro] was drowned while attempting to come on board on the hawser, which still remained fast to the wreck. The other lighters, at this time (3 p. m.), lying at anchor inside the bar, unable to cross on account of the surf.

At 4:30 we came to with both anchors, 60 fathoms chain; blowing a

heavy gale from S. E. and S. S. E., with very high sea.

26th instant, at daylight, wind having moderated, stood in for the

bar to find the other lighter; fired two guns to attract attention.

Laid to until 9 a.m., and, seeing nothing of her, got underway for

this harbor, where we arrived at 12 m.

Very respectfully, your obedient servant,

SAMUEL HUSE,

Acting Volunteer Lieutenant, Commanding.

Commander B. M. Dove,

Commanding Naval Station, Beaufort, N. C.

## Report of Commander Spicer, U. S. Navy.

U. S. S. CAMBRIDGE, Beaufort, N. C., March 28, 1864.

SIR: In obedience to an order from the senior officer at this point, I dispatched, on the 24th instant, 2 officers and 16 men to cooperate with a detachment of soldiers in an expedition to Bogue Inlet and Bear Creek, and herewith respectfully submit the accompanying report of Ensign Edward A. Small, who went in command of the men detailed from this vessel.

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

WM. F. SPICER,

Commander.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, off Newport News.

[Enclosure.]

U. S. S. CAMBRIDGE, Beaufort, N. C., March 27, 1864.

Sir: Obedient to your order to join an expedition fitted out at this

place against Swansboro and Bear Creek, I beg to report:

That I joined the forces to be sent, consisting of 200 infantry and cavalry and about 50 seamen, and proceeded in the U.S.S. Britannia, with two flats, one launch, and two cutters in tow, and proceeded to Bogue Inlet. Arrived there at 9 p. m. and disembarked the troops into the lighters and other boats and proceeded into the inlet. It being very dark and the pilot who was to guide us into the inlet being but imperfectly acquainted, we missed the channel and nearly all the boats got aground, when we were obliged to lighten the heavier boats and return to the steamer, which caused great delay and occupied till daylight and caused a total failure of our original plans. It was then decided by the officers in command of the expedition to send a day expedition with the flats to do what could be done. Accordingly one flat was sent into Bogue Inlet with soldiers and a detachment of seamen from the Britannia, in charge of officers of the regiment and an acting ensign of the Britannia, and another with 56 soldiers and 20 seamen, in charge of Lieutenant King and other officers of the troops and myself, to operate against Bear Inlet. We left the steamer at 7

a. m., passed safely through the inlet, and found our way up Bear Creek, where we found a small schooner at anchor, which we destroyed, as it was not possible to take her out, as also some other rebel property. We then divided our forces, Lieutenant King taking 20 men and 8 seamen, going eastward to another creek, and myself taking the remainder to work the flat round to the place to which they were going, which I did and arrived at noon and found the other flat at the inlet, from which I got a boat and four men to assist in bringing off the other party. The wind had increased and blowing almost a gale from the southeast, and the other flat, fearing it might be getting too rough to pass the bar, returned to the Britannia, by which I sent word that I could not come off till nearly night, if then. I sent the two boats in search of our party and found them, and at 3 p. m. got them all on board, also a large number of contrabands. At this time it was blowing furiously from the southeast, and the flood tide had made it impossible to go over the bar, so we concluded to try to work our way through the sound to Beaufort, fortunately having secured a pilot among the contrabands captured. At 5 p. m. we got underway and proceeded, working our way through to Swansboro by dark, where we got aground. Landed and destroyed some property; got our flat affoat again, proceeded and arrived at Morehead City at 4 a.m. of the 27th, having a large number of contrabands and one rebel prisoner on board, and losing no one of our party. We were obliged to leave many negroes at the landing at starting, as our boat was overcrowded.

I am, sir, your obedient servant,

EDWARD A. SMALL, Acting Ensign, U. S. Navy.

Commander W. F. SPICER, Commanding U. S. S. Cambridge.

[Telegram.]

MARCH 27, 1864.

A gunboat sent a party into Bear Creek and carried off some sixty or seventy negroes. On the 25th Dickinson repulsed a party from Swansboro. He expects them to return. Can you increase his party at all?

W. H. C. WHITING,

Major General.

Colonel Jackson, Magnolia.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting proposed acts relative to the personnel of the Navy.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., March 25, 1864.

SIR: In view of the proposed changes in the organization of the Navy, by a codification of the laws which have heretofore governed it, I beg leave to suggest to the Department, for its consideration, a more complete organization of the staff of the commander in chief of a fleet or squadron and the establishment of a naval law department for the Navy, as contained in the enclosed proposed acts.

Experience has proved to me the necessity of a chief of staff of the commander in chief of a fleet or squadron, whose duties shall be

similar to those of the adjutant-general of our army in the field, and that he should have rank and pay commensurate with the character

and extent of the duties he is called upon to perform.

The great increase in the personnel of the Navy, with the consequent frequency of naval courts martial and courts of enquiry, imperatively demands the appointment of a chief judge advocate of the Navy, who should be a regularly educated naval officer, informed in the law, and I recommend the proposed measure to the careful attention of the Department.

The frequent accidents, incidents, breaches of good order and discipline occurring in every fleet or squadron, which can only be reached and punished, and therefore restrained, by the judgment of courtsmartial, demand the appointment of a judge-advocate for such fleet or squadron, who should be attached to the staff of the commander in chief, and whose duties should be similar to those of a judge-advocate of an army in the field.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Babcock, U. S. Navy, regarding the disposition of prizes taken in York and Severn rivers.

> U. S. S. Morse, Off Yorktown, Va., March 25, 1864.

SIR: I respectfully report that I have sent to Washington by the U.S. S. Shawsheen, for adjudication, all the prizes captured by this vessel in York River from February 1 until February 13, 1864, also a competent witness on the part of this vessel, together with thirteen boats captured by U.S. S. Crusader in Severn River on the 4th instant, with a competent witness from Crusader.

The articles captured by this vessel consist of 1 small schooner, 1 sloop, 1 boat, 107 sacks of corn, 2 sacks of wheat, 1 sack of oats, 6 sacks of salt, 5 kegs of salt, 5 boxes tobacco, 15 pair oyster tongs, 12 plows, 1 cultivator, 100 plow points, 46 plowshares, and 14 molding boards.

I herewith enclose the report from U.S.S. Crusader, together with prize lists for Crusader and this vessel.

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

CHAS. A. BABCOCK,

Lieutenant-Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE. Comdg. North Atlantic Blockading Squadron, off Newport News.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Fort Jackson.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., March 25, 1864.

SIR: The Fort Jackson arrived this morning from off New Inlet, Wilmington, N. C., and reports no injury to the blockaders from the late severe gale.

The Fort Jackson's stability has been improved by taking off a part of her battery and putting in some additional ballast.

Captain Sands thinks well of her speed.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander Davenport, U. S. Navy, regarding disposition of vessels of his command.

U. S. S. HETZEL, Off New Berne, N. C., March 25, 1864.

ADMIRAL: I have the honor to inform you that no change has been made in the disposition of vessels in the sounds for term ending at date

The Miami, Southfield, and Whitehead are at Plymouth; the Louisiana and Valley City are at Washington; the Hetzel, Tacony, Commodore Hull, Lockwood, and Ceres are at New Berne; the Seymour is off Roanoke Island (surveying), and the Granite is at Hatteras Inlet.

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

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Letter from Major-General Butler, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, transmitting information regarding preparations by the enemy for an attack upon Norfolk.

HDQRS. EIGHTEENTH ARMY CORPS,
DEPARTMENT OF VIRGINIA AND NORTH CAROLINA,
Fortress Monroe, March 26, 1864.

MY DEAR ADMIRAL: I enclose for your information a copy of a letter just received.

Would it not be well to send a gunboat as far up the James as Fort Powhatan, to draw the enemy's fire and reconnoiter?

I am, very truly, yours

BENJ. F. BUTLER, Major-General, Commanding.

Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

FORT MONROE, March 26, 1864.

GENERAL: I have just received word from Richmond that they have moved all the guns from Drewry's Bluff down to Fort Powhatan and all their marines, and they still say they are going to attack Norfolk.

I have this direct from Richmond from our friends.

I am, general, your obedient servant,

H. S. HOWARD.

Major-General B. F. BUTLER.

Report of Lieutenant-Commander Flusser, U.S. Navy, giving information regarding Confederate ironclad in the Roanoke, and expected attack upon New Berne and Plymouth.

U. S. S. MIAMI, Plymouth, N. C., March 27, 1864.

SIR: We have been awaiting an attack here for some days, but the latest information seems to point to a postponement on the part of the rebels. I think we have at length something reliable from the ironclad up this river. I examined a man who has been at work as a ship carpenter, and was sent from her about three months since to the hospital at Wilmington, sick. He states that she is 152 feet long, 34 feet beam, has two propellers, is pierced for six guns; draft, from 6 to 8 feet; 6 feet depth of hold; her gun deck about, or nearly, flush with the water; 6 feet between decks, with an iron shield from 4 to 5 inches thick, and 40 feet long, with sides and ends about amidships of her length. When he left her boiler was not in. The dimensions given above, with the exception of length and breadth of beam, are judged by the eye. The man seems to be honest, has been kindly treated by us, and, I think, tells the truth. The vessel has a keel of 5 inches. The placing of the hulks has been delayed longer than I anticipated. By request of General Wessells, I am sinking them to-day. Each one carries a torpedo, to be exploded by percussion. I hope they will be in position by night. I forgot to mention that from the knuckle of the shield of the ram, the plating runs down for 5 feet and joins the hull, and that her stem is covered with a piece of heavy, sharp iron, 6 to 10 inches thick. I enclose a longitudinal and sectional draft through the shield.

It is the wish of the enemy to pass through Ryan's Thoroughfare and attack from below, thus avoiding the fire of the two forts, Gray and Worth, both constructed mainly for her benefit, one carrying a 100 pounder and the other a 200 pounder, bearing on the water.

I enclose copy of a note from General Wessells, received this afternoon, upon which I based my assertion that the attack at this place would probably be deferred some time. I can not think why they should postpone it, unless they are waiting for the completion of the floating battery on the Roanoke, which, I think, will prove a more formidable antagonist than the ram—that is, she can not be run down, and will stand more hammering of shot. She, however, will have to approach from above, and I will leave her to the tender mercies of the forts.

I have the honor to be, sir, very respectfully, your obedient servant, C. W. Flusser,

Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

PLYMOUTH, March 27, 1864.

DEAR CAPTAIN: I have just had an interview with a man just from Kinston who has recently resigned from the Confederate service as a lieutenant in the Forty-first North Carolina Cavalry and who passed Foster's Mills yesterday. His statement is clear and full, and I am disposed to give it great weight. He avers that there is no change in

affairs in Foster's Mills; that the Thirty-fifth is still there and at Hamilton; that Pool's battalion is also at the latter place; that it is the design to attack New Berne and Plymouth simultaneously; that General Hooker says they will have New Berne within two months; he has been on board the gunboat at Kinston; that she has three plates of iron, draws about 6 feet, and has two heavy guns; that she intends to run by the forts if possible; he knows nothing of our ram, but observed she was completed. He enquired if the Thoroughfare was blocked, and says there is no intention of approaching direct. He says no attack will be made within five or six weeks, and he believes not within two months; that at Kinston they are not ready; are building at Moseley Hall a number of launches similar to those used at New Berne some time ago. He was with the army at the late attack on New Berne; was sent with his company to cut the wires on the Beaufort railway, and got lost in the swamps. He says the Seventeenth is ordered back to Hamilton; there is a court-martial going on at Kinston and several colonels are being tried for misconduct at New Berne.

This man's statement is so open and unreserved that I believe it, particularly as I am informed as to his antecedents. I hear nothing

from the hulks.

Yours, truly,

WESSELLS.

Captain Flusser,

U. S. S. Miami.

Report of Acting Rear-Admiral Lee, U. S. Navy, explaining the recall of the blockading vessels on the track of the Nassau and Bermuda blockade runners.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., March 28, 1864.

SIR: In reference to a part of the Department's communication of the 19th instant, I beg leave to explain that in recalling the few blockaders cruising on the track of the Bermuda and Nassau blockade runners to and from Wilmington, I acted under a misapprehension of the meaning of the Department in its decision of February 27, as subsequently explained to me. My sole object at the time was to carry out the views of the Department as then understood.

These recalling orders were revoked on my return from Washington.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon. Gideon Welles,
Secretary of the Navy.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, responding to his communication regarding gunboats.

Confidential.]

U. S. FLAGSHIP MINNESOTA, Newport News, March 28, 1864—p. m.

GENERAL: Your confidential communication of this date was received this evening and will be duly attended to. I have now three gunboats

up the river on matters mentioned in your confidential communication of 26th instant, received yesterday (Sunday).

I have, etc.,

S. P. Lee, Acting Rear-Admirat.

Major-General B. F. Butler, Commanding, etc.

Report of Acting Master Barclay, U. S. Navy, regarding ar exchange of shots with a boat in James River.

U. S. S. COMMODORE JONES, James River, Va., March 28, 1864.

SIR: I have to report that this morning at 6:45 a.m. I saw a boat pulling along the southern shore, about 2 miles above Smithfield Neck, with six men in it. I immediately steamed up abreast of her; the men in the boat running her ashore and disappearing among the bushes. I sent two armed boats, thinking that there might be some mail matter left in what I supposed was a rebel mail boat. On approaching her several volleys were fired into our boats. I immediately fired seven shells, but can not tell with what effect.

I send with this the executive officer, Acting Ensign G. W. Adams,

who had charge of the boats, to make his report.

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

J. O. BARCLAY, Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U.S. Navy, transmitting report of expedition to Fort Powhatan.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., March 29, 1864.

SIR: The Department will recollect that an expedition under my command, sent by its direction up James River last July, took possession of Fort Powhatan, thoroughly destroyed its magazines, barracks, and all platforms for guns, and cut away all the sodding, of which there was a great deal and well done, leaving the fresh earthworks to be exposed to the effects of the weather.

On Sunday, the 27th instant, I received a confidential communication from General Butler, enclosing a copy of a statement he had received, representing that the enemy had removed all the guns and men from Drewry's Bluff to Fort Powhatan and still threatened to attack Norfolk, and that this information came "direct from Richmond, from our friends."

Yesterday morning, 28th instant, I dispatched the Commodore Morris, Lieutenant J. P. Fyffe, commanding, with the Commodore Barney (Acting Master Williams), and the Shokokon (Acting Master W. B. Sheldon), with orders to proceed to Fort Powhatan and ascertain if the enemy occupied it. These gunboats returned this morning, and Lieutenant Fyffe reports that he found Fort Powhatan in the condition I left it last fall, except that it was much wasted by the action of the frost and rains since.

I have communicated this information to General Butler, and enclose the report of Lieutenant Fyffe.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Acting Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. COMMODORE MORRIS, Of Newport News, Va., March 29, 1864.

SIR: I have respectfully to report that yesterday, in obedience to your orders, I proceeded with this vessel, the Shokokon, and Commodore

Barney to Fort Powhatan to ascertain if it is armed.

I found it unarmed and abandoned. It is just as you left it last July, except from the effects of the weather. We arrived at Fort Powhatan at 5:30 p. m., remained there an hour, then steamed down the river again as far as Jamestown Island, where, at 9:30, we anchored. This morning at 5:30 got underway again, and at 10 returned to this anchorage.

. I am, very respectfully, your obedient servant,

JOSEPH P. FYFFE,

Lieutenant, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Master Sheldon, U. S. Navy, regarding an attack upon a party of Confederates near Day's Point, James River.

U. S. S. SHOKOKON, Off Newport News, March 29, 1864.

SIR: I respectfully submit the following report:

On the morning of the 28th instant I received orders from Lieutenant Fysie, commanding U. S. S. Commodore Morris, to relieve the U. S. S. Commodore Jones on advanced picket duty near White Shoal, James River; also to keep lookout for any of the enemy in the vicinity of Day's Point, on the west bank of the river. At 9:30 a. m. saw a party of about 100 infantry at the last mentioned point, who seemed to be watching our movements. I steamed up to about 2,000 yards, opened on them with our two 30-pounder Parrotts with 15-second fuze, making very fair shots, every shell exploding near and among them. The enemy taking shelter in a piece of woods on the bank of the river, I steamed in as near as the depth of water would allow, being about 1,500 yards distant. I used both the two Parrotts and 24 pounder howitzers with shrapnel. In a few minutes succeeded in driving them out of their shelter and beyond range. I could not tell whether any were killed or wounded, but the general impression was that there must have been some, for our shells exploded among them several times.

Enclosed I send a report of ammunition expended. Very respectfully, your obedient servant,

W. B. SHELDON,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, off Newport News. Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, regarding prisoners taken from the blockade runners Scotia, Don, and Mary Ann.

NAVY DEPARTMENT, March 29, 1864.

Sin: I have received your letter of the 25th instant (No. 182), enclosing lists of prisoners taken from the blockade runners Scotia, Don, and Mary Ann, all of whom claim to be aliens. You will release them from custody. In those cases where there is doubt as to their being foreign subjects, you will not release them except on oath that they have never been in the insurgent naval, military, or civil service, have never voted, or exercised the rights of citizenship in the United States.

These persons are entitled to no consideration whatever in the way of transportation, subsistence, or facilities, and when discharged must

provide for themselves and get away as well as they can.

Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Expedition into Chuckatuck Oreck, March 29-30, 1864.

Report of Lieutenant-Commander Upshur, U. S. Navy, transmitting report of Acting Master Wilder, U. S. Navy.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 30, 1864.

SIR: It is with great pleasure that I have to report the entire success of a party from this vessel, under the command of Acting Master Wilder, which, in concert with a smaller force under Acting Master Commanding Williams, of the *Barney*, captured last night near Chuckatuck 18 rebel privates and 2 sergeants.

I herewith forward Mr. Wilder's report.

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

J. H. Upshur,

Lieutenant Commander, Commanding U. S. S. Minnesota.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 30, 1864.

SIR: I have the honor to report that, in obedience to your order of yesterday, I went, with the fourth and fifth cutters with 32 men and Acting Master Pierson and Acting Master's Mate Jarvis, and reported to Captain Williams, of the Commodore Barney, to cooperate with him in an expedition to Chuckatuck Creek, the object of which was to capture Lieutenant Roy and 27 men of his command.

At 11 p. m. we started from the Barney with four boats and 60 men and officers. We landed near Cherry Grove, and captured 20 rebel soldiers with all their arms and equipments, but did not succeed in

capturing Lieutenant Roy, he being absent from his post.

I feel it my duty to mention the brave conduct of the officers and men under my command. Owing to the storm and bad state of our road the men of the expedition suffered severely, but they bore it with a zeal and cheerfulness that was surprising; I would not wish better men.

I also have to report the loss of one revolver and one sword bayonet

belonging to this ship, from accident and not carelessness.

I would also wish to state to you at this time that I will volunteer to act either as a scout, spy, take command of a raid on the enemy, or act in any position where I can be of service on shore, and I consider myself a very proper person to act in either capacity, having seen seventeen years in active service in different countries and services as a man of war at sea and on shore.

Very respectfully,

CHAS. B. WILDER, Acting Master, U. S. Navy.

Lieutenant-Commander J. H. UPSHUR, Commanding U. S. S. Minnesota.

Report of Acting Master Williams, U. S. Navy, commanding U. S. S. Commodore Bayney.

U. S. S. COMMODORE BARNEY, Nansemond River, Va., March 30, 1864.

SIR: I have the honor to report that on the arrival of U.S.S. Shokokon on the evening of 29th instant, an expedition under my charge, consisting of 32 men, with two boats from U.S.S. Minnesota, and 23 men, with two boats from this vessel, proceeded to Blinkhorn's Creek, on the west side of the river. After landing, we proceeded to a distance of about 2 miles, and met with a citizen and a negro, whom we took as guides. We then returned to boats and proceeded to Chuckatuck Oreek. We landed at the head of the creek, and at a dis tance of about a half a mile met with a citizen and his son, whom we also took to guide us to the headquarters of Lieutenant Roy, where we arrived at about 4 a.m. of the 30th instant. We immediately surrounded two houses (the headquarters) and demanded instant surrender, a demand with which they complied, the result of which was the capture of 2 sergeants and 18 privates (Confederate), with small arms, etc., without firing a shot. Acting Masters Wilder and Pierson had charge of Minnesota's boats' crews, and both behaved with the utmost coolness and bravery. I must give them the whole credit of the cap-Mr. Rodgers (pilot of this vessel) piloted the boats up and down river and deserves great praise. Acting Master's Mate Auld, of this vessel, had charge of the boats, and displayed the utmost coolness and Acting Third Assistant Engineers Leftler and Shannon courage. also acted with great courage and bravery. I would also respectfully call your attention to John Cross (yeoman), who had charge of the flag, and did his whole duty to my entire satisfaction. The petty officers and crews of both vessels did their duty pobly. Should I again have the honor of an expedition under my charge, I will feel confidence with such another set of men with me.

I am very sorry that we did not take more boats, as we could have captured the whole signal corps of 17 men, if we had had accommodation to bring them off to the vessel. The following are the names and

rates of prisoners captured at Chuckatuck, Va., by expedition under my command:

Sergeants: James Stickley, Seventeenth Virginia, Company A;

Chas. H. Murrell, Eleventh Virginia, Company C.

Privates: James H. Parham, Lieutenant-Colonel Banch's Artillery; D. S. Mooney, Seventh Virginia, Company F; Richard W. Gravatt, Thirtieth Virginia, Company F; Jas. B. Croy, Seventh Virginia, Company D; Joshua C. Tolburt, Twenty-ninth Virginia, Company F; Thos. Mouring, First Virginia, Company H; John D. Williams, Twenty-fourth Virginia, Company I; Wm. H. Chisholm, Fifteenth Virginia, Company E; Thos. B. Luck, Thirtieth Virginia, Company E; S. H. Fulkes, Eleventh Virginia, Company G; Wm. N. Anderson, First Virginia, Company H; J. W. Wilkes, Eighteenth Virginia, Company K; J. F. Prebble, Eleventh Virginia, Company I; W. A. Westmoreland, First Virginia, Company D; David Hughes, Twenty-ninth Virginia, Company D; John D. Turner, Twenty-fourth Virginia, Company B; Andrew M. Keister, Twenty-fourth Virginia, Company I; Robert L. Hutchinson, Seventeenth Virginia, Company F.

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

JAMES M. WILLIAMS, Acting Master, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

## Report of Acting Rear-Admiral Lee, U. S. Navy.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., March 31, 1864.

SIR: I have the honor to inform the Department that on the night of the 29th instant, during the prevalence of a violent storm, an expedition consisting of two boats and 23 seamen from the U. S. S. Commodore Barney, under the command of Acting Master Williams, commanding that vessel, with two boats and 32 seamen of this ship, commanded by Acting Master Wilder, of the Minnesota, ascended the Chuckatuck Creek and effected a landing at a place called Cherry Grove. It was known that in that vicinity was stationed a company of rebel soldiers, whose capture was the object of the expedition. Procuring a guide, the party made their way to the liouse in which the objects of their search were sheltered, and by a careful disposition of the force succeeded in surprising and capturing 20 soldiers of the rebel Army, with their arms and equipments. With their prisoners the party returned to their boats, and brought them safely to the Commodore Barney, lying in the Nansemond.

I have transferred the prisoners to General Butler and the arms captured with them have been transferred to the naval ordnance depot.

Acting Masters Williams and Wilder speak in commendable terms of the conduct of the officers and men engaged in this exploit, and it gives me pleasure to commend the energy and zeal displayed by these officers in planning and carrying out to a successful termination an expedition of no little difficulty.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon. Gideon Welles, Secretary of the Navy. Additional report of Acting Kear-Admiral Lee, U. S. Navy, transmitting report regarding services rendered by Mr. Wright.

Confidential.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 2, 1864.

SIR: I transmit enclosed a report from Acting Master J. M. Williams, commanding U. S. S. Commodore Barney, in regard to the services rendered him on the recent expedition to Chuckatuck by Mr. Wright, a a citizen of that vicinity, and request that the report be placed on the Department's "confidential" file, as the man might be involved in difficulty by his name being made known.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

(Enclosure.)

U. S. S. COMMODORE BARNEY, Nansemond River, Virginia, April 1, 1864.

SIR: In regard to the expedition (under my charge) of March 29, I would respectfully inform you that Mr. Wright (a gentleman of whose Union sentiments I am strictly confident) kindly offered his assistance to guide us from his residence at Blinkhorn Creek to the headquarters of Lieutenant Roy at Chuckatuck; and through his timely aid in so doing may be attributed the result of our victory being so easy, as I consider that, had we been one hour later, although our victory would have been complete, there would have been loss of life, as it would have been daylight, and they (I believe) on being aware of our coming would have made a determined resistance.

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

JAMES M. WILLIAMS,

Acting Master, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, regarding the falsity of information from the Roanoke River.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 6, 1864.

GENERAL: I transmit enclosed an extract from a report dated 30th ultimo from Lieutenant-Commander Flusser in regard to the character of the information on which your proposal for an expedition up the Roanoke was based.

I have the honor to be, general, very respectfully, yours, S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General B. F. BUTLER,

Commanding Department Virginia and North Carolina

[Enclosure.]

U. S. S. MIAMI, Plymouth, N. C., March 30, 1864.

SIR: When I wrote you concerning the report of General Butler's scout, on the subject of which your last dispatch to me was written, I

stated that I felt confident of the falsity of the story.

I am now enabled to declare beyond possibility of doubt that the whole affair was a fabrication, without the slightest approach to truth. The records of the provost-marshal's and adjutant-general's offices at this place show that James arrived at Plymouth on the 15th instant; that he obtained a pass to go outside the lines on the 16th instant for the purpose of purchasing cotton, etc.; that he returned within three hours and stated that he had been 6 miles beyond our lines, but, hearing that the rebel soldiers were thick in the vicinity, returned. That day he left Plymouth for Roanoke Island. On Sunday last, 27th, he was again here and again was outside of the lines for a few hours. Without knowing him I saw him in the cabin of the steamer General Berry while I and other officers were going up to see how they were getting on with sinking the hulks above here. He was lying on a bench in the cabin, with his hat over his eyes, listening to the conversation of the officers. General Butler will do well not to trust him too far.

I was at General Wessells' office to-day during the examination of two of our cavalrymen who escaped from the rebels near Warrenton, in this State, by jumping from the cars. They were en route to Americus, Ga.

One of these men was very intelligent and told his story confidently, seeming to have a good knowledge of the country through which he had passed and a retentive memory for facts and dates. On their way to this place they were concealed, housed, fed, and guided by negroes. About twelve days since they stopped for the night at the house of a negro man, who told them that he had worked in the navy yard at Halifax ever since the establishment of the yard; that the ram was not finished, and he thought would not be before July; that she still was at Halifax, and had never been moved from there. He stated that by the contract she should have been finished by the 4th of this month. He said they were putting iron on her, but that not so many men were now employed as had been formerly. This story agrees very well with that of the lieutenant, about which I wrote you some time since, and who stated that the attack on this place would not take place for six weeks or two months. I think the negro is wrong in deferring the probable completion of the vessel so long. It is probable she is now nearly or quite finished. Another story from Bertie is that she was at Hamilton, but hearing of our placing torpedoes in the river returned to Halifax to have a spur placed forward to explode them without collision on her part. I believe now she is yet at Halifax. Work upon her is done by fits and starts; sometimes a large force is employed, and then again nearly everyone will be ordered away.

They now anticipate a movement up country by us. Troops have been telegraphed for to meet us, and others who had been ordered away from this neighborhood have had their orders countermanded. This report arises merely from the running backward and forward of the steamers engaged in sinking the hulks. Extravagant reports of our strength have been sent on to higher authority. It is declared that we are landing on the Roanoke with 40,000 men, and the rebs generally

are badly scared.

I think there is no immediate prospect of the ram's appearance. I should like to have the *Southfield's* guns and instructions as to the disposal of the injured ones.

I have the honor to be, sir, very respectfully, your obedient servant, C. W. Flusser,

Lieutenant Commander.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, off Newport News.

Report of Lieutenant-Commander Flusser, U.S. ? , of the arrival of guns for the U.S. S. Southfield.

U. S. S. MIAMI, Plymouth, N. C., March 30, 1861.

SIR: I am pleased to report that the guns of the Southfield have just arrived. Will have them aboard to-morrow morning.

In great haste.

I have the honor to be, sir, very respectfully, your obedient servant, C. W. Flusser, Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, off Newport News.

Report of Acting Master Campbell, U. S. Navy, commanding U. S. S. Stepping Stones, regarding a reconnoissance to Hog Island, March 31 to April 11, 1864.

U. S. S. STEPPING STONES, Off Newport News, Va., April 11, 1864.

SIR: I have the honor to make the following report:

In obedience to your order of the 30th of March I proceeded with the Stepping Stones at 4 a. m. on the 31st to Hog Island, where I arrived at 12 m. I immediately communicated with Lieutenant Throckmorton, in command of the guard at Hog Island (of whom Major White received his information), who informed me that the steamer Tamaulepas came in the inlet on the 26th of March and left on the morning of the 28th, bound (as he was informed by some of the crew, who came on shore) to New Orleans. The Tamaulepas is a stern wheel boat, commonly called "wheelbarrow," of iron hull, was loaded very deep, and the only suspicion that Lieutenant Throckmorton had of her was that she was too deep in the water, and the crew were foreigners, and that the Government, in his opin: ion, would not send such a vessel to sea. No one went on board of her, as the lieutenant says it was too rough to board her, but my opinion is he was afraid to board her, but went to Eastville, [Va.], and reported to Major White. I think there were no just grounds for any suspicions of the vessel, as the Government, in my opinion, has sent as poor sea boats to sea as the Tamaulepas. On the 31st I attempted to cross the bar and return to Newport News, but the wind was easterly, and a heavy ground swell setting in, made the sea break all the way across the bar, so as not to be safe to cross. In the evening the wind commenced to blow a gale from the eastward and continued until the evening of the 6th instant, when the wind moderated, but still kept in the same direction until the evening of the 10th, keeping up the sea on the bar all the time. On

the morning of the 7th I got underway and proceeded to visit all the inlets from Hog Island to the south end of Smith's Island, on the sound side, and returned to Sand Shoal on the 8th, where I have waited until to-day for the sea to go down sufficiently to cross the bar. I saw no steamer at any of the inlets, and was informed that there had been no steamers in any of the inlets since the Tamaulepas left Hog Island.

I am, sir, very respectfully, your obedient servant, D. A. CAMPBELL,

Acting Master, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 1, 1864.

SIR: The following is the disposition of vessels comprising the North Atlantic Blockading Squadron:

Vessel.	Station.	Remarks.
	Off Newport News, Va	
Pannaka	do	pairs). Ironclad.
	do	
	do	
Commodora Marris	do	Do.
Dawn	do	Do.
	do	
	do	
1/4,116110	1	sido service.
Commodore Barney	do	In the Nansemond.
Charles Phelps	do	Coal bulk.
Delaware	do	Returned from Baltimore.
		waiting for crew.
Commodore Perry	.)do	Do.
	do	Do.
Fort Jackson	do	Coaling.
	do	Do.
Zouave	do	Armed tug (broke down),
Young America	do	Tug, mail.
Рорру	do	Tug, picket.
Young Rover	. Hampton Roads	Guardship.
St. Lawrence	do	Orduance ship.
Mystic	York River and Chesapeake Baydo	Guardship at Yorktown.
Morse	do	Forry boat.
grusader	do	On blockade, Mobjack Bay.
Samuel Kotan	do	Schooner, in Mobjack Bay.
deneral Putnam	do	Back and Poquosin Rivers.
snawsneen	do	Taking small prizes to Wash-
leanning Ceana		ington.
V vandatte	do	Eastern shore counties.
Ren Margan	Norfolk, Vado	Guardship.
Zaman	do	Ordnanco hulk.
Jalvern	Gosport navy yard	Do.
38930119	dosport navy yarddo	Repairing.
Jorcedita	do	Do. Do.
Cohasset.	do	Do.
iolet	do	Do.
Mert	do	Do.
lount Washington	t. do	Do.
uscarora	+ Off Wilmington N C	Off New Inlet.
'10f1dR		Do.
upnon	i do	Do.
oritannja	i. do	Do.
rount vernon	!do	Do.
amoriage	1 do	Do.
	ldo	

Vessel. Station.		Romarks.
	Off Wilmington, N. C	OF Wastern Bur
State of Georgia	do	Do.
Emma	do	Do.
Montgomery		Do.
Moratanza	do	Do.
Dacotah	do	100.
	do	
Fabkea	do	Blackador and annation
L dilikeo	1	to small vessels.
A rica	do	Of Little Diver Inlet
Violealung	do	Of Challette Inlet
Hawanah	do	On Shanotte Infet.
Cannottout	do	On andalda blastrada dad
Connections	dodo	On outside blockade duty.
Butur	do	<u>D</u> o.
Dania +	(0	Do.
Tequoticano State	do	Do.
xeystone State	do	Do.
snenandoan	do	Cruising on outside blockad
1-1	1	ing duty off Bermuda.
zarypso	do	To bring crow for Iroquois.
Arietta	Beautort, N.C	Ordnanco.
	do	
William Radger		
7118C	do	
		pilots.
letzel	Sounds of North Carolina	At New Borne.
Commodore Hull	do	Do.
ock wood	do	Do.
lacony	do	Do.
cores	do	
	do	
alley City	do	Do.
Liami	do	At Plymouth.
	]do	
Y hitchead	do	Do.
ranite	do	At Hatteras Inlet.
eymour	!do	Off Roanoke Island surveying
.lbømarle	; . <b></b> do	Ordnance hulk.
enshaw	do	' Do.
'ictoria	Repairing at Northern ports	At Baltimore.
overnor Buckingham	do	Do.
unchback	do	Do.
acramento	do	At Boston, return to this
	· ·	ennalran danktini
ames Adger	do	At Philadelphia.
tenting E		At Wilmington, Del.

I have the honor to be, sir, very respectfully, yours,
S. P. Lee,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. Gideon Welles,
Secretary of the Navy.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, transmitting copy of captured letter relative to formation of guerrilla parties.

NAVY DEPARTMENT, Washington, April 2, 1864.

SIR: I herewith transmit for your information a copy of a recently captured letter from the rebel Secretary of the Navy relative to the formation of guerrilla parties for the destruction of the gunboats, etc., on our Western rivers.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads. (Enclosure.)

NAVY DEPARTMENT, C. S. A., Richmond, September 10, 1863.

SIR: Your letter of the 18th of July, from Jacksonport, Ark., reached

me a few days ago.

You inform me that a certain party "desires to obtain proper authority from the Confederate Government to undertake the destruction of gunboats, transports, etc., for such per centum of the value of the boats destroyed as may be offered, etc."

There is no legislation of which I am aware that satisfies precisely

the conditions required.

The act of the 6th of May, 1861, recognizing the existence of war with the United States and providing for privateering, is not construed to permit privateering on inland waters.

A reference to the law for the establishment of a volunteer navy, a copy of which I enclose herewith, will show you that it can not be made

to embrace the parties to which you refer.

To facilitate organizations of parties to operate as you propose, in boats or otherwise, against the enemy on our Western rivers, they could be received into the Navy if they shipped regularly in accordance with existing laws, and then assigned to duty under an acting master upon those rivers.

In this case, however, they would form part of the Regular Navy estab-

lishment, drawing its pay and subsistence.

I infer from your letter that such is not the object of the parties in question, but that they desire to organize in small parties to operate as independent river guerrilla parties under their own leaders, and to look to prize money, or reward from the country for destroying enemy's property, to defray expenses, etc., using an appointment from the Government to secure to them their rights of prisoners of war if captured.

Judging from what you say that you have not the acts of Congress at hand, I enclose copies of two acts, one of which possibly serves the

desired purpose.

The President has authority to make such an arrangement as you refer to, and I would suggest that parties wishing to engage in the enterprise present to him their names, purpose, and terms, either directly or through your obedient servant.

Very respectfully,

S. R. Mallory, Secretary of the Navy.

Colonel E. C. CABELL, C. S. Army, Headquarters Price's Army, Jacksonport, Ark.

[Subenclosure.]

An Act to provide for local defense and special service.

Section 1. The Congress of the Confederate States do enact, That the President be, and he is hereby, authorized to accept the services of volunteers of such kind and in such proportion as he may deem expedient, to serve for such time as he may prescribe, for the defense of exposed places and localities, or such special service as he may deem expedient.

SECTION 2. And such forces shall be mustered into the service of the Confederate States, for the local defense or special service aforesaid, the muster roll setting forth distinctly the services to be performed; and the said volunteers shall not be considered in actual service until

thereunto ordered by the President, and they shall be entitled to pay or subsistence only for such time as they may be on duty, under the

orders of the President, or by his direction.

SECTION 3. Such volunteer forces when so accepted or ordered into service, shall be organized in accordance with, and subject to all the provisions of the act entitled "An act to provide for the public defense," approved March 6, 1861, and may be attached to such divisions, brigades, regiments, or battalions as the President may direct, and when not organized into battalion and regiments before being mustered into service, the President shall appoint the field officers of the battalions and regiments, when organized as such by him.

Approved August 21, 1861.

An Act to authorize the formation of volunteer companies for local defense.

The Congress of the Confederate States of America do enact, That for the purpose of local defense in any portion of the Confederate States, any number of persons, not less than twenty, who are over the age of forty-five years, or otherwise not liable to military duty, may associate themselves as a military company, elect their own officers, and establish rules and regulations for their own government, and shall be considered as belonging to the Provisional Army of the Confederate States, serving without pay or allowances, and entitled, when captured by the enemy, to all the privileges of prisoners of war.

Provided, That such company shall, as soon as practicable, transmit their muster roll, or list of the names of the officers and privates thereof, to the Governor of the State, the commanding general of the department, or any brigadier general in the State or Confederate service, to be forwarded to the Secretary of War; but the President, or commander of the district, may, at any time, disband such companies; Provided, That in the States and districts in which the act entitled "An act to further provide for the public defense," approved April 16, 1862, and the acts amendatory thereof have been suspended, persons of any age, resident within such States or districts, may volunteer and form part of such companies so long as such suspension may continue; Provided, That no person shall become a member of said company until he shall have first taken the oath of allegiance to the Confederate States of America in writing, a copy of which shall be filed with the muster roll for said company, as above prescribed.

Approved October 13, 1862.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, regarding marines.

NAVY DEPARTMENT, April 2, 1864.

SIR: Yours of the 21st ultimo, No. 168, has been received.

You will transfer such marines as are required by you on board the U. S. S. Malvern, when used by you as flagship, from the guard of the Minnesota.

The Department considered it desirable that the remainder of her guard should remain on the Minnesota.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads. Report of Commander Dove, U. S. Navy, regarding the attempted destruction of the light-house on Cape Lookout.

U. S. NAVAL STATION, Beaufort, N. C., April 5, 1864.

SIR: An attempt was made to destroy the light-house on Cape Lookout last Sunday night, [3d], but it was only partially successful.

It was made by four or five mischievous persons. Two kegs of powder were exploded in it, which shattered the glasses, set fire to the building, and stove in the oil cans.

A party of soldiers and boat's crew from the Badger were sent over in the small steamer North State, and repaired the damages sufficiently to keep the light going, but not so bright as usual. I supplied the necessary oil to keep it up until it can be refurnished by the proper department.

There are but two blockaders in port at present, the *Eutaw* and *Maratanza*. The latter is ready to sail, but I have directed Lieutenant-Commander Haxtun to remain until the arrival of another, so as not to

leave the harbor without sufficient protection.

The schooner Ann S. Cannon, a collier, picked up the anchor and 45 fathoms of chain which were lost by the prize steamer Ceres, of which I took possession. Her captain, G. W. Fenimore, claims salvage on

them, but I did not think it within my authority.

The steamer City of Jersey having lost her anchor on Sunday night, off Cape Lookout, her captain applied to me for assistance, and I let him have the one which had just been recovered. It seemed to be a matter of necessity, and he has given every assurance that it will either be returned here or delivered up at New York on his arrival there.

Very respectfully, your obedient servant,

BENJ. M. Dove, Commander.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Confidential letter from Acting Rear-Admiral Lee, U.S. Navy, to the Assistant Secretary of the Navy, regarding general matters.

Confidential.] [U. S. S.] MINNESOTA, April 4, 1864.

Sin: Yours of the 1st instant came to-day. Undoubtedly ironclads and some other vessels must be needed here for the approaching campaign.

Should not ironclads for the Gulf be sent either from the Mississippi

River or Charleston?

We return to the Army sailors who can not pass the examination.

I thank you heartily for the promise of more vessels for Wilmington

when you get the seamen now to come promptly from the Army.

You say what a pity that Cushing's undaunted bravery and good luck can not be put to a useful purpose in a manner to tell upon the enemy. Please explain this. I have always encouraged his dash, and am ever ready to do so. What can he now do? He is urging me to let him cruise off for prizes. He went into Cape Fear River to get prizes. I am rejoiced that he returned with such éclat to the Monticello. Pity he did not get a prize then. Well, very well, that the

enemy did not get a chance to surprise the Monticello by returning in her boats.

He thinks that the fort on Bald Head may be surprised by the block-aders. Will you in any manner, even by a "Go it Ned" (after the fashion of the Attorney and Lord Codrington), justify the attempt? The idea is taking and the thing is possible, though Nelson failed in such an effort. But I like enterprises, and have always encouraged them. Is this what you hint at?

I have a good idea of, and good feeling for this youngster.

Give me your mind in the matter.

The Richmond ironclads are designed to act between Drewry's Bluff and the city. If you will give the right means for the James River route to Richmond, it can and will be taken. It is now the time to do this big thing. Jo Johnston's report, which General Grant tells me he believes is entirely true, shows the weakness of the rebels.

The upper James is the point for naval cooperation, and now is the

time.

Respectfully, yours,

S. P. LEE.

Hon. G. V. Fox,

Assistant Secretary of the Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding additional force for operations against Richmond.

Confidential.

FLAGSHIP MINNESOTA, Newport News, Va., April 4, 1864.

SIR: I called on Lieutenant-General Grant at the fort on Friday, the 1st instant.

He informed me that he had instructed General Halleck to apply to

the Navy Department to send ironclads here.

General [W. F.] Smith then informed me that he is to have a column to move on Richmond from this quarter and desires a cooperating naval force.

I would be glad to know what additional force will be available for this most important service.

I have the honor to be, very respectfully, yours,

S. P. Lee.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, relative to a proposed expedition to destroy Confederate ironclad in the Roanoke River.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 4, 1864.

SIR: Yours of 28th ultimo is received, stating that you consider the expedition proposed by General Butler to destroy the ironclad in the

Roanoke as unadvisable. I coincide in your views, as the information on which General Butler's proposition was based appears unreliable.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant-Commander C. W. Flusser, U. S. S. Miami.

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Letter from the Secretary of the Navy to Acting Rear-Admiral Lec. U. S. Navy, regarding additional vessels for his command.

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NAVY DEPARTMENT, Washington, April 5, 1864.

SIR: Your confidential dispatch No. 212, dated the 4th instant, has been received.

Lieutenant-General Grant has asked that a couple of ironclads may

be sent to Hampton Roads within ten days.

The Onondaga and Tecumsch have been ordered to leave New York next Monday or Tuesday if the weather permits. The Mattabesett, to join your squadron, and the Pink, to join Admiral Farragut, will accompany them.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of the Secretary of the Navy to Commander Febiger, U. S. Navy, commanding U. S. S. Mattabesett, to accompany the U. S. steamers Onondaga and Tecumseh to Hampton Roads.

NAVY DEPARTMENT, April 5, 1864.

SIR: You will accompany the *Tecumsch* and *Onondaga* to Hampton Roads, for the purpose of giving assistance should it be required. On arriving at Hampton Roads report to Acting Rear-Admiral S. P. Lee, for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Commander J. C. Febiger, Commanding U. S. S. Mattabesett, New York.

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding Confederate ram in the Roanoke River.

U. S. S. MIAMI, Plymouth, N. C., April 5, 1864.

SIR: We hear now that the ram up the Roanoke, after receiving her plating, did not draw enough water to submerge her armor to a safe

extent, and about two weeks since they had careened her and were

sheathing her lower down.

This information is correct. It makes her of such light draft that she may pass over our obstructions in the river without touching them. Nothing else new from above.

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

C. W. FLUSSER,

Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, off Newport News.

Letter of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding the disposition of vessels attached to the blockade off Wilmington, N. C.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 6, 1864.

SIR: Including the Fort Jackson, Calypso, and Monticello (now here on their way—the Calypso via Baltimore), there are 26 steamers attached to the blockade off Wilmington.

The Shenandoah (disabled) is daily expected from Beaufort. The Wilkes court-martial is waiting for Captain Ridgely as a witness. He

must come at once.

The Keystone State, Connecticut, and Grand Gulf are on offshore, cruising for Nassau runners. The Grand Gulf goes to inshore blockade when her last supply of coal is expended.

The Eutaw, Pequot, and Montgomery are ordered to come here when next in want of coal. Monticello and Mount Vernon are to cruise for Bermuda runners.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral Comdg. North Atlantic Blockading Squadron.

Captain B. F. Sands, Senior Officer off Wilmington.

Report of Lieutenant-Commander Flusser, U. S. Navy, giving rumors regarding expected movements of the enemy.

U. S. S. MIAMI, Plymouth, N. C., April 6, 1864.

SIR: Yours of 31st of March in answer to mine of 27th ultimo is at hand.

I to-day received a letter from Bertie County in which I am advised to prepare for an attack, as one will soon be made by land and water. My correspondent reports a large force in Martin County, near here, and 6,000 more men on the way down from Garysburg.

Nevertheless, from all the reports General Wessells and I receive from other sources, I am inclined to believe him deceived by the boastful talk of the rebel soldiers and others from whom he obtains his

information.

The rebel lines above us are closed; they permit no one to pass.

The reason assigned for this by men whose opinions are of value is that they fear an advance by us; that every man they can spare has been sent or is under orders to Richmond, and that they desire, by admitting no one within their lines, to hide their weakness from us.

They have intended the withdrawal of the troops from this State for some time. I mean that it is part of a well-considered plan. In view of this, to prevent an advance by us on Weldon and to protect the fisheries on the Chowan River, a ten gun battery was thrown up, some weeks since, at Winton. Recently, three or four weak regiments have been stationed there. From Weldon to Richmond the railroads are in possession of the rebel Government. No civilians are permitted on the cars, but soldiers are being pressed forward night and day. Immense depots are being established in the vicinity of Richmond.

I have the information about the roads, depots, etc., from General Wessells. Where he obtained it I do not know, but he deems it reliable,

and he, I think, is always correct.

He certainly possesses the art, in a greater degree than anyone else I know of, of sifting evidence, reconciling or rejecting conflicting stories, and seizing the truth and the important from out a wordy mass of seeming irrelevant talk. We have sunk six or seven hulks with a torpedo on each, but still require two to fill the entire channel. General Wessells has written to General Peck to procure them.

The schooner Comet I have turned into a hospital for skin diseases. several of the men having eaught scabies. I could not obtain a place

for them on shore.

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

> C. W. Flusser, Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, off Newport News.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Crosby, U. S. Navy, commanding U. S. S. Keystone State, to cruise on outside blockade duty.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 7, 1864.

Sir: Fill up your coal of best quality, take in other necessary supplies at Beaufort, and proceed to cruise between the meridians of 73° and 66° W., to intercept blockade runners between Wilmington and Bermuda. It is desirable to have sufficient sea room west of Bermuda for chasing.

Keep your abstract log and forward it from Beaufort on returning there to coal. Pay particular attention to the trim of the Keystone Do not let the officers and men crowd forward in chasing. Economize your fuel. Night chasing is rarely successful. Be sure and keep enough coal to return with in bad weather. Time your position on the track between the points named accordingly.

Wishing you success, I am, respectfully, yours,
S. P. LEE, Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Commander P. CROSBY.

Commanding U. S. S. Keystone State, off Wilmington, N. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Cushing, U. S. Navy, commanding U. S. S. Monticello, to cruise on the outside blockade off Wilmington, N. C.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 7, 1861.

Sir: You are hereby assigned to duty on the outside blockade of

Wilmington.

Your duty will be to intercept inward-bound blockade runners which hover off Cape Lookout Shoals with a view to run in at night, after making Cape Lookout light, when they shape a course for New Inlet, and to intercept outward-bound blockade runners from New Inlet to Bermuda. Their course is supposed to be direct, i. e., E. 3 S., but since the publication of my report about the station of the Sassacus they may shape another course. You will not blockade farther eastward than the meridian of 74°. On this course you should aim to be at daylight at a point where the blockade runner would likely be, allowing her the speed of 12 knots an hour from New Inlet, whence she will probably depart at one hour before high tide on that bar. Keep, therefore, an accurate tide table showing time of high water on that bar.

Report to me, when you put into Beaufort, the result of your expe-

You will receive herewith Coast-Survey Sheet No. 3, of the Atlantic coast of the United States, and Blunt's Chart of the west side of the Atlantic Ocean.

Steam moderately going to your station. When on it, be always ready, especially at daylight, to chase to the most advantage. Do not allow officers and men to crowd forward in chasing.

Pay particular attention to the trim of the Monticello, the cleaning of your fires (which should be done to the most advantage and not all at once), and to the quality of your coal, of which you should have a picked supply.

Direct your prizes, if any, to touch here to coal and report to me, leaving blanks as to the prize court to which the prize is to be sent in your instructions to the prize master, and in your report to the Department and the district judge. The blanks I will fill in here and inform you of the destination of the vessel.

The red field is your ground, the north and south strip for in-runners, and the east and west strip for out-runners. Snake these sections by

day under low steam.

Send me your abstract log when you go into Beaufort for coal. Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Lieutenant Cushing, Commanding U. S. S. Monticello.

Letter of Licutenant-Commander Flusser, U. S. Navy, to Commander Davenport, U. S. Navy, regarding naval force at Plymouth, N. C.

> U. S. S. MIAMI, Plymouth, N. C., April 7, 1864-1 a.m.

MY DEAR DAVENPORT: The Whitehead is stationed at the obstruction some 6 or 7 miles above here. I wrote to the admiral requesting

that the Seymour might be sent here, so that I could communicate with the Whitehead every day. I do not like to bring her down, and I can't get up with the Miami and Southfield. The admiral does not wish me to take the Seymour, but authorizes me to apply to you for the Lockwood or Ceres. It is not a matter of very great importance; if you would as lief as not send the Ceres, I should like to have her. I do not like to move away from Plymouth now with my boat or Southfield, and can't send Whitehead, because I want her to watch obstructions. Remember me to old Truxtun and to your officers.

Yours, sincerely,

C. W. Flusser.

Commander H. K. DAVENPORT, etc.

Confidential letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding cutting out expeditions.

WASHINGTON, April 8, 1864.

ADMIRAL: I have yours of the 4th instant. Porter tells us that not an ironclad he has is fit to be out of the river, and at Charleston they might possibly spare two on an emergency. The duty there is terrible; gales continually, and torpedo boats. Few people dream of the effort required to keep that harbor closed to blockade running. What I meant about Cushing was that it was a pity [that] so much luck and dash had not brought fruits equal to the risk. You notice the Department never finds fault with these exploits. I believe they ought to be encouraged. To be sure, the people will say, when he is captured, "Damn fool." The Department will not. I have been reading this new English naval history, and I find their wars abounded in rash coast attacks and cutting out expeditions of all kinds; they were encouraged and formed a bright page of naval history. You may be very sure that the Department will not find any fault with any dashing expeditions that give reasonable hope of a result injurious to the enemy, even though they fail occasionally.

See how much they make out of John Taylor Wood's exploits—a solemn vote of thanks and everybody cheerful over the capture of three tugs. I am sure I do not blame them for being happy, for I have groaned over the loss constantly, because it was disgraceful to us in each case. Going into the river to destroy a blockade runner about to sail is a most happy idea, and most serious to the enemy, because cotton and dispatches would be burned. The first officer that destroys one in this way I think I can promise shall go up several numbers on the list, according to the new law, and if it is Cushing we can add his former exploits and give him thirty numbers up. I think we should all

gain credit for such an affair.

G. V. Fox.

Rear-Admiral S. P. LEE. Comdy. North Atlantic Blockading Equadron, Hampton Roads.

We are beginning to get a few sailors in New York. We have written to the War Department, confidentially, to say that we have a rumor that an army is to be moved up James River, and that such a movement, to be successful, requires naval cooperation; we must have the 12,000 sailors. The 1,000 potato diggers are extra, and taken because we won't refuse any human being physically sound.

Report of Acting Rear-Admiral Lee, U. S. Navy, stating the uses for additional light-draft vessels.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 8, 1861.

SIR: If the three high-pressure light draft screws of Captain Forbes are adapted to towing, they would be quite useful in this squadron for other than such secret service as picket duty on the Wilmington bars, or for expeditions where surprise is intended, though it was for such service they were first recommended to and desired by me. It is very desirable to have one or two of them at Beaufort to patrol the approaches from the sounds to that harbor and prevent surprise by boats to the vessels there, to move the colliers to the blockaders, to sound the bar after blows, and to deliver and receive our navy pilots at Beaufort.

Two of them would be useful here to patrol the shallow waters of the eastern shore counties and prevent rebel raids there; to keep the oystermen within their limits, and for towing purposes.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Acting Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Report of Lieutenant-Commander Braine, U. S. Navy, giving information regarding salt works near Lockwood's Folly Inlet, and the evasion of the blockade of Wilmington.

U. S. S. Vioksburg, Off Lockwood's Folly Inlet, April 8, 1861.

SIR: I beg leave to give you the following information: This morning about 8 a.m., whilst steaming to the eastward, a boat was discovered inshore near Shallotte Inlet. I ran toward her and picked her up; a man came off named Francis Storme; he is a native of Belgium, and produced papers to that effect. He has been in the United States about three years, most of that time in Virginia. He states that in the vicinity of Lockwood's Folly Inlet, where he has been making salt, there were some 200 men stationed there as picket guard, but at present there are 12 men, the balance having left about March 25 for Fairfax Court-House [Fairfax County, or Orange C. H.], Orange County, Va. He says that the salt made at this inlet amounted to about 7 barrels per day, worth \$10.50, Confederate money. He also states that an electric telegraph has been established between Lockwood's Folly Hill and Smithville, the terminus at the former place being guarded by a number of men and one piece of artillery. That he was in Wilmington April 1, and associated with men belonging to blockade runners. At that time there were five steamers in there that had evaded the blockaders; the last one arrived there about March 25. One ironclad lay off the city, manned, and armed with six guns. Will you be pleased to inform me what disposition I am to make of this individual?

Very respectfully, your obedient servant,

D. L. BRAINE, Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, advising repairs to the Norfolk navy yard.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 9, 1864.

SIR: The Norfolk navy yard differs from other navy yards in these important respects:

1st. It has been burned down and is a mere wreck.

2d. It is an expansion of the machine shop for repairing the vessels of this squadron removed from Fortress Monroe.

3d. It lies within the limits of the North Atlantic Blockading Squadron, is in some sense a command within a command, and is its principal

and necessary and convenient depot for repairs and supplies.

If this burned and blockaded yard were in full repair, probably it could not answer all the necessities of this squadron, and to the extent that it can now do so, it is obviously advantageous to the public interest that its limited means should be so applied rather than to the improvement of vessels for other service just from Northern ports. Steamers from the roads can reach Washington or Baltimore in about half a day, and Philadelphia or New York in one day. At these points the facilities are good, and returning or sending steamers not of this squadron to such points will have good effect all round.

If these views, in whole or in part, meet the approval of the Department—to whose consideration they are most respectfully submitted—I

trust that the corresponding action may be had.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Wright, U. S. Navy, of cooperative movement in York River, Virginia.

> U. S. S. MYSTIC, Off Yorktown, Va., April 9, 1864.

Sir: I have the honor to report that on the morning of the 7th I got underway and proceeded up York River by request of General Wistar, to cooperate with a small force of cavalry which he sent up by land for the purpose of scouring Poquetank [Potopotank] Creek and vicinity, where there were reported to be armed boats awaiting an opportunity to attack the oystermen. Before leaving, I left an armed boat here in charge of Acting Master's Mate Kelleher, to attend to the guard duty. I then took on board a lieutenant and 20 men from the One hundred and forty eighth New York Regiment and arrived opposite the creek at 8 a. m. In advance of the cavalry I sent in three armed boats in charge of Acting Master Meader, my executive officer, also towing two skiffs with the infantry. In obedience to my orders, he landed the troops on both sides of the creek and made a thorough search, capturing one large pontoon, eight skiffs, one large sailboat, and rowboat, also six marine compasses, and fifty-eight new oyster tongs. After making a thorough search about the creek and vicinity, where I thought there could be any possible chance for secreting boats,

I returned, and came to an anchor off Yorktown, at 1 a.m. I have secured the boats on the beach opposite the ship.

Very respectfully, your obedient servant,

W. WRIGHT,

Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, off Newport News.

Letter from Acting Rear-Admiral Lee, U.S. Navy, to Major-General Butler, U.S. Army, requesting a guard for the Cape Lookout lighthouse.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 9, 1864.

GENERAL: Having been informed by Commander Dove, commanding naval station at Beaufort, that an attempt, fortunately unsuccessful, was made on the night of the 3d instant to destroy the light-house on Cape Lookout by blowing it up with gunpowder, I respectfully request that a sufficient force be assigned to guard this important light-house to prevent any repetition of such attempts.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General B. F. BUTLER,

Commanding Department of Virginia and North Carolina.

Attack upon the U.S. S. Minnesota by the Confederate torpedo boat Squib, April 9, 1861.

{Telegram.}

FLAGSHIP MINNESOTA, April 9, 1864—7 a. m.

(Received at Washington 9 a.m., via Fort Monroe.)

The Minnesota was struck by a small torpedo boat on the port quarter about 2:15 this a. m. No leak whatever; injury very slight.

S. P. LEE,

Acting Rear-Admiral, Commanding.

Hon. GIDEON WELLES.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional reports.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 15, 1864.

SIR: I transmit enclosed the following reports respecting the attack by the rebels on this ship with a torpedo on the night of the 8th instant, viz: (1) Report of Lieutenant-Commander Upshur, commanding Minnesota; (2) of Acting Ensign Birtwistle, Minnesota, officer of the watch at the time of the attack, both dated the 9th instant; (3) of Acting Ensign I. Miller, commanding tug Poppy; (4) of Acting Master's Mate H. M.

Pishon, Poppy, officer of the watch, both dated the 12th instant; (5 and 6) of Acting Third Assistant Engineer James Speirs (dated 14th instant), and M. Boggons, Poppy (dated 12th instant); (7) of Fleet Captain J. S. Barnes, reporting investigation made by him by my order of the facts and circumstances attending and causing the failure of the tug Poppy to comply with the orders given on the occasion, dated 13th instant.

I also enclose (8) a copy of an order issued by me on the 9th instant, assigning certain vessels to run down any suspicious object seen floating at night; (9) report of survey held by my order to ascertain the nature and extent of the injury done to this vessel; (10) copy of the reports\* of surveys held at the request of fleet paymaster, showing the injury done in that department; and (11) report of Fleet Engineer Garvin.

I recommend that the appointment of Acting Ensign and Pilot Miller, commanding the *Poppy*, be revoked, leaving him in his former grade of acting master's mate; and that Acting Third Assistant Engineer James Speirs, and Acting Master's Mate Pishon, who was sleeping during his watch, be dismissed the service.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles,
. Secretary of the Navy.

[Enclosures.]

U. S. S. MINNESOTA, Off Newport News, Va., April 9, 1864.

Sir: I have to report that last night about 2 o'clock, while riding to the ebb tide, a dark object was discovered slowly passing the ship about 200 yards distant. It was thought to be a boat, and hailed; to the hail was answered "Roanoke." By this time it was directly abeam, seemingly without any power of locomotion. The officer of the deck promptly gave orders to the tug astern to go and examine it, and repeated his orders several times before getting any reply, and while endeavoring to have this order executed, the object, a "David," approached the ship just abaft the port main chains and exploded a torpedo under her, the "David" making off in the direction of the Nansemond River. Several muskets and a round shot were fired at it and every effort made to send in pursuit, but the tug Poppy had failed to keep the required lookout and also had allowed her steam to go down, which was not discovered until the "David" had disappeared. Vessels were sent in search, but failed to find her. I submit the accompanying report of Acting Ensign Birtwistle, officer of the deck at the time specified. It is difficult to say how far the ship may be damaged, although she manifests no leak. The shock was quite severe and I should be glad to have a survey to ascertain the extent of injury sustained.

I am, very respectfully, your obedient servant,

J. H. UPSHUR,

Lieutenant-Commander, Commanding U. S. S. Minnésota.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

<sup>\*</sup>Not necessary to publish.

[Subenclosure.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., April 9, 1861.

Sin: At 1.45 this morning, while in charge of the deck, the quarter master directed my attention to a boat adrift a little forward of the port beam and about 150 yards distant, and while passing to the port side of the bridge the sentry at the gangway hailed her. She answered "Roanoke." I then hailed her, and could not make out her reply. I went down off the bridge and hailed her from the quarter. She answered "Roanoke." I told him not to come alongside. She answered "Aye! aye!" I hailed the tug Poppy three times and told him to see what that boat was. He said "Aye! aye!" I thought the boat was nearing us, and I could not see any oars. I sent a messenger to call you, sir, and ordered the boat to keep off or I would fire into him. I repeated the order, but discovered that she was nearing us fast. I then ordered the Poppy twice to run that boat down.

I then saw the glimmer of a light; the quartermaster said he could hear her puff. I jumped to a convenient gun, called for help to train it; the sentries on the gangways and forward fired three shots at her; but before I could fire the gun, she was inside of range. I jumped back from the gun and the explosion followed. I then met you at the cabin hatch, and in answer to your enquiry said it was a torpedo. Men were rushing on deck, the drum beat to quarters, and I went forward and fired a shell from a IX-inch gun in my division. After the explosion I thought sure the *Poppy* would capture her, or I would have remained

at the quarter-deck guns. The rest, sir, you saw.

I am, sir, very respectfully,

JAMES BIRTWISTLE,
Acting Ensign.

Lieutenant-Commander J. H. UPSHUR,

Commanding U. S. Flagship Minnesota.

U. S. S. MINNESOTA, Off Newport News, Va., April 12, 1864.

SIR: I would most respectfully submit the following circumstances in order to exonerate myself as much as possible from the blame attached to me: On Friday night, the 8th instant, I was ordered to drop astern of the Minnesota with the tug, of which I was in command, and hang by a hawser; this I did. Here I would particularly request your consideration: I had so arranged the watches that I should always be on deck from 4 o'clock in the morning until 8 o'clock at night. It being after 8 o'clock on the night in question, after seeing the tug properly secured I intended to go below, but before doing so I went to the engine room and told the engineer of the watch to have everything ready to start at a moment's notice, adding that I did not know the moment we would be called upon to perform some errand. He replied "Aye! aye!" I then told the officer of the deck, Mr. [T. S.] Sullivan, to keep a good lookout and answer all hails from the Minnesota, and to call me if anything occurred. After the watch had been reported to me on deck, I went below. I lay down on the settee in the cabin without undressing, in order to be on hand as quickly as possible. I was suddenly roused up about 2 g'clock in the morning by some noise. I rushed on deck and found they had been hailing us from the ship to come alongside. On

going forward I saw a boat on our portbow; soon afterward I was ordered from the Minnesota to run her down. I jumped into the pilot house, and with the firm impression that everything was ready to start the tug, I ordered the hawser to be cast off and rang one bell to go ahead. To my astonishment I found the engine was not started, and I went to the engine room to ascertain the cause. (Meantime the hawser had been cast off and the boat was drifting astern.) I told the engineer to try and turn over the engine, and I must do him the justice to say that he made every effort to do so, but in vain. He told me he had only a few minutes before pumped up the boiler. As soon as sufficient steam could be got up, I obeyed the order to come alongside the Minnesota. Before sufficient steam could be got up, the boat which I saw had disappeared.

I regret sincerely the above unfortunate circumstances which prevented me from executing the orders given me, and which accorded so well with my feelings, that of bringing to speedy punishment the per-

petrators of a deed as daring as it was vicious.

Trusting that the reasons I have given, as well as my endeavor to do my duty faithfully on all occasions, will relieve me from the imputation of negligence under which I now labor,

I am, very respectfully, your obedient servant,

ISAAC MILLER,

Acting Ensign and Pilot, late in command of U. S. S. Poppy.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

## U. S. STEAM TUG POPPY, April 12, 1864.

SIR: The following are the facts concerning this vessel during the night of the 8th instant: Between the hours of 9 and 10 p. m. I turned in, as has been the custom, while lying securely moored alongside or astern of the Minnesota. I soon fell asleep, and was conscious of nothing till I was half aroused by a call from the Minnesota, and which was immediately followed by the explosion of the torpedo. I immediately sprang to the wheel and saw the torpedo boat lying about amidships of the ship, and, as near as I could judge, about 30 or 40 feet distant from the frigate and 30 or 40 yards from the tug. I was hailed from the ship and ordered to let go and run her down. I wished them to let go our lines, but was ordered to let go ourselves. We had from 30 to 40 fathoms of the hawser coiled on the house. I ordered the watch to let go the line and rang to go ahead, when I was answered by the engineer that he had no steam. All were aroused by the shock of the explosion, and when I rang up, the captain stood by the wheelhouse door on deck and hailed the officer of the deck, and told him that he thought it was the picket boat from Norfolk, as it resembled her very much in the gloom of the night. From the time that I sprang to the wheel and parleyed with the officer of the deck regarding the hawser till I rang up, which was probably all done in one or two minutes, the boat lay motionless. When I struck the bell she sheered off in direction of the Nansemond and gave her full steam, judging by her exhaust and the sparks from her smokestack; she was soon lost sight of in the darkness. During this time the engineer was endeavoring to raise his steam, and by the time that he had steam we were something like three quarters of a mile astern. I knew nothing of the state of the fires or the quantity of steam at the time. Had we had steam I think that we

would have run her down; at any rate, we should have done all in

that direction that was possible for us to do.

While I have been in the tug it has been customary to sleep while lying secure alongside or astern, thinking nothing wrong, and having a good watch on deck to answer all hails from the ship, and when hailed have never been found wanting before as to steam or anything else. We have never received orders to keep guard for the Minnesota, and when cruising in the river on picket have always received positive orders not to go below the Roanoke, ironclad, except to make a circle around her occasionally. During the winter we have cruised from between the wharf at Newport News and the Roanoke, and latterly, while on picket, have received orders to run across the river between the Roanoke and Atlanta. These orders we have strictly obeyed, and by them have always supposed that no danger was apprehended to the Minnesota, but to the ironclads. Captain Miller, from the time that he came on deck, did all that lay in his power to get steam on and give chase to the enemy.

Most respectfully, your obedient servant,

HENRY M. PISHON, Acting Master's Mate.

Fleet Captain BARNES.

U. S. S. MINNESOTA, Off Newport News, Va., April 14, 1864.

SIR: In obedience to your verbal order of 14th instant, I respectfully

submit the following statement:

Agreeably to the orders of the senior engineer in charge, I had 20 pounds of steam, the quantity maintained while lying alongside the flagship.

On being hailed I immediately gave orders to spread fires (which

were promptly obeyed), at the same time opening my steam jet.

Returning to the engine room, I received two bells (to back), which was done, the engine running slowly. An order to "go ahead" was next sent to me and obeyed, but very slowly, as the steam was rapidly falling. Perceiving this, and unable to stem the tide, I was compelled to stop the engine until the necessary amount of steam was restored.

The sole cause of this loss of steam was due to the fact that I was obliged to feed my boilers about five minutes prior to the order to get underway to keep the same (steam) down, not being permitted to blow

when lying by the flagship.

I am, very respectfully, your obedient servant,

JAMES SPEIRS,

Acting Third Assistant Engineer, U. S. Tug Poppy.

Fleet Captain BARNES,

North Atlantic Blockading Squadron.

U. S. S. POPPY, Off Newport News, Va., April 12, 1864.

SIR: I respectfully submit the following report concerning the explosion of a torpedo and the state of this vessel on that morning:

At or about 12:30 on the night of the 8th I turned in, being off watch, and slept until awakened by the explosion of the torpedo. On

hurrying to the engine room I found that the bell had been rung to go ahead and that there were but 20 pounds pressure of steam on the gauge, and, the water in the boiler being cold (as, in obedience to order of Fleet Engineer Garvin not to blow off steam, we were compelled to keep pumping and blowing), this was not sufficient to work the engine. The engineer on watch was exerting himself to the utmost to get up steam, aided by the captain and myself, as soon as there. Notwithstanding we were nearly half an hour before we had steam enough to work the boat. Previous to the order of fleet engineer we had orders from the captain to keep up steam at all times sufficiently to work the engines; and 20 pounds are sufficient if the pressure can be kept up. Our boiler is too small to keep up the pressure to the nicety the order demands at all times, and at that time we were unfortunately caught.

All officers and men did their best to assist in raising steam in time,

and are deeply chagrined at their failure.

In speaking of the order not to blow off steam, we were not to blow through the safety valve, but through the surface blow, in order to avoid noise.

I am, very respectfully, your obedient servant,

MARTIN BOGGONS,

Acting Third Assistant Engineer, in Charge.

[Fleet Captain BARNES.]

# FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 13, 1864.

Sir: I have carefully investigated the facts and circumstances attending and causing the failure on the part of the tug *Poppy* to comply with the orders given to and received by the officers of that vessel to run down and destroy the rebel torpedo boat which attacked the *Minnesota* on the morning of Saturday, the 9th instant.

I have examined all the officers of the *Poppy* and caused written

I have examined all the officers of the *Poppy* and caused written statements to be made from each of them as to all the facts coming within their personal knowledge, and from a comparison of their statements and their written reports the following facts are adduced:

The tug was lying astern of the Minnesota, secured by a hawser from the tug. No watch was on deck known to any of the officers. General directions had been given for an anchor watch to answer hails from the Minnesota, and an order had been given by the captain of the tug that steam should be ready to move at any moment. When the torpedo boat struck the ship there was no one ready to respond to the order to run the boat down until Acting Master's Mate Pishon, whose watch it was, and Acting Ensign Miller, in charge of the tug, aroused from sleep by the shock and repeated hails, took the wheel and rang the bells to start the engine. The tug had been lying with fires banked, and, by all accounts, the boiler had but a few minutes before been pumped up with cold water. The gauges showed 20 pounds of steam, but as soon as the throttle was opened and the jet put on the steam ran down to 4 or 5 pounds and the engine could not be turned. The hawser which held the tug was slipped from the tug some 40 or 50 fathoms, running over the side from the place where it was coiled, and the tug drifted helplessly astern with the ebb tide about half an hour, during which time the torpedo boat made off toward the Nansemond side of the river and disappeared in the darkness. A half hour had passed from the time of the explosion of the torpedo before the Poppy had steam enough to move.

Previously to this night the Poppy had been employed as a picket boat around the Roanoke, with instructions to run down and ram anything of a suspicious character which was seen approaching or floating near, and it appears that when not so employed about the ironclads the officers had improperly conceived that no vigilance was required Upon the night in question the tug Young America was guarding the Atlanta; the tug Violet, just returned from the navy yard. where she had been under repairs, was guarding the Roanoke against torpedoes, and the Poppy was retained at the Minnesota in the place of the Mount Washington, previously employed on that duty, and then absent for repairs.

Written orders assigning these tugs to this special duty had been issued with a view to meeting this species of attack, and there is no reason or excuse for the failure of the Poppy promptly to respond to the call made upon her to run the torpedo boat down, a duty which she could easily have performed had she been in a condition to move and her commanding officer vigilant. That she was not in such condition is the fact, and the responsibility of the failure rests upon her commanding officer, Acting Ensign Isaac Miller, Acting Master's Mate Pishon (the officer of the deck), and Acting Third Assistant Engineer James Speirs, the engineer in charge. Had they performed their duty a vigilant watch would have been kept, steam would have been ready, and the capture or destruction of the torpedo boat would have been accomplished.

There were at the time of this occurrence three acting master's mates and three engineers attached to the tug Poppy, besides Acting Ensign Miller, who was in command. The senior engineer was absent on leave of absence.

Acting Ensign Miller has heretofore exhibited much zeal and intelligence in the performance of his duty, and I have always regarded him as an intelligent and capable officer, peculiarly fitted for the position he has held. I enclose herewith the written statements of Mr. Miller, Acting Master's Mate Pishon, and Third Assistant Engineers Speirs and Boggons, of the Poppy.

I am, very respectfully, your obedient servant.

JOHN S. BARNES.

Lieut, Com, and Fleet Captain North Atlantic Blockading Squadron.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

> FLAGSHIP MINNESOTA, Off Newport News, Va., April 9, 1864.

The tug Violet is assigned to the Roanoke.

The tug Young America is assigned to the Atlanta.

The tug Cohasset or H. Brinker is assigned to the Minnesota.

These tugs are to be kept underway from sunset to sunrise, and during thick and foggy weather by day, with a good head of steam up (a regular watch of officers and men, battery clear and provided), from 50 to 100 yards astern of these steamers, respectively, all ready for ramming and running down, and are to ram and run down without waiting for further orders any "David" or torpedo or other suspicious vessel or boat approaching the vessel to which the tug is assigned. These tugs are to be kept for this special service and to do no other duty, and they are to have bold and trustworthy officers in charge of them and faithful engineers.

It shall be the duty of the commanding officers of the steamers named each to see that his tug is kept in a high state of discipline and that it has the necessary officers and men on board, and that her deficiencies of complement are supplied from his steamer until otherwise provided for, and to apply for a relief tug or gunboat when this fails from any cause.

No boat is allowed to leave or be absent from any vessel of this

squadron in James River from sunrise to sunset.

It shall be the duty of the officer of the deck on board the tug to report every half hour and until answered while underway, to the officer of the deck of the steamer, that the tug is "all ready," and the lookouts on the tug shall make the usual audible call when the bell strikes.

S. P. LEE,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

A copy sent to fleet captain and commanding officers of Minnesota, Roanoke, Atlanta, Young America, Violet, and Brinker.

U. S. IRONCLAD ROANOKE, Newport News, Va., April 12, 1864.

ADMIRAL: In obedience to your order of April 9 we have held a strict and careful survey to ascertain the amount of injury or damage sustained by the explosion of a torpedo under the port side of the U.S. S. Minnesota, as far as we can ascertain.

Port after shell room.—First and third futtocks of two frames badly sprung. The diagonal straps sprung off from the beams about three-fourths of an inch. The linings of the bulkheads sprung badly. Amid-

ship bulkhead started inboard about 6 inches.

Spirit room,—Forward frame broken. Planking sprung. Second frame badly sprung. Bilge strake broken and sprung off. Third frame sprung. Planking sprung outboard from timbers about 1 inch. Two butts of second bilge strake sprung up. Decks started up; one deck

plank broken over the spirit room.

The center of the injury appears to be about 10 feet below the surface of the water. The shelving of the port magazine started. Port steerage bulkhead broken. One ladder broken and all the rest unshipped. Nine deck planks of port steerage broken. In the port after magazines the shelving has been shattered. Two butts on the gun decks started upon the port side at No. 13 gun, 17 planks from the water way. Two axletrees on gun deck broken and one on spar deck broken of IX-inch gun carriages. Two lower half-ports on gun deck and two lower halfports on spar deck broken. Preventive plate for main channel next to after one sprung out about one-half inch. One of the bolts of the crane for spare spars in the main chains started 1 inch. The paymaster's storerooms in the cockpit on the port side show the power of concussion, all the shelves being broken and disarranged. Carefully examined the outside of the ship abreast of the place of injury, and were unable to find any of the copper torn off or any inequalities on the bottom of The bulkhead of the shaft alley abreast of shell room started inboard about 6 inches for a distance of 15 feet on the port side.

The binnacle on the quarter-deck forward of the mizzenmast unshipped from its pedestal on the bridge and thrown 3 feet toward port side.

Ordnance department.—Number of shell boxes destroyed, IX-inch, 78; shell bags destroyed, IX-inch, 32; canisters broken, IX-inch, 5; sabots

and straps, IX inch, 110.

Three IX inch gun carriages are disabled, the fore axletree of one being broken in two places; the others badly sprung. Two elevating screws that were attached to the guns on the above carriages were rendered useless by being bent; also the elevating screw of the XI-inch pivot by the same cause. The following equipments are broken and rendered useless:

Three IX-inch sponges, 2 IX-inch sammers, 2 ordinary handspikes, 1 roller handspike, also 4 tompions and 2 reinforce sight aprons missing from IX-inch guns on port side.

Very respectfully, your obedient servants,

GUERT GANSEVOORT,

Oaptain.

JOSEPH FYFFE,

Lieutenant, Commanding U. S. S. Commodore Morris. J. W. STIMSON,

Carpenter.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 15, 1864.

SIR: In compliance with your order to inform you in writing as to the nature and time of the order I passed to the senior engineer of the U.S. steam tug *Poppy*, I would respectfully state that I have been frequently requested to give orders to the tugs to stop blowing off steam. Whenever this request has been made I have always informed the officers that it could not be done and at the same time have the tugs ready for instant use.

The last request of this kind was made to me about a month since by the executive officer of this ship, Acting Volunteer Lieutenant Charles B. Wilder, who informed me that the tug *Poppy* made so much noise by blowing off steam that his orders and those of the officer of the deck could not be heard. I informed Mr. Wilder that I would see the senior engineer of the *Poppy* (when she returned with the mail)

and ascertain what could be done.

On the return of that vessel I sent for Acting Assistant Engineer John Evans, who was in charge, and enquired whether he could not avoid so much blowing off through the safety valve (while alongside this vessel) by feeding and blowing. He informed me that he did blow and feed as much as he could and keep steam to be ready to move; that the *Poppy* was carrying the mail, and it was impossible to know at what moment the bell might ring to get underway. I told him he was doing right, and if he could not keep ready without blowing then he would have to continue it, but to avoid raising the safety valve higher than was absolutely necessary.

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

BENJAMIN F. GARVIN,

Fleet Engineer, North Atlantic Blockading Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Additional report of Captain Barnes, U. S. Navy, transmitting a drawing of torpedo boat.

FLAGSHIP AGAWAM, James River, May 24, 1864.

SIR: Upon the 14th instant I had an opportunity of observing closely a torpedo boat of the enemy when under a flag of truce, which was the one undoubtedly employed by the enemy in the attempt to blow up the *Minnesota*.

Hunter Davidson, formerly of the U.S. Navy, was in command of

the craft at the time of that attempt and when I observed it.

The simplicity of construction and its great efficiency as a weapon of war for torpedo purposes, reconnoitering, and picketing in rivers, induce me to describe the boat in the hope that several of them may

be built and furnished the squadron under your command.

The boat is a propeller, of about 30 to 40 feet in length, of sharp model, moves rapidly under steam, and turns with great quickness. Her engine is covered with boiler iron, making a low, cupola-shaped, musket-proof house, which also protects the fireman, engineer, and one or two sitters. There is a washboard extending around the sides and covering the forward part, leaving an open cuddy for sitters and the pilot, who steers the craft with a small wheel. Upon the top of the stem there is a roller, or sheave, over which passes the guy to the torpedo staff and by which the torpedo is raised or lowered by means of a winch in the cuddy. On a stem at the water's edge is a goose neck, to which the torpedo staff is attached. The accompanying drawing will more fully explain the machine.\*

I have no doubt but that the various torpedo boats called "Davids," and which have been so often reported as submerged and cigar shaped, are all of similar construction. It would be very difficult to discern this boat at night at a short distance. The many reports which have been made by those whose observations were confined to glimpses at night under exciting circumstances, could hardly give a correct idea of

the real appearance and construction of the vessel.

Very respectfully, your obedient servant,

JOHN S. BARNES, Fleet Captain.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Lamson, U. S. Navy, regarding the drawing of torpedo boat.

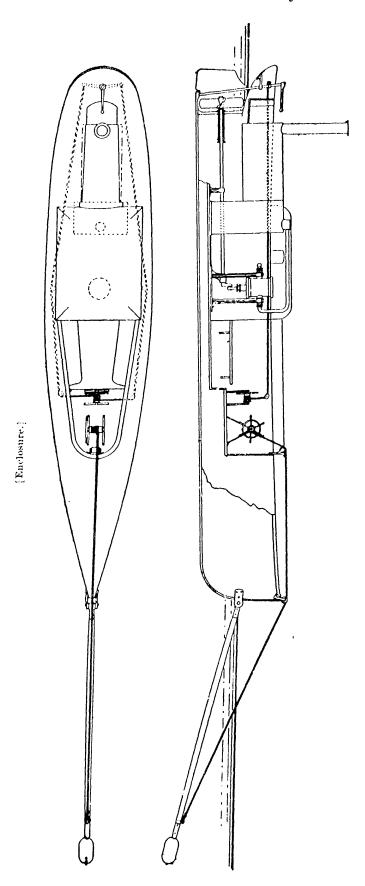
U. S. S. STEPPING STONES, James River, Virginia, May 25, 1864.

SIR: I have examined the drawing of the torpedo boat that came down the James River on the 14th instant and the description of it by Fleet Captain Barnes, and find it generally correct, except that on each bow, a little above the water line, there was a bracket instead of a goose neck on the cutwater.

I supposed the torpedo staff to ship against these brackets, the staff

being made with two prongs to act as lateral braces.

I was on board the torpedo boat once and alongside twice.



The boat had fine lines and would not draw more water than a frigate's launch.

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

R. H. LAMSON,

Lieutenant, Commanding Torpedo Division.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, James River.

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

April 9, 1864.—At 1:45 a. m. discovered, as I thought, a boat drifting by on the port beam. Hailed her several times. She answered "Roanoke." I ordered her to keep off or I would fire into her. Hailed the Poppy, who was hanging astern, but received no answer. The object by this time was steering straight for the ship and coming rapidly; could not see or hear any oars; ordered the Poppy to see what she was, hailing her three times, and the third time received an answer. I then called Captain Upshur. I then discovered the object to be a little steamer; ordered the Poppy to run her down, and endeavored to fire a gun at her, when she struck the ship abaft the main chains, and a tremendous explosion followed. She then backed off and steamed off toward the mouth of the Nansemond River. Fired a shell at her from one of the IX-inch guns. Sounded the pumps and found the ship not making water. Called the small vessels and sent them to warn the other vessels of the fleet and to search for the torpedo boat.

April 11.—From midnight till 4 a. m.: Captain Fysie, of the Commodore Morris, reported having chased the infernal machine, and that the

Dawn fired a gun at it and made signal of alarm.

Extract from the report of the Secretary of the Navy of the Confederate States, April 30, 1864.

On the night of the 9th instant Lieutenant Commanding Hunter Davidson, in command of the torpedo boat Squib, with six officers and men, ran through the enemy's fleet off Newport News, attacked the flagship Minnesota, exploding a torpedo against her, and returned in safety under a heavy fire. The extent of the injury inflicted upon the ship has not yet been ascertained, but it is believed to be serious. The cool daring, professional skill, and judgment exhibited by Lieutenant Davidson in this hazardous enterprise merit high commendation and confer honor upon a service of which he is a member. A copy of his report is herewith submitted.

[Telegram.]

TURKEY ISLAND, Via Drewry's Bluff, April 11, 1864.

Passed through the Federal fleet off Newport News and exploded 53 pounds of powder against the side of the flagship *Minnesota* at 2 a. m., 9th instant. She has not sunk, and I have no means yet of telling the injury done. My boat and party escaped without loss under the fire of her heavy guns and musketry and that of a gunboat lying to her stern.

HUNTER DAVIDSON.

Hon. S. R. MALLORY, Secretary Navy.

### Report of Lieutenant Davidson, C. S. Navy.

C. S. N. SUBMARINE BATTERY DEFENSES, James River, Virginia, April 15, 1864.

SIR: In obedience to your order I have the honor to forward the names of those who accompanied me on the torpedo expedition against the Federal steam frigate *Minnesota*, off Newport News, Va., April 9, 1864.

Each one performed his part throughout the trying circumstances attending the expedition to my entire satisfaction, and I could not have been associated with braver or better men, viz:

J. A. Curtis, acting master, C. S. Navy; G. W. Smith, acting master, C. S. Navy; Thomas Gauley, acting boatswain, C. S. Navy; H. X. Wright, first assistant engineer, C. S. Navy; Charles Blanchard, first-class fireman, C. S. Navy; William A. Hines, pilot.

Very respectfully, your obedient servant,

HUNTER DAVIDSON,

Lieutenant, Commanding, C. S. Navy.

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

Search for the U.S. Army steamer Scott.

[Telegram.]

NAVY DEPARTMENT, April 11, 1864.

Captain of steamer Clark reports having fallen in with the army steamer Scott off Capes of Virginia. He laid by her over two days, and finally, after parting all his hawsers, lost her in a gale. She must now be some distance southeast of Cape Henry. She has lost her rudder, and is short of provisions.

Send what vessels you have at your disposal in search of her.

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

FORT MONROE, April 12, 1864.

Telegram received. Had previously heard of Scott's situation from Quartermaster Biggs and had ordered Dawn to her relief.

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Volunteer Lieutenant Simmons, U. S. Navy, commanding U. S. S. Dawn.

U. S. S. DAWN,

Off Newport News, Va., April 14, 1864.

SIR: I have the honor to report that in obedience to your orders of the 11th, 3:30 p.m., I proceeded with the Dawn to search for and relieve

the steamer Scott, said to be southeast from Cape Henry. After coaling I proceeded to sea, steering S. E. and S. S. E. until reaching latitude 360 10' N. and longitude 750 15' W. I then changed my course to S. W., thinking the Scott might have run on the beach. At 12 noon spoke the schooner Henry N. Morse, from south of Cape Hatteras. She had seen nothing of a disabled steamer. At 12:30 spoke schooner J. C. Baxter, but she had seen nothing of the Scott. At 3 p. m., Cape Hatteras bearing S. by W., distant 30 miles, Bodie's Island W.S. W. 8 miles, changed the course to N. N. W. and ran close along the beach, but saw nothing of the steamer on shore. At 10 p. m., Cape Henry light bearing N. W., distant 10 miles, changed the course to S. E. until 6 a. m. on the 13th, then changed the course to E. by S. until 8 a. m., being then in latitude 36° 15' N., longitude 75° 06' W., 24 miles east of Cape Hatteras. Changed the course to N. N. W. at 2 p. m., Hog Island light bearing N. N. W., distant 10 miles. At this time, feeling confident that the Scott was not in the vicinity mentioned in the dispatch, I concluded to return to this place, and to my regret report that I could not find the missing steamer.

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

J. W. SIMMONS,

Acting Volunteer Lieutenant, Commanding U. S. S. Dawn.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Letter from Lieutenant-Colonel Biggs, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, acknowledging assistance rendered.

DEPARTMENT OF VIRGINIA AND NORTH CAROLINA, CHIEF QUARTERMASTER'S OFFICE, Fort Monroe, Va., April 14, 1864.

ADMIRAL: I have the honor to acknowledge receipt of your communication of this date, respecting return of the Dawn, and on behalf of the Quartermaster's Department I thank you for the assistance you have given us in searching for the ill-fated steamer Scott. I am sorry to say we also are without any recent intelligence of her.

I am, admiral, very respectfully, your obedient servant,
HERMAN BIGGS,

[Lieutenant-Colonel, U. S. Army.]

S. P. LEE,

Actg. Kear-Admiral, Comdg. North Atlantic Blockading Squadron.

Report of Commander Davenport, U. S. Navy, regarding the disposition of vessels of his command.

U. S. S. HETZEL, Off New Berne, N. C., April 10, 1864.

ADMIRAL: I have the honor to inform you that no change has been made in the disposition of vessels in the sounds for term ending at date.

The Miami, Southfield, and Whitehead are at Plymouth; the Louisiana and Valley City are at Washington; the Hetzel, Tacony, Commodore

Hull, Lockwood, and Ceres are at New Berne; the Granite at Hatterss Inlet, and the Seymour in Croatan Sound, surveying.

I have the honor to be, very respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding expedition up York River near Potopotank Creek.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 11, 1861.

SIR: Acting Master [William] Wright, U. S. S. Mystic, reports, under date of 9th instant, that on the 7th instant he proceeded up York River by General Wistar's request to cooperate with a small party of cavalry sent by him to scout the vicinity of Poquetank [Potopotank] Creek, where armed boats were reported to be concealed. The Mystic, with a small body of infantry on board, arrived opposite the creek in advance of the cavalry, and sent in three armed boats and two skiffs with the soldiers.

They landed on both sides the creek and succeeded in capturing and bringing off 1 large pontoon, 2 boats, 8 skiffs, 6 compasses, and 58 new oyster tongs. No resistance was encountered nor any of the enemy seen.

After further search for any boats that might be secreted, the party reembarked, and the *Mystic* returned to her anchorage at the mouth of York River.

I have directed Lieutenant-Commander Babcock to send these captured articles to Washington with proper witnesses, as in the former case.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

#### [Telegram.]

NEWPORT NEWS, April 11, 1864-6 p. m.

Captain De Marivault, of the French man-of-war *Tisiphone*, ealled on me this morning. The French man-of-war *Grenade* and one transport are also in the roads. Captain D. expects another transport in a few days.

He will be ready to go up James River with one transport day after to morrow.

He asks if he is at liberty to pass up when he is ready, and I have replied that he can go at the time mentioned.

He thinks that no report to me is necessary of the quantity of tobacco moved, but would have no objection to making it. I supposed this to be called for by the convention, but would not accept it as at present advised.

Please instruct me if this movement of tobacco is to go on now, and

if any report is required of quantity moved.

Each transport is to be towed by a French man-of-war. General Butler informed me the other day that he would telegraph the War Department as to this movement of tobacco at this time, to which he said he had no objections.

Please reply by telegraph.

S. P. LEE, Acting Rear-Admiral.

Hon. Gideon Welles, Secretary of the Navy.

Report of Acting Volunteer Lieutenant Simmons, U. S. Navy, regarding the escape of a steamer in James River.

U. S. S. DAWN, James River, April 11, 1864.

Sie: I respectfully report to you that on the night of Sunday, April 10, at 11 p.m., this ship being then on picket duty, the officer of the deck reported to me strange lights on the south shore of James River, near Pagan Creek. I at once went on deck. Upon taking my night glasses I saw sparks as if coming from the smoke pipe of a steamer, and immediately after saw what I supposed was a boat, about 25 feet long, steering about southeast toward Chuckatuck River [Creek]. I beat to quarters at once, and fired one 20-pound shell at the boat. A heavy squall of wind and rain coming up at the time I lost sight of him. The strange boat was moving very rapidly at the time. The steamer Commodore Morris coming in hail, I made my report to him and he said he would report to you at once.

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

J. W. SIMMONS,

Acting Volunteer Lieutenant, Commanding U. S. S. Dawn.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Tolegram.]

NAVY DEPARTMENT, April 11, 1864.

Send the Shenandoah to Philadelphia.

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Hampton Roads, Virginia.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copies of orders and correspondence relative to oystering.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADEON,
Off Newport News, Va., April 12, 1864.

SIR: I transmit enclosed a copy of my orders of 10th and 12th instant (1 and 2) modifying the oyster limits so as not to interfere with

the operations of this squadron, through which the oystermen have been passing night and day, and to prevent a cover for the approach of the rebel torpedoes, or to expose the oystermen to the fire of the men-of-war; also a copy of my communication\* to General Butler (3) on the 10th instant on this subject, which I further explained to him verbally. The general asked if the oyster vessels could not continue their operations by day and retire before night. I replied that the wind and tide would not always allow them to get out of the way in time.

On Saturday, 9th instant, all the oystermen left, with two or three exceptions, before my order of the 10th instant was issued, and I supposed in consequence of the alarm from the rebel torpedo attack on this ship the previous night.

This morning, as appears from the enclosed report of Ensign [H. J.] Blake (4), 29 schooners, 141 sloops, and 117 boats returned among the

blockading squadron to oyster.

Hence the above-mentioned order of this date. The season for taking oysters is, I believe, nearly over. I hope my action in the matter will be approved by the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

[Enclosures.]

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 10, 1864.

SIR: The necessities of the public service require that no oyster vessels or boats should, until further orders, come west of a line from Newport News Point to Pig Point, and that they all withdraw at one hour before sunset 2 miles to the eastward of that line.

You will see that this order is strictly enforced. Turn this over to

your successor on the station, if relieved.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Lieutenant J. P. FYFFE,

U. S. S. Commodore Morris.

(Same to Acting Volunteer Lieutenant A. P. Foster, U. S. S. Commodore Perry.)

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

Mouth of James River, April 12, 1864.

The great number of vessels and boats oystering and passing to and fro by day and night among the men-of-war, has afforded the enemy's torpedo boats an opportunity to approach and attack the squadron, and exposed the oyster vessels to the fire of the men-cf-war.

Therefore, for the short balance of the oyster season, oystering can not be allowed west of a line from Newport News Point to Pig Point,

and the oyster craft must withdraw 2 miles eastward of that line at one hour or more before sunset, and not return to it before sunrise.

The fleet captain will see this order executed.

S. P. LEE.

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Lynch, U. S. Navy, regarding the amount of ammunition to be kept on hand.

APRIL 12, 1864.

There ought to be at the main ordnance depot for this squadron 400 rounds of ammunition for each gun inside of Cape Henry and 400 rounds for each gun in the sounds and at Beaufort, including the quantity in depot at those places where, say, 200 rounds should be kept on hand. I wish you to see to this and make the necessary requisitions and shipments of this quantity.

S. P. LEE,

Actg. Rear Admiral, Comdg. North Atlantic Blockading Squadron.
[Commander D. Lynch, U. S. Navy.]

Report of Commander Davenport, U. S. Navy, regarding the detention of the U. S. S. Tacony at New Berne, N. C.

> U. S. S. HETZEL, Off New Berne, N. C., April 12, 1864.

ADMIRAL: In reply to your letter of the 6th instant, directing me to send the *Tacony* to Hampton Roads for repairs, I beg leave to say that I have, in connection with Carpenter Paul, made an inspection of that vessel and find that she requires no repairs that can not be done here.

As regards her wheel ropes, I think the trouble arises from the shortness of the tillers. Carpenter Paul concurs with me in this opinion.

Lieutenant-Commander Flusser having written that you directed him to apply to me for the *Lockwood* or *Ceres*, I have sent the latter vessel to Plymouth.

After consultation with General Peck, I think it necessary that the *Tacony*, or a vessel of her size, should be stationed here for the present, I have, therefore, concluded not to send her away until I receive further orders from you.

I trust that this will meet with your approval.

I have the honor to be, very respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carólina.

Acting Rear Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Flusser, U. S. Navy, regarding rumored Confederate movements against New Berne and Plymouth, N. C.

U. S. S. MIAMI, Plymouth, N. C., April 12, 1864.

SIR: From three distinct sources we have reports to day that the rebel ram is several miles below Rainbow Bluff; that she is accompa-

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nied by a land force of 11,000 men, and that an attack will be made during this week on Plymouth, and at the same time on I ew Berne. On the contrary, we have reports that the land force in the vicinity of the ram has not been increased. A few days since, we are convinced, it was very small. I am not inclined to credit the first report, though it comes from men whose desire to serve us can not be doubted and agrees with the story of the lieutenant about which I wrote you some weeks since. I think the information comes secondhand to our reporters from secession sources, but though I think the report false I shall act as though I considered it true. The little schooner Comet, which was in use as a hospital, was to-day cleared of the sick and delivered to the quartermaster to be filled with earth and bricks, preparatory to sinking to-morrow. On the Miami I shall rig a spar, projecting from the bow, and another from the stern, carrying a torpedo each, the one containing 70 pounds of powder and the other 50 pounds.

If we get to close quarters they may prove destructive. The rebels fancy the Roanoke in this vicinity [is] filled with torpedoes, and have exhibited ingenuity in preparing to remove or explode them. They have, we are informed, attached long iron hooks to the under side of stout rafts, which are to be brought down by the rapid current, and which might very well remove torpedoes anchored in the stream, if

there were any there.

I have the honor to be, sir, very respectfully, your obedient servant, C. W. Flusser,

Lieutenant Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, of Newport News.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U.S. Navy, forbidding the reduction of the Wilmington blockade for cooperation with the army, and transmitting correspondence with War Department.

NAVY DEPARTMENT, Washington, April 13, 1861.

SIR: In reference to the letter of Lieutenant-Commander Flusser, dated Plymouth, April 5, 1864, stating that the obstructions are not sufficient to prevent the rebel ram from coming out, the Department would like this information:

1st. If she comes out can the navy destroy her?

2d. Is it not possible to complete the obstructions so as to prevent, beyond possibility, her egress? If so, it should be done at any cost.

The Department directs that the blockade off Wilmington shall not be reduced to give army cooperation except by special direction of this Department.

A copy of a confidential letter addressed to the War Department, and Lieutenant-General Grant's telegraphic reply, is enclosed for your information.

Very respectfully,

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads. [Enclosure.]

NAVY DEPARTMENT, Washington, April 7, 1864.

SIR: Lieutenant-General Grant has asked for two more ironclads to be sent to Hampton Roads within ten days. The ironclad batteries Onondaga and Tecumseh have been directed to leave New York on Monday or Tuesday next. The Tecumseh has no crew, but by taking out from all the other vessels the few hands on board of each, I believe she will not be detained beyond the time indicated by the Lieutenant-General. This Department has not been informed of the duty expected of these ironclads, or whether additional naval force is required, which would be the case in the event of an army being sent as far as City Point. Public rumor points to a movement of this kind, which can not be successful unless a cooperating naval force is kept in James River. Twice the number of steamers required have been ready for two months, excepting the crews. I bring this subject again to your notice, because the legislation of Congress has placed in your hands the providing of seamen for the Navy, and the Department must await your action, whatever may be the exigency which coming events impose upon the Navy.

Very respectfully, your obedient servant,

GIDEON WELLES, Secretary of the Navy.

Hon. E. M. STANTON, Secretary of War.

[Telegram.]

OULPEPER COURT-HOUSE, VA., April 8, 1864—8:30 p. m.

It is the intention to operate up the James River as far as City Point, and all the cooperation the Navy can give us we want. Two of the ironelads are wanted as soon as they can be got. You will know how to communicate our wants to the Secretary of the Navy.

U. S. GRANT, Lieutenant General, Commanding.

Major-General Halleck.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding a collision between the U. S. S. Iroquois and steamer Georgianna.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 13, 1864.

Sin: I transmit enclosed a report handed me by Commander [C. R. P.] Rodgers, who arrived here with the *Iroquois* this morning, of a collision last night between that vessel and the steamer *Georgianna*, of the bay line, between Baltimore and Fortress Monroe.

I have directed Commander Rodgers to receive his battery from the Norfolk navy yard and his ordnance stores from the St. Lawrence, and recommended that in case Commodore Livingston can not furnish him with a new jib boom he return to Baltimore to procure one.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon. Gideon Welles,

Secretary of the Navy.

[Endorsement.]

Collision occurred because the pilot put the helm astarboard against regulations.

Letter of Acting Rear-Admiral Lee, U. S. Navy, to Commander Dove, U. S. Navy, in view of the authorized formation by the Confederates of guerrilla parties.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 13, 1864.

SIR: I have received from the Department a copy of a recently captured letter from the rebel Secretary of the Navy, relative to the formation of guerrilla parties for the destruction of our vessels on the Western rivers.

The letter, dated September 10, 1863, is a reply to one addressed to him by a Colonel E. C. Cabell, C. S. Army, Jacksonport, Ark., who informed him, it would appear, that "a certain party desires to obtain proper authority from the Confederate Government to undertake the destruction of gunboats, transports, etc., for such per centum of the value of the boats destroyed as may be offered." That the plan is "to organize in small parties to operate as independent guerrilla parties under their own leaders, and to look to prize money or reward from the country for destroying enemy's property, to defray expenses, etc., using an appointment from the Government to secure to them the rights of prisoners of war if captured." The letter states that the President has authority to make such arrangements, although "there is no legislation that satisfies precisely the conditions required," and advises these parties to address him on the subject. He encloses for the colonel's information copies of two acts, authorizing the raising of independent organizations, electing their own officers, who shall hold appointments from the rebel Government, the organizations under one of these acts to receive pay while actually in service, those under the other to be considered as attached to the Provisional Army and receive no pay or allowances. This scheme had in view, it would seem, the destruction of vessels on the Western rivers only; it may have been adopted and put in force not only there, but wherever practicable; recent events indicate the possibility of this.

It is now well known that the rebels have an organized coast guard, consisting of small parties with boats, some perhaps arranged to be fitted with torpedoes, prepared for easy and rapid inland transportation by railroad or on wheels, which they can take from the coast inland and use in the small creeks and rivers. These parties have operated, at different points on the coast, against the light houses, against the gunboat *Underwriter* at New Berne, and recently with a torpedo boat here.

The above information is given you, therefore, that you may take additional precautions against surprise, and you will communicate it to other commanding officers near you.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Commander B. M. Dove,

Commanding Naval Station, Béaufort, N. C.

Same to Captain Guert Gansevoort, U. S. ironclad Roanoke; Commander H. K. Davenport, U. S. S. Hetzel; Lieutenant-Commander C. A. Babcock, U. S. S. Morse; Lieutenant Fyffe, U. S. S. Commodore Morris.

Joint army and navy expedition up the James and Nansemond Rivers, April 13-14, 1864.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 13, 1861.

GENERAL: I received your telegram at midnight, informing me that the enemy were in force at Suffolk and requesting me to send a boat up the Nansemond this morning to cooperate with General Heckman.

I accordingly sent the General Putnam at daylight this morning, with orders to go as far as she could up the Nansemond and give what assistance might be required.

I have the honor to be, general, very respectfully, yours, S. P. LEE,

Actq. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major General B. F. Butler, Comdy. Department of Virginia and North Carolina.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Savage, commanding the U. S. S. William G. Putnam.

FLAGSHIP MINNESOTA, Off Newport News, Va., April 13, 1864.

SIR: Resume your station off Chuckatuck Creek at daylight in the morning. It is intended that an army detachment will land at or near the mouth of Chuckatuck during the night or early in the morning, and you will render such assistance as may be needed in covering and assisting in such landing.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master H. H. SAVAGE, Commanding General Putnam.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Eldridge, U. S. Navy, commanding U. S. S. Delaware.

FLAGSHIP MINNESOTA,

Off Newport News, Va., Wednesday evening, April 13, 1864.

SIR: Receive with this from the Brewster a pilot, four barges, 40 soldiers in charge of an army lieutenant.

Tow them opposite Hollowing [Halliday's] Point in the Nansemond, turn them over to the Perry, and return here. The Perry will not be

expecting this party; therefore approach carefully, but avoid making signals unless you are challenged.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master J. H. ELDRIDGE.

U. S. S. Delaware.

P. S.—In case the *Commodore Perry* should be aground and unable to execute the orders given to her, you will proceed to execute those orders, receiving them from the *Commodore Perry*.

S. P. LEE, Acting Rear-Admiral.

Report of Acting Master Savage, U. S. Navy.

U. S. S. GENERAL PUTNAM, Nansemond River, April 15, 1864.

SIR: I respectfully report to you my proceedings in obedience to

your orders of the 13th and 14th instant:

At 7 a. m. on the 13th, I proceeded up the Nansemond as far as the bar at Western Branch. It being low tide I could not cross the bar. I then communicated with the commanding officer of the land forces, who informed me that the cavalry were returning from Suffolk, having seen nothing of the enemy, etc.; they were informed that there had been none there lately. I received a telegraphic dispatch from General Heckman, wishing me to remain in the river with the vessel until further instructions. His wish I complied with. At 8 p. m. received orders from you to proceed to Chuckatuck Creek to assist and cover the landing of our troops. Not being needed in the Nansemond I immediately proceeded to my station off Chuckatuck Creek.

April 14, at 6 a.m., the transports arrived with the troops. I accompanied them as far as the depth of water would allow. At 10 a.m. the transports returned. All boats that I found were more or less

destroyed previously.

Very respectfully, your obedient servant,

H. H. SAVAGE,

Acting Master, Commanding, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 15, 1864.

SIR: I deeply regret to report to the Department the loss of Acting Volunteer Lieutenant Wilder, who was killed by the enemy at Smith-field yesterday, while in command of the launches of this ship, which were a part of a joint army and navy expedition against the enemy in that vicinity. H. H. Miller, landsman, of the *Minnesota*, was severely wounded on the same occasion. The expedition was not successful. I will make a full report to the Department when the several reports of

the naval officers engaged in different parts of this joint expedition are received.

I have the honor to be, sir, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy.

Detailed report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports of commanding officers.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 16, 1864.

Sir: I have the honor to submit the following report in regard to the part taken by the navy in the recent combined army and navy expedi-

tion up the James and Nansemond rivers:

On the 9th instant I wrote to General Butler suggesting that he send a sufficient force to clear the country in the vicinity of Smithfield and Chuckatuck of the guerrilla parties known to be there and to destroy the boats which it was supposed they had concealed (copy enclosed, No. 1). In reply to this I received, on the 10th, a letter from General Butler (copy No. 2), which was brought by General Graham, who proposed going up the creeks with his light-armed transports and landing some troops in the Nansemond. I saw General Butler the same evening, and urged him to send at once a suitable force to come in from the rear and envelop the rebels so as to effectually capture them at Ivor Station, and between the Blackwater, James, and Nansemond rivers, and to advise me when he was ready to begin this movement that I might send a naval force to watch Chuckatuck and Pagan creeks and prevent the escape of the rebels by water. This he promised to do. suggested to him that the plan of attack brought by General Graham, of approach in front instead of the rear, would drive back the rebels, whereas they ought to be captured. This recommendation I hoped would be adopted, but the plan sent by General Graham was substantially carried out, and the force sent to the rear was cavalry, and was kept too far off for effect.

On the afternoon of the 12th I received from General Smith and Colonel [J. W.] Shaffer (chief of staff to General Butler) a memorandum,

of which a copy is enclosed.

On the morning of the 13th, I issued orders to the commanding officers of the gunboats I had assigned to take part in the expedition, the Commodore Morris, Commodore Perry, Commodore Barney, and Stepping Stones, of which copies are enclosed. Two launches, with howitzers, from this ship, in charge of Acting Master Wilder, and Acting Ensign

J. Birtwistle, were ordered to accompany the Stepping Stones.

The gunboats and launches accordingly started from this point, as directed, and up to sunrise on the morning of the 14th all was carried out according to the orders given. At this time, however, the intended cooperations between the Stepping Stones with the launches and the infantry force on Pagan Creek failed of being fully carried out, owing to the grounding of the transports and delay in landing the troops, and that part of the expedition designed to explore Pagan Creek did not begin to ascend it until 12.15 p. m. The launches going ahead of the troops were fired on from the shore by a concealed force, and Acting

Master Wilder, of this ship, instantly killed, and H. [H.] Miller, lands.

man, severely wounded.

Assistant Surgeon Longshaw's report of casualties is enclosed, and the report of Acting Master Campbell (12) gives full details of this part of the affair.

The Commodore Morris, as will be seen by the report of her commanding officer, Lieutenant Fysie, assisted the military force and carried out my orders.

The Commodore Perry and Commodore Barney also did their part in cooperating with the troops in the Nansemond and Western Branch.

The boats from these vessels explored Western Branch to the extent

that the troops afforded cooperation.

The expedition returned yesterday afternoon. It failed in accomplishing the main objects, viz, the complete capture of the rebels in that region and the destruction of the torpedo boat which attacked this ship on the morning of the 9th. This, it was ascertained, had gone from Pagan Creek to Richmond on the night of the 10th instant for repairs.

The country is a very difficult one to operate in, and requires more

time than was available for a complete overhauling.

I give, in a separate report,\* information received in relation to this

torpedo boat.

The results accomplished were, 4 prisoners, 1 12-pounder howitzer, belonging to the Navy and probably captured by the rebels from the army boat Smith Briggs, and a few wagons taken and brought off; a valuable officer killed, and 1 man wounded on our side; the rebel loss unknown.

The following enclosures accompany this report:

No. 1. Admiral Lee to General Butler, April 9, 1864.

No. 2. To Admiral Lee from General Butler, April 10, 1864.

No. 3. Memorandum received from General Smith and Colonel Shaffer, April 12, 1864.

No. 4. Orders to Acting Master D. A. Campbell, U. S. S. Stepping

Stones, April 13, 1864.

No. 5. Orders to Acting Volunteer Lieutenant A. P. Foster, U. S. S. Commodore Perry, April 13, 1864.

No. 6. Orders to Acting Master James [M.] Williams, U.S.S. Commodore Barney, April 13, 1864.

No. 7. Orders to Lieutenant J. P. Fyffe, U. S. S. Commodore Morris,

April 13, 1864.

No. 8. Report of Lieutenant-Commander J. H. Upshur, commanding U. S. S. Minnesota, three enclosures, April 16, 1864.

No. 9. Report of Acting Master James M. Williams, U. S. S. Commodore Barney, April 14, 1864.

No. 10. Report of Acting Volunteer Lieutenant A. P. Foster, U. S. S.

Commodore Perry, April 15, 1864.

No. 11. Report of Lieutenant Joseph P. Fyffe, U.S.S. Commodore *Morris,* April 15, 1864.

No. 12. Report of Acting Master D. A. Campbell, U. S. S. Stepping Stones, April 15.

I have the honor to be, sir, very respectfully yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure 1.]

Confidential.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 9, 1864.

GENERAL: The vicinity of Smithfield and Chuckatuck are known to be infested by guerrillas, who are reported to have boats concealed

up these creeks and their tributaries.

You are aware that the rebels have an organized system of boat expeditions all along the coast, operating at one time from the creeks in Morton [Mathews?] and Gloucester counties against the eastern shore counties, Cape Charles light-house, etc.; at another time against the gunboat Underwriter, at New Berne, and now against this ship here. In all these cases they harbor in the vicinity of their operations. This was explained by your prisoner, Acting Master [John] Webb, of the rebel Navy, captured while thus engaged in the neck counties near Yorktown, where, as in the vicinity of Smithfield, etc., the small creeks are numerous and not accessible to our gunboats. It is believed that the little torpedo boat which struck this vessel last night, happily without accomplishing its object, came out of Pagan and Chuckatuck creeks or their tributaries.

I respectfully suggest that you send at once a sufficient force to capture these rebels and destroy their boats on the upper creeks, and to cooperate with a naval force to prevent their escape by the river, which I will send as soon as you are ready.

I have the honor to be, general, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Major-General B. F. BUTLER.

Commanding Department Virginia and North Carolina.

[Enclosure 2.]

HEADQUARTERS EIGHTEENTH ARMY CORPS,
DEPARTMENT OF VIRGINIA AND NORTH CAROLINA,
Fortress Monroe, April 10, 1864.

ADMIRAL: I have your note in relation to the pirates of the creeks and inlets of the James River and the means of destroying them, and

am desirous of cooperating with you in that object.

I have therefore sent General Graham, who is charged with the duty of making all such dispositions as you may judge necessary after conference with him for the purpose indicated.

Very respectfully, yours,

BENJAMIN F. BUTLER,
Major-General, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

[Enclosure 3.]

Memorandum from General Smith and Colonel Shaffer.

FORT MONROE, April 12, 1864.

Admiral Lee will please have a gunboat at Holloway [Halliday's] Point, on the Nausemond, to morrow evening, for the purpose of covering the crossing of an infantry force; the boat to remain until advised to withdraw.

Place one or more gunboats some distance above Day's Point when the army gunboat Brewster proceeds to that place with her convoy to land the infantry; the naval vessels to remain there after the Brewster and transports leave, and to continue there until information is communicated that the object of the expedition has been effected.

Likewise to station a gunboat near the mouth of Pagan Creek whilst

the army gunboats of light draft convoy troops in and out.

[Enclosure 4.]

Confidential.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 13, 1864.

SIR: Proceed with the Stepping Stones under your command to the mouth of Pagan Creek, taking in tow the two launches of the Minnesota. You will there be joined by an army transport with troops, which are directed to land at or near Smithfield at sunrise in the morning. Render all the assistance in your power in effecting and covering this intended landing, and after it is effected remain at that station until you are advised that your services are no longer needed.

Guard closely the water before and after the landing is effected. The object of this expedition is to cooperate with a detachment of our troops which will be landed some distance above Day's Point for the purpose of scouring the waters about Pagan Creek and capturing and destroying any rebel torpedo or other boats which may be there secreted.

In furtherance of this object, as well as covering the landing, the

launches will be employed.

Respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master D. A. CAMPBELL,

U. S. S. Stepping Stones.

[Enclosure 5.]

Confidential.]

FLAGSHIP MINNESOTA, Newport News, Va., April 13, 1864.

SIR: Proceed with the Commodore Perry under your command to the landing opposite Holloway's [Halliday's] Point, on the Nansemond River, timing your departure so as to pass through the obstructions in safety and so as to arrive at Holloway's [Halliday's] Point at 10 o'clock p. m. to night. It is intended to cross in pontoon boats an infantry force to Holloway's [Halliday's] Point, at 11 o'clock p. m. Communicate with the officer in command of such troops as you may find upon the bank of the Nansemond opposite Holloway's [Halliday's] Point, and so dispose of the Commodore Perry as will best assist and cover the intended passage and landing of the troops on the other side of the river. You will remain in such position until you are advised that your presence there is no longer needed and you are directed to withdraw.

The Commodore Barney is directed to proceed farther up the Nansemond to Western Branch, and you will send with her two armed boats from the Perry under competent officers, who will be under the orders

of Acting Master Williams, commanding the Barney.

Should the General Putnam still be in the Nansemond you will deliver the accompanying dispatch to her commanding officer.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Volunteer Lieutenant Amos P. Foster,

Commanding U. S. S. Commodore Perry.

[Enclosure 6.]

Confidential.]

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., Wednesday, April 13, 1864.

SIR: Proceed with the Commodore Barney under your command up the Nansemond River, communicating with the Commodore Perry and receiving from her two armed boats, with which you will proceed with the Barney to the mouth of Western Branch. It is expected that a detachment from the army will be at Milnerstown or Red Reed's Ferry, situated on the Western Branch, at about 11 o'clock to morrow (Thursday) morning, who are to cooperate with you in exploring and scouring the Western Branch for the purpose of capturing or destroying any rebel torpedo or other boats which may be there secreted. Upon your arrival at the mouth of the creek you will arm and equip two boats from the Barney and, together with the two boats of the Perry assigned to you, you will carefully and cautiously ascend the Western Branch, having first endeavored to ascertain the strength of the enemy, if any there, and communicate if practicable with the army detachment expected at Milnerstown or Red [Reed's] Ferry at 11 o'clock. You will take command of this boat expedition in person and be careful not unduly to expose your men. Upon the return of the boats to the Barney join the Commodore Perry at Holloway [Halliday's] Point and remain there until your services in covering the army operations at that point are no longer needed, when you will return and report to me here.

Respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master James M. Williams, Commanding U. S. S. Commodore Barney.

[Enclosure 7.]

Confidential.] FLAGSHIP N. ATLANTIC BLOCK. SQUADRON, Off Newport News, Va., April 13, 1864.

SIR: It is intended that a force of infantry will be landed at daylight to morrow morning some distance above Day's Point, on the James River. For the purpose of assisting and covering this landing, you will hold yourself in readiness to proceed with the army transports which will be collected at Newport News at about midnight this evening under convoy of the armed transport Brewster, and will accompany the expedition to the point of landing. You will direct that the U.S.S. Shokokon, now on advanced picket duty, be in readiness to join you as you proceed up the river, giving her commanding officer notice of the intended movement beforehand. Upon the arrival at the point of landing you will so dispose of the Commodore Morris and Shokokon as to render every assistance in covering the landing, and after the landing has been effected the naval vessels will remain in their positions until information is communicated that the objects of the expedition are effected. Guard closely the water during this movement.

You are charged with the notification to the commanding officers of the vessels now lying in James River between Newport News and the intended place of landing of this intended movement, so that the vessels engaged in it may pass safely and quietly to their destination.

It is intended that an infantry force shall land at or near Smithfield, passing into Pagan Creek. To assist in that movement the Stepping

Stones, with two launches from the Minnesota, are detailed to assist and cover the landing, which will take place at sunrise to-morrow.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Lieutenant Joseph P. Fyffe,

Commanding U. S. S. Commodore Morris.

[Enclosure 8.]

U. S. Flagship Minnesota, Off Newport News, Va., April 16, 1864.

SIR: I enclose herewith the reports of Acting Ensigns Birtwistle and O'Connor, of this vessel, of the part taken by them and the men under their command, composing the crews of the launches in the late expedition to Smithfield; also Assistant Surgeon Longshaw's report of casualties.

It is with feelings of deep regret and sorrow that I have to report the loss of Acting Volunteer Lieutenant Wilder. He was a brave, zealous, and subordinate officer; true to the reputation he had won among his shipmates for promptness and gallantry, he fell while in the act of firing a shot at the enemy.

I am, very respectfully, your obedient servant,

J. H. Upshur,

Lieutenant Commander, Commanding U. S. S. Minnesota.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

[Subenclosures.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., April 15, 1864.

SIR: I have the honor to report that on the 13th of April, at about 7 p. m., the first and second launches of this ship, with a crew of 19 and 20 men, respectively, the second launch being under the charge of Acting Ensign James Birtwistle, and both being under the command of Acting Master Charles B. Wilder, left this ship and went alongside the U.S. S. Stepping Stones and were fastened astern, while the Stepping Stones proceeded a short distance up the James River and anchored.

At 2 a. m. on the 14th the Stepping Stones proceeded up the James River to the mouth of Pagan Creek with the boats in tow, where she anchored, it being yet dark, and seeing no signs of the army transports. At about 5:30 a. m. two army boats came in view, coming down the river, and soon others came from the same direction. We lay there waiting for them to come in, which they seemed unable to do. At about 10 a. m. the boats cast off from the Stepping Stones and anchored, while she proceeded out and communicated with the transports, and then piloted them into the creek, and was the pilot of the flotilla all of the way to Smithfield.

When the Stepping Stones got back into the creek, the launches proceeded up in tow of the army steamer Emma. She got aground after proceeding about 3 miles, when the boats cast off from her and commenced to pull up. At about 12:15 noon we arrived off Smithfield, having up to this time seen no enemies.

The first launch proceeded a short distance beyond the wharf to a jetty, where Mr. Wilder sent me with a guard of 4 men to bring down

one of the inhabitants of the town, one of whom we saw sitting in front of a store. I brought him to Mr. Wilder, who examined him closely concerning the rebels and about the torpedo boat. He stated that there were no troops in the vicinity, nor had there been any since the Smith Briggs was destroyed, but occasionally some of the rebel pickets came into the town; he also stated that the torpedo boat had been there twice, and had come from Richmond. He told us that the "David" had left the village on last Sunday night at 10 o'clock, and had returned to Richmond.

We then went back to the wharf, and Mr. Wilder left the launch and communicated with Acting Master Campbell and the officer commanding the forces on shore. At 2 p. m. Mr. Wilder said to Mr. Birtwistle that he was going a short distance up the creek, and desired him to follow at a short distance and cover us in the first launch, which he did accordingly. We then proceeded up the creek and past the town till we came to the ruins of a bridge, where we saw an old negro sitting. We went alongside the bank and Mr. Wilder put various questions to him, and the answers he gave corroborated the statement of the man who was previously examined. Apprehending no danger, though we were prepared for it, we proceeded through the bridge and up the creek, and were followed at the proper distance by the second launch. we were about 300 yards from the bridge, the enemy opened fire on us from the right bank of the stream and from a thickly wooded bluff. Immediately we pointed the boat's head for the bluff, and returned the fire from the howitzer and the rifles, Mr. Wilder going to the howitzer, and I attending to the boat and using small arms. We had fired two rounds at the rebels, and Mr. Wilder had the lockstring in his hand ready to fire, when, I regret very much to say, he was struck by a rifle ball in the left temple and instantly killed. H. H. Miller, one of my men, was also struck by a rifle ball and badly wounded. I discharged the gun and got the launch with her head down stream, thinking it was useless to endanger the lives of my men any longer. Mr. Birtwistle got a good position and ably supported me; and I will now add that through the whole expedition my men behaved well, and especially while under fire. This morning my boat, in company with the second launch, covered the army steamer *Emma* while she ascended the creek. We gave the woods a vigorous shelling and had the satisfaction of starting some of the enemy from the woods.

The town of Smithfield has a deserted appearance, and I saw no one

in the town but old men, women, and children.

I am, very respectfully, your obedient servant,

FRED A. O'CONNOR,
Acting Ensign, U. S. Navy.

Lieutenant-Commander J. H. UPSHUR, U. S. Navy, Commanding U. S. S. Minnesota.

> U. S. STEAM FRIGATE MINNESOTA, Off Newport News, Va., April 15, 1864.

SIR: I have the honor to report that on the 13th instant, pursuant to your orders, I left the ship in charge of the second launch, with Master's Mate J. M. Simms, 20 men, and heavy 12-pounder howitzer, subject to the orders of Acting Master Charles B. Wilder, in command of the first launch, with Acting Ensign Fred. A. O'Connor, 19 men, and heavy 12-pounder howitzer, smoothbore. Both launches were taken in

tow by the Stepping Stones. She anchored a short distance up the river until 2 o'clock next morning, the 14th, when she got underway and arrived off Smithfield Creek, which we entered at daylight, and came to anchor just inside, awaiting the arrival of the army steamers, which steamed in toward us at about 9 a.m., but grounded outside, The Stepping Stones went out to pilot them in, while the launches lay at anchor until they came up, when we were taken in tow by the army steamer Emma to within about 3 miles of Smithfield, when we cast off and took stations to cover the advance and landing of the troops, and arrived at Smithfield at about 12:30. Troops landed, launches advanced, and Mr. Wilder stationed me to guard the main street and back entrance to the town, while he commanded the main approaches to the right of the town, and while in this position Mr. Wilder interrogated an aged colored man who was living in a tollhouse to a destroyed bridge near him in reference to the torpedo, the nature of the creek, force and vicinity of the rebels, and other necessary and important questions, while I, on the left, questioned an aged white man in a similar manner. Shortly afterwards we compared accounts and found them to agree, though they said the torpedo had left there last Sunday evening. Mr. Wilder was not satisfied, nor any of us; we thought possibly their statements were not true, or she might have returned. Mr. Wilder, having called me to him, placed me in command of the right of the town while he went to consult Acting Master Campbell, commanding the Stepping Stones. He returned and said he was going a little way up the creek, and ordered me to follow him and cover his advance. He proceeded through the bridge a few hundred yards, when he was fired on from an ambushed bluff by concealed Fortunately, the second launch was lying on their oars riflemen. waiting for the first launch to get about 100 yards ahead, with the gun manned and trained directly on the bluff. I primed and fired a percussion shell right in their midst, and the second volley they fired was quite scattering. Backed the second launch and fired rapidly, each shell bursting beautifully.

The first launch, on being fired on, promptly rounded to and fired three effective shots from their guns and discharged all their small arms, pulled from under the bluff under cover of the second launch; and I most sincerely regret to have to say that while in close action Mr. Wilder received a shot in the left temple which killed him instantly, and in the very act of pulling the lockstring of the howitzer to fire the second shot. Mr. O'Connor then fought and managed the first launch gallantly, bringing her out manfully, and his men fought heroically. I ordered him to take position on the opposite side of the bridge, but he said he had wounded in his boat, so I allowed him to proceed to the Stepping Stones, and the shots then were very few. The Stepping Stones at this time chimed in beautifully, sending a number of well-directed shots in various places at the edge of the woods, which greatly cheered

us, and we heard no more firing from the enemy.

I am very gratified to say that Mr. Simms, officer of the piece in the second launch, was remarkably cool and directed the working of the gun in a most creditable and skillful manner. All the men, both at the gun and the oars, gave the strictest attention to every order, and I feel at a loss to commend any individual one; therefore, sir, I commend to your notice both officers and men of both launches. Not a shot was dodged by anyone, and when I headed the second launch toward the town to get clear of some bushes on my starboard quarter the crew murmured, and to hasten the move I had to tell them I was only get-

ting clear of the bushes for a better position. I then laid a while in easy range, and, the army having possession of the town and its rear, I reported to Captain Campbell, and laid astern of the Stepping Stones until the next morning at about 7 a.m., when we covered the advance of the little army steamer Emma with troops up the creek, and had the satisfaction of driving a number of the enemy from the same place. She returned without the torpedo [boat?].

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

JAMES BIRTWISTLE,
Acting Ensign.

Lieutenant Commander J. H. UPSHUR, Commanding U. S. Steam Frigate Minnesota.

> U. S. STEAM FRIGATE MINNESOTA, Newport News, Va., April 15, 1864.

SIR: I have to report the following casualties to the detachment sent from this ship on the 13th instant, under command of Acting Master D. A. Campbell, to cooperate with the army in landing at Smithfield, Va., on the 14th instant:

Killed.—Acting Volunteer Lieutenant Charles B. Wilder.

Wounded.—Herman H. Miller, landsman, severely in left shoulder. Very respectfully, your obedient servant,

WILLIAM LONGSHAW, Jr., Assistant Surgeon, U. S. Navy.

Lieutenant-Commander J. H. UPSHUR, Commanding U. S. S. Minnesota.

[Enclosure 9.]

U. S. S. COMMODORE BARNEY, Nansemond River, Virginia, April 14, 1864.

SIR: In obedience to your orders of the 13th instant, I proceeded up the Nansemond River, and at 7:45 p.m. of that day (13th instant) reported to the commanding officer of the Commodore Perry (lying at first obstructions in the river), who furnished me with two boats (crews armed) from the vessel. We then proceeded up the river, and at 10:05 p.m. anchored at Sleepy Hole. I there fitted out two armed boats from this vessel, and with the two from Commodore Perry, communicated with Colonel [Oliver] Keese, [jr.], of the One hundred and eighteenth New York Volunteers (at 11:30 p. m.), who required our assistance in transporting his troops to the opposite side of the river. At 2:30 a.m. of this day (April 14) they commenced crossing in army launches and boats on the expedition from this vessel, and at 6 a.m. the last of them had crossed. I then returned to this vessel immediately, got underway, and, with two of the Commodore Perry's boats in tow, steamed to Western Branch and anchored at the obstructions; then, with two boats' crews armed, proceeded about 3 miles up the branch, where I communicated with the colonel of the Thirteenth New Hampshire Volunteers, who informed me that the pickets had seen rebel cavalry in the morning (it was noon when I met the colonel). He also informed me that they (the rebel cavalry and infantry) were reported to be about 10,000 strong, and in the neighborhood of Barber's Cross Roads. A little farther up the beach I met a citizen (a farmer), whom I strictly questioned concerning torpedoes, boats, etc. He positively

denied that any such things were in that neighborhood, but he acknowl edged that they might be in Chuckatuck, as Lieutenant Roy had a force at his headquarters to replace the one that we had captured on March 29. After receiving from him all the information that he appeared to know I returned to my vessel, steamed to Sleepy Hole, where the Commodore Perry was anchored, returned her boats, and proceeded-down river to flagship.

I am, very respectfully, your obedient servant,

James M. Williams, Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure 10.]

U. S. S. COMMODORE PERRY, April 15, 1861.

SIR: I have the honor to report that, in obedience to your order of April 13, I proceeded up the Nansemond River to the landing opposite Holloway [Halliday's] Point, at which place I arrived at 9:50 p. m. I there found Colonel Keese, of the One hundred and eighteenth New York Volunteers, who told me that he intended to cross 400 troops as soon as his barges should arrive.

I offered to render him any assistance in my power with regard to

crossing his troops.

He told me that he would cross the troops himself, but desired me to take such a position as would cover the landing of his troops. This I immediately did.

At 11:45 p. m. the *Delaware* came up with four launches under the charge of a lieutenant of the Naval Brigade. I immediately sent the lieutenant with the barges on shore to report to Colonel Keese.

I went on shore myself and again offered to assist in crossing the croops. The colonel, however, wished to cross them himself.

It was 5 o'clock in the morning before all the troops were across the river.

At 3 o'clock on the afternoon of the 14th instant, 70 men returned under charge of the lieutenant-colonel of the regiment and recrossed.

At 2 o'clock this p. m. Acting Ensign Arnold Harris arrived here in the army gunboat Brewster, and reported to me that the remainder of the troops under Colonel Keese had been taken to Norfolk and would not return to recross the Nansemond.

I immediately got underway and proceeded to Newport News.

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

AMOS P. FOSTER,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Newport News, Va.

[Enclosure 11.]

U. S. S. COMMODORE MORRIS, Newport News, April 15, 1864.

SIR: I have to report that in obedience to your orders of the 13th instant, I proceeded with this vessel, the Commodore Jones, and Shokokon, accompanied by the army transports Brewster and John D. W. Pentz, up James River to a point in Burwell's Bay about 3 miles north of Point of Shoals light-house, where, arriving at 3:30 a.m. of the 14th, the troops were disembarked from the transports by the boats of this

vessel, the Commodore Jones, and two launches, the Shokokon being sent on picket about 4 miles farther up the river. All the troops, nearly 400 of the Twenty-third Massachusetts Regiment, were landed by 5 a.m., when the transports steamed down the river. About 7 a.m. some musket firing was heard, which I supposed to be a small party of skirmishers. At 8 a.m. an officer (quartermaster) came down to the beach at a point about 1½ miles below where the troops had landed. and made signal to this vessel. He was accompanied by 3 soldiers. went in a boat to communicate with him, but before I got to the beach he had sent two of his men off, who did not return, and are now supposed to be prisoners. On landing he told me that he had 2 wounded men; that they were in the rear guard of the regiment, which was but a short distance off. I took 5 men with me to help bring the wounded down, the officer acting as guide. We proceeded about three-quarters of a mile to where he said the rear guard ought to be, but saw nothing of them, nor could we find the wounded. We saw a cavalry picket, or escort, composed of about 8 men, riding in the direction of Day's We fired upon them, at which they turned and galloped back, and we returned to our boats. I brought the officer and one man on board this vessel, and soon after I put them on board the Brewster. At 12:15 discovered some soldiers on shore at a house just above Rock Wharf, who were signalizing to the vessel. I now discovered them to be the same ones we had landed in the morning. I manned two boats and went on shore to see what assistance was required. On landing, the colonel told me he had 4 wounded men and 4 prisoners, and said he had no way of caring for the wounded, and no way of keeping his prisoners, and wished me to receive them on board this vessel until they could be properly cared for, which I did. They were all put on board the Mount Washington last evening and sent down. He had also a 12-pound Dahlgren howitzer, which he had found in the house, and which he said he should leave, as he had no way of taking it with him. I then took it and brought it on board, where I still have it. It is complete with the exception of sights.

At 10 p. m. last night the John D. W. Pentz came up after the troops and requested of me some boats to help to reembark them, which I sent. They were all got off at 3:30 this morning and immediately started down the river. I remained there until I received your orders to return to this station, which I reached at 7 o'clock p. m.

Very respectfully, your obedient servant,

Joseph [P.] Fyffe,
Lieutenant, Commanding.

Acting Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron.

I omitted to mention that at 2:30 this morning this vessel was hailed from Rock Wharf. I sent a boat, which brought off a soldier of the Twenty-third Massachusetts, who said he had been left behind. I shall send him to his regiment.

JOSEPH FYFFE, Lieutenant, Commanding.

[Enclosure 12.]

U. S. S. STEPPING STONES, Off Newport News, Va., April 13, 1864.

SIR: I have the honor to report that in obedience to your order of the 13th instant, I proceeded with this vessel and two launches from

N W R-VOL 9-40

the Minnesota in tow, under command of Acting Master Charles B. Wilder, to the mouth of Pagan Creek at sunrise on the 14th, to coop. erate with a detachment from the Army, but as the transports did not arrive until 9 p. m., and then all got aground, it was late before we could proceed. As soon as the transports grounded I sent a boat to know if I could render them any assistance, to which the captains replied they had no pilots. When the boat returned and reported this to me I steamed down to them, told the captains to follow me as soon as they could get afloat and I would show them the way, which they did, and I steamed up the creek to Smithfield, arriving at 12:15 p. m., followed by the steamers C. W. Thomas, John Tracey, and Emma, and landed the troops without opposition, the Stepping Stones taking position about 100 yards below and the launches about 50 yards above the transports to cover the landing. After the troops were landed I immediately reported to the senior army officer present, and was requested to remain until further orders, which I did. At 2 p. m. Acting Master Wilder told me he would like to go to the upper end of the town with the launches if I had no objections. I replied that I had none, and (as I suppose) thinking there was no danger, we not having seen any rebels on the way up, went about 200 yards farther up the creek, where about 15 of the rebel Signal Corps, which were concealed in the woods on the bank, opened on the launches with musketry. Sad to relate, Acting Master Wilder, of the Minnesota, was killed instantly, a musket ball passing through the head, and Herman H. Miller (seaman), also from the Minnesota, was severely wounded. The boats returned the fire promptly, as did also this vessel, and we very soon heard no more from The boats, after giving the woods a pretty good shelling, returned to this vessel. I am satisfied from the best information I could obtain that the rebel torpedo boat which has been hovering around these waters for a few days past left Smithfield on Sunday evening last bound to Richmond. It is reported by the inhabitants, with several of whom, both white and black, I conversed, and their statements all agree, that the torpedo boat came to Smithfield on Saturday morning, the 9th instant, and left on Sunday evening for Richmond for repairs. As near as I could ascertain she is a wooden boat, about 35 feet long, and very narrow, has a propeller engine, low pressure, is covered with boiler iron, making her shot proof against musketry, and is commanded by Lieutenant Davidson, of the rebel Navy. This morning at daylight General Graham informed me that my services were no longer required at Smithfield, and requested me to cover the rear of his transports while going down the creek, which I did, and arrived at this place at 11:30 a.m. The officers and men of this vessel, as well as the officers and men of the Minnesota's launches, conducted themselves throughout this expedition in the most becoming manner, always ready and anxious to do their duty. Pilot Henry Stevens, of the Minnesota, deserves much credit in piloting this vessel, as well as the transports. Were it not for him we should not have been able to find the way to Smithfield without much difficulty.

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

D. A. CAMPBELL,
Acting Master, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Order of Acting Rear-Admiral Lee, U. S. Navy, relative to late Acting Volunteer Lieutenant Wilder.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 17, 1864.

SIR: You have eight or ten days' leave of absence to enable you to deliver the remains of the late Acting Volunteer Lieutenant Wilder to his family in Massachusetts.

This brave officer has just fallen in conflict with the enemy, and I trust you will meet with the necessary facilities to enable you to accom-

plish the benevolent object in view.

Present my sincere condolence to Mrs. Wilder and assure her that the professional and personal qualities of the lamented dead were such as to command the respect and esteem of all who were associated with him in service.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Ensign JAS. BIRTWISTLE,

U. S. S. Minnesota.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Sheer, U. S. Navy, regarding the removal of piling in the Elizabeth River.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 14, 1864.

Sin: Commodore Livingston informs me that the work of removing the piles in the Elizabeth River below the naval magazine has been suspended for the present by agreement with the army authorities, by whom it was being done. He requests that I instruct you not to allow any person to remove these piles, unless provided with a permit from himself. You will accordingly allow no one to work on them without such permit.

Respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master T. W. SHEER,

U. S. S. Wyandotte.

Report of Commander Davenport, U. S. Navy, transmitting letters from Major General Peck and Brigadier General Wessells, U. S. Army, regarding affairs in the Roanoke River.

U. S. S. HETZEL, Off New Berne, N. C., April 14, 1864—10 p. m.

ADMIRAL: In consonance with the within request of General Peck, just brought me by General Palmer, I shall send the *Tacony* to Plymouth to-morrow morning.

Under the circumstances, I am sorry that the Commodore Perry is not here.

I have the honor to be, very respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

HDQRS. ARMY AND DISTRICT OF NORTH CAROLINA, New Berne, N. C., April 14, 1861.

COMMANDER: I enclose for your consideration a copy of a letter just received from General Wessells, commanding Sub-District of Albemarle. Under the circumstances, I feel impelled to suggest the sending of the steamer *Tacony*. General Palmer will call and confer upon the situation.

I am, very respectfully, your obedient servant,

JOHN J. PECK, Major-General.

Commander H. K. DAVENPORT,
Senior Naval Officer, Commanding Sounds
of North Carolina, off New Berne.

[Subenclosure.]

HEADQUARTERS SUB-DISTRICT OF THE ALBEMARLE, Plymouth, N. C., April 13, 1864.

CAPTAIN: Information from several disconnected sources has reached me within two days past that a large force of the enemy (stated at 10,000 to 12,000) has assembled near Hamilton on this river [Roanoke], designing, in conjunction with an ironclad boat, to make an attack on Plymouth this week, a demonstration to be made toward New Berne at the same time. The persons from whom this report is derived reside in Bertie and Hertford counties, are all personally known to me, and I feel satisfied that they state what they believe to be true. They do not report from actual knowledge, but from statements made to them by others. Whether their informants are reliable or not, I am unable to judge; at all events, I do not feel disposed to neglect these warnings, and in view of their importance I request a temporary reinforcement of 5,000 men. The presence of the gunboat Commodore Perry, now, I believe, in James River, would, I think, put a stop to any further threats from the ironclad above us on this river.

It is proper to state further that information of a different character, derived from negroes and others, reaches me from this side of the Roanoke. Like that mentioned above, it is from hearsay, and denies that there is any formidable collection of troops in the locality above named. I am using every means in my power to arrive at the truth, but am compelled to depend upon such reports and through such channels as are accessible to my informants.

The condition of the river at this time is favorable to operations by water, being unusually high, whilst the condition of the creeks and swamps is not favorable for the movements of troops.

I should regret making any report not justified by future events, but

must depend upon the best information within my reach, and there is too much at stake to neglect any reasonable warnings.

A copy of this letter is sent direct to Department headquarters.

Respectfully, your obedient servant,

W. H. WESSELLS,

Brigadier-General Volunteers, Commanding.

Captain Judson,
Assistant Adjutant General, District of North Carolina.

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander Truxtun, U. S. Navy, commanding U. S. S. Tacony, to proceed to Plymouth, N. C.

U. S. S. HETZEL,

Off New Berne, N. C., April 14, 1864.

SIR: Proceed forthwith, with the U.S. S. Tacony under your com-

mand, to Plymouth, N. C.

As soon as, in the opinion of yourself and Lieutenant-Commander Flusser, the services of your vessel are not required there, you will return to this place and report to me.

I am, respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Lieutenant-Commander W. T. TRUXTUN, U. S. Navy, Commanding U. S. S. Tacony.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the expected attack in the Roanoke River.

FLAGSHIP NORTH ATLANTIC BLOOKADING SQUADRON,
Off Newport News, Va., April 14, 1864.

Sin: Referring to the extracts from letter of Lieutenant-Commander Flusser, of 27th ultimo, forwarded by me to the Department on the 2d instant, giving further reports in relation to the ram in the Roanoke River, and stating that there was every probability of the expected attack by the enemy being deferred six weeks, my reply, which should have been endorsed on the communication, was that it was proper to make every practicable disposition to meet the enemy and be ready for him, but at the same time I doubted if an attack were intended; that my idea was that the necessities of the enemy in Virginia would soon demand all his resources.

The report from Lieutenant-Commander Flusser that I forwarded yesterday confirms this view, as he says that it is stated by "men whose opinions are of value" that every man that can be spared has been sent, or is under orders to Richmond.

I have the honor to be, sir, very respectfully, yours,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.
Hon. Gideon Welles,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, April 15, 1864.

The French tobacco question is with the State Department, and requires no action from you.

GIDEON WELLES, Secretary of Navy.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadren, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, April 15, 1864.

Proceed with the Agawam to Portland without delay.

GIDEON WELLES,
Secretary of Navy.

Commander A. C. RHIND, Commanding U. S. S. Agawam, Portsmouth, N. H.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding affairs in the Roanoke River.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 15, 1864.

SIR: The Department's confidential communication of the 13th was received to day.

We have no certain information of any sort respecting the rebel ram reported to be on the Roanoke. The reports about her have been conflicting, especially as to the thickness of her iron plating.

Should this ram attack Plymouth, no doubt it will be vigorously fought by the *Miami* and *Southfield*, with what success will, in the absence of any ironclad or torpedo boats on our part, depend on its speed and plating.

There are two thoroughfares above the obstructions in the Roanoke, one or both of which seem, by the recent coast survey, to be a passage round to Plymouth below the obstructions.

The contemplated army operations up James River will require an additional naval force here—4 ironclads (2 of these as a necessary provision against loss by torpedoes), 8 or 10 effective double enders, 12 swift, light-draft tugs, 2 steam transports, and several torpedo boats. The position of the army will have to be covered—it will, in fact, rest on a naval base—and its communications, exposed at several points, must be protected by the navy.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy, Washington, D. O. Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting information regarding affairs at Smithfield and Confederate torpedo boats.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 16, 1864.

Sir: I transmit enclosed a copy of a report from Assistant Surgeon Longshaw, of this ship, dated 15th instant, giving information received by him at Smithfield (when at that place on the 14th instant with the expedition reported in my No. 242, of this date) in regard to the force of the enemy in that vicinity, and concerning the torpedo boats in their possession. I refer the Department also to the enclosed extract (marked 2) from the report\* of Acting Master Campbell, enclosed in my No. 242, who gives information received by him in regard to the *Infanta* [Squib], the torpedo boat that attacked this ship, which agrees with that obtained by Dr. Longshaw.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. Gideon Welles,
Secretary of the Navy.

[Euclosure.]

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 16 [15], 1864.

Six: I gathered the following information while at Smithfield yesterday: That there was not then, nor had there been, any troops in Smithfield or vicinity for the past month, except a few scouts and signal men who are constantly watching any movement on our part; that the troops which repelled the assault or affair in which the Smith Briggs was lost, came down from Ivor for that purpose; that five torpedo boats came down to Rock Wharf on Wednesday last from Richmond; that the Infanta [Squib] came up Pagan Creek to Smithfield on Saturday morning (unexpected to the people, who thought she was a Yankee boat) in a damaged condition, having been injured from trying to blow up the Minnesota. She is commanded by Lieutenant Davidson, formerly of our Navy, who has come from Charleston to take charge of all the tornedo boats. The Infanta burns coal, is extremely fast, and left Smithfield on Sunday afternoon at sunset to go to Richmond to repair. On Wednesday the four torpedo boats were at Rock Wharf, on Burwell's Bay.

Respectfully, etc.,

WM. LONGSHAW, Jr., Assistant Surgeon.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lec, U. S. Navy, requesting a guard of marines for protection of naval magazine on Elizabeth River, Virginia.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 16, 1864.

SIR: I have the honor to request that a small guard of marines may be detailed for the protection of the naval magazine on Elizabeth

River, near Norfolk. Some guard is necessary to its safety. Having no barracks there, it will be necessary that they be supplied with tents and the proper equipment for encamping.

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

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report regarding the rescue of prize sloop Swallow.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 16, 1364.

SIR: I transmit enclosed a report from Acting Volunteer Lieutenant Samuel Huse, U. S. S. Britannia, of finding and bringing out from New Inlet Bar the prize sloop Swallow, taken by the Tioga off the coast of Florida, which was drifting ashore disabled.

Acting Volunteer Lieutenant Huse asked me if he is not entitled to share in the prize money accruing for her capture. I refer the question to the Department.

I have the honor to be, sir, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

[Enclosure.]

U. S. S. BRITANNIA, Off New Inlet, April 10, 1864.

SIR: In obedience to the order of Captain Sands, I have the honor to report that on the morning of the 8th instant, just before daybreak, I saw a vessel under sail which proved to be the sloop Swallow, nineteen days from Abaco, in distress, a prize to the U.S.S. Tioga, in charge of The sloop was loaded with (about) 180 bales of cotton a prize master. and 80 barrels rosin or turpentine. She was in less than 6 fathoms of water, just south of Sheep Head Rock, and was standing inshore for a light which was located on the northern end of Zeek's Island. I took her in tow and brought her out from under the batteries, which, although at this time it was broad day, did not open fire. Half an hour later, had she not been seen by the Britannia, she would have been on the beach and in possession of the rebels. The prize master reports sails blown away, short of provisions, vessel leaking very badly, and said it was his intention to run her ashore as the only means of saving himself and crew.

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

SAMUEL HUSE,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Letter from Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, regarding launches.

U. S. S. Hetzel, Off New Berne, N. C., April 16, 1864.

MY DEAR FLUSSER: If you have any launches at Plymouth that can be spared, I wish you would send them down here at once. Commander Dove, at Beaufort, has lost his, and is very much in want of some.

Yours, very truly,

H. K. DAVENPORT.

Lieutenant Commander C. W. Flusser, U. S. Navy, Commanding U. S. S. Miami.

Report of Acting Rear-Admiral Lee, U.S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 16, 1861.

SIR: The following is the disposition of vessels composing the North Atlantic Blockading Squadron:

Vessel.	Station.		
	Off Newport News, Vado		
	do		
	do		
	do		
Commodore Perry	do	Waiting for crew.	
Commodore Barney	do	In the Nansemond.	
Dawn			
	do		
Shokokon			
	do		
	do		
Buawancon	····	clads and Minnesota, and on	
		night police here.	
Delawara	do	Do.	
	do		
	do		
	dodo		
Poppy	do	. Mail tug.	
Violet	do	. Guards the Roanoke.	
Cohasset			
Young Rover	Hampton Roads, Virginia		
St. Lawrenco	l. <u></u> dò,	. Ordnanco ship.	
Mystio	York River and Chesapeake Bay	Guard ship at York town.	
Chungler		. Ferryboat.	
Samuel Dates	do	On blockade, Mobjack Bay.	
Arlatto	do Beaufort, N. C	Schooner in Mobjack Bay. Ordnance.	
Release	do	Do.	
William Badger	do	Storo bulk.	
Lilae	do	Tug for moving colliers and	
		pilots.	
Miami	Sounds of North Carolina	At Plymouth.	
Southfield	do	1)o.	
Whitehead	do	Do.	
Louisiana	:do	At Washington.	
vaney City	do	Do.	
Tuetzei	do	At New Borne.	
Communica U.11	do	Do.	
Lockwood	do	Do.	
Ceres	do	Do.	
Granite	dodo	Do.	
	· (  • • • • • • • • • • • • • • • • • •	At Hatteras Inlet.	

Vossel.	Station.	Remarks.	
Seymour	Sounds of North Carolina	Off Roanoko Island (surve	
	,	ing).	
	do		
Tuscarora	Off Wilmington, N. C	Off New Inlet.	
Fort Jackson		Do.	
	do		
	do	Do.	
	do	Do.	
	do		
Kansas	do	Do.	
Quaker City	do	Off Western Bar.	
	do	Do.	
	do	Do.	
	do	Do.	
		Do.	
Aries	do	Off Little River Inlet.	
	do	Off Shallotte Inlet.	
Fahkee	do	Blockade, and supplies coal to small vessels.	
Monticello	do	On outside blockade duty.	
	do	Po.	
	do	Do.	
	ldo	Do.	
	dodo	Do.	
	do	Do.	
lowoush	do	$\mathbf{D_0}$	
Vvandotte	Norfolk, Va	Guard ship.	
Sen Morgan	do	Ordnance hulk.	
	do	Do.	
	Gosport navy vard	Repairing.	
falvern	do	Do.	
tate of Georgia	do	Do.	
dercedita	do	Do.	
	do	Do.	
	do	In quarantine, naval hospital	
lert	do	Repairing.	
ictoria	Repairing at Northern port	At Baltimore.	
	do	Do.	
	do	At Boston.	
	do	At Philadelphia.	
	do	Do.	
	do	Gone to Washington for bat-	
		tery.	
ntow	do	Do.	
······································		47U,	

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy, Washington, D. C.

Operations\* in defense of Plymouth, N. C., April 17-20, and the attack of the C. S. ram Albemarle upon the Federal fleet, April 19, 1864.

Preliminary report of Lieutenant-Commander Flusser, U. S. Navy.

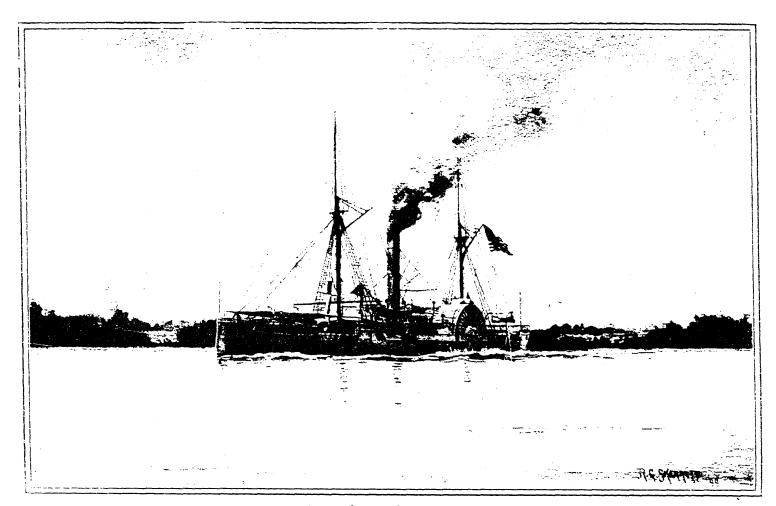
U. S. S. MIAMI, Plymouth, N. C., April 17, 1864.

SIR: The enemy are about the town. They have fired on us to-day

pretty lively.

The Ceres (with her usual bad luck) had one killed and several wounded. I expect an attack about daylight to-morrow. I feel confident of success as far as we (the navy) are concerned. My plan of

<sup>\*</sup>For army correspondence, see Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Vol. XXXIII, pp. 278-305.



UNITED STATES STEAMER MIAMI.

defense prevents me giving the army what aid I should wish before the ram is whipped. You need not be uneasy as to the result. I have written the admiral as I write you.

Very respectfully, your obedient servant,

C. W. FLUSSER,
Lieutenant-Commander.

Commander H. K. DAVENPORT,
Senior Naval Officer, Inner Waters of North Carolina,
U. S. S. Hetzel, New Berne, N. C.

Report of Acting Master Foster, U. S. Navy, commanding U. S. S. Ceres, regarding the engagement of that vessel with Confederate batteries near Fort Gray.

U. S. S. CERES, Off New Berne, N. C., April 24, 1864.

SIR: I have the honor to submit the following report: While at Plymouth, N. C., on the 17th instant, at 5:40 p. m., I was ordered by Lieutenant Commander C. W. Flusser to proceed with the Ceres under my command to Broad Creek, Roanoke River, with dispatches for U.S. S. Whitehead. I immediately got underway. Before reaching the lower obstructions near Fort Gray I observed a battery of six guns, apparently 20-pounders, on the port hand of the river, which opened fire upon us, striking vessel several times, destroying one of the boats and damaging the machinery, killing William Rose, first-class fireman; mortally wounding Samuel Pascall, ship's cook; dangerously wounding John Flynn, landsman; severely wounding George A. Dean, acting third assistant engineer; John Peterson, seaman; John Benson, landsman; and slightly wounding James B. Hopkins, acting master's mate; John A. Frank, acting third assistant engineer, and J. R. Sherwood, acting third assistantengineer. I returned their fire from the two 20 pounder Parrott guns of the Ceres, and at 6:30 p. m. communicated with the Whitehead and delivered the dispatches. Got underway and proceeded down the river for Plymouth at 8:35 p. m. On getting in range of the battery above Fort Gray they again opened fire with artillery and musketry, doing no material damage. I returned the fire as we passed. I arrived alongside the Miami and reported to Acting Volunteer Lieutenant C. A. French. The surgeons of the Miami and Southfield came on board and attended the wounded. On the morning of the following day, by order of Lieutenant-Commander C. W. Flusser, I sent the bodies of W. Rose and S. Pascall on shore for interment, which I was unable to effect (leaving them in the basement of the quartermaster's building at Plymouth), as the services of the vessel were required. I also sent Mr. Dean, John Peterson, John Benson, and John Flynn to the post hospital. I was well pleased with the conduct of the officers and crew. The following amount of ordnance was expended, viz, 145-seconds shell for 20-pounder Parrott and 14 cylinders of 2 pounds of powder each for the same.

Very respectfully, your obedient servant,

H. H. FOSTER,
Acting Master, Commanding.

Commander H. K. DAVENPORT, Senior Naval Officer, Sounds of North Carolina. Report of Assistant Surgeon Mann, U. S. Navy, regarding casualties on the U. S. S. Cores.

U. S. STEAM GUNBOAT MIAMI, Off Plymouth, N. C., April 18, 1864.

SIR: I have the honor to submit the following list of casualities on board the U.S.S. Ceres during the action of the 17th instant.

Killed.—William Rose, first-class fireman.

Wounded.—Acting Third Assistant Engineer George A. Dean; Acting Third Assistant Engineer John A. Frank, slightly; Acting Third Assistant Engineer John R. Sherwood, slightly; Acting Master's Mate James B. Hopkins, slightly; Samuel Pascall, ship's cook mortally; John Peterson, seaman; John Flynn, landsman, right arm amputated, and John Benson, landsman, severely.

Very respectfully, your obedient servant,

WILLIAM B. MANN, Assistant Surgeon.

Lieutenant-Commander C. W. Flusser, Commanding U. S. S. Miami, and Senior Naval Officer Present.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Lieutenant-Commander Flusser, U. S. Navy.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 23, 1864.

SIR: I herewith communicate to the Department Lieutenant-Commander Flusser's dispatch of the 18th instant, received this evening.

It is probably (b) last dispatch penned by him, as it was written at half past 9 o'clock on the evening of the 18th, and at half past 3 o'clock the next morning he was killed on the deck of the *Miami* before Plymouth in a night action with a ram.

This brave officer was a native of Maryland and a citizen of Kentucky. His patriotic and distinguished services had won for him the respect and esteem of the Navy and the country. He was generous, good, and gallant, and his untimely death is a real and great loss to the public service.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Nany.

[Enclosure.]

U. S. S. MIAMI, Plymouth, N. C., April 18, 1864.

Sin: We have been fighting here all day. About sunset the enemy made a general advance along our whole line. They have been repulsed. There is no firing now, 9:30 p.m. I am fearful our upper fort may be gone, but do not know anything certain about it. The Eighty-fifth Redoubt repulsed three severe assaults, but the enemy still occupy a position near it.

The ram will be down to night or to-morrow. I fear, for the protection of the town, I shall have to abandon my plan of fighting the ram, lashed to the Southfield.

The army ought to be reinforced at once. I think I have force enough to whip the ram, but not sufficient to assist in holding the

town, as I should like. I to-day gave to Fort Gray 100 projectiles for Parrott 100-pounder rifle. If the enemy should make frequent assaults I shall need a large supply of powder and projectiles for 100-pounder Parrott, IX-inch Dahlgren, 24-pounder howitzers, and for the *Ceres'* four 20-pounder Parrott rifles.

If we whip the ram the land force may retire. I have not heard of any casualties. In the action of yesterday the *Ceres* had 2 men killed and 7 wounded. Of the latter, four were officers, fortunately but one

of them seriously hurt.

Reports of killed and wounded will be forwarded at once, so soon as

time is had to make them out.

At present we are very busy, and the mail boat leaves in a few minutes.

I have the honor to be, sir, very respectfully, your obedient servant, C. W. Flusser,

Lieutenant-Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, off Newport News.

Report of Lieutenant-Commander Flusser, U. S. Navy.

U. S. S. MIAMI, Plymouth, N. C., April 18, 1864.

MY DEAR DAVENPORT: The army has been engaged with the

enemy off and on all day.

About sunset the rebs advanced along our whole line, but were driven back. They were obstinate and continued to fight till near 9 o'clock. The Southfield and Miami took part and the general says our firing was admirable.

I am fearful for Fort Gray. The enemy has established a battery of long-range guns above it, with which they would sink all our boats if we went near enough to the fort to fire grape and canister into the enemy's infantry. They sunk the army steamer Bombshell to-day, temporarily under command of Ensign Stokes, who fought her well.

I gave the army to-day 100 projectiles for 100-pounder Parrott. Please send powder, shot, and shells for that gun, for IX-inch, and for

20-pounder Parrott.

The ram will be down to night or to-morrow. She was, just after daylight this morning, foul of a tree 6 miles above Williamston I think, if she does not stay under cover of their battery established above Fort Gray, that we shall whip her. I had to destroy the obstruction in the Thoroughfare, as the Whitchead was above and could not run by the battery placed below her on the Roanoke.

I have written the admiral.

The Eighty-fifth Redoubt repulsed three obstinate assaults, but the enemy remain near it.

In great baste.

Yours, sincerely,

C. W. FLUSSER.

Commander H. K. DAVENPORT, etc.

Remember me to your officers. Did not know this sheet was blotted till I wrote the other side.

Preliminary report of Acting Volunteer Lieutenant French, U. S. Navy, commanding U. S. S. Miami.

Unofficial.]
U. S. S. MIAMI,

Off Mouth Roanoke River, Tuesday, April 19, 1864—6:30 a.m. ADMIRAL: The ironclad ram on the Roanoke River made its appear-

ADMIRAL: The ironclad ram on the Roanoke River made its appearance this morning at 3:30 o'clock. The Miami and Southfield, which had been separated to shell the enemy from different positions, had just been refastened, and they were driven by Captain Flusser straight on to the ram. She struck the Southfield slantwise and sunk her immediately. A few of my officers and men and myself had time to reach the Miami's decks. Captain Flusser was killed in the early part of the engagement. We fired solid shot from both vessels, which glanced upward from her slanting sides. The Miami steamed down the river, finding that an attack by us would result in nothing else than the loss of another vessel.

Mr. Hackett, the paymaster of the vessel, will give you further particulars on his arrival at Hampton Roads.

I have the honor to be, your obedient servant,

CHARLES A. FRENCH,

Acting Volunteer Lieutenant, Commanding.

[Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.]

Report of Commander Davenport, U. S. Navy, transmitting report of Acting Assistant Paymaster Hackett, U. S. Navy.

U. S. S. HETZEL, Off New Berne, N. C., April 20, 1864.

ADMIRAL: I enclose herewith a copy of a letter from Acting Assistant Paymaster F. W. Hackett, of the U. S. S. Miami, giving an account of the late affair at Plymouth.

As soon as Captain French's report reaches me I will forward it.

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

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. MIAMI,

Off Mouth of Roanoke River, Tuesday, April 19, 1864-6 a.m.

Sin: Last night from about 6:30 to 8 the Miami and Southfield were engaged in shelling the enemy. On the news that the ram was below the blockade at Hyman's Ferry, the Southfield was brought alongside the Miami, and the two vessels were fastened together. At 3:30 a.m. the Ceres came down from picket duty at the town (the Miami and Southfield being at the lower picket station) and reported the ram coming down, firing. The batteries on shore did not fire.

By Captain Flusser's command the two boats were driven ahead direct upon the ram. She struck the Southfield slantwise and tore a hole clear through to the boiler. Both vessels fired solid shot at her, but it had no effect on her slanting sides. The Southfield sank almost

immediately. Nothing of her stores was saved. The Miami continued firing, but it was evident that the shot had no effect.

Captain Flusser was killed in the early part of the action, while pulling the lockstring of one of the guns forward. His body is being got

ready now to be sent away on the Ceres.

Captain French and some of his officers reached the *Miami*. Others were taken prisoners. After the ram had sunk the *Southfield* she followed the *Miami*, which steamed slowly down the river. The ram fired two shells at the *Miami* while going down the river, but they did us no damage.

Captain French has held a consultation of officers as to what had best be done under the circumstances. The garrison at Plymouth must be captured, as things now are. The opinion of all the officers who saw the ram and the effect of solid shot upon her agree that another attack would result only in the sinking of the Miami.

I have written the above in haste by Captain French's orders, as he

has not time to write himself at present.

Very respectfully,

FRANK W. HACKETT,
Acting Assistant Paymaster.

Commander H. K. DAVENPORT, Senior Officer, Sounds North Carolina.

P. S.—Captain French is going up to reconnoiter in the Whitehead. He will report officially as soon as possible. The ram was accompanied by the Cotton Plant, steamer.

Report of Acting Master Welles, U. S. Navy, executive officer U. S. S. Miami.

U. S. STEAM GUNBOAT MIAMI, Off the Mouth of the Roanoke River, April 23, 1864.

Sin: I beg leave to submit the following report of the attack on Plymouth, N. C., by the rebel forces, also the engagement on the morning of the 19th of April, between the hours of 3 and 5 a.m., with the naval fleet and the rebel ironclad ram.

The siege commenced Sabbath afternoon, April 17, by an artillery fire upon Fort Gray. Early in the morning of April 18, between the hours of 3 and 5, the enemy tried to carry by storm Fort Gray, but were repulsed. In the afternoon of the 18th heavy artillery opened fire upon the town and breastworks; then the fight became general. Up to this time the gunboats Southfield and Miami were chained together in preparation to encounter the ram. They were then separated. The Southfield, moving up the river, opened fire over the town.

The Miami, moving down the river, opened a cross fire upon the

enemy, who were charging upon Fort Williams.

The firing, being very exact, caused the enemy to fall back, after three attempts to storm the fort. At 9 o'clock firing ceased from the enemy, they having withdrawn from range. Commander Flusser dispatched a messenger to General Wessells to learn the result of the day's fight. The messenger returned at 10 p. m., having delivered the message, and bearing one from General Wessells to Commander Flusser, stating that the fire from the naval vessels was very satisfactory and effective, so much so that the advancing columns of the enemy broke and retreated; also desired that the Miami might be kept below the town to prevent a flank movement by the enemy.

At 10:30 p.m. steamer Southfield came down and anchored near.

At 12:20 a.m., April 19, the Southfield came alongside to rechain the two steamers as speedily as possible, the ram having been seen by Captain [G. W.] Barrett, of the Whitehead, and reported by him as coming down the river. At 3:45 a.m. the gunboat Ceres came down, passing near, giving the alarm that the ram was close upon her. I immediately hastened to acquaint Commander Flusser of the information. He immediately came on deck and ordered both vessels to steam ahead as fast as possible and run the ram down. No sooner than given was the order obeyed. Our starboard chain was slipped and bells rung to go ahead fast.

In obedience to the order the steamers in one minute were moving up the river, the ram making for us. In less than two minutes from the time she was reported she struck us upon our port bow near the water line, gouging two planks nearly through for 10 feet, at the same time striking the Southfield with her prow upon the starboard bow, causing the Southfield to sink rapidly. As soon as the battery could be brought to bear upon the ram both steamers (the Southfield and Miami) commenced firing solid shot from the 100-pounder Parrott rifles and IX-inch Dahlgren guns, they making no perceptible indentations in her armor. Commander Flusser fired the first three shots personally from the Miami, the third being a 10-second Dahlgren shell, IX-inch.

It was directly after that fire that he was killed by pieces of shell; several of the gun's crew were wounded at the same time.

Our bow hawser being stranded, the Miami swung around to star-

board, giving the ram a chance to pierce us.

Necessity required the engine to be reversed in motion to straighten the vessel in the river, to prevent going upon the bank of the river, and to bring the rifle gun to bear upon the ram. During the time of straightening the steamer the ram had also straightened and was making for us. From the fatal effect of her prow upon the Southfield, and of our sustaining injury, I deemed it useless to sacrifice the Miami in the same way.

It becomes my painful duty to report to you the death of Lieutenant-Commander Charles W. Flusser in the action with the rebel ram on the morning of April 19. The loss to the country of such a brave, gallant, zealous, and energetic officer is irreparable, and of him we mourn. To speak of him is but to praise him, for to the last his example was that of patriotism and of honor to the flag.

Assistant Surgeon William B. Mann's report of the killed and wounded has been previously forwarded by Acting Volunteer Lieu-

tenant C. A. French, senior naval officer present.

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

WM. N. WELLES, Acting Master and Executive Officer.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Reports of Acting Volunteer Lieutenant French, U. S. Navy, commanding U. S. S. Miami.

U. S. S. MIAMI, Off Roanoke River, April 21, 1864.

ADMIRAL: On the morning of the 19th I sent a dispatch by the paymaster of this vessel, informing you of the death of Lieutenant-Commander Flusser, and of the loss of the Southfield by the rebel ram Albemarle, commanded by Lieutenant [J. W.] Cooke, formerly of the U.S. Navy.

For the want of time I could not go into details, but requested the paymaster to give you the particulars to the best of his knowledge.

Enclosed I send you a report of the action direct (and a copy to Commander Davenport), presuming you were anxious to learn the state of

affairs at Plymouth as speedily as possible.

I shall also explain to Commander Davenport my reason for so doing. In regard to my conduct in this affair I refer you more particularly to my report. Had I not been confident that this boat would have met the fate of the Southfield, had I come in contact the second time, I should never have left her, but after having had so severe a test, I became satisfied that our shot had no effect, and it was worse than useless, in my opinion, to attempt to run on her prow. She has two propellers and can be managed very expertly, and has a great advantage over a vessel of this kind. Under those disadvantages I deemed it my duty to withdraw and save these boats, for I am fully of opinion that nothing but an iron ram can contend with her in the river, and I trust my course will meet your approval.

I am now keeping a close watch of her movements at the mouth of the river, with the Whitehead in company, and shall remain until further

orders from Commander Davenport.

I have received, and am receiving, many escaped soldiers and refugees who have taken to the swamp, and have detained the army transport *Massasoit* for the purpose of conveying them to Roanoke Island.

The town of Plymouth surrendered to the rebels yesterday after a desperate but brave defense. I learn it was unconditional. Our loss very small; that of the rebels extremely heavy. These particulars I get from a reliable citizen, who left town after the surrender. I went up in the Whitehead yesterday in sight of the lower fort, not then knowing the result, and rescued many persons who had taken to the woods. The ram then lay abreast of the town. I hope to hear from Captain Davenport to-morrow.

Very respectfully, your obedient servant.

CHARLES A. FRENCH,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

P. S.—Since writing the above I received intelligence from a man just from town that the ram was to go to Roanoke as soon as arrangements could be made for her to leave.

Respectfully,

C. A. F.

U. S. MIAMI, Off Roanoke River, North Carolina, April 21, 1864.

Sir: I have the honor to submit the following report of the engage-

ment off Plymouth, N. C.:

Previous to the action Lieutenant-Commander Flusser, having received information that we were to be attacked by a rebel ram, had lashed the Miami and Southfield together, with intention of engaging her in this manner. At 4:30 p. m. on the evening of 17th instant the attack was commenced by the land forces of the enemy driving in our pickets. At 6 p. m. the enemy planted a battery up the river and opened upon Fort Gray, when Lieutenant Commander Flusser ordered the Ceres up the river to communicate with the Whitehead, which lay at the upper obstructions. She returned at 9 p. m., having lost 2 men and several wounded. The enemy ceased firing at 10 p. m. At daylight on the

morning of the 18th instant heavy firing commenced up the river and was kept up until 6 p. m., when the enemy made a general assault upon the town. At 6:15 p. m. the Miami and Southfield cast loose; the Southfield took position above and Miami below the town, and opened a cross fire on the enemy until 10 p. m., when the enemy were repulsed. At 11 p. m. the Whitehead returned from the blockade and reported having seen the ram pass through the obstructions. The Southfield was ordered alongside this vessel to relash at once, but before the coupling was completed the ram made her appearance, when Lieutenant Commander Flusser ordered both vessels to go ahead fast and meet the She glanced along the Miami's port bow, and, striking the Southfield on her starboard bow, her prow cut through the forward store room and into the fire room. Almost at the moment of contact our two vessels opened a rapid fire, both of great guns and musketry, which was maintained by the Southfield until she sunk, about three minutes from the time of contact. The ram opened fire with her bow pivot gun and kept up a continuous hail of musketry. When I found the Southfield sinking I ordered her crew to leave in the boats. At this moment the Miami's stern swung into us, and I then ordered such men as could do so to jump on to her decks, and did so myself. On enquiring for Captain Flusser, I found he had been mortally wounded at the commencement of the action. I then assumed command, and maintained the fire at close quarters until the ram backed off for the purpose of running into the Miami. I then ordered the three steamers, Miami, Whitehead, and Ceres to drop slowly down the river, avoiding contact with the ram, to wait till daylight.

As far as we discover our shots fell harmlessly on the ironclad sides of the ram. The fatal effect of her prow had been but too fully demonstrated on the ill-fated Southfield, and under these circumstances I reluctantly concluded to withdraw from the river, being fully convinced that had we closed with this vessel it would have resulted in her loss. I am now at its mouth, watching the movements of the ram, where I shall again engage her if she attempts to come out, as I shall have sufficient to the remaind her property of the remainder of the r

ficient room to avoid her prow.

Annexed you will find Assistant Surgeon Mann's report of killed and wounded.

Seven officers and 38 men from the *Southfield* came on board this vessel. The greater portion of those missing are believed to be prisoners.

I regret to report the death of that gallant officer Lieutenant Commander Charles W. Flusser, who perished instantly from the effects of a fragment of a shell while cheering on and inspiring his men.

Amount of ammunition expended on the Southfield during the afternoon and night was about 200 rounds. Trusting my conduct will meet

your approbation,

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

CHARLES A. FRENCH,

Acting Volunteer Lieutenant, Commanding, late of Southfield.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. STEAM GUNBOAT MIAMI, Off the Mouth of Roanoke River, April 19, 1864.

SIR: I have the honor to submit the following list of casualties on board this vessel during the action this morning:

Killed,-Lieutenant-Commander Charles W. Flusser, commanding.

Wounded.—Acting Ensign Thomas G. Hargis; Acting Third Assistant Engineer Denis Harrington; Henry Scott, seaman; Isaac Anderson, seaman; Henry Johnson, seaman; John Rankin, seaman; Jeremiah Lyons, ordinary seaman; Joseph Eckert, private Marine Corps; Charles Cappus, landsman; John O'Hearn, landsman; and John Maddox, landsman.

Killed, 1; wounded, 11.

Very respectfully, your obedient servant,

WILLIAM B. MANN, Assistant Surgeon.

Acting Volunteer Lieutenant Charles A. French, Senior Naval Officer Present.

Report of Acting Ensign Barrett, U. S. Navy, commanding U. S. S. Whitehead.

U. S. S. WHITEHEAD,

Off Mouth of Roanoke River, April 21, 1864.

Sir: I have the honor to report to you the part taken by this vessel during the late attack on Plymouth by the rebels which ended in its

capture by them.

At 2 p. m. of the 17th instant I was ordered by Captain Flusser to proceed up the Roanoke River and anchor a short distance below the blockade of sunken schooners near Hyman's Ferry, to guard the blockade and watch for and give notice of the approach of the rebel ram. The U. S. S. Ceres, which we relieved, then proceeded down to Plymouth. At 5:30 p. m. a rapid fire of artillery was heard in the direction of the town, the cause of which was ascertained by the arrival of the U. S. S. Ceres at 6:10, who reported having been fired on by a rebel battery of fieldpieces above Fort Gray and several of her crew killed and wounded.

She brought a dispatch from Captain Flusser stating that the rebels were said to be approaching in force on the Jamesville road and warning me to be in readiness for any emergency.

The Ceres returned down the river shortly after 8 o'clock.

At 5 a.m. of the 18th heavy firing was heard in the direction of Plymouth, which was kept up during the whole day. A boat from the steamer *Ceres* arrived from Plymouth with a dispatch from Captain Flusser at 4:30.

At 8:10 p. m. the lights on two steamers were discovered coming round the bend of the river above us. We immediately slipped our cable, went to quarters, and dropped slowly down the river, waiting to

see if the ram successfully passed the obstructions.

In compliance with my orders, I then sent up a rocket to warn our forces at Plymouth of the rebel ram's approach. A moment afterwards it was answered by a rocket from one of the rebel steamers, they evidently mistaking our signal for one from their forces near Plymouth. My retreat down the river being cut off by rebel batteries near Fort Gray, I was ordered by Captain Flusser to retreat, if closely pressed by the enemy, by way of the Upper Thoroughfare. When the enemy answered my rocket I saw that they had passed the blockade of sunken vessels, and I steamed immediately for the Thoroughfare, which is a natural sluice connecting the Roanoke and Cashie rivers, and is very narrow and crooked.

As I entered it the current swept me over against the bank and the vessel grounded.

A line was run to the opposite bank and her bows swung into the river, but her stern remained immovable. Our position at this moment was rather critical, for the rebel steamers were both close at hand, and in a few moments more they would open the entrance of the Thorough fare, when our presence would be discovered. Fortunately at this times tarted ahead and ran for the pile blockade, which was about a pards farther, and through which we intended to force our way. Here we stuck fast again between the piles. The engines were immediatel stopped and perfect silence kept on board, and the rebel steamer passed on down the river in full view of us.

The engines were then started ahead again, and we succeeded inforcing our way through the piles, though in doing so we sustained serious damage on account of the shoe which kept the heel of the rud der and iron sternpost in place being wrenched from its fastenings and lost. We then passed into the Cashie River and proceeded with all

possible dispatch for Plymouth.

At 12:30 a.m. of the 19th I anchored off Plymouth and reported to Captain Flusser that the ram was at Warren Neck. All was quiet until 3:15 a.m., when the steamer Ceres, which had been coaling along-side the wharf, came down and reported that the rebel ram was coming. A few moments afterwards the ram struck the steamer Southfield and became wedged between her and the Miami.

My position was about 50 yards astern of the vessels engaged, but owing to the darkness I could not deliver my fire without endangering

our own men.

The Southfield sank in a few moments, and the U.S.S. Miami, becoming disengaged from them, dropped slowly down the river.

I was then ordered to proceed down the river ahead of the Miami,

keeping near her to render assistance, if necessary.

Arriving in Albemarle Sound, we came to anchor near the mouth of Roanoke River.

I have no casualties to report.

Very respectfully, your obedient servant,

G. W. BARRETT, Acting Ensign, Commanding.

Commander H. K. DAVENPORT, Senior Naval Officer, Sounds of North Carolina.

Report of Acting Assistant Surgeon Pursell, U. S. Navy.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 21, 1861.

SIR: At about 5:30 p.m., April 17, Fort Gray, above Plymouth, was attacked by the rebels from a battery of six fieldpieces on a sand bank some 500 or 1,000 yards up the river. Lieutenant-Commander Flusser dispatched the *Ceres* to communicate with the *Whitchead*, which was doing picket duty up the river.

In passing up by the rebel battery she received a shot through her port gangway, killing 2 and wounding 7 men. Firing upon the fort ceased at about 9 o'clock, the Cercs returning about this time. At early dawn on Monday, the 18th, the enemy charged upon Fort Gray and were repulsed. The Bombshell, then in command of Acting Ensign Thomas B. Stokes, steamed up the river to communicate with the fort, receiving

several shots and put in a sinking condition. After communicating with the fort she returned and sank at the wharf.

Later in the day the enemy appeared in force in rear of the town and at sunset commenced a vigorous attack upon Fort Williams and Fort Wessells, at which time the Miami and Southfield, previously chained together, were cast loose. The Southfield steamed up the river to protect Fort Wessells, whilst the Miami dropped down the river and shelled the enemy in front of Fort Williams. During the evening the enemy assaulted Fort Wessells and were repulsed three times, the Southfield throwing shell among the enemy. At about 10·30 p. m. the Southfield dropped down the river and reported to Lieutenant-Commander Flusser, who ordered the vessels to be lashed together with hawsers, the Southfield being on the port side of the Miami. At about midnight the Whitehead came down the Cashie and came up alongside the Miami, reporting the ram on the way down, the Ceres returning about the same time, having been sent around through the Cashie to communicate with the Whitehead.

About 3 a.m. on Tuesday, the 19th, the ram dropped down along the left bank of the river (under cover of the shade of the trees) with the current, and when near ran obliquely across into the starboard bow of the Southfield.

We had been firing shell the previous evening at the enemy on shore, and the guns of both vessels were left loaded with shell, which there was not time to draw. Lieutenant-Commander Flusser fired the first shell at her, and, upon its bursting, some fragments, either from this or from the Southfield's shells, rebounded and caused the death of Lieutenant-Commander Flusser, also wounding the officers and men below mentioned, the fragments piercing his chest, face, and skull.

Upon the approach of the ram the Southfield also fired at her. The prow of the ram running into the Southfield caused her to fill with water and she sank inside of fifteen minutes.

The forward lashings were parted by the pressure of the ram between our vessels, and the after ones were then cut, and as many as could get on board of the *Miami* did so, when the *Miami* retired and was followed a short distance by the ram, which was considered slow, making about 4 knots per hour, the *Miami*, however, throwing solid shot at her as she retired.

Some of the men of the Southfield took the small boats and were picked up by the Whitehead and Ceres.

The gunboats Miami, Whitehead, and Ceres returned to the mouth of the river and came to anchor.

The Ceres was dispatched to New Berne immediately with the body of Lieutenant-Commander Flusser.

The officers missing from the Southfield were Acting Master William B. Newman, Acting Ensign Thomas B. Stokes, Acting Second Assistant Engineer William F. Goff, Acting Third Assistant Engineer John A. Strieby, Acting Master's Mate George W. Pratt, and Paymaster's Clerk George W. Brown. Some of the officers and men of the Southfield may have been captured, but most of them must have escaped; few or none were probably lost.

Acting Ensign Thomas G. Hargis and Acting Third Assistant Engineer [Denis] Harrington and some six or eight men were wounded, none mortally, of the *Miami*.

The Miami was uninjured. The ram is thought not to have used her guns whilst under our bows, nor could our guns then bear on her. The shell fired at her was when she approached, and her firing, which seemed

to be from small guns, was while the Miami retreated, when she was struck by a glancing shot from the ram.

Very respectfully, etc.,

P. H. Pursell,

Acting Assistant Surgeon, U.S. Navy, late of Southfield.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Master Foster, U. S. Navy, commanding U S S. Ceres.

U. S. S. CERES, Off New Berne, N. C., April 20, 1864.

Sir: I have the honor to report that while on picket duty at Plymouth, N. C., with the Ceres under my command, on the morning of the 19th instant, 3:30 a.m., I discovered the rebel ram coming down the river. I ran down to the Miami and informed Lieutenant Commander C. W. Flusser that she was approaching. I then returned to the Ceres and proceeded to the Whitehead (three-quarters of a mile down the river) and informed her, also, of the approach of the ram, during which time the Miami and Southfield had engaged her. I then proceeded toward the vessels engaged and shortly observed the Miami coming down the river. I picked up a boat from the Southfield containing Acting Master W. F. Pratt, Acting Third Assistant Engineers J. B. Farrand and Joseph Watts, George Hendricks, seaman, R. McGra, landsman, Carter Campbell, landsman, R. Hill, landsman. I then followed the Miami, which had passed me, until ordered to go ahead. I communicated with the Miami again at the north side of Edenton Bay, and received from her the body of the late Lieutenant-Commander C. W. Flusser, killed during the action. I also received on board [Acting Assistant] Paymaster [F. W.] Hackett, of the Micmi, the surgeon of the Southfield, Acting Ensign [T. G.] Hargis, of the Southfield, wounded, Acting Third Assistant Engineer [William] Moran, of the Miami, wounded, Captain Flusser's clerk, and six refugees. I then received orders from Acting Volunteer Lieutenant C. A. French to proceed to New Berne and report to you, which I did, stopping at Roanoke Island on my way to give Surgeon [P. H.] Pursell, of the Southfield, an opportunity to get to Norfolk, also to land the refugees. I then started for New Berne and reported to yourself.

Very respectfully, your obedient servant,

H. H. FOSTER, Acting Master, Commanding.

Commander H. K. DAVENPORT,
Senior Officer, Sounds of North Carolina.

Report of Commander Davenport, U. S. Navy, requesting a supply of ammunition.

U. S. S. HETZEL, Off New Berne, N. C., April 19, 1864—11 p. m.

ADMIRAL: I have just received a letter\* from Lieutenant-Commander Flusser, who informs me that he has written to you direct, giving you the same intelligence.

In view of the present threatening state of affairs, and the hope that I shall be reinforced, I respectfully request that you will send a supply

of ammunition for 100-pounder, IX-inch, and 20-pounder Parrott. I write in haste and will send the requisition in due form as soon as I have more leisure. I shall send orders immediately to the Tacony to return to Plymouth.

I have the honor to be, sir, very respectfully, your obedient servant, H. K. DAVENPORT,

Commander, U. S. N., Senior Officer in Sounds of North Carolina.

Acting Roar-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Loo, U. S. Navy, transmitting communications regarding affairs at Plymouth, N. C.

> U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., April 21, 1864.

SIR: I enclose copies of dispatches just received from Colonel

Shaffer, chief of staff to General Butler, as follows:

1, Lieutenant Colonel W. W. Clarke, commanding post at Roanoke Island, to Captain J. A. Judson, assistant adjutant general, April 19; 2, from Major-General Peck to Major-General Butler, April 20, 12 m.; 3, same to same, 12:30 p.m.; 4, from Commander Davenport to myself, April 20, 12 m.

The draft of the ram is not known and it may not be able to pass

Croatan Sound.

The Tacony, Lieutenant-Commander Truxtun, a good officer, was on her way to Plymouth from New Berne by last previous accounts from

Commander Davenport.

The Miami has more metal than any gunboat that can be sent from here of suitable draft to enter the sounds. An ironelad or torpedo boats are required to destroy the ram.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

HEADQUARTERS, Roanoke Island, April 19, 1864.

Sin: The Sisus [Ceres], gunboat, is just in with dead body of Captain Flusser, of the Miami. The ram made its appearance at 3 this a.m. and has sunk the Southfield and disabled the Miami, and has full possession of the river.

The troops are hard pushed from the point. Help is needed at once

or our loss will be great

The Sisus [Ceres] is on her way to New Berne. The ram is formidable and many boats may be required to reduce her.

In great haste, your most obedient servant,

WILLIAM W. CLARKE, Lieutenant-Colonel, Commanding Post.

Captain J. A. Judson, Assistant Adjutant-General.

P. S.—The ram is below Plymouth.

HDORS, OF ARMY AND DISTRICT OF NORTH CAROLINA, New Berne, N. C., April 20, 1864-12 m.

GENERAL: I have the honor to enclose herewith copy of a dispatch just received. I have just sent the steamer General Berry with Cantain [J. E.] White, Ninety-ninth New York, bearing duplicate of this to you, and also a communication from Commander Davenport, U. S. Navy, to Rear-Admiral Lee, conveying similar information. I send this also for the reason that the Berry may not get through the canal, or even by Roanoke Island.

The enemy have appeared in force in front of Plymouth and attacked the place. The ram has sunk the Southfield, disabled the Miami, and has passed below Plymouth. The sound is probably by this time in possession of the enemy, and Roanoke Island will undoubtedly soon be

attacked, if it has not been already.

Washington is also threatened. Firing has been heard in that direction all night and this morning. Unless we are immediately and strongly reinforced both by land and water all of eastern North Carolina is lost to us. Immediate action is imperatively necessary. Captain Flusser, of the Miami, is killed.

Very respectfully, your obedient servant,

JOHN J. PECK, Major-General, Commanding.

Major-General B. F. BUTLER, Comdg. Dept. of Virginia and North Carolina, Fort Monroe.

HDQRS. OF ARMY AND DISTRICT OF NORTH CAROLINA, New Berne, N. C., April 20, 1864-12:30 p. m.

GENERAL: I have this moment received this very bad news from

Plymouth, and enclose a copy of the dispatch for your information.

There is no doubt but that Plymouth is lost by this time, and the ram will probably come down to Roanoke Island, Washington, and New Berne. Unless we are immediately and heavily reinforced both by the Army and Navy, North Carolina is inevitably lost.

The ram is heavy and formidable, and none of the gunboats here can stand against its power. The Southfield is sunk and the rest

disabled.

Very respectfully, your obedient servant,

JOHN J. PECK, Major-General.

Major-General Butler, Commanding, etc.

> U. S. S. HETZEL, New Berne, N. C., April 20, 1864-12 m.

ADMIRAL: I have just received intelligence from Plymouth that the Southfield has been sunk at that place by the ram, the Miami disabled, and Lieutenant Commander Flusser killed. The ram is below Plymouth and has possession of the river. Should she come down the sounds, you can readily appreciate the damage she can do to our cause. I write this at Major General Peck's headquarters, therefore not numbered. The news comes from the colonel commanding the post at Roanoke Island. His dispatch was dated yesterday. The affair occurred at 3 o'clock a.m. of the 19th instant.

Firing has been heard all night and this morning in the direction of Washington, N. C., and we have every reason to believe that place is attacked also.

Major General Peck informs me that doubtless we will be attacked here in a short time. Hence you will see the necessity of both the

army and navy being strongly and immediately reinforced.

I intended to have sent the Lockwood to Plymouth this a. m. with ammunition, but at the request of General Peck I detain her until further intelligence from Plymouth.

I have the honor to be, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Officer in Sounds of North Carólina.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Flagship Minnesota.

[Telegram.]

FORTRESS MONROE, VA., April 21, 1864. (Received 7 p. m.)

Dispatches from Beaufort, N.C.: Rebel ram came down the Roanoke, passed Plymouth, sunk the *Southfield*, disabled the *Miami*, and has gone into the sound. Flusser is killed. Great consternation there.

BENJ. F. BUTLER, Major General, Commanding.

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

[Telegram.]

FORTRESS MONROE, VA., April 21, 1864-6 p. m. (Received 7:20 p. m.)

Official dispatches, principally military, from Roanoke Island and New Berne state that at 3 a.m. on the 19th instant the rebels attacked Plymouth by land and with an ironclad ram on the water. The South-field was sunk and the Miami disabled. Lieutenant Commander Flusser was killed. The ram is below Plymouth and has possession of the river. Firing was heard at New Berne in the direction of Washington, N. C., and it was expected that Washington was attacked. An attack by land and water upon New Berne is apprehended. The ram, I hope, may not be able to pass Croatan Sound. Her draft is unknown.

The Miami has much more power than any wooden gunboat that can be sent from here of suitable draft to enter the sounds.

S. P. Lee, Acting Rear-Admiral.

Ilon. GIDEON WELLES,
Secretary of the Navy.

General order of Major-General Peck, U. S. Army, announcing the fall of Plymouth, N. C., the capture of General Wessells, and the death of Lieutenant-Commander Flusser.

GENERAL ORDERS, No. 66.

HDQRS. ARMY AND DISTRICT OF
NORTH CAROLINA,
New Berne, N. C., April 21, 1864.

With feelings of the deepest sorrow the commanding general announces the fall of Plymouth, N. C., and the capture of its gallant

commander, Brigadier-General H. W. Wessells, and his command. This result, however, did not obtain until after the most gallant and determined resistance had been made. Five times the enemy stormed the lines of the general and as many times were they handsomely repulsed with great slaughter; and but for the powerful assistance of the rebel ironclad ram and the floating iron sharpshooter battery, the Cotton Plant, Plymouth would still have been in our hands.

For their noble defense, the gallant General Wessells and his brave band deserve the warmest thanks of the whole country, while all will

sympathize with them in their misfortune.

To the officers and men of the Navy the commanding general tenders his thanks for their hearty cooperation with the Army and the bravery, determination, and coolness that marked their part of the unequal contest. With sorrow he records the death of the noble sailor and gallant patriot Lieutenant-Commander C. W. Flusser, U. S. Navy, who, in the heat of battle, fell dead on the deck of his ship with the lanyard of his gun in his hand.

The commanding general believes that these misfortunes will tend not to discourage, but to nerve the Army of North Carolina to equal

deeds of bravery and gallantry hereafter.

Until further orders the headquarters of the Sub-District of the Albemarle will be at Roanoke Island. The command devolves upon Colonel D. W. Wardrop, of the Ninety-ninth New York Volunteer Infantry.

By command of Major-General John J. Peck.:

J. A. Judson, Assistant Adjutant-General.

[Telegram.]

FORTRESS MONROE, VA., April 22, 1864—12 midnight. (Received Washington, 3 a. m. 23d.)

Have received particulars from the surgeon of the Miami.

Ram floated down the river in the night; passed the battery at Plymouth; first discovered immediately under the bows of the Miami floating with the current. The Southfield and Miami were lashed together. Flusser went forward and sighted his bow gun loaded with shell, 10-second fuze. The shell struck the ironclad, rebounded, and killed Flusser instantly at the gun, one piece cutting his heart out. The ram then went into the Southfield and she sank in five minutes. The Miami cast loose and, being afraid she would run aground, backed down the river, firing at the ram, with what damage is not known. When Miami got into the sound she came to anchor and sent the Whitehead up to see what had become of the ironclad. The Ceres, gunboat, took Flusser's body to Roanoke Island and brought away the surgeon with dispatches for Admiral Lec.

In the meantime the enemy had invested Plymouth and were threatening an assault. Our last report from General Wessells in command was that he was holding out and the enemy were engaged shelling the

town. It is reported Plymouth is captured, but not credibly.

Ram is 125 feet long, draws 8 feet water, has two independent propellers, can make about 4 knots, has two guns, only 20 pounders. She will have done all the mischief she can do, probably, before our obstructions and your camels could be ready.

Admiral Lee has sent down a gunboat. I have sent three army gunboats under Graham, carrying 30-pounder Parrotts, light draft and

very swift, with orders to Graham to run her down. I think we will get a good account of her yet. Will send your telegraph to Graham with instructions to sink the obstructions if practicable.

Surgeon thinks she had not power enough to go up the Roanoke

against the current.

So far as I can judge, after Flusser was killed no fight was made. B. F. BUTLER,

Major-General,

G. V. Fox,
Assistant Secretary of Navy.

## [Telegram.]

FLAGSHIP MINNESOTA, April 24, 1864-3 p.m.

An army bearer of dispatches from New Berne on night of 22d reports that enemy carried the defenses of Plymouth after frequent bloody attacks on 20th instant. General Wessells and command taken prisoners

The ram and rifle-screened Cotton Plant were in Roanoke River, and Tacony, Miami, and other gunboats at mouth river waiting for her, confident of destroying her when she enters the sounds. There was a report at New Berne on Friday that ironclad on the Neuse was in sight.

S. P. Lee, Acting Rear-Admiral, Commanding.

Hon. Gideon Welles, Secretary Navy.

Reports of Brigadier-General Wessells, U. S. Army, commanding Sub-District of the Albemarle.

SUB-DISTRICT OF THE ALBEMARIE, Plymouth, N. C., April 17, 1864.

MAJOR: I have the honor to inform you that I am attacked by a heavy force of the enemy. Citizens from above state that there are five brigades. I am obliged to send before his plans are fully developed, in order to meet the boat at the canal to morrow. My line of pickets was forced back at 4 p. m. to-day; an officer and 1 man killed and 5 or 6 taken prisoners. Citizens also report that the ironclad is as low down as Williamston, but as yet she has not shown herself. A battery of four or six guns has been planted above Fort Gray, and until dark kept up a vigorous fire. The flagstaff was shot away.

My men are in good spirits, but we have not enough, and I beg leave to refer you to my communication of a few days since, addressed to

Major General Peck.

Respectfully, your obedient servant,

H. W. WESSELLS,

Brigadier General of Volunteers, Commanding.

Major R. S. DAVIS,
Assistant Adjutant-General.

The enemy's line is within a mile of this position, and I anticipate artillery firing at daylight. The gunboat Ceres has lost 2 men killed and some wounded by a shell. It is reported that a large force of the enemy is in the neighborhood of Edenton, said to be 12,000. It is not well stated to me, but believed in Edenton.

H. W. W.

Cooperstown, N. Y., August 18, 1864.

GENERAL: I have the honor to inform you that on the 20th of April last 1 was compelled to surrender the post of Plymouth, N. C., to a superior rebel force, and now report to you the circumstances as follows:

For some months previous to the date above mentioned I felt satisfied. from information derived from various sources, that a vigorous effort on the part of the enemy would be made to wrest the State of North Carolina from our possession. This opinion was expressed to you in frequent communications, with the hope that the military force would be strengthened, and that at least one ironclad gunboat would be added to the naval squadron for the protection of the sounds and rivers. expectations were fully confirmed by the movement of General Pickett upon New Berne in February, and, although this attempt resulted in failure, the enemy still remained in strong force along the line of the Neuse, evidently with further designs. During the month of April conflicting reports were brought as to the movements of the enemy. At one time he was said to be concentrating on the Roanoke, at another on the Tar River, threatening both Plymouth and Washington, when, on the 13th, my information was so positive as to the former that I at once requested from department headquarters direct a reinforcement of 5,000 men, believing they could not be spared from the North Carolina stations.

On the 16th the gunboat Tacony, Lieutenant-Commander Truxtun, arrived from New Berne, and having in the meantime learned that no considerable force of the enemy was on the Roanoke, but rather threatening Washington from some point on the Tar River, I permitted her to return on the following morning, April 17, and this decision is to be regretted. At 4 o'clock of that day the extreme mounted patrol on the Washington road was captured by an advanced guard of the enemy's cavalry and the cavalry outpost dispersed and driven in; a reinforcement under Lieutenant Russell, Twelfth New York Cavalry, was also compelled to retire, bringing away that officer severely wounded. The infantry outposts were at once strengthened, and the enemy soon began to appear on the Washington road in great force, having made a forced march of near 30 miles in hopes of making a complete surprise. This design failed, as our line of skirmishers remained steady. 2 miles above and on the river bank, was assailed at the same time, sustaining until dark a heavy cannonade. The garrison, composed of detachments of Eighty-fifth New York Volunteers and Second Massaachusetts Heavy Artillery, Captains Brown and Fiske, though much annoyed by sharpshooters, returned the fire of the enemy with great vigor, and with the exception of a few casualties no impression was made on the work. The line of defense extended from Fort Gray to the crossing of Coneby Creek, below the town a distance of 21 miles, the former being a detached work, separated from the main line by Welch's The garrison was distributed along this line Creek and its marsh. and composed as follows: Sixteenth Connecticut Volunteers, Colonel Francis Beach, 400 effective men; Eighty-fifth New York Volunteers, Colonel E. Fardella, 450; One hundred and first Pennsylvania Volunteers, Lieutenant Colonel A. W. Taylor, 300; One hundred and third Pennsylvania Volunteers, Colonel T. F. Lehmann, 400; Twenty-fourth New York Independent Battery, six guns, Captain Cady; detachment from Companies A and F, Twelfth New York Cavalry, Captain Roche, and two companies Second Massachusetts Heavy Artillery, under Captain Sampson, the latter being distributed in small detachments in the several earthworks. There were also present portions of two companies Second North Carolina Volunteers—native troops—under Captains Johnson and Haggard. The naval force at that time consisted of the gunboats *Miami*, Lieutenant-Commander Charles W. Flusser, U. S. Navy, one of Kentucky's most noble and chivalrous sons; *Southfield*, Lieutenant French, volunteer service, with the smaller boats *Whitehead* and *Cores*; the whole under the direction of Captain Flusser.

For several months previous it had been well understood that ironplated boats for operation in the sounds were in course of construction
near Halifax on the Roanoke, and Kinston on the Neuse, to move down
those rivers at the proper time in conjunction with a land force. Work
on the former had been so often delayed for want of plates and other
causes that its completion at times seemed doubtful, but was too well
watched for me to obtain positive and reliable information. On the
10th of April, however, it was generally believed that the Albemarle,
though not entirely covered with plating, had been floated down as far
as the enemy's works at Rainbow Banks.

It was the design of Captain Flusser to fight this formidable antagonist in the river with his own boat lashed to the Southfield running in at close quarters, whilst the Whitehead was to use every effort to disable her propeller, and great confidence was felt as to the result of this

plan.

The line of defense surrounding the town was divided into three nearly equal portions, the right commanded by Colonel Fardella, the center by Colonel Lehmann, the left subdivision being under the direction of Colonel Beach. Eighty-fifth Redoubt, so named from the regiment by which it was constructed, was a small detached work in front of the right, garrisoned by detachments of Second Massachusetts Heavy Artillery and Eighty-fifth New York Volunteers, commanded by Captain Chapin, of the latter regiment. The attacking force, as was subsequently ascertained, consisted of Hoke's, Ransom's, and Kemper's brigades (the latter commanded by Colonel Mercer), all veteran regiments, mostly from Virginia and North Carolina. This division was accompanied by several formidable field batteries and a suitable force of cavalry. Until dark of the 17th sharp skirmishing was kept up on the Washington road, extending across the fields nearly to the [Long] Acre road, but without any important result, and the night was passed in comparative quiet. The enemy was too strong to attempt a sortie with any hope of success.

On the following morning, at daylight, a severe cannonade was opened against Fort Gray, resulting in some fatal casualties, but the garrison remained firm, replying vigorously to the enemy's fire. The 200-pounder in Battery Worth was also brought to bear in that direction, but without any decided effect. The armed transport Bombshell, in communicating with Fort Gray, received several shots below her water line, being barely able to return to town, when she sank at the wharf. transport Massasoit made two trips to Roanoke Island, carrying away a large number of women and children, contrabands and other noncombatants. The gunboat Ceres, being above Fort Gray at the time of investment, passed down the river under a destructive fire and rejoined the squadron, with a loss of nine men killed and wounded. During the whole of this day incessant skirmishing was maintained along and between the main approaches in front of the town, at a distance of 1,200 yards from the line of defense, but soon after sunset the enemy advanced his batteries, supported by an overwhelming force, and appearances indicated a general attack. Our line of skirmishers fell back firing and in good order, and the enemy, under cover of darkness,

opened a furious cannonade upon the town in every direction. This fire was replied to by Captain Sampson from Fort Williams with great coolness and precision, inflicting heavy damage and loss upon the enemy. Finding our front too well prepared for an assault, the attack was discontinued at about 8 o'clock and the attention of the enemy directed toward Eighty-fifth Redoubt. This work, after a desperate resistance, was surrendered, and, as I have understood, under a threat of no quarter. Its gallant commander, Captain Chapin, Eighty-fifth New York Volunteers, fell nobly at his post, and Colonel Mercer, commanding the attacking column, was killed. No report has been received in regard to this transaction, and I am therefore unable to detail the circumstances attending either the attack or surrender. A demand was then made for the surrender of the town, which was declined.

On the following morning, April 19, at 3 a.m. the enemy again opened upon Fort Gray, and soon after, under cover of night and shadow of the trees on the opposite bank, the iron-plated ram Albemarle passed down unnoticed and without injury from the 200-pounder in Battery Worth. She was immediately engaged by the Miami and Southfield. I have no particulars in regard to this conflict, but the Southfield was sunk by the collision and Lieutenant-Commander Flusser fell on his own quarter-deck with a lanyard in his hand. In the death of this accomplished sailor the Navy has lost one of its brightest ornaments, and he will be long remembered by those who knew and loved him for

his intellectual worth, his social qualities, and manly bearing.

The wooden gunboats, being unable to contend with an antagonist so securely mailed, moved down the river, leaving it in full possession of He was now on every side of the town, and this unlookedthe enemy. for disaster created among the troops a moral effect of the most discouraging character. Hitherto every hardship and exposure had been met with cheerfulness and confidence. A series of covered excavations had been constructed along the line, affording shelter under the heavy fire, causing my loss to be comparatively slight. During this day the enemy planted a battery near the Eighty-fifth Redoubt, and, partly covered by that work, opened fire upon the town. The Albemarle also opened from below; both were returned from Fort Williams and Battery Worth, but without effect. The enemy was very active, moving in different directions, withdrawing most of his force from the vicinity of Fort Gray, and apparently making a serious demonstration on my right. Skirmishing was severe in that quarter and many casualties occurred on both sides. This state of things continued until dark, when the enemy, in strong force, succeeded in effecting the crossing of Coneby Creek below the town and massed his column on my left. disaster is unexplained, and placed me in a most critical position. Some changes were made during that night in the disposition of the troops, and arrangements made to repel attack both on the right and left.

At daylight of the following day, April 20, while my right and front were seriously threatened, the enemy advanced rapidly against my left, assaulting and carrying the line in that quarter, penetrating the town along the river, and capturing Battery Worth. A line of infantry was formed from the breastworks perpendicularly toward the river in hopes of staying the advance. This effort succeeded for a time, but the troops seemed discouraged, and finally fell back to the intrenchments. At the request of General Hoke, commanding the rebel forces, a personal interview was granted, at which a surrender was demanded in consideration of my untenable position, of the impossibility of relief,

and that the defense had been highly honorable to all concerned. failure of this, indiscriminate slaughter was intimated. The bearing of General Hoke during this interview was courteous and soldier-like. His demand was refused, and preparations were made to renew the con-I was now completely enveloped on every side, Fort Williams, an enclosed work in the center of the line, being my only hope. was well understood by the enemy, and in less than an hour a cannonade of shot and shell was opened upon it from four different directions. This terrible fire had to be endured without reply, as no man could live at the guns. The breastheight was struck by solid shot on every side, fragments of shells sought almost every interior angle of the work, the whole extent of the parapet was swept by musketry, and men were killed and wounded even on the banquette slope. A covered exeavation had been previously constructed, to which the wounded were conveyed, where they received sufficient medical attention. condition of affairs could not be long endured without a reckless sacrk fice of life; no relief could be expected, and in compliance with the earnest desire of every officer, I consented to hoist a white flag, and at 10 a.m. of April 20 I had the mortification of surrendering my post to the enemy with all it contained. It is to be remarked that during the siege and in the night a considerable number of North Carolina soldiers (many of them deserters from the enemy and all of them fearing bad treatment in the event of capture) left their companies without authority, escaping in canoes, being picked up, as I have understood, by our boats in the sound.

The foregoing statement is made after an interval of four months, entirely from memory, not having received a single report from my subordinate officers. Most of them are still in captivity and the others scattered over the country beyond my control; in fact, they have had no opportunity until now to perform this duty. Myself and officers were plundered of all our effects except such as were on our persons; in other respects I was treated by General Hoke and his officers with

For the reason stated above I am unable to report the losses on either side, but I have reason to believe that my own casualties did not exceed 150, while from information derived from medical officers who remained in Plymouth the lowest loss of the enemy in killed and wounded is given at 850, many believing it to be far greater.

With my personal staff I was at once separated from the troops, and on Saturday, the 23d, I was conveyed to Richmond via Weldon and Petersburg, and then confined in Libby Prison April 26. The enlisted men, with the regimental officers, were marched to Tarboro, and thence by rail to Macon and Andersonville, Ga. On the 7th of May, in company with 850 captive officers, I was conveyed to Danville. Leaving that place on the 12th I was taken to Macon, and there confined until the 10th of June. On that day 50 senior officers, including myself, were ordered to proceed east, and, passing through Savannah, arrived in Charleston on the 12th. At this place the party was confined in the city under the fire of the batteries at Morris Island. No inconvenience, however, was experienced from this unusual proceeding. On the 3d of the present month an exchange was effected, under the direction of Major-General Foster, commanding Department of the South, and with the whole party I arrived in New York on the 9th.

It may be proper to state that a few days prior to the completion of this exchange a detachment of officers, prisoners of war, numbering 600 arrived in Charleston from Macon, and were confined in the city jail and its yard. I visited them in the evening of the 2d and found them very uncomfortable, being much crowded and poorly sheltered. I was assured, however, by the rebel authorities that this condition was only temporary and that they should be soon removed to more suitable quarters.

As soon as subreports are received and examined they will be forwarded as accompaniments to this statement.

Very respectfully, your obedient servant,

H. W. WESSELLS, Brigadier-General, U. S. Volunteers.

Major-General J. J. PECK,

Late Commanding District of North Carolina.

Note.—In the foregoing report I have neglected to state that on the morning of the 19th, subsequent to the marine disaster, Captain H. I. Hodges, assistant quartermaster of volunteers, in endeavoring to communicate with the gunboats, was accidentally drowned by the upsetting of a canoe. No further information in regard to his fate has ever reached me. I should also add that on the following day, during the bombardment of Fort Williams, Captain Coats, Eighty-fifth New York Volunteers, acting assistant inspector-general of the subdistrict, was severely wounded in the face by a fragment of shell. It is difficult for me at this time without the aid of subordinate reports to detail with accuracy all the incidents of the siege, and other important omissions may have been made.

H. W. W.

Report of Commander Cooke, C. S. Navy, commanding C. S. S. Albemarle,

C. S. S. ALBEMARLE, Off Plymouth, N. C., April 23, 1864.

SIR: I have the honor to report that in obedience to your order I left Hamilton with the *Albemarle* on Sunday evening last, the 17th instant, and proceeded down the Roanoke River for the purpose of cooperating with the army under Brigadier General R. F. Hoke in attacking Plymouth.

At 10 o'clock on the night following a portion of the machinery broke down. The damage consisted in the wrenching up the bolts which fastened the main coupling of the center shaft. Having taken the precaution to carry a portable forge down with me in a flat, we were enabled to repair damages and get underway after about six hours' delay. Having proceeded some distance down the river the rudderhead broke off, and another delay of four hours was sustained. On account of the numerous bends and difficult navigation of the river I was compelled to move the boat down sternforemost nearly all the way, but despite these difficulties I anchored 3 miles above Plymouth on Monday night at 10 o'clock.

Failing to hear from the army, I was at a loss to know what course to pursue, as I knew nothing about the position of the enemy's batteries and obstructions. In this emergency Mr. Gilbert Elliott, who assisted me throughout the attack as volunteer aid, volunteered to make a reconnoissance, and took a small boat with Pilot John Luck and two men and left the Albemarle at 11 o'clock. This party proceeded down the river as far as Plymouth, passed over and sounded the obstructions, and passed the enemy's battery of three guns, one of which was a

200-pounder Parrott, at Warren Neck, 12 miles above Plymouth. They returned at 1 o'clock, and reported that the Albemarle could pass over the obstructions without danger, on account of the high stage of the Acting upon this information, I weighed anchor at thirty minutes past 2 on Tuesday morning and again started down the river. passed the fort at Warren Neck, receiving several shots from the battery without returning the fire, passed safely over the obstructions, and passed still another 200-pounder Parrott gun mounted on a battery in This last battery did not open fire upon the vessel, and I think she passed without attracting observation, although the river is only 200 yards wide at that point. I moved down and discovered two of the enemy's vessels chained together, lying about half a mile below the town. I ran into one of them, the Southfield, commanded by Lieutenant French, U.S. Navy, carrying six guns, with a crew of 1?" men. The prow of the Albemarle extended about 10 feet into the sides of the Southfield, sinking the latter vessel. I immediately commenced backing the Albemarle, but was unable to extricate her from the sinking vessel for some time. In the meanwhile the weight of the vessel so depressed the forward deck of the Albemarle as to cause the water to run into the forward port. The Miami, commanded by Captain Flusser, the senior naval officer at the station, carrying 13 guns, then poured broadside after broadside upon the port side of the Albemarle's shield. Being of course unable to work my great guns while in this condition, I ordered all the crew on the top deck and engaged the enemy in a close conflict At this time I lost one man-Harris-killed with with small arms. a pistol shot. As soon as I was relieved from the weight of the sinking vessel I opened fire upon the *Miami*, but after striking her several times she succeeded in making her escape. I have since learned that her captain was killed, and that she sunk after reaching Edenton, at the mouth of Chowan River. Eight prisoners were picked up with my small beat. One of them, a negro, died a short time after being brought on board from wounds received in the action. I afterwards turned over my prisoners to General Hoke.

Not having heard anything from the army, I laid about 1 mile below the town, anticipating an attack on the town, and at 11 o'clock a.m., being again at a loss to know what course to pursue, Mr. Elliott again volunteered and took Pilot Hopkins with a boat's crew and proceeded down to the mouth of the river and up a creek in the rear of Plymouth, distant from the boat by water about 12 miles. He communicated with General Hoke and sent me dispatches.

During the day and night I kept up fire against the enemy's batteries, and on Wednesday morning the fight was renewed with vigor, the army assisting. At 12 m. on that day the town was surrendered unconditionally.

The material results of this victory are very important. Immense quantities of commissary and other stores were captured, and free access afforded to two of the richest counties in the State. I captured a large quantity of anthracite coal, probably 200 tons.

I can not speak too highly of the efficiency of my officers on this occasion. It is almost impossible to make distinctions where all acted so well, but I can not refrain from complimenting the coolness and firmness of Lieutenant Roby and the bravery and excellence of Master Shelly. I respectfully recommend that a commission of lieutenant for the war be granted Master Shelly for his excellent behavior. Passed Midshipman Hamilton, who was detained by me for the time, acted very gallantly. In truth, sir, I can take no credit to myself for the

success of the Albemarle in her engagements, for, with such efficient and energetic officers, failure was almost impossible. I had only 20 seamen, those sent from Charleston, and without them I should have been almost powerless.

The damage to the Albemarle was slight, only nine bars iron being broken, and she now lies at Plymouth undergoing repair and comple-

tion.

Very respectfully, your obedient servant,

J. W. COOKE, Commander.

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

#### Resolution of thanks by Confederate Congress.

[No. 3.]—JOINT RESOLUTION of thanks to Major-General Hoke and Commander Cooke and the officers and men under their command for the brilliant victory over the enemy at Plymouth, N. C.

Resolved by the Congress of the Confederate States of America, That the thanks of Congress and the country are due and are tendered to Major-General Robert F. Hoke and Commander James W. Cooke and the officers and men under their command for the brilliant victory over the enemy at Plymouth, N. C.

Approved May 17, 1864.

Extract from the report of the Secretary of the Navy of the Confederate States, dated April 30, 1864.

On the night of the 19th instant the ironclad screw sloop Albemarle, of 2 guns, commanded by Commander Cooke, with about 100 officers and men, descended the Roanoke River, in cooperation with the military operations of General Hoke, passed the batteries near Plymouth, receiving their fire, and attacked the enemy's steam gunboats, instantly sinking the Southfield, of 6 guns and 117 men, and crippling the Miami, of 12 guns and 200 men, which only escaped by superior speed. The Southfield went down with all her crew, 8 of whom only are known to have been saved.

At daylight on the 20th the Albemarle attacked the shore batteries and works and kept up the attack until the enemy surrendered to General Hoke at 12 m. on Wednesday, the 20th. The officers and crew of the Albemarle were, with the exception of 1 man killed, untouched.

The signal success of this brilliant naval engagement is due to the admirable skill and courage displayed by Commander Cooke, his officers and men, in handling and fighting his ship against a greatly superior force of men and guns. A copy of Commander Cooke's report is herewith submitted.

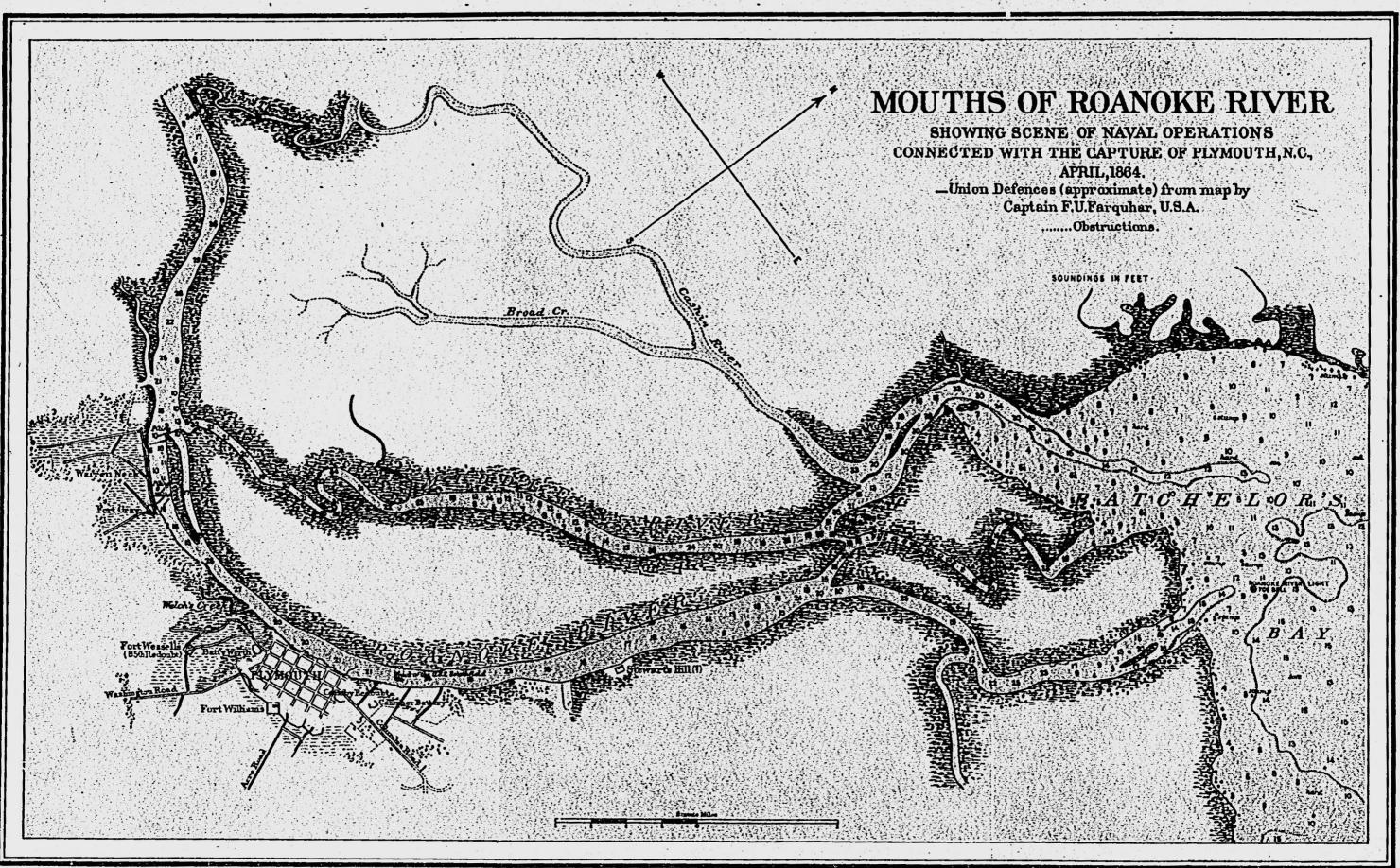
## Report of Colonel Wood, C. S. Army.

PLYMOUTH, April 21, 1864.

Heaven has crowned our efforts with success. General Hoke has captured this point with 1,600 prisoners, 25 pieces of artillery, and navy cooperation.

J. TAYLOR WOOD, Colonel and Aid de Camp.

His Excellency President DAVIS, Richmond, Va.



Order of the Secretary of the Navy to Commander Beaumont, U.S. Navy, commanding U.S. S. Mackinaw.

NAVY DEPARTMENT, April 18, 1864.

Sin: Proceed with the U.S.S. Mackinaw with all practicable dispatch to Hampton Roads and report to Acting Rear-Admiral S.P. Lee for duty in the North Atlantic Blockading Squadron.

Very respectfully etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander J. C. BEAUMONT, Commanding U. S. S. Mackinaw, Baltimore.

Order of the Secretary of the Navy to Lieutenant-Commander Barrett, U. S. Navy, commanding U. S. S. Massasoit.

NAVY DEPARTMENT, April 18, 1864.

SIR: Proceed with all practicable dispatch with the U.S.S. Massasoit to Hampton Roads and report to Acting Rear-Admiral S.P. Lee for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Lieutenant-Commander EDWARD BARRETT,

Commanding U. S. S. Massasoit, Boston

Order of the Secretary of the Navy to Asting Volunteer Lieutenant Nickels, U.S. Navy, commanding U.S. S. Cherokee.

NAVY DEPARTMENT, April 18, 1864.

SIR: Proceed with all practicable dispatch with the U.S.S. Cherokee to Hampton Roads and report to Acting Rear-Admiral S.P. Lee for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Acting Volunteer Lieutenant J. F. NICKELS, Commanding U. S. S. Cherokee, Boston.

Report of Commander Frailey, U.S. Navy, transmitting general order regarding communication between blockading vessels by boat at night.

U. S. S. QUAKER CITY, Off Wilmington, N. C., April 18, 1864.

Sin: I respectfully enclose you a copy of an order which I this day issued to the commanding officers of vessels off Western Bar blockade, after learning of the late attempt made upon the U.S.S. Minnesota

by the rebels off Newport News, and which I trust may meet with your approbation.

I am, sir, with respect, your obedient servant,

JAMES MADISON FRAILEY, Commander and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Commanding Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

GENERAL ORDER.]

U. S. S. QUAKER CITY, Off Wilmington, N. C., April 18, 1864.

It is hereby directed that hereafter all boats will be hoisted up at sundown, and under no circumstances will any boat be sent from any vessel of the blockading squadron after dark to any other vessel of the squadron without such vessel first signalizing that "A boat will be sent."

Boats otherwise approaching will be fired into.

I am, very respectfully, etc.,

JAMES MADISON FRAILEY, Commander and Senior Officer Present.

Report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut, regarding a twenty-day cruise and arrival at Beaufort, N. C.

U. S. S. CONNECTIOUT, Beaufort, N. C., April 18, 1864.

SIR: I hereby report my arrival in here yesterday for coal and supplies and the putting of engine and boilers in order, after an offshore cruise of twenty days, it being within four days of full moon. Herewith accompanying this you will receive the abstract log of the Connecticut during that time.

It will be seen that during the cruise three different blockade runner steamers were seen upon three different occasions, and chase accordingly given in the most prompt and energetic manner, but they proved unsuccessful, owing to circumstances entirely beyond our controldarkness, squalls, and rain. The *Connecticut* maintained her reputation for speed and gained upon each one of those vessels, upon two of them very considerably. I have not yet met with a steamer to run as fast as the *Connecticut*.

April 1, at noon, discovered a blockade runner, distant 10 or 12 miles, when chase was immediately given with apparent prospects of success. He steered to the southward and westward, in which direction, at 2 p. m., a very heavy rain squall arose which entirely obscured him, and it set in for a heavy, thick rain for the entire afternoon. The particulars are given in the abstract log of that day.

April 7, at 5.30 p. m., discovered a blockade runner (steamer) distant about 10 miles; immediately gave chase and gained upon him, which we continued to do, but it was so late in the day when first seen, and becoming dark at 7 o'clock, lost sight of him. The particulars are given in the abstract log of that day.

April 12, at 7 a. m., discovered the black smoke of a blockade runner; immediately started and gave chase. It was a very clear, bright

morning and the chase must have been at least 14 miles distant. He evidently espied us about the same time that we did him. The chase continued through the entire day until after dark, when he was lost sight of. We steadily and gradually gained upon the chase, and were within 6 miles of him when he was last seen. He was evidently one of the new double propellers and very fast. As he appeared to us, he answered to the descriptions of the Edith, as published in the extracts received by you March 30, 1864. The distance from the chase when first seen (14 miles) should be recollected. If the Connecticut had run 1 knot an hour faster than the chase it would have taken fourteen hours to have come up with him. The particulars of the chase are given in the abstract log of that day.

Those three steamers were evidently inward bound, from the position and movements at the hour of the day upon which they were discovered, and also the speed at which they moved. Those steamers when inward bound are in much better order and run faster than when outward bound. At Bermuda and Nassau good discipline and order are maintained. When in Wilmington everything gets very slack, their boilers and machinery get dirty, which accounts for their appearance whenever they are caught outward bound. Another thing is, the inward-bound steamers are not loaded so deeply as the outward bound

are when filled up with cotton.

This last offshore cruise, I divided my time between the Bermuda and the Nassau routes, as I wrote you that under the circumstances, which I stated at the time, I thought it would be the most judicious to do so. I was still further strengthened in that decision by finding that both the Keystone State and Grand Gulf were cruising on the Nassau route, Commander Crosby not having received your orders until his arrival here to day; nor did I receive your letter of the 9th directing me to cruise on the Nassau route exclusively until I came in here.

When I next go out, which will be three or four days after full moon, I shall confine myself strictly to the Nassau route, in compliance with your original and present orders, as it is my pride and my pleasure to carry out your wishes and plans, which I know to be well considered

and digested.

It is generally thought that there is quite a large number of blockade runners now in at Wilmington, which will be ready to come out when the moon gets well on the wane, and I feel that the Connecticut must secure one or two of them the next offshore cruise.

The same spirit still pervades the crew of the Connecticut which I mentioned some time ago, and they still have a fund constantly raised of \$50, placed in the hands of the executive officer as a reward to the man who discovers a blockade runner which shall become a prize.

I presume that you have been made fully aware of the character of the weather at sea and outside since the 1st of March—a succession of terrific gales. It is certainly cause for gratitude and thankfulness to the Almighty, and sincere congratulations throughout the squadron under your command that no serious disaster to life or vessel has occurred.

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

JOHN J. ALMY, Commander,

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Order of Commander Davenport, U. S. Navy, to Commander Renshaw, U. S. Navy, regarding means for the defense of Washington, N. C.

> U.S.S. HETZEL, Off New Berne, N. C., April 18, 1864.

SIR: I send the Tacony in consequence of General Peck having reason to think that Washington will be attacked shortly.

Place her and the Valley City in the best position for the defense of

the place.

I have no more reinforcements to send, there being only three boats here, including the Hetzel.

When the exigencies of the occasion will admit, you can send the

Tacony back here.

Very respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Commander R. T. Renshaw, U. S. Navy, Commanding U. S. S. Louisiana.

Report of Acting Volunteer Lieutenant Pickering, U. S. Navy, regarding steamer Bowmanville, at Nassau, New Providence.

U. S. S. FORT DONELSON, Charlestown Navy Yard, April 19, 1864.

SIR: I have information from Toronto, Oanada, that a white sidewheel steamer, with her name, Bowmanville, in small letters near her rudder, is now in Nassau and intends running the Wilmington blockade. She has a solid English walking beam, was owned in Toronto, but sold to and loaded by rebels.

Deeming it my duty to make you acquainted with this,

I remain, sir, your obedient servant,

THOS. PICKERING,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Letter from Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, regarding the assignment of the U.S. S. Tacony to duty at Plymouth, N. C.

U. S. S. HETZEL, Off New Berne, N. C., April 19, 1864-Midnight.

DEAR FLUSSER: I have received your letters. I send by the steamer which carries this 150 rounds for 100-pounder Parrott, 150 rounds for IX-inch, and 100 rounds for 20-pounder Parrott.

On the arrival of the Tacony here, hearing that Washington was attacked, I sent her there, but I have thought it my duty to send her You know full well that I would not send anyone senior to Plymouth. to yourself unless I deemed that the exigencies of the service required that I should send some heavy reinforcements to you.

Wishing you success, I am, yours, faithfully,
H. K. DAVENPORT,

Commander, etc.

Lieutenant Commander C. W. FLUSSER, U. S. Navy, Commanding U. S. S. Miami. Report of Commander Davenport, U. S. Navy, regarding orders to the U. S. S Tacony to proceed to Washington, N. C.

U. S. S. HETZEL, Off New Borne, N. C., April 19, 1864.

ADMIRAL: I wrote you on the 14th instant that in consonance with a request from General Peck (copy sent you) I should send the Tacony to Plymouth. I enclose you a copy of her orders. She returned yesterday morning, and Lieutenant-Commander Truxtun reported to me that, after consultation with Captain Flusser and General Wessells, her services were not deemed necessary there. Yesterday afternoon I received the enclosed letter from General Peck, who, upon my calling upon him, informed me that he had received intelligence that General Pickett with a large force and thirty-two pieces of artillery was marching on Washington, [N. C.], and that an attack might be expected this morning. He requested me to send the Tacony, she being the only suitable boat here, to that place. Coinciding in his views, I ordered her to proceed forthwith to Washington, and she left last evening. He also informs me that there is a considerable force of the enemy in our front, and that an attack may be expected here at any time.

At 11:30 last night I received a dispatch\* from Lieutenant Commander Flusser, a copy of which is enclosed. You are aware, from the paucity of naval force in the sounds, I have no reinforcements to send to either place, having here but the Hetzel, Commodore Hull, and Lockwood.

Judging from appearances and the movements of the enemy, I think they intend to attack us at all points about the same time, so as to prevent reinforcements being sent from one point to another. The army force at New Berne is 4,100 men; at Plymouth 2,200, and at Washington somewhat less than at Plymouth.

You will perceive by this, as I have on a former occasion written, that both branches of the service should be reinforced, and that as early as possible.

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

H. K. DAVENPORT.

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE.

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

NEW BERNE, N. C., April 19, 1864.

COMMODORE: I have received some very important information concerning Washington, N. C., etc.

General Palmer is at my house, and I desire to see you here as soon as possible.

I am, yours, respectfully,

JOHN J. PECK, Major-General, Commanding.

H. K. DAVENPORT, Commander, Commanding Fleet. Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the disposition of certain vessels.

NAVY DEPARTMENT, April 20, 1861.

Sin: Your No. 240 has been received. You can keep the Eutaw in James River. The Massasoit and Cherokee, at Boston, and the Mackinaw, at Baltimore, are under orders to join your squadron.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy,

Acting Rear-Admiral S. P. Lee,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to the Secretary of the Navy, regarding calcium lights for monitors.

> FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 20, 1864.

SIR: I request that each of the monitors to be sent here may be fitted with a calcium light.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

Report of Commander Dove, U. S. Navy, regarding the demonstrations of the enemy in the neighborhood of Beaufort, N. C.

> U. S. NAVAL STATION, Beaufort, N. C., April 20, 1864.

SIR: The terms of service of some 20 or more men from the Tuscarora and Niphon having expired, they are sent up by the Quaker City.

The inducement of bounty held out in New York makes them desir-

ous to benefit by it.

The rebels are making strong demonstrations in this district again. All the troops have been withdrawn from Morehead City and Beaufort to strengthen New Berne. One company has also been taken from Fort Macon.

The main reliance now here is in the gunboats. At the request of Colonel Ripley, commanding (Colonel Jourdan being absent on leave). I have sent a party of 60 sailors into Fort Macon from the Grand Gulf and Cambridge.

If the Ninth Vermont Regiment are driven in from Gales' Creek and Newport, on Bogue Sound, it will be necessary to send a strong party to man the intrenchments back of Morehead City for them to fall

back on.

It may possibly be that the rebels may cross the Newport River and get into Beaufort by the New Berne road. This will make the harbor untenable for the blockaders, and particularly so for the ammunition

vessels Release and Arletta. Considering the great quantity they have

on board, it would be well if they were sent away altogether.

Foresceing the shortness of the supply of coal, I wrote to Commodore Adams on the 8th instant on the subject. There has been a large expenditure last week, seven blockaders coaling at the same time. It happens very well to have so many of them in at this time. ns very well to have so man, Very respectfully, your obedient servant,

BENJ. M. DOVE,

Commander.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the movements of the Confederate forces.

> FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 20, 1864.

SIR: Lieutenant-Commander Flusser, U. S. S. Miami, informs me, under date of 17th instant, that he is persuaded from information lately received that Longstreet has joined or will soon join Lee, with all his force; that on the 6th instant Longstreet was at Bristol, Va. [Tennesseel, en route to Richmond; and that the rebels think Lee will advance before Grant gathers force sufficient to oppose him.

I have the honor to be, sir, very respectfully, yours,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

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

Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander Truxtun, U. S. Navy, commanding U. S. S. Tacony, to protect Roanoke Island.

> U. S. S. HETZEL, Off New Berne, N. C., April 20, 1864-1 p. m.

SIR: As you are presumed to be on your way to Plymouth, I send this dispatch, hoping it will reach you at Roanoke Island. Perhaps you have heard of the disaster at Plymouth—the sinking of the Southfield and the death of Lieutenant-Commander Flusser.

The ram has possession of the river. It is absolutely necessary that we protect Roanoke Island at all hazards, and if you find that your boat can be of no service at Plymouth, remain at Roanoke Island and hold it until it can be reinforced. I have had a conference with Generals Peck and Palmer, and, under the circumstances, this is the best we can do. I write this at General Peck's headquarters.

Very respectfully,

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina,

Lieutenant Commander W. T. TRUXTUN, U. S. Navy, Commanding U. S. S. Tacony. Letter from Major-General Peck, U. S. Army, to Commander Davenport U. S. Navy, regarding affairs in the Sounds of North Carolina.

HDQRS. ARMY AND DISTRICT OF NORTH CAROLINA, New Berne, N. C., April 20, 1864.

SIR: I have the honor to inform you that a disaster has befallen our arms at Plymouth and that that place is now probably in the hands of the enemy. A well-sustained attack has been made by the land forces of the enemy, aided in the most powerful and telling manner by a strong iron-plated ram. Through the agency of the latter the gunboats in the Roanoke River and the Albemarle Sound have been, as you are aware, all either destroyed or disabled. All communication with Plymouth by the usual route is cut; the enemy, in fact, now completely control all the interior waters beyond Roanoke Island.

All the troops sent from here yesterday and to-day to the support of Brigadier-General Wessells at Plymouth have been ordered to rendezvous at Roanoke Island. I have sent an engineer officer there to superintend the construction of strong earthworks, and every effort has been made to place that position in the very best state of defense, with a view not only of holding the place itself intact, but also of controlling as far as possible the Roanoke Island Channel and confining the ram to

the upper waters of the sounds.

Washington is also threatened by a strong force, and from the fact that artillery firing has been heard from that quarter during the last night and this morning, I am of the opinion that that place is closely

besieged.

You are, of course, fully aware of the number and character of the gunboats under your command; you are also fully aware of the great importance of this place; you know something of the extent and strength of our defensive lines and the numbers composing the garrison and outposts of New Berne. I desire to know if, in view of all these circumstances, you deem it prudent or expedient to detach any more gunboats or troops from this place to the support of Plymouth, Washington, Roanoke Island, Hatteras, or, indeed, any point in the district of North Carolina.

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

JOHN J. PECK,

Major-General, U. S. Volunteers,

Commanding Army and District of North Carolina.

Commander H. K. DAVENPORT, U. S. Navy, Senior Naval Officer, Sounds of North Carolina.

Report of Commander Crosby, U. S. Navy, commanding U. S. S. Keystone State, regarding the cruise of that vessel off Wilmington, N. C.

U. S. S. KEYSTONE STATE, Beaufort Harbor, N. C., April 21, 1864.

SIE: I have the honor to acknowledge the receipt of your order of the 7th instant to cruise on the Bermuda line; also to inform you that I cruised, in obedience to your order of the 19th ultimo, off Wilmington, but without success. I had one short chase of two hours, which terminated with the night setting in and excluding the chase from our view. The chase was an inside-bounder, and we got close enough to see his

two masts, two white smokestacks; had we seen him in the morning our chances were good for capturing him, being in excellent trim and run-

ning condition at the time.

As this ship's speed depends on her light draft, I have been getting out all extra weight and landing them at the station here, such as excess of iron in engineer's department which can not be used at sea; also sixteen iron water tanks from the fore and after hold, which are of no use, this ship having a fresh-water condenser which has been put in her since the tanks were. I have reserved enough tanks to carry 4,800 gallons of water, which is twenty-four days' water for this ship, in case her condenser got out of order while on a cruise. Should you not approve of my landing the tanks, I can easily take them on board again, but knowing your desire to do all to increase the speed of this ship, I have taken the responsibility of landing them now, so that I can report the result on my return to this place.

We had exceedingly rough weather during our last cruise, which accounts in a great measure for the scarcity of blockade runners during

the dark of the moon.

The Keystone will have greatly the advantage of small steamers in rough weather, and I hope to meet with better success on my new station.

Very respectfully, your obedient servant,

Peirce Crosby, Commander.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

## [Telegram.]

NAVY DEPARTMENT, April 21, [1864]-9:20 p. m.

A rebel ram has got into the sounds of North Carolina and is doing some damage. Can you have camels made to lift the *Tecumseh* so she will go over a bar with only 8 feet of water on it? If it can be done, please give the order and let it be expedited as much as possible.

G. V. Fox,
Assistant Secretary.

Captain J. ERIOSSON, Franklin Street, New York.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Williams, U. S. Navy, to proceed to New Berne, N. C., transporting ammunition.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 21, 1864.

Sir: Proceed with the Commodore Barney under your command and report to Commander Lynch, commanding ordnance storeship St. Lawrence, for the ammunition directed to be sent to the sounds, and with it proceed to New Berne, N. C., or wherever Commander Davenport, the senior naval officer, may be, and report for duty to that officer. Gather

information as to the position of Commander Davenport and the state of affairs in the sounds at Hatteras Inlet.

Execute these orders with all possible dispatch.

Respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Volunteer Lieutenant J. M. WILLIAMS,

Commanding U. S. S. Commodore Barney.

P. S.—You will receive from the St. Lawrence 50 rounds of 100-pounder and 50 rounds IX-inch ammunition. The balance of that directed to be sent will be taken by the Sassacus.

S. P. Lee, Acting Rear-Admiral.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding method of fighting the C. S. ram Albemarle.

FLAGSHIP MINNESOTA,

Off Newport News, Va., April 21, 1864-p. m.

SIR: I have your dispatch of the 20th, stating that the rebel ram had sunk the *Southfield* and disabled the *Miami* at Plymouth, and that the gallant Flusser is killed.

I hope you have been able to learn the exact state of things at Plymouth—the condition of the ram—whether it is injured seriously, or is fit for further service, and if its draft admits of its passing Croatan Sound.

You ask for reinforcements. If the *Miami* and *Southfield*, heavily armed as they were, could do nothing with the ram, mere wooden gunboats would not be effective.

Nevertheless, I will give the Sassacus a crew and dispatch her to-

If the ram is seriously disabled at Plymouth the Sassacus and Tacony may be able to destroy her. The Perry's boiler is unfit for service and she has to go back to Baltimore for repairs.

I have informed Lieutenant-Commander Roe that you will communicate with him at Hatteras Inlet, informing him of the state of things, and where and how he can act to most advantage.

If the ram can not pass Croatan Sound she can do no further mischief, and the fall of the freshet in the Roanoke will leave her at our mercy.

Endeavor to blow her up with torpedoes if you can not attack her with success.

Respectfully, yours,

[S. P. LEE,]

Actg. Rear-Admiral, Comdg. North Atlantic Blookading Squadron.

Commander H. K. DAVENPORT,

Commanding U. S. S. Hetzel.

P. S.—Commander Renshaw should assume command of the Miami if she is or can be put in condition to operate.

When our campaign opens in Virginia the rebel pressure in North

Carolina will be relieved.

Understanding the situation, much is left to your judgment.
[S. P. LEE,]

Acting Rear-Admiral.

Additional instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding method of fighting the C. S. ram Albemarle.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., April 21, 1864—p. m.

SIR: Dr. Pursell has just arrived and given me an account of the situation at Plymouth. He represents that the first and close firing at the ram was with a few shell; that the ram is thought to draw 8 feet water, is slow, making only about 4 knots, and is supposed to be covered with two thicknesses of railroad iron, with a three-fourths inch plating over it; is armed with small guns, and kept her ports closed until the Miami withdrew, uninjured, and that the Miami was at the mouth of the river.

I send the Sassacus and Commodore Barney with twelve new IX-inch breechings, 100 rounds solid IX-inch shot, and 15 pound charges therefor, and 100 rounds of 100-pounder shot.

Let Commander Renshaw assume command of the Miami.

I propose that two of our vessels should attack the ram, one on each side at close quarters, and drive her roof in.

That railroad iron will not stand the concussion of our heavy guns, and it must soon get loose from the mechanical difficulty of fastening it.

Our vessels must maneuver to avoid being rammed, and once close alongside, there will be no danger of firing into each other. The guns should be depressed so as to strike the plating as direct as possible. Our vessels should fire only against the side of the ram's house, and if they lay their wheels just abaft her house and fire their forward guns against it, they need not strike each other.

Our gunboats should approach in double line, say the double-enders first, as they are sharpest and quickest and can best ward or glance the ram. They must be ready to work both ways, and the boats following can take position alongside the ram, should the leaders shoot ahead. I think the ram must be weak, and must fail if attacked on the side.

This plan may be modified or substituted as may appear necessary or judicious.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT,

U. S. S. Hetzel, New Berne, N. C.

P. S.—The great point is to get and hold position on each side the ram. Have stout lines with small heaving lines thereto to throw across the end of the ram, and so secure her between two of our vessels.

She will then have no use of her ram, and must yield to our batteries. Her plating will loosen and bolts fly like canister, and the concussion will knock down and demoralize her crew if they keep their ports down, as in the late attack.

S. P. Lee, Acting Rear-Admiral. Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Sassacus, to proceed to the assistance of Commander Davenport in the sounds.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, April 21, 1864.

SIR: You will receive a crew for one of your IX-inch guns from the Florida and a crew for another from the Quaker City, when you will proceed to the assistance of Commander Davenport in the sounds. The official reports to-day are that the rebel ram has sunk the Southfield and disabled the Miami at Plymouth and that Flusser is killed.

I know not the strength, draft, or condition of this ram. Get what information you can at Hatteras Inlet and proceed accordingly. Take precautions to avoid grounding on the Swash. I have written to Commander Davenport to communicate with you at Hatteras Inlet, and give you the best intelligence of the situation and what you can do. If the ram is seriously disabled the Sassacus and Tacony may be able to destroy her. If not, perhaps her draft may not allow her to pass Croatan Sound. In this event she can not do any further mischief, and the navy may destroy her with torpedoes if she can not be otherwise attacked with success.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Lieutenant-Commander F. A. Roe,

U. S. S. Sassacus.

Report of Commander Davenport, U. S. Navy, denying the presence of the C. S. S. Albemarle in the sound.

U. S. S. HETZEL, Off New Berne, N. C., April 21, 1864.

GENERAL: In reply to your letter of the 20th instant, I beg leave to say that the ram is not in Albemarle Sound, and if she ever gets there I am in hopes she will be sunk.

With regard to the propriety of sending any more troops from this place, I can give no opinion, as it pertains to a branch of the service to which I have not the honor to be attached.

With reference to the gunboats, I shall make such disposition of them as circumstances may require.

I have the honor to be, very respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Major-General John J. Peck,

Commanding Army and District of North Carolina.

Order of Commander Davenport, U. S. Navy, to the senior officer in Albemarle Sound, regarding the C. S. ram Albemarle.

U. S. S. HETZEL, Off New Berne, N. C., April 21, 1864.

SIR: If possible, you will not permit the ram to get out of the Roanoke River.

Concentrate your force with the view of sinking or disabling her.

Let me know by every opportunity the state of affairs. I would go myself, but the situation here is such that it is indispensable that I remain, at least for the present.

Respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

SENIOR NAVAL OFFICER IN ALBEMARLE SOUND.

Report of Lieutenant-Commander Truxtun, U. S. Navy, regarding naval affairs off Plymouth, N. C.

U. S. S. TACONY, Off Roanoke Island, N. C., April 21, 1864.

SIR: I have but this moment arrived and received your letter of the 20th instant.

I left the mouth of Roanoke River this a.m. at 8 o'clock. The *Miami* and *Whitehead* were both there; the former has lost all her anchors. I gave her this vessel's heaviest kedge (800 pounds), and enclose you requisition for two anchors of not more than 2,000 pounds; they should be about 1,800 pounds.

Last night I sent four boats in to watch the river and pick up stragglers. At 9:25 one of the boats returned and reported the ram with a steam consort as standing down the river. Went to quarters at once and continued so all night, slowly moving up and down in front of the river with the three vessels, but did not see any more of the enemy.

The boats were near enough to the vessels to be hailed and ordered alongside. They all returned in safety. This morning the Whitehead was sent to the Cashie and picked up some 30 soldiers and other persons from Plymouth; they have all been landed here.

I have ordered Acting Master's Mate John J. Allen, jr., formerly of

the Southfield, to this vessel.

I turned over the command to Acting Volunteer Lieutenant French. As he is entirely destitute, having lost everything, he is anxious that some action may be taken in the way of orders as soon as possible. He would like to go north, I think. Can you not send him up to report to the admiral?

From the best information I could obtain, I am induced to believe that General Wessells, having shut himself up in Fort Williams, did

not surrender until 2 o'clock p. m. on the 20th instant.

The ironclad, from all accounts, is very much like the first Merrimack, with a very long and very sharp submerged prow. She struck the Southfield end on, and penetrated with her knife-like prow nearly to the fire room; then backed off and started for the Miami, which vessel Acting Volunteer Lieutenant French most fortunately succeeded in saving by backing down the river, the ram following closely and firing rapidly.

It will require a large force to properly blockade the various mouths of the Roanoke River. Without an efficient force, vessels sent there will only be sacrificed to no purpose, save stimulating the enemy to

greater exertions.

The loss of so good a vessel as the Southfield and so valuable a life as that of the brave Flusser should show the impossibility of contending successfully with a heavy and powerful ironclad with nothing but one or two very vulnerable wooden vessels.

The ram has two propellers and steers remarkably well; the shot from the army 150-pounder Parrott is said not to have affected her in the least.

The anchors should be sent to the Miami as soon as possible; if con.

venient, 30 or 50 fathoms chain.

I am obliged to send the Seymour down for repairs. Her fires must be hauled for one or two days, and I do not want her here in that condition if an attack should be made. I passed a steamer this morning who said they had ammunition for us. As I had no stowage room for it, I sent it on to the Miami and Whitehead.

I wish you would send me coal at once; the army folks here will only

let me have 20 tons, which is of very little use.

I will do my very best to meet your views with regard to this place. Very respectfully, etc.,

W. T. TRUXTUN,
Lieutenant-Commander.

Commander H. K. DAVENPORT, Senior Naval Officer in Sounds of North Carolina.

Destruction of Confederate salt works at Masonboro, N. C., April 21, 1864.

Report of Acting Rear-Admiral Lee, U.S. Navy.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 26, 1864.

SIR: The statements of refugees received on board the Niphon, off Wilmington, on the 7th instant, indicating that the extensive and valuable State salt works in that vicinity were weakly defended and might be destroyed, I directed Captain Sands to organize a boat expedition, under command of Acting Volunteer Lieutenant Breck, to

effect this important object.

I am happy to inform the Department of the complete success of the expedition, which resulted in the destruction of 1 large steam pump, boilers and engines attached, 7 large boilers, about 200 salt pans, the large vats, reservoirs, and outbuildings of the establishment, a large windmill, and 50 or 60 Government wagons, with harness complete. The furnaces and boilers were blown to fragments with 30-pounder shell. One hundred and sixty conscripts were captured, of whom but 50 could be brought off in the boats across the rough bar. Complete order and discipline were observed, much to the credit of the officers and men engaged. The work was well and quickly done, the bar at Masonboro safely crossed and recrossed on the same tide, and the vigilance of the military force close by completely eluded.

My thanks are especially due to Captain Sands and Acting Volunteer [Lieutenant] Breck for the good arrangements made, and to Acting Volunteer Lieutenant Breck for the admirable manner in which

they were executed.

I have taken the pilots Orrell and Pucket into Government service.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE, Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy. Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting orders and reports.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 26, 1864.

Sir: I enclose the official instructions given and reports made respecting the destruction of the State salt works at Wilmington, N. C., on the 22d instant by an expedition, Acting Volunteer Lieutenant Breck, dispatched under my instructions to accomplish this important service, as stated in my No. 270 of this date, as follows:

1. My letter to Acting Volunteer Lieutenant Breck, of 22d ultimo.

2. Copy of Acting Volunteer Lieutenant Breck's reply, of April 1, to No. 1, with my endorsement, of April 6, addressed to Captain Sands, and his endorsement, of April 22.

3. Report of Captain Sands, of April 22, with its enclosures.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure 1.]

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., March 22, 1864.

SIR: I have received from Captain Sands the statements of refugees

taken on board the Niphon on the 7th instant.

Can you obtain information of any practicable way of reaching and destroying the State salt works, which these persons agree in saying are weakly defended?

Respectfully, yours,

S. P. LEE.

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

J. B. BRECK,

U. S. S. Niphon.

[Enclosure 2,]

U. S. S. NIPHON, Off New Inlet, North Carolina, April 1, 1864.

SIR: In answer to your communication of 22d March, I have the honor to state that one of the refugees spoken of, a Mr. Pucket, offered to pilot boats into Masonboro Sound to destroy the salt works, provided we would take off the people employed there, as they would be conscripted into the rebel Army if the works were destroyed. He seemed to think a force of 40 to 50 men would be ample, and that boats could land very near the works. This individual is now at Beaufort, N. C., and has applied to me for a position as pilot.

Very respectfully, your obedient servant,

J. B. BRECK,

Acting Volunteer Lieutenant, Commanding U.S. S. Niphon.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Fortress Monroe.

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[Endorsement.]

[U. S. S.] MINNESOTA, April 6, 1864.

Acting Volunteer Lieutenant Breck, under date of 7th ultimo, reports picking up a small boat containing 6 refugees; gives their statements in relation to the salt works as follows:

J. H. Pucket says: "The State salt works in the sound are only protected by a few pickets, and could be easily destroyed. The men employed there are anxious to escape. There is but one battery on the beach between Masonboro Inlet and Fort Fisher."

John Sears states: "The salt works could be easily destroyed, and the men employed in them would make their escape if the pickets were

driven away."

John Wheeler states: "There is a large number of persons employed in the State salt works. The works are unprotected and could be destroyed by a small force. The men employed there are anxious to

escape."

The within reply of Acting Volunteer Lieutenant Breck is referred to Captain Sands, who is hereby authorized to examine these refugees, obtain the services of one or more as guides, and to send a sufficient expedition under Acting Volunteer Lieutenant Breck to destroy these salt works if the project holds out a reasonable prospect of success.

Pucket may be taken into service as a pilot if qualified and needed.

Endorse your action and return.

S. P. LEE.

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Returned April 26, endorsed as below:

U. S. S. FORT JACKSON, Off Wilmington, N. C., April 22, 1864.

Expedition sent accordingly and the salt works successfully destroyed. Report will follow.

B. F. SANDS, Captain, U. S. Navy, Senior Officer off Wilmington.

[Enclosure 3.]

U. S. S. FORT JACKSON, Off New Inlet, Cape Fear River, April 22, 1864.

SIR: In conformity with the authority conveyed by your endorsement upon the communication of Acting Volunteer Lieutentant Breck to you, dated April 1, 1864, I have to report that, as soon as practicable after my arrival here, I dispatched the Niphon to Beaufort for the necessary guides, and organized an expedition consisting of three boats' crews and officers from the Niphon, one from the Howquah, and two from this ship, the latter in charge of Acting Masters W. E. Dennison and R. P. Swann, and Master's Mates [H. S.] Eytinge, [jr.], and [J. D.] Moore, of this ship (six boats and 72 men, exclusive of officers, all under the command of Acting Volunteer Lieutenant J. B. Breck, commanding U. S. S. Niphon), to destroy the extensive State salt works at Masonboro, N. C. Surgeon P. S. Wales, of this ship volunteered and accompanied them.

After sunset last evening the Niphon and Howquah took up positions off Masonboro Inlet, the latter to take possession of and shell the beach to the southward of the inlet to cover their retreat, and the expedition

was started in.

Before 10 p. m. the work of destruction was accomplished, returning to the vessels without the loss of [a] man, after demolishing and burn-

ing 50 Government wagons, 7 large buildings containing boilers, 2 horse sheds, 1 windmill, 1 large and valuable steam pump, and 180 salt pans (which turned out 190 bushels of salt per day, employing over 200 conscripts); 62 prisoners (conscripts) were brought off in the boats, and as many or more were left behind for want of room in the boats.

It was a complete surprise and most admirably conducted. These were the most extensive salt works in the State. Their loss will be severely felt by the enemy, as they were their main reliance for meat packing, and the amount of property destroyed must be hundreds of

thousands of dollars.

I enclose the reports of Lieutenant Breck, commanding expedition, and Acting Master Balch, commanding Howquah, heartily endorsing their commendations of the steady conduct of the officers and men of the expedition, showing the good discipline of all; and will add that Acting Masters Dennison and Swann, of this vessel, have before been conspicious for gallantry; the former wounded twice severely in the destruction of salt works on the west cost of Florida, and the latter for his conduct when in charge of the naval batteries landed at Vicksburg.

I enclose a letter, which was found in a trunk on the beach by the party of Acting Master Balch, commanding Howquah, showing the feel-

ing of the people in the interior of the State.

I respectfully recommend that Orrell and J. H. Pucket be appointed pilots in the Navy for their faithfulness in guiding the expedition which has resulted so successfully.

Enclosed is a sketch showing the locality of the destroyed works

and the route taken by the party.

Very respectfully, etc., your obedient servant,

B. F. Sands,

Captain, U. S. Navy, Senior Officer off Wilmington.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, off Newport News.

[Subenclosures.]

U.S.S. NIPHON,

Off New Inlet, North Carolina, April 22, 1864.

SIR: In obedience to your order I have the honor to report the entire

destruction of the State salt works on Masonboro Sound.

At 6:30 p.m., on the evening of the 21st, the steamer Howquah proceeded to station No. 4, with orders at dark to send in a boat with crew, to be landed and to march up the beach to the northward to Masonboro Inlet and to capture all pickets which they might find, and hold the point of land on the south side of the inlet to prevent the boats going into the sound from being cut off on their return, all of which was successfully accomplished by Acting Master Balch, commanding the Howquah. Placing this steamer in command of Acting Ensign N. Larsen, the expedition left at 7 p.m., consisting of first cutter of steamer Fort Jackson, commanded by Acting Master Dennison, accompanied by Acting Master's Mate Eytinge and 16 men; second cutter of steamer Fort Jackson, commanded by Acting Master Swann, accompanied by Acting Master's Mate Moore and 16 men; first launch of this steamer, commanded by Acting Ensign Henry S. Borden, executive officer, Senior Engineer T. L. Churchill, Acting Master's Mate George W. Barnes, and 17 men; second launch of this steamer, commanded by Acting Ensign E. N. Semon, and pilot, Mr. Pucket, and 17 men; the second cutter of steamer Howquah, commanded by Acting Ensign St. John, and crew of 10 men, and the gig of this steamer, commanded by myself,

in command of the expedition, accompanied by Third Assistant Engineer Sanborn, Francis Belmanna, surgeon's steward in charge, J. J. Orrell, pilot, and 12 men. We proceeded across the bar through heavy breakers without accident, and after some delay, by getting ashore and the narrow channels, reached the State salt works shortly before 9 o'clock. We landed and got in the rear of the works without being discovered, threw out pickets, and commenced the work of destruction and succeeded in totally destroying the works and everything connected with them.

As near as we could ascertain, the work being done so quicky, we destroyed 50 or 60 large Government wagons and harnesses, 1 large steam pump, boilers, and engine attached; 1 large windmill, several horse sheds, 7 large boilers, and some 200 salt pans, large vats, and reservoirs, and outbuildings attached. After destroying the pans and vats, we threw 30-pounder shell into all the furnaces and under all the boilers, which blew them all to fragments. Captured 160 conscripts engaged in the salt works. We learned that there were two companies of artillery and one of cavalry within a mile and a half of us; we learned also that one of our prisoners had escaped and taken the road to Wilmington, that city being but 7 miles from us; fearing that if I remained over another tide, and we could not cross the bar at low water, I might be captured, and having accomplished all I intended to, took as many prisoners as the boats would carry, 60 in all, and started for this steamer; got aboard at 11 o'clock without accident of any kind. Made signal to the Howquah, "All aboard," when Captain Balch withdrew his men from the point all safe. Thinking there might be some pickets near the Half Moon battery, stationed the *Howquah* to guard the entrance and proceeded with the *Niphon* near the Half Moon battery, landed 50 men with orders to sweep the beach to Masonboro Inlet, a distance of about 10 miles; found no pickets, they having been drawn in, but found and brought off 4 refugees, 1 woman and 3 men. At 3:30 all boats returned on board, and at daylight stood close in to the beach and threw a few shell into a rebel camp on the mainland. At 7 a.m. the Niphon and Howquah left Masonboro Inlet and reported to Senior Officer B. F.

I have to express my high admiration of both officers and men, the good discipline and the strict obedience to orders, without which it would have been impossible to accomplish so much in so short a time.

There was no leaving their posts, and when ordered to search the surrounding houses no persons were insulted or private property injured. The success of the expedition without loss or accident is due to them; and my thanks also are due to our guides, Orrell and Pucket, for the efficient manner in which they performed their duty. I would also add that Surgeon P. S. Wales, of the Fort Jackson, was detailed for duty to this vessel for the occasion.

Very respectfully, your obedient servant,

J. B. Breck, Commanding U. S. S. Niphon.

Captain B. F. SANDS, Senior Officer Present.

> U. S. S. HOWQUAH, Off New Inlet, North Carolina, April 23, 1864.

SIR: In obedience to your order of April 21, I reported to Acting Volunteer Lieutenant J. B. Breck, commanding U. S. S. Niphon, and

by orders from him sent (at 4 p. m.) the second cutter in charge of Acting Ensign G. P. St. John and 10 men to report to him. At 4:30 p. m. got underway and proceeded to Station No. 4. At dark I sent in first cutter in charge of Acting Ensign and Executive Officer R. W. Rowntree, accompanied by Acting Master's Mate F. P. Haskell, of this ship, and Acting Ensign J. J. Reagean, of U. S. S. Niphon, as guide, with 12 men, to march up the beach to Masonboro Inlet and capture all pickets they might find, and to hold the point on the south side of the inlet to protect the boats returning from the sound, the Howquah proceeding up the beach in 3 fathoms of water to shell the beach in case of an attack from the southward.

At 10 p. m. our pickets were fired upon by the cavalry. Not being able to surround, fired upon them. One man was seen to fall, but was carried off by his companions. They followed them, finding his rifle. At 10:15 p. m. signals were made to shell the beach southward, and I commenced shelling. At 10:35 p. m. signals were made to cease firing. At 10:45 first cutter returned with 11 conscripts, and immediately returned for the rest of our men. At 11:20 all boats returned on board, having accomplished the duty sent to perform without loss or accident. In submitting this report I can not say too much in praise of the coolness of the officers and good conduct of the men.

I am, sir, your most obedient servant,

J. W. Balch, Acting Master, Commanding U. S. S. Howquah.

Captain B. F. SANDS, U. S. Navy, Senior Officer, Off Wilmington, N. C.

Report of Major-General Whiting, C. S. Army.

HEADQUARTERS DEPARTMENT OF CAPE FEAR, Wilmington, N. C., April 22, 1864.

GENERAL: Nine barges of the enemy, piloted by a renegade, landed last night at Masonboro, at the State salt works, which they destroyed. They carried off a number of conscripts or employés. I do not much regret the matter, as the State salt works have always been a nest of traitors, and more than suspected of holding intercourse with the enemy, but I have no doubt at all that the attempt was made in consequence of information transmitted to the enemy of the withdrawal of my movable force.

On the 12th instant I had directed General Martin to occupy the belt of sounds opposite Masonboro Inlet, but the recent movement of troops prevented it. It has always been my custom to guard these points strongly, as of very great importance to the security of the command. The enemy carried off a number of willing prisoners. They are capable of giving much information. You will see by the enclosed copy of a letter to the governor, my opinion of the works and the people engaged on them. The whole affair strongly illustrates the necessity of keeping here at least a brigade at all times. The men carried off were in the habit of daily visiting the city to haul and dispose of salt, are fully aware of the late movements and of every exposed condition, and will no doubt give all the information they have to the enemy.

If your operations will not permit you to leave a brigade with me, I beg you will present this to the Department, which has been fully

advised of the circumstances of this command. I have not at present sufficient force to perform the heavy garrison duties of the city.

Very respectfully,

W. H. O. WHITING, Major-General.

General G. T. BEAUREGARD, Weldon, N. C.

[Enclosure.]

HEADQUARTERS DEPARTMENT OF THE CAPE FEAR, Wilmington, N. C., April 22, 1864.

SIR: Last night the enemy landed at the State salt works and destroyed one of them, taking off a number of the conscripts. I do not regret it. I consider that the whole affair was done with the complicity and on the information of parties engaged there. The enemy undoubtedly were made aware of the withdrawal of Martin's brigade. The establishment has long been a nuisance, and the circumstantial evidence of their intercourse with the enemy is very strong, and combined with the known character of many of the conscripts, is sufficient to induce me to remove what the enemy have spared. In this connection I respectfully refer to my letter of 22d ultimo to you. If the works are regarded as indispensable to the State it will be necessary to remove them to Cape Fear River. No more salt works will be permitted on Masonboro Sound. The enemy left a number of letters to be distributed.

Very respectfully,

W. H. C. WHITING, Major-General.

His Excellency Governor VANCE, Raleigh.

Reconnoissance in vicinity of Myrtle Sound, North Carolina, April 22, 1864.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving results.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Hampton Roads, Virginia, April 27, 1864.

SIR: Captain Sands, U. S. S. Fort Jackson, reports under date of 22d [23d] instant he sent the Niphon to reconnoiter in the vicinity of Myrtle Sound and obtain information, if practicable, of the number and disposition of the enemy. A cutter and a dingey were dispatched from the Niphon. The latter, in charge of Acting Ensign Borden, was carried across the beach and into the sound, while the cutter, in charge of Acting Ensign Semon, both officers attached to the Niphon, picketed the beach. Acting Ensign Borden crossed the sound without being discovered by the enemy's pickets, and running up a small creek, landed about 10:15 p. m., conducted by J. H. Pucket, the refugee pilot who guided the expedition which destroyed the State salt works on the 21st instant. He proceeded to the house of Acting Lieutenant E. H. Davis, of the Masonboro Home Guard, who was known to be favorable to our cause. He came off with the party after making arrangements to obtain information from his friends at frequent intervals.

The information obtained from him is substantially as follows: That the present force in Fort Fisher and the batteries adjacent consists of about 1,000 men; the force in and around Wilmington, about 2,000 men, General Beauregard and General Whitney [W. H. C. Whiting] commanding, in addition to which some 300 conscripts, who had been employed at the salt works, were sent there after these works were destroyed; that Wilmington could, in his opinion, be taken with little difficulty now, by landing troops at Masonboro and marching across. The distance is short and the road good and undefended.

The batteries at Wilmington mount but about ten or fifteen guns, and they old-fashioned smoothbores. He does not state their caliber. When the firing at he salt works on the 21st was heard at Wilmington it was supposed there that an attack on that place was intended, and troops that had been dispatched to Swansboro and the sounds were recalled. The number of these is not stated, nor whether they are included in the estimate given of the troops at Wilmington

and vicinity.

I have informed General Butler of this man's statement, and represented to him that the presence of a general so highly esteemed as Beauregard, the sending of troops from Wilmington to Swansboro, the recent attack on Plymouth, and the increase of rebel force in the eastern part of North Carolina, seems to indicate their determination to push the campaign with vigor, possibly to attack both Beaufort and New Berne, and that in view of these facts an increase of military force at Morehead City and Fort Macon appeared requisite.

The garrison at the latter place is so weak that, at the commanding officer's request, Commander Dove sent 60 sailors from the blockaders there in the harbor to assist in manning it. Immediately upon being informed of this by him, however, I directed him to return the men at once to their vessels, as the already small crews could not bear this

diminution.

I have the honor to be, sir, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. Gideon Welles, Secretary of the Navy.

Report of Captain Sands, U. S. Navy, transmitting report of Acting Volunteer Lieutenant Breck, U. S. Navy, commanding U. S. S. Niphon.

U. S. S. FORT JACKSON, Off New Inlet, Cape Fear River, April 23, 1864.

Sir: Yesterday evening I sent the Niphon to No. 4 station and along the beach to the northward to make a reconnoissance in the sound for information [I] supposed could be obtained from friends on the mainland, and I herewith enclose the report of Acting Volunteer Lieutenant Breck, accompanied by that of Acting Ensign H. S. Borden, who had charge of the party.

I would respectfully bring to your notice the zeal and energy evinced by Acting Ensign Borden upon all occasions of enterprise, and I name

him as one deserving promotion.

Mr. Davis, the refugee officer from the home guard, North Carolina, states that when the shells exploded in the salt works it was thought in Wilmington that we had landed in force at Masonboro, to march on

former city, and expresses were immediately sent off to recall troops that had been sent toward Swansboro and the sounds, and may have the effect of interfering with the threatened attack upon New Berne and Washington, N. C. He also states that General Beauregard was at Wilmington with General Whiting. That the morning after our raid all the conscripts left by us after the destruction of the works and State property (some 300) were marched off to Wilmington for the Army, as the work of salt making for the State was spoiled.

Very respectfully, etc., your obedient servant,

B. F. SANDS,

Captain, U. S. Navy, Senior Officer off Wilmington.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, off Newport News.

[Enclosure.]

U. S. S. Niphon, Off New Inlet, North Carolina, April 23, 1864.

SIR: I have the honor to report that I sent the second cutter of this ship on shore at Big Hill under the command of Acting Ensign E. N. Semon, and a small dingey from the Fort Jackson, to carry across the beach over to the sound. Mr. Borden, the executive officer, volunteered to go in her with Mr. Pucket and see what information could be had; to establish a regular communication with the shore. I enclose his report to me. The expedition returned at midnight, having been successful in all respects, and we are to have news from the shore every three days. Mr. Borden also brought off with him Eli II. Davis, a lieutenant in the Masonboro Home Guard. Mr. Davis says that the destruction of the salt works by the expedition was entire. Their daily average of salt was about 500 bushels, they being the principal salt works in the State. Yesterday one company of artillery and 800 infantry of the Fiftieth North Carolina Regiment came down to the sound to protect the sawmill owned by Government. Mr. Davis says there are at Fort Fisher and the batteries near about 1,000 men-the Twenty-sixth North Carolina and one company of Georgia cavalry. About Wilmington and in vicinity there are some 2,000 troops, consisting of General Whiting's division, Fiftieth North Carolina, and small detachments from other regiments doing provost duty. Most of the troops formerly stationed at Wilmington have left. Thinks Wilmington could be taken easily by troops landed at Masonboro, it being but a short distance, a good road, and not defended. The batteries have but few pieces, not more than ter or fifteen altogether, and they are old-fashioned smoothbore. Farmers' crops are very bad and provisions very scarce and dear; out of the reach of all except the rich. People are tired of secession and would be glad to see us in possession of the country. There was a great excitement at Wilmington, as they expected an attack from the party burning the salt works. Only three blockade runners at Wilmington; do not know their names. Mr. Davis is the brother in law to Mr. Bowen, pilot of the Nansemond. The man that I am in communication with has promised me a sketch of Fort Fisher, which I shall have in a few days.

Very respectfully, your obedient servant,

J. B. Breck, Commanding U. S. S. Niphon.

Captain B. F. Sands, Senior Officer Present. [Subenclosure.]

U. S. S. NIPHON, Off New Inlet, North Carolina, April 23, 1864.

SIR: In obedience to orders, on the night of the 22d of April I proceeded with the second cutter and dingey on a reconnoissance across Myrtle Sound to the mainland, to gain information in regard to the strength and position of the rebels. About 9:30 in the evening landed on the beach, took the dingey and carried her across the beach to the sound, and with the pilot, 2 men, and myself proceeded to the mainland. Owing to pickets being stationed at several points along the sound on the mainland, it was necessary to proceed very cautiously. By so doing, I got across without being discovered, and about 10:15 entered Sandy Run, a small creek; went up about one-fourth of a mile and landed. Leaving the 2 men in the dingey, the pilot and myself proceeded to Lieutenant Davis's house, about a mile and a quarter from Upon arriving at the house, the pilot went to the window and awoke Mr. Davis, who got up immediately. He informed us where the pickets were stationed, the nearest being about 500 yards from his house. We transacted our business as soon as possible and proceeded to the boat. Mr. Davis went to one of the neighbors, a confidential man, about a mile from his house, held an interview with him, and then both of them met us at the boat. Mr. Davis took the opportunity to I made arrangements to hold communication with the escape with us. parties on shore, who will keep the fleet posted in regard to all military movements, etc., the present force in Fort Fisher being about 1,000 men.

Too much praise can not be given to Acting Ensign E. N. Semon, who went in the second cutter and picketed the beach while I was across the sound. Everything being carried out successfully, I proceeded back, hauled the dingey across the beach again, and got on board the vessel at 2:15 a.m. of the 23d.

I am, respectfully, your obedient servant,

H. S. Borden,

Acting Ensign and Executive Officer U. S. S. Niphon.

Acting Volunteer Lieutenant J. B. Breck, Commanding U. S. S. Niphon, off New Inlet, North Carolina

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commander Dove, U. S. Navy, regarding affairs in Beaufort Harbor, N. C.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 22, 1861.

SIR: Your No. 56, of the 20th instant, is received. I desire that you immediately withdraw the 60 sailors you have sent to Fort Macon and return them to their vessels; and referring also to your statement that if the Ninth Vermont Regiment is driven in it will be necessary to send a strong party to man the intrenchments back of Morehead City, I would remind you that the Navy has nothing to do with military affairs and arrangements. General Butler has the charge of such defensive and offensive operations, and I wish you to leave them entirely to him or the officers he may place in charge.

If it should become necessary to remove the ordnance vessels from Beaufort Harbor, you can take them outside the bar, but this is only to

be done if absolutely necessary.

Dispatch the blockaders now at Beaufort to their stations as soon as possible. Notify their commanding officers and give them every facility for executing this order. The blockade is much weakened by departure of several vessels for repairs, and the services of those at Beaufort are therefore urgently needed. One blockader in addition to the *Lilae* will be enough at Beaufort for the present.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron

Commander B. M. Dove,

Commanding Temporary Naval Station, Beaufort, N. C.

#### [Telegram.]

NAVY DEPARTMENT, April 22, 1864.

Do you not think four of the double-enders would be able to destroy the rebelironclad by ramming? Her speed of 4 miles and her battery of 30-pounders make her not very formidable against several rams. Of torpedo boats we have none. What is the greatest draft of water that can be carried into Pamlico Sound from the ocean?

GIDEON WELLES, Secretary of Navy.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding mode of attack upon the C. S. S. Albemarle.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 22, 1861.

SIR: The Department indicates by telegram a wish to have the four double-enders run the ram down.

It is evidently the expectation of the Department that every attempt shall be made to destroy the ram.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT, U. S. S. Hetzel.

Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commander Davenport, U. S. Navy, regarding the defense of Plymouth, N. C.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 22, 1864.

SIR: I write by the New Berne, just leaving for Beaufort. The Commodore Barney left this morning and the Sassacus leaves to-day to join



UNITED STATES STEAMER ONONDAGA.

you; the latter has instructions from me to you, of which I enclose a copy. These necessarily given without a thorough knowledge of the situation, you are at liberty to vary from as circumstances in your best judgment may demand. Whatever is done should be done quickly, because Plymouth, I believe, has no good defense by the water side below the town, and it is better to attack the ram than be attacked by it, and unless you mean an attack it was but little, if any, use in asking for more force. Commander Renshaw and Lieutenant-Commander Truxtun are brave officers [who] know the situation and will do all in their power to make good the expectation of the gallant Flusser.

The approaching opening of the campaign here will give relief in

North Carolina.

In haste, respectfully, yours,

S. P. Lee,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander H. K. DAVENPORT,

Comdg. U. S. S. Hetzel, Senior Naval Officer, Sounds of N. C.

### [Telegram.]

NAVY DEPARTMENT, April 22, 1864.

The rebel ram is 125 feet long, and draws 8 feet of water; armed with four 30-pounders. She will have done all the mischief before we can get our camels ready, but I think you may order a set to lift one of the Tecumseh class to 8 feet with her coal and ammunition landed.

G. V. Fox, Assistant Secretary.

Captain John Ericsson,
New York.

[Telegram.]

NAVY DEPARTMENT, April 23, 1864.

Send Captain Smith, of the *Onondaga*, into the sounds of North Carolina to assume command. Let him go in the *Mattabesett* and take the *Sassacus* and the double-ender in quarantine, and let the rebel ram be run down by the vessels in company, or attacked in any manner his or your judgment may suggest, but let it be done at all hazard.

GIDEON WELLES.

Acting Rear-Admiral Lee,
Off Newport News.

[Telogram.]

FORT MONROE, April 23, 1864.

Onondaga and Mattabesett arrived in roads this morning. Dispatch received. Captain Smith sent for. Matter will be attended to.

S. P. LEE, Acting Rear-Admiral.

Hon. GIDEON WELLES.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, to assume command in the sounds and attack the C. S. ram Albemarle.

# FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 23, 1864—1 p. m.

SIR: The Navy Department, by telegraphic dispatch of this date, directs me to send you to assume command in the sounds of North Carolina for the purpose of attacking, at all hazards, the rebel ram there in the best manner to insure its destruction by running it down with the double-enders, or in any other manner which my judgment or yours

may suggest.

The Miami (Commander Renshaw) and the Tacony (Lieutenant-Commander Truxtun) are now in the sounds. The Sassacus (Lieutenant-Commander Roe) was sent there last night. You will take the Mattabesett (Commander Febiger) and the Wyalusing (Lieutenant-Commander Queen) with you, and leave with all practicable dispatch, availing yourself of the present high tides to enter the sounds.

I send with you two officers who have served in the sounds, and

whose local knowledge will be useful to you.

I enclose a copy of my instructions\* of 21st instant to Commander Davenport for your information and guidance, unless you find occasion

to vary them for a more promising plan of attack.

Attacking the ram will, to some extent, intimidate it, and by getting alongside of it, in or near contact, and on each side, holding position, and by firing at the center of its ports, whether open or shut, and on its roof, you will disable and capture it. Your guns should have double breeching, and be loaded with heavy charges (say from 15 to 18 pounds of powder for the IX-inch guns) and solid shot, and they should be so depressed as to fire as near a perpendicular line to the slope of the roof as practicable.

If all hands lie down when the guns are fired, they will escape the

rebound of broken parts from the shot.

At the time of this attack if some shell were thrown down the ram's

smokestack, she might thus be disabled.

The advantage of getting alongside and on each side of her is that you prevent her from ramming, and have a controlling fire upon her roof and ports.

Her ports and stern are her weak points.

Even if her ports are kept closed, as in her attack on the Miami's and Southfield's bows, you can, if alongside of her, fire through them and into her, and if her roof is, as described, of railroad iron with a thin plating over it, the mechanical difficulty of securing this is such that it will loosen and fly off under the concussion of your heavy fire, while the inside nuts and bolts will act like canister on her deck, and the concussion, especially if her ports are shut, will shock and demoralize her crew, giving you a complete victory.

Besides you may force her ashore, where the falling freshet in the

Roanoke may leave her.

Be sure and not have the neutral point of your wheelhouses opposite her ports.

Your wheelhouses should be abaft or forward of her roof—better

The Department seems to prefer ramming.

This ram is reported to be of the usual Merrimack model; if so, heavy logging and a knuckle ironed over make her sides strong. But ramming under high speed may drive it in, or you may drive her ashore or mount her ends (especially if in the sounds with some sea) and sink her.

Intrusted by the Department with the performance of this signal service, I leave (with the expression of my views) to you the manner of

executing it.

All assaults are exposed service, but this assault has, with much real risk, less than appears.

Wishing you success and promotion,

I have the honor to be, respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Captain M. SMITH,

U. S. Ironclad Roanoke.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, regarding ammunition, and giving added instructions relative to attacking the C. S. ram Albemarle.

FLAGSHIP NORTH ATLANTIC BLOOKADING SQUADRON, Off Newport News, Va., April 23, 1864.

SIR: In addition to the ammunition in the sounds, I have directed Commander Lynch to send 250 rounds for each gun now there and now going there.

The schooner Carstairs will take this and the steamer Dawn will tow her to Hatteras Inlet and leave her there subject to your further

orders.

Respectfully, yours,

S. P. Lee, Acting Rear Admiral.

Captain M. SMITH, Present.

APRIL 23.

Postscript to my instructions of this date:

The ram is said to have two screws and to turn short. Her blow is best taken end on, as by following her up you can prevent her drawing her prod and leaving a hole for the water to rush in. She can strike but one vessel at a time; and when she strikes one, two others should speedily grapple her, one on each side.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

# [Telegram.]

'FORTRESS MONROE, VA., April 23, 1864.

I think you can do more good to the service by coming here for twenty four hours than anywhere else. Please breakfast with me to-morrow morning at 9 a.m. Perhaps you can bring the President with you.

BENJ. F. BUTLER, Major-General.

Captain G. V. Fox,
Assistant Secretary Navy.

[Endorsoment.]

Will the President go?

G. V. Fox.

[Second endorsement.]

I do not think I can go. Shall be glad if Captain Fox does. A. LINCOLN.

[Telegram.]

NAVY DEPARTMENT, April 23, [1864]--7:15 p. m.

Impossible to leave just now, though the President would like to. With Congress here no one can go far. Smith, of the Onondaga, of old ram Manassas memory, is ordered to the sounds of North Carolina. He will make short work of that young ram.

Is there anything later?

G. V. Fox, Assistant Scoretary.

Major-General B. F. BUTLER, Comdg. Department Virginia and North Carolina, Fort Monroe,

[Tologram.]

FORTRESS MONROE, April 23, 1864.

Glad to hear that Smith is coming here, but it is not about the North Carolina matter that I desire to see you. It is something more important. Do come. Will send a 16-knot boat for you. You are not getting out the piles, as I am informed.

BENJ. F. BUTLER, Major-General.

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

Order of the Secretary of the Navy to Lieutenant Lamson, U. S. Navy, commanding U. S. S. Gettysburg.

NAVY DEPARTMENT, April 23, 1864.

SIR: Proceed the moment the U.S.S. Gettysburg is ready for sea to Hampton Roads with her and report to Acting Rear-Admiral Lee for duty. Use dispatch in getting off and reaching your destination. Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Lieutenant R. H. LAMSON, Commanding U. S. S. Gettysburg, New York. Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Everson, U. S. Navy, commanding U. S. S. Victoria.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 23, 1864.

SIR: Proceed with the U.S.S. Victoria to the blockade off Wilmington, reporting your arrival to the senior officer there present.

Touch at Beaufort for coal and such other supplies as you may need.
Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Acting Master A. Everson, U.S. Navy, Commanding U.S. S. Victoria.

### [Tolegram.]

FORT MONROE, April 24, 1864.

Referring to my last telegram, I am certain that you can do no so good thing to the public service as to come down here.

Do say you will come.

BENJ. F. BUTLER,
Major-General.

Captain G. V. Fox,
Assistant Secretary Navy.

#### [Telegram.]

NAVY DEPARTMENT, April 24, 1864.

As soon as you have a sufficient number of men to take the *Agawam* to Hampton Roads, proceed to that place and report to Acting Rear-Admiral Lee.

GIDEON WELLES, Secretary of the Navy.

Commander A. C. RHIND, Commanding U. S. S. Agawam, Portland, Me.

Order of Commander Davonport, U. S. Navy, to Lieutenant-Commander Truxtun, U. S. Navy, to exercise vigilance in the Roanoke River.

> U. S. S. HETZEL, Off New Berne, N. C., April 24, 1864.

SIR: You will consider yourself senior naval officer in Albemarle Sound, and I wish you to use every exertion to prevent the ram from coming out of the Roanoke River. Keep me advised by every opportunity of your movements. We are expecting the enemy in this vicinity every day.

Very respectfully,

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Lieutenant-Commander W. T. TRUXTUN, U. S. Navy, Commanding U. S. S. Tacony. Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence regarding the defenses in the sounds of North Carolina.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Off Newport News, Va., April 21, 1864.

SIR: General Butler read me this evening his dispatch\* making the surrender of Plymouth the result of want of naval defense of its flanks—meaning against the rebel ram and the riflemen in the steamboat Cotton Plant.

The Navy had nothing to do with the planning, placing, or fighting the extensive and expensive fortifications which the Army had erected for the defense of Plymouth, Washington, and New Berne, by land and water.

There are three earthen works on the riverside at Plymouth—one in the lower part and the other two above this small town, and they should not need wooden gunboats to defend them.

General Butler told me at Plymouth last fall that he did not care for the ram, and that the fortifications ought to be sufficient to hold the place.

A few days since he informed me that he had ninety days' supplies

at Plymouth. The garrison there was about 2,200 strong.

Nothing can be more ungenerous and unjust than to make the Navy responsible for the occupation or surrender of this fortified town.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy.

P. S.—I enclose (1) an extract from my letter to General Foster of April 17, 1863; (2) a copy of my letter to General Foster of May 1, 1863; (3) extract from my letter to Commodore Davenport of August 19, 1863.

[Enclosures.]

U. S. Flagship Minnesota, Off Newport News, Va., April 17, 1863—p. m.

GENERAL: Permit me to renew my previous suggestions in favor of abandoning the occupation of so many points in the sounds, and the razing of the enemy's abandoned defenses.

Our present policy of occupying detached posts struck me last fall, and more so now than then, as being expensive, insecure, and subjecting us to attack in detail, whereas if we occupied one good position, the concentration of our land and naval forces would better enable us to act our part of prosecuting the war. Naval movements necessarily follow army policy in this matter, as we can not withdraw our assistance whilst you need it in the occupation of a place.

Matters are taking the same critical turn here as in the sounds. The enemy are trying to cut off our positions in detail and to reoccupy

<sup>\*</sup>See Official Records of Union and Confederate Armies in the War of the Rebellion, Series I, Vol. XXXIII, p. 279 (letter of Major-General Butler to Major-General Halleck).

their abandoned works. Our policy of scattered occupation is certainly bad and can not too soon be abandoned.

I have the honor to be, general, very respectfully, yours, S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Major-General J. G. Foster,

Commanding Department of North Carolina, Washington, N. C.

U. S. FLAGSHIP MINNESOTA, Off Newport News, Va., May 1, 1863.

GENERAL: I had the honor to receive on the 27th ultimo your interesting and instructive communication of the 22d ultimo, giving your views respecting the occupation of posts within the limits of your command.

It was only in connection with the occupation of such posts by the Navy as a part of their defense that the subject claimed my official attention. I meant in my communication of the 17th to refer only to positions in the sounds of North Carolina and not to Fort Macon and Beaufort Harbor, the defense of which, and of Hatteras Inlet, is of obvious necessity.

As to Roanoke Island, I supposed it best that the abandoned rebel works there should be razed and the obstructions in Croatan Sound removed. Then such observation or police as should prevent attempts at reconstruction might answer, but even if reoccupied by the enemy, we could, if there were not too many other places to guard, concentrate and dislodge them.

But this position does not receive naval occupation at present, and

therefore is only referred to in view of future demands.

Your views in respect to New Berne, Washington, and Plymouth possess great force. They would require considerable military defenses, however, to accomplish all you have in view. They are sickly places, Plymouth especially. The enemy can build gunboats on the Tar, above Washington, and on the Roanoke, above Plymouth, though their facilities would be better at the towns, if they held them. The question with us is, How many places can we profitably hold, comparing the advantage with the expense of possession? We do not hold Elizabeth City, Edenton, Hertford, Winfield, etc., nor does the enemy derive any visible advantage from having access to them.

My general view of our policy is to take places which the enemy has fortified, to level his works of defense, and then to leave these places as they were before the rebellion, unless they are of particular military importance, in which case they would require and justify proper defenses. Where a place is held, it seems to me that the military occupation ought to be as complete as practicable in itself, and when this cannot be done, the occupation becomes one of questionable propriety to the extent that gunboats are permanently needed for its defense.

I do not desire or attempt to interfere with your military plans, and I fully appreciate the good spirit in which you favor me with your views. It is certainly my wish and purpose to cooperate heartily with you. I shall be glad if this interchange of ideas will lead to such an examination of the subject as will show, in connection with each necessary military occupation, precisely what kind and extent of naval force is required in the sounds.

It appears to me that the naval part of our policy there is to have such a force as can cooperate in expeditions with the army, and in the meantime, by cruising and as guard vessels, preserve the blockade and the police of the waters.

Should the enemy build gunboats on the rivers above the towns, the naval force should be sufficient to destroy his vessels before they unite

or after they have combined.

I have the honor to be, general, very respectfully, yours,

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron,

Major-General J. G. FOSTER, U. S. Army,

Commanding Department of North Carolina, New Berne, N. C.

Extract from a letter of Acting Rear-Admiral Lee to Commander Davenport, dated New Berne, N. C., August 19, 1863.

General Foster informed me on his arrival at Fortress Monroe to succeed General Dix that half the gunboats in the sounds might be withdrawn, they being no longer necessary here for military purposes, as he had carried out my suggestion to fortify the positions he thought necessary to hold, and has accordingly fortified New Berne, Washington, and Plymouth.

Proposed joint expedition against Richmond.

Report of Acting Rear-Admiral Lee, U. S. Navy.

Confidential.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Off Newport News, Va., April 25, 1864.

SIR: General Butler's plan requires a powerful cooperating naval force to cover his landing, protect his position, and keep open his communications. His plan is so dependent on naval support, and requires so much of it, that the naval force should be so sufficient as, under circumstances, to insure his safety.

The enemy have three ironclads, a number of small gunboats and

torpedo boats, and, it is believed, some rams.

Four ironclads capable of ascending the upper James is the least number necessary. Two more such ironclads would be only prudent

provision for the security of the army.

We should have ten or a dozen good double enders, several more good tugs, two more good steam transports (light drafts of speed like the Mary Ann would answer this purpose), and three or four ordnance schooners.

I say nothing of ironclad rams and torpedo vessels, only because it

will be impracticable now to obtain them.

A careful consideration of the situation would soon satisfy the Department that the force I ask for is only a proper provision to meet the necessities of the case.

The army preparation is progressing rapidly, judging from the arrival of troops from the South, and I fear delay will be experienced from the want of naval preparation. This movement, considering its character, has been sprung rather suddenly.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actq. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—I am just informed by General Butler that the expedition is to be ready for the 30th instant.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army.

Confidential.]

FLAGSHIP MINNESOTA, Newport News, Va., April 25, 1864.

General: I will thank you to inform me of the extent and character of the joint expedition which you propose to make, showing the exact service which you expect the navy to render, the time when and the points to which the different military and naval movements are to be made, and the assistance which the army will give the navy in taking and holding the different positions deemed necessary (which should be named), the number and kind of transports requiring convoy and protection, where to, and when. In a word, to give me such full and perfect information in writing as will enable the Navy Department fully to understand the nature of the service to be performed, to ascertain its ability to furnish the means needed, and to enable me to make timely professional dispositions.

I send this by Fleet Captain Barnes, my chief of staff, and solicit an

early reply.

I have the honor to be, general, respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Major-General B. F. BUTLER,

Comdg. Dept. of Virginia and North Carolina, Fortress Monroe.

Letter from Major-General Butler, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy.

Confidential.] HEADQUARTERS 18TH ARMY CORPS, DEPT. OF VIRGINIA AND NORTH CAROLINA,

Fortress Monroe, April 25, 1861.

ADMIRAL: As I had the honor to suggest to you in a personal interview, in which we had the pleasure of interchanging views upon the subject, it is intended to land at City Point and above on the south side of James River, below a place called Osborne's at the head of Farrar's Island, a force of 30,000 to 35,000 men, with the necessary supplies, artillery, and trains.

To this purpose it is proposed to use the Appomattox as far up as

Port Walthall as a convenient rendezvous for transports.

To move this force will take a fleet of about fifty transports, besides some thirty schooners and barges for landing and other purposes.

From this position it is contemplated to move along the south side of the James River upon Richmond, in cooperation with General——'s army.

To effect this landing and keep the position, it is expected that the navy will hold the James River above Farrar's Island and the Appomattox above Port Walthall free from all attacks by rebel water craft,

at all hazards, as upon this depends the success, and indeed the safety of the expedition.

In order to prevent annoyance by the enemy as well of the transports as the naval vessels, it is prepared to seize and hold Fort Powhatan and Wilson's Wharf, nearly opposite each other on the James River, which are supposed to be the only bluffs or high points below City Point from which we can be substantially annoyed by the enemy's light artillery or sharpshooters.

It is proposed to start a flying column on board transports, with means of effecting a landing, and seize Wilson's Wharf and Fort Powhatan and leave an adequate force there to intrench the same, thence proceeding upward to seize City Point and commence landings on both sides of the Appomattox, while the navy take and hold Osborne's, as indicated above.

The navy will be expected to cover the landings at each of the places indicated by its guns, and to aid by a flanking fire the army in holding its positions until intrenched.

As the movement is to be in the nature of a surprise, it will be necessary for the naval vessels to go up with the leading column of army transports with the utmost celerity, so that the several positions indicated may be taken both by the land and naval forces before the enemy can concentrate opposition.

The commanding general offers the use of the armed boats of the army, being of very light draft, to precede the naval force and drawing the river for torpedoes or obstructions, as their loss (if so unfortunate) would not be so serious as a loss of more valuable naval vessels with their armament; to be, if desired, under your orders.

It is required by the commanding general of the army that the joint expedition must be ready for this movement at a date not later than the 30th instant.

After the landing is effected, in the ulterior operations as well as before, the army will expect to render all the aid and cooperation in its power to the navy to enable it to clear the river of water craft and obstructions, and to receive that hearty and genial cooperation from the navy which the commanding general has always had the good fortune to receive from the navy, such as protecting his water transportation and covering his flanks when lying on the river, so that the great objective point, the capture of Richmond, may be the joint enterprise of the united services of the army and navy.

I believe, admiral, I have answered each one of the propositions contained in your note of to-day with as much particularity and distinctness as the subject-matter will admit, and upon which and every point and part of which I would desire to interchange views with you in person, and to do so will hold myself in readiness to meet you when and where you will honor me with an appointment for that purpose.

I desire specially to call your attention to the question whether you can hold the point at Osborne's as against the rebel water craft, as that is vital, or whether I shall make provision to aid you by sinking obstructions in the channel or such other devices as engineering skill shall suggest.

I have the honor to be, sir, very respectfully, your obedient servant, BENJAMIN F. BUTLER,

Major-General, Commanding.

Rear-Admiral S. P. Lee, Comdg. North Atlantic Blockading Squadron, Flagship Minnesota. Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army.

Confidential.] HAMPTON ROADS, VIRGINIA, April 27, 1864.

GENERAL: I received late on the night of this date your confidential communication of the 25th instant, referring to our previous interview and giving me more fully your views respecting the movements you contemplate, and including the Appomattox to Port Walthall as part of the base of your operations. This plan was, in our interview yesterday with the Assistant Secretary of the Navy, modified in this, that you abandoned the idea of landing troops or sending your transports above City Point on James River.

I have the Onondaga, and I expect also three monitor ironclads, and with these I shall be able to cooperate with you as far up James River as this draft and the depth of water will allow them to go, viz, to Trent's Reach, in which there are but 8½ feet of water. Our ironclads can not enter or operate in the Appomattox, but I can cooperate with you in small wooden vessels to Broadway, and perhaps as high as Point of Rocks, if there are no obstructions in the river, or rifle pits on the banks to drive the men from their guns on these open-deck vessels, or batteries with which such vessels can not contend.

The ironclads can, barring accidents, average 5 knots per hour to Harrison's Bar, which is 50 miles above Newport News. They require high water by day to cross that bar. The river at Harrison's Bar, before City Point, in the Appomattox, and from City Point to Farrar's Island, requires to be examined for torpedoes, and if we meet with no resistance this can be done by day, and in part of a day.

I thankfully accept the offer of your light-drafts to act under my

orders in the performance of this important duty.

The engineering device of defense by obstructions (the means of making which you kindly propose to provide) above the ironclads in James River would materially aid in preventing the success of attempts to blow them up, and of surprise by torpedo vessels and fire rafts. The confusion and loss which would inevitably ensue among your numerous transports crowded in the river, in the event of such an alarm, would be very serious.

I would suggest Trent's Reach or Dutch Gap as a good location for

such obstructions.

I do not see clearly how such a movement can be made a surprise, as

the enemy has a signal corps in operation along James River.

I would respectfully suggest that the occupation of Dutch Gap, which is high and narrow, would be a great advantage to us, and that a body of skirmishers to land, clear, and picket the bluffs on the left bank, between Eppes Island and Farrar's Island, would be a very desirable protection to the gunboats against sharpshooters and torpedo operators.

The wooden gunboat force expected is not so large as I have desired. It will, however, I hope, be sufficient to give the convoy required and

assist the ironclads in covering the landings contemplated.

Be assured, general, that intelligent and hearty cooperation is the first wish of myself, and will be the effort of the officers and men of my command.

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

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Major-General BENJAMIN F. BUTLER,

Comdy. Dept. of Virginia and North Carolina, Fortress Monroe.

[Tologram.]

NAVY DEPARTMENT, April 25, 1864.

I will leave here at 6 o'clock this evening.

G. V. Fox, Assistant Secretary.

Major-General Butler, U.S. Army, Fortress Monroe, Va.

[Telegram.]

NAVY DEPARTMENT, April 25, 1864.

The Department can not consent to the detention of the Rose or any other of Admiral Farragut's vessels.

GIDEON WELLES, Secretary of the Navy.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, off Newport News.

Order of Acting Rear-Admiral Lee, U. S. Navy, regarding lines and grapuels for vessels.

FLAGSHIP MINNESOTA,

Off Newport News, Va., April 25, 1864.

Each vessel in these waters will be provided with good, stout lines, of 2-inch stuff, and several grapuels, fitted and ready for service in dragging for torpedoes.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Commander Downes, U. S. Navy, commanding U. S. S. R. R. Cuyler.

NAVY DEPARTMENT, April 25, 1864.

SIR: Proceed with the U. S. S. R. R. Cuyler to Hampton Roads and report to Acting Rear-Admiral S. P. Lee for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Commander John Downes, U. S. Navy, Commanding U. S. S. R. R. Cuyler, New York.

Order of the Secretary of the Navy to Commander Corbin, U. S. Navy, commanding U. S. S. Augusta.

NAVY DEPARTMENT, April 25, 1864.

SIR: Proceed with the U.S.S. Augusta to Hampton Roads and report to Acting Rear-Admiral S.P. Lee for duty in the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander Thos. G. Corbin, U. S. Navy, Commanding U. S. S. Augusta, New York. Report of Commander Davenport, U. S. Navy, regarding the presence in the sounds of Brigadier-General Graham, U. S. Army.

> U. S. S. HETZEL, Off New Berne, N. C., April 25, 1864.

ADMIRAL: Brigadier-General Graham is here, and as he ranks me I should like to be informed who commands the gunboats in the sounds. You are aware that your predecessor appointed me as a commander and senior naval officer in the sounds of North Carolina. I can not understand how anyone can be affoat in the sounds not belonging to the Navy who has an independent command.

I simply call this to your attention. I have not, nor do I intend to, if possible, have the slightest jar with the Army. Will you be good

enough to inform me how I stand with army gunboats?

I have the honor to be, very respectfully, your obedient servant, H. K. DAVENPORT,

Commander, etc.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Commander Davenport, U. S. Navy, regarding orders issued to officers under his command.

U. S. S. HETZEL, Off New Berne, N. C., April 25, 1864.

ADMIRAL: In reply to your letter of the 21st instant, I have to inform you that I have sent Lieutenant-Commander Truxtun to Albemarle Sound, with orders not to let the ram come out of the Roanoke River. I have no torpedoes, and do not know how to make them.

I think it best that Commander Renshaw should remain at Washington. We are expecting an attack there hourly, and he is so well

acquainted there that he could not well be spared.

I think that Captain French will do well in the Miami, and I have ordered him to remain in command of her.

I have the honor to be, very respectfully, your obedient servant,
H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron.

Report of Acting Volunteer Lieutenant French, U.S. Navy, regarding the arrival of launches from the Chowan River, prepared for cooperation with the Confederate ram.

U. S. S. MIAMI, Albemarle Sound, North Carolina, April 25, 1864.

SIR: After sending my dispatch this morning I went on board the Massasoit and proceeded to Edenton, in company with the U. S. S. Ceres, to put the women and children ashore. I communicated with the shore, and learned from Mr. Bond and Mr. Bland, two very reliable gentlemen, that last Thursday night there were thirteen launches brought down from Cold-rain [Colerain], on Chowan River, about 25 miles above, each being armed with a howitzer, and the whole manned

by 300 men, which are intended to cooperate with the ram, and I learn that they are now quartered in the mouth of the Cashie River and Simon [Salmon] Creek.

Being in possession of this information I deem it proper to dispatch the Massasoit with this letter to-night. Under the circumstances I consider it improper to send boats on picket at the mouth of the river, and

I have ordered the steamers to be kept underway at night.

In my communication to day I requested that you would send the General Jesup back, if possible, but if you have not obtained her, I beg to call your attention to the necessity of having one or two more steamers as soon as possible. My object in making the suggestion for more boats is, that I may be able to keep a more extended line and watch the movements at the mouth of both rivers, and not that I am afraid of being captured. I did not have time to make the reconnoissance proposed, but I learned at Edenton that a battery had been erected at the mouth of Chowan River, on its left bank. I shall go up in the morning, and if I find the enemy at work, or guns in position, I shall shell them out.

Please send the Massasoit back immediately.

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

CHAS. A. FRENCH, Acting Volunteer Lieutenant.

Lieutenant-Commander W. T. TRUXTUN, U. S. S. Tacony, Roanoke Island, North Carolina.

Report of Commander Davenport, U. S. Navy, regarding disposition of vessels of his command.

U. S. S. HETZEL, Off New Berne, N. C., April 25, 1864.

ADMIRAL: I have the honor to make the following semimonthly statement of the disposition of vessels in the sounds for term ending at date:

April 11.—The Ceres left for Plymouth.

April 15.—The Tacony left for Plymouth.

April 17.—The Seymour arrived from Roanoke Island.

April 18.—The Tacony arrived from Plymouth. The Seymour sailed for Roanoke Island.

April 19.—The Southfield was sunk by rebel ram.

April 20.—The Ceres arrived from Plymouth.

April 22.—Seymour arrived from Roanoke Island. Cercs sailed for Albemarle Sound.

April 24.—Seymour sailed for Roanoke Island. The Tacony, Miami, and Whitehead are in Albemarle Sound. The Louisiana and Valley City are at Washington. The Hetzel, Commodore Hull, and Lockwood are at New Berne. The Seymour is at Roanoke Island, and the Granite is at Hatteras Inlet.

I have the honor to be, very respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Acting Master Sheldon, U. S. Navy, regarding the chase of a boat in James River and engagement with the enemy.

> U. S. S. SHOKOKON, Up James River, April 26, 1864.

SIR: I respectfully submit the following report:

At 3:30 p. m. this day, saw a boat under sail steering out from the shore about the vicinity of Day's Point (James River), apparently for the purpose of crossing the river. I immediately started in pursuit. The boat on discovering us to be in chase of her, turned back and ran in by Rock Wharf. I steamed up to abreast of the wharf, and not seeing anyone, I cautiously steamed inshore for the purpose of discovering torpedoes, if any should be there; got to within 350 yards of the shore, when we received a volley of musketry from a concealed enemy in the woods on the bank of the river, and for a short time they kept up a very sharp fire. I immediately returned their fire with our 30-pounder Parrotts and howitzers, throwing shell and shrapnel in where they were concealed; in a short time silenced their fire, saw them leave and take shelter behind a bluff, where we could not reach them. No one was hurt on this ship, although many of their shot passed across the deck and several struck the side; could not tell whether any of the enemy were hit, as the brush hid them from our view.

Officers and men behaved well. I should suppose by the rapidity of their fire that there were from 50 to 75 of the enemy at the time they

opened on us.

l on us. Very respectfully, your obedient servant, W. B. Sheldon,

Acting Master, Commanding.

Captain G. Gansevoort, Senior Officer off Newport News, Va.

[Telegram.]

FLAGSHIP MINNESOTA, Off Newport News, April 26, 1864. (Received at Washington, 9:10 a. m.)

An interview is very important. Better held here. Weather delightful. Can not you come down, starting to-day?

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. G. V. Fox, Assisiant Secretary Navy.

Letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, requesting a conference.

> HDORS, DEPT. OF VIRGINIA AND NORTH CAROLINA, Fort Monroe, April 26, 1864.

ADMIRAL: I am here at the fort, and I think you better come down and let us all have a talk together. G. V. Fox.

Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron, Hampton Roads.

Keep the Rose, Farragut's tug.

[ Telegram.]

FORTRESS MONROE, April 26, 1861—11 a.m.

Will you please order by telegraph that all Farragut's tugs, which were ordered to the Gulf last Sunday, from New York, be sent here as early as practicable; also the *Canonicus*, at New York, and *Saugus*, at Philadelphia, and *Eutaw*, at Washington? All the double-enders and tugs at New York should be hurried to this point.

G. V. Fox, Assistant Secretary.

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

Report of Captain Sands, U. S. Navy, naming the vessels blockading at New Inlet.

> U. S. S. FORT JACKSON, Off Fortress Monroe, April 26, 1864.

Sir: In my communication of 17th instant, informed you that I had detained the *Mount Vernon* temporarily at New Inlet, to strengthen the blockade there. On the 25th, other vessels having arrived from Beaufort, I relieved her from that detention and she is now on the outside blockade, in conjunction with the *Monticello*, to intercept Bermuda runners.

When I left New Inlet there were present there the following vessels: Tuscarora, Kansas, Cambridge, Niphon, Howquah, and Fahkee. The Grand Gulf expected there that evening. The Calypso had reported, and I detained her for the Western Bar, where were the Dacotah, Maratanza, Aries, and Emma. The Vicksburg expected daily.

Very respectfully, etc.,

B. F. SANDS, Captain, U. S. Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Flagship Minnesota.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, in view of the weakened condition of the Wilmington blockade on account of the defense of Beaufort Harbor, N. C.

FLAGSHIP MINNESOTA, Off Newport News, Va., April 26, 1864.

SIR: Send to General Butler, with lists, the refugees and the persons captured near Wilmington on the 21st instant, and inform the general that I will write to him on the subject.

Then proceed to the Gosport navy yard with the Fort Jackson, ask Commodore Livingston in my name to give you every facility to coal, and take in your supplies with dispatch, when return to Beaufort. Confer with aud instruct Commander Dove and make the necessary naval disposition from without and within for insuring the safety of that harbor against boat raids or land attacks by the enemy. Use for this purpose only so much of the blockading force as may be absolutely necessary. The blockade must be effectively kept; meanwhile I have

desired Captain Smith to send, if he can possibly spare them, the Commodore Barney (ferryboat, well armed) and one or two light vessels

from the sounds to aid in the protection of Beaufort Harbor.

The sailors from our already weakly manned blockaders, which Commander Dove had sent to Fort Macon and the forts at Morehead City, I have ordered him to have returned to their vessels, and these sent back to the blockade, reserving one or two only, unless more are abso-

lutely necessary for the defense of Beaufort.

I regret to hear from you that there are nine blockaders detained in Beaufort, and that there are but three vessels off Wilmington; this is very wrong. It is of the utmost public account that the blockade of Wilmington should be very good at this time when supplies are of so much consequence to the enemy. Let Captain Frailey, or some other vigilant officer, have charge of the defense of Beaufort, if you think it best to be off Wilmington in person, which I think is the preferable plan.

I have, and shall again, call General Butler's attention to the great importance of providing proper military means for the security of Beaufort Harbor, and I have asked him to put some of the light army gunboats at the disposition of the Navy for this purpose. Do the best with the naval means at command to keep the blockade of Wilmington

strictly to provide for the security of Beaufort.

Return with dispatch.
Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Captain Sands,

U. S. S. Fort Jackson.

Report of Captain Smith, U. S. Navy, commanding U. S. S. Mattabesett, of arrival in Pamlico Sound.

# U. S. S. MATTABESETT,

Pamlico Sound, April 26, 1864.

SIR: I arrived here this morning, having been delayed by a southeast gale, in which the *Wyalusing* was somewhat strained, and could scarcely be kept free by her pumps. Had the gale continued six hours she would

have lightened at the expense of guns and ammunition.

This vessel made better weather, but the contract ironwork proved very defective and the copper below the first streak hangs in rags, and in several places is entirely gone. The eccentric is also out of order, and the vessel can be propelled but one way. The ram has not been seen since her first exploit, but from what information I can gather here, she is guarding Plymouth. I am on the Swash, and expect to get over the next tide. The Sassacus succeeded in crossing this morning, and was bound for New Berne.

The Miami and Tacony are off Plymouth; the Hetzel and Valley City

are at New Berne.

The engineer of the Onondaga is perfectly acquainted with the construction of the engines of these vessels, and as the machinery of the Onondaga is in perfect order, and the first assistant a valuable and intelligent engineer, I should be pleased if you would allow Mr. Henderson to

come down here for a short time to effect the necessary repairs on the Mattabesett.

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

MELANOTON SMITH,

Captain.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron. Hampton Roads.

[Endorsement.]

FLAGSHIP MINNESOTA,

Hampton Roads, April 28, 1864.

SIR: Chief Engineer H. [H.] Stewart, U. S. S. Wyalusing, having had experience in that class of machinery, is as well capable of superintending the necessary repairs as Chief Engineer Henderson.

I am, respectfully, your obedient servant,

BENJAMIN F. GARVIN,

Fleet Engineer North Atlantic Blockading Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Second endorsement.]

Chief Engineer Stewart put in the engines, and is thoroughly acquainted with them, or ought to be.

[LEE.]

Report of Commander Davenport, U. S. Navy, regarding expected attack from all points.

U.S.S. HETZEL,

Off New Berne, N. C., April 26, 1864.

ADMIRAL: The Sassacus and Commodore Barney arrived this morning, and I received your letters.

I think that Commander Renshaw can be of more service at Wash-

ington than in Albemarle Sound.

General Palmer informed me this morning confidentially that he intended to withdraw most of the force from Washington, leaving only enough to make a show. I have directed Commander Renshaw to send all the stores belonging to the Navy, including ammunition, to this place.

From the best information, the enemy is very active in his movements,

and we expect an attack from all points at any moment.

I enclose you two general orders from the army.

I have the honor to be, very respectfully, your obedient servant, H. K. DAVENPORT,

Commander, U. S. Navý, etc.

Acting Rear Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Order of Commander Davenport, U. S. Navy, to Commander Renshaw, U. S. Navy, commanding U. S. S. Louisiana, to remain at Washington, N. C.

Confidential.

U.S.S. HETZEL,

Off New Berne, N. C., April 26, 1864.

SIR: The most of the troops at Washington will be withdrawn. I wish you to send all the stores belonging to the Navy to this place, if possible. Put all the ammunition on board of the Valley City and send her here.

I wish you to remain there with the Louisiana as long as there are any troops left.

The object of the commanding general is merely to make a show of

occupation.

Very respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Commander R. T. RENSHAW, U. S. Navy, Commanding U. S. S. Louisiana.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, regarding indications of a vigorous campaign by the enemy in North Carolina.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Hampton Roads, Virginia, April 27, 1861.

GENERAL: Captain Sands, commanding U.S.S. Fort Jackson, reports to me that on the night of the 22d instant he sent two boats on shore near New Inlet to reconnoiter Myrtle Sound and vicinity and obtain information in regard to the strength and position of the enemy. The party was guided by a refugee named Pucket, who was picked up some days previously, and acted also as guidein the expedition that destroyed the State salt works near Masonboro on the 21st instant. The officer in charge of the party was conducted by this man to the house of a lieutenant in the Masonboro Home Guard named Eli H. Davis, who came off with them and farnished the following information in substance: That the present force in Fort Fisher and the batteries adjacent consists of about 1,000 men, and the force in and around Wilmington about 2,000, General Beauregard and General Whiting commanding; in addition to which some 300 conscripts, who had been employed at the salt works, were sent there after these works were destroyed; that Wilmington could, in his opinion, be taken with little difficulty now by landing troops at Masonboro and marching across. The distance is short and the road good and undefended. The batteries at Wilmington mount but about ten or fifteen guns, and they "old-fashioned smoothbores." He does not state their caliber. When the firing at the salt works on the 21st was heard at Wilmington it was supposed there that an attack on that place was intended, and troops that had been dispatched to Swansboro and the sounds were recalled. The number of these is not stated, nor whether they are included in the estimate given of the troops at Wilmington and vicinity.

Mr. Davis further says that the high prices of provisions and consequent suffering have made the people tired of the war, and that many

of them will be glad to see our forces in possession.

I desire to call your serious attention to these statements. The presence at Wilmington of a general so highly esteemed by the rebels as Beauregard, the sending of troops from Wilmington to Swansboro, the recent attack on Plymouth, and the increase of the force of the rebels in all the eastern part of North Carolina indicate, I think, their determination to push the campaign in that region with vigor, possibly to attack both Beaufort and New Berne.

The presence of the enemy at Swansboro has made an increase of the force at Fort Macon and Morehead City requisite, and Commander Dove, commanding naval station at Beaufort, has taken men from the blockading vessels to man these points. But the necessities of the

blockade and the weakness of the crews of the blockading vessels has compelled me to order that these men be returned to their ships.

The possession of Beaufort and New Berne is of such manifest importance that I deem it necessary only to call your attention to the condition of affairs in that region.

I shall issue orders to the senior officer off Wilmington to use every exertion to obtain information and to forward it as soon as received.

I have the honor to be, general, very respectfully, yours, S. P. LEE.

Act. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Major-General B. F. BUTLER,

Commanding Department of Virginia and North Carolina.

Report of Acting Volunteer Lieutenant Breck, U. S. Navy, regarding an engagement near Masonboro Inlet, North Carolina, April 27 and 29, 1864.

U. S. S. NIPHON, Off New Inlet, North Carolina, April 29, 1864.

Six: I have the honor to report that on the morning of April 27, while close inshore near Masonboro Inlet, discovered a boat, stood for her, found 8 negro refugees in her, one of which shipped on board this vessel for three years, the other 7 were transferred on board the U.S.S. Fahkee at the request of Acting Master [F.E.] Webb, who shipped them for three years. While taking on board these refugees six pieces of field artillery opened on us, but the shell fell short. We immediately went to quarters, threw shell among them and drove them away, two of our shell exploding in the steam sawmill on shore and set it on fire. On the morning of the 29th the enemy opened fire on us with two Whitworth guns, the shot passing over us; stood inshore and shelled them and also a company of cavalry, who were driven away into the woods.

There appears to be a large body of the enemy located at Masonboro. The refugees state that there is great excitement at Wilmington, and on Sunday last when they left that place all the citizens were under arms, expecting an attack.

Very respectfully, your obedient servant,

J. B. BRECK, Commanding U. S. S. Niphon.

Commander W. A. PARKER, Senior Officer Present.

Order of Commander Davenport, U. S. Navy, to Acting Volunteer Lieutenant Williams, U. S. Navy, commanding U. S. S. Commodore Barney.

U. S. S. HETZEL, Off New Berne, N. C., April 27, 1864.

SIR: Proceed with the U. S. S. Commodore Barney under your command to Washington, N. C., and report to Commander R. T. Renshaw, or the senior naval officer present.

Respectfully, yours,

H. K. DAVENPORT,
Commander and Senior Naval Officer in Sounds of North Carolina.
Acting Volunteer Lieutenant J. M. WILLIAMS, U.S. Navy,
Commanding U.S. S. Commodore Barney.

[Telegram.]

FORT MONROE, April 28, 1864—5:30 p. m.

Tecumseh and Nereus arrived this afternoon.

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary Navy.

Order of Captain Barnes, U. S. Navy, to Commander Lynch, U. S. Navy, giving names of additional vessels for the squadron.

FLAGSHIP MINNESOTA, Off Newport News, Va., April 28, 1864.

SIR: Please add to the list of vessels belonging to the squadron the following: Mackinaw, Osceola, Agawam, Tecumseh, ironelad (monitor), Canonicus, ironelad (monitor), Saugus, ironelad (monitor); the first three of which have batteries similar to that of the Sassacus.

Very respectfully,

JOHN S. BARNES,

Fleet Captain, North Atlantic Blockading Squadron.

Commander D. Lynch, U. S. Ship St. Lawrence.

Report of Commander Davenport, U. S. Navy, regarding affairs in Albemarle Sound, and transmitting orders to Lieutenant-Commander Roe, U. S. Navy.

U. S. S. HETZEL, Off New Berne, N. C., April 28, 1864.

ADMIRAL: I am in receipt of your letter of the 22d instant.

There is no news of importance from Albemarle Sound. The *Tacony* returned to this place this morning to repair boilers. A boiler maker has been sent from Philadelphia to do the work, and Captain Truxtun came here for better facilities.

I have sent the Sassacus to Albemarle Sound. I enclose a copy of

my orders to Lieutenant-Commander Roe.

General Palmer has decided to evacuate Washington, [N. C.], and as this is rather a delicate movement to be executed in the face of the enemy, I have decided to keep Commander Renshaw here until the troops, citizens, and stores are all removed. Agreeably to General Palmer's request, I have sent the Commodore Barney and Commodore Hull there to render what assistance they can, to give our troops confidence, and intimidate the enemy.

I understand they were hard pushed at Washington last night, the enemy being in large force. I expect New Berne will be attacked as

soon as they get through there.

I have the honor to be, respectfully, your obedient servant, H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. HETZEL, Off New Berne, N. C., April 28, 1864.

SIR: Proceed without delay with the U.S. S. Sassacus under your command to Albemarle Sound and assume command of operations there as senior officer.

You will use every exertion to prevent the ram from coming out of the Roanoke River and, in case she should get out, to destroy her.

Guard carefully against surprise from small boats and night attacks. Endeavor to carry out the views of the admiral, as expressed in the enclosed letter from him, and keep me constantly advised of the state of affairs in the upper sounds, reporting direct to the admiral through the canal.

Very respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina. Lieutenant-Commander F. A. Roe, U. S. Navy,

Commanding U. S. S. Sassacus.

Letter from Brigadier-General Palmer, U. S. Army, to Commander Davenport, U. S. Navy, requesting that a gunboat be sent to Washington, N. C.

> HEADQUARTERS DISTRICT OF NORTH CAROLINA, New Berne, N. C., April 27, 1861.

SIR: I yesterday made you acquainted with my plans for evacuating Little Washington. Transports were sent there to bring away the forces and stores as quietly as possible. This morning, however, heavy firing has been reported in the direction of Washington, [N. C.], and it may be that they are attacked there.

If you have a gunboat that can be spared to go to Washington, I will be much obliged to you if you would send her. She could be useful in carrying dispatches up, and she may be very much needed, either for assisting in the defense or in the bringing away of the men and stores.

If you will direct Captain Renshaw to let his forces assist in removing the guns and in bringing them here, it would materially assist us, as we have but four transports now here.

Very respectfully,

I. N. PALMER,

Brigadier-General, Commanding.

Commander H. K. DAVENPORT, U. S. Navy, Commanding Naval Forces, Sounds of North Carolina.

Order of Commander Davenport, U. S. Navy, to Acting Master Josselyn, U. S. Navy, commanding U. S. S. Commodore Hull.

> U. S. S. HETZEL, Off New Berne, N. C., April 28, 1864.

SIR: Proceed without delay with the U. S. S. Commodore Hull under your command to Washington, N. C., and report to Commander R. T. Renshaw or the senior naval officer present.

Very respectfully, H. K. DAVENPORT, Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Master F. Josselyn,

Commanding U. S. S. Commodore Hull.

Report of Commander Renshaw, U. S. Navy, regarding the retention of the U. S. S. Valley City and the use of the U. S. S. Commodore Barney for the removal of guns.

U. S. S. LOUISIANA, Off Washington, [N. C.], April 28, 1864.

SIR: The Valley City could have been sent to New Berne in two hours after the receipt of your orders, but the enemy have been harassing our lines to some extent, so I thought it prudent to keep her for a short time.

The Barney has arrived, but draws too much water to come up and take extra guns on board; the Valley City the same, but the best means shall be used, although it is quite an undertaking to move great guns with the enemy about us. The interests of the Government shall be strictly looked to.

I am, sir, with respect, your obedient servant, R. T. RENSHAW,

R. T. RENSHAW, Commander, U. S. Navy.

Commander H. K. DAVENPORT, U. S. Navy, etc.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Pequot.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

Hampton Roads, Virginia, April 29, 1861.

SIR: I request the Department's authority to retain the *Pequot* here for temporary service, replacing her heavy pivot gun recently removed.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Phelon, U. S. Navy, commanding U. S. S. Shawsheen, to proceed to duty in York River.

FLAGSHIP MINNESOTA, Hampton Roads, Virginia, April 29, 1864.

SIR: Proceed with the Shawsheen under your command at early day-light to-morrow morning to Yorktown and report on your arrival there to Lieutenant-Commander Babcock for duty in York River. Return to this place as soon as your services are no longer needed.

Fill up with coal from the schooner Mulford to-night, so as to be

ready to start by early daylight in the morning.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Commanding\_Officer,

U. S. S. Shawsheen.

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Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Gansevoort, U. S. Navy, regarding a change of station for the U. S. S. Delaware.

FLAGSHIP MINNESOTA,

Hampton Roads, Virginia, April 29, 1861.

SIR: I have assigned the General Putnam to duty at Yorktown, and you will direct the Delaware to relieve her on her present station.

Respectfully, yours,

S. P. LEE,

Aetg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain G. GANSEVOORT,

U. S. S. Roanoke.

### [Telegram.]

YORKTOWN, April 29, 1864.

Major-General Smith informs me he intends sending troops to West Point, [Va.], time not specified. He wishes me to telegraph and ask you for two gunboats to protect them while there.

Very respectfully,

CHAS. A. BABCOCK,

Lieutenant Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

# [Telegram.]

YORKTOWN, April 29, 1864.

The troops go to West Point to-morrow. General Smith informs me that the movement is merely temporary. He is anxious for gunboats. I have informed him I would render him all assistance in my power until I could hear from you.

Very respectfully,

CHAS. A. BABCOCK,

Lieutenant-Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutant-Commander Babcock, U. S. Navy, of search for obstructions and torpedoes in Pamunkey and Mattapony rivers, Virginia.

> U. S. S. Morse, Off Yorktown, Va., April 29, 1864.

SIR: I respectfully report that yesterday, by the request of Major-General Smith, commanding army forces at Yorktown, got underway, taking the Mystic in company and leaving the Crusader as guard vessel off Yorktown, and proceeded up the river for the purpose of finding out if it was clear from obstructions, torpedoes, etc., to West Point, [Va.]. I was informed by good authority that torpedoes had been placed

only a few days since near the wharves both in the Pamunkey and Mattapony rivers. Arrived at the mouth of the Mattapony River at 6 p. m. and proceeded up to Shepherds [Sheppard's] Landing; found everything clear for landing troops. Came again down the Mattapony River and anchored in the mouth of the Pamunkey River, the Mystic anchoring below.

This morning at 5 a.m. again got underway, swept with our boats around the wharf at West Point, and proceeded up the Pamunkey

River about 4 miles; found no obstructions whatever.

At 10 a.m. returned again to Yorktown with this vessel and Mystic,

and reported the facts to Major-General Smith.

Being short of coal, Major-General Smith very kindly lent me the amount I needed.

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

CHAS. A. BABCOCK,

Lieutenant-Commander and Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, off Newport News.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding reports forwarded to the Department.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Hampton Roads, Virginia, April 29, 1861.

SIR: I forwarded to the Department yesterday the report\* of Captain Smith, of 26th instant, stating that he had arrived at Pamlico Sound with the *Mattabesett* and *Wyalusing*, and that both vessels had suffered considerably from rough weather on the passage down.

I enclose to-day a copy sent me by Commander Davenport of a report to him from Lieutenant-Commander Truxtun, commanding Tacony, dated 21st instant, giving some further particulars of the

situation.

I await the Department's instructions in regard to Captain Smith and the vessels in the sounds.

I have the honor to be, sir, very respectfully, yours,

S. P. Lier.

Act. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

# [Telegram.]

NEWPORT NEWS, VA., April 29, 1864—2 p. m. (Via Fort Monroe 3:30. Received 5:15.)

I am just informed by General Butler that he has information that Plymouth is evacuated and rebels are leaving North Carolina.

S. P. LEE, Acting Rear-Admiral.

Hon. GIDEON WELLES, Secretary of the Navy. Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, regarding the transfer of officers and men late of the U.S. S. Southfield.

FLAGSHIP MINNESOTA,

Hampton Roads, Virginia., April 29, 1864.

SIR: Distribute the officers and men, late of the Southfield, to fill vacancies in the vessels in the sounds and off Wilmington, sending those for the latter station to Commander Dove at Beaufort.

The Bureau of Equipment and Recruiting directs that a report be furnished, stating where they have been transferred. You will, therefore, send a duplicate report to me as soon as practicable.

Let Commander Renshaw take command of the *Miami* and Acting

Volunteer Lieutenant French relieve him in command of the Louisiana. Respectfully, yours,

Acta. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Captain M. SMITH,

Senior officer in Sounds of North Carolina.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, regarding the withdrawal of vessels from the sounds.

FLAGSHIP MINNESOTA,

Hampton Roads, Virginia, April 29, 1864.

SIR: Yours of 26th instant is received. Please inform me what is the greatest draft that can be taken over the Swash, both in ordinary spring tides and under the most favorable circumstances.

If you should be withdrawn from the sounds could the Wyalusing and

Mattabesett, in your opinion, be judiciously withdrawn also?
You will please make a full report of the situation and keep me fully advised.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain M. SMITH,

Senior Officer in Sounds of North Carolina.

Report of Commander Renshaw, U. S. Navy, regarding affairs at Washington, N. C.

> [U.S.S.] LOUISIANA, Off Washington, N. C., April 29, 1864.

MY DEAR DAVENPORT: I am fearful that some demonstration will be made on New Berne, so I will send the Valley City, as she may be of some service. She can carry but little and that I will put on board for the army. She has also our ammunition on board. Colonel Dutton will take passage in her with a rebel deserter who has given us some information, such as it may be worth. The enemy appears to have left us.

The Treasury authorities of this place cleared out, leaving a quantity of turpentine, tar, rosm, etc. I will have to secure it in some way. I would like an empty schooner.

Yours, truly,

R. T. RENSHAW.

Commander DAVENPORT.

Order of Rear-Admiral Paulding, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. Canonicus.

NAVY YARD, NEW YORK, April 30, 1861.

SIR: You will proceed with the Canonicus under your command to Hampton Roads, Virginia, and on your arrival report to Acting Rear-Admiral Lee and by letter to the honorable Secretary of the Navy. Respectfully, your obedient servant,

> H. PAULDING, Commandant.

Commander E. G. PARROTT, Commanding U. S. S. Ironclad Canonicus, New York.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Ganseroort, U. S. Navy, regarding network for defense against torpedoes.

> FLAGSHIP MINNESOTA, Hampton Roads, Virginia, April 30, 1864.

SIR: Enclosed is a copy of a sketch of network and defense against

torpedoes, sent to me by Mr. Fox.

I send by the Poppy 30 coils of small Manila rope fit for such netting and 2 coils of 4½-inch rope for top line thereto. Require as much of this as may be needed for the Roanoke and the other ironclads. What they do not need I wish sent to the gunboats to make a different kind of net and for a different purpose, of 4½ to 5 feet deep in meshes of 18 to 20 inches and in sections of 30 feet, made to connect with coils of 6 feet and put 6 feet apart on lower edge of net. This last-named net is to stretch across rivers or creeks. Let all the nets be made with dispatch.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain Guert Gansevoort, Commanding U. S. Ironclad Roanoke.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Birtwistle, U. S. Navy, regarding the securing of James River pilots.

Special.

FLAGSHIP MINNESOTA,

Hampton Roads, Virginia, April 30, 1864.

SIR: I want ten or twelve James River pilots immediately. Their compensation shall be made satisfactory to them on their arrival here, and their expenses paid. Show this to Commodore Dornin, and ask

him to give you every assistance to accomplish this object.

Pilot Wyatt has written to Mr. William Applegate, who he says is now a commission merchant at the corner of Pratt street and Frederick street dock, a good Union man and once river trader to Richmond, to obtain and send me some pilots.

See Mr. Applegate and ascertain what he can do in this matter. If he can do anything show him this. Be discreet and active and return by Tuesday morning next, bringing as many of these pilots as you can

get.

I enclose an open order on which to get necessary tickets and transportation.

Respectfully, yours,

S. P. LEE.

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Acting Ensign JAMES BIRTWISTLE,

U. S. S. Minnesota.

### [Telegram.]

YORKTOWN, April 30, 1864.

Telegram received at 6:30 a.m. The general wishes the gunboats at 1 p. m. to-day.

Very respectfully,

CHAS. A. BABCOCK,

Lieutenant-Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Babcock, U. S. Navy, of cooperation with the army in the occupation of West Point, Va., April 30-May 1, 1864.

U. S. S. MORSE,

Off West Point, Mattapony River, May 2, 1864.

SIR: I respectfully report that, having telegraphed to you on the evening of the 29th ultimo that some troops were about to proceed from Yorktown to West Point, and that Major-General Smith requested the aid of the gunboats to cover his landing and protect them while at this point, when, on the morning of the 30th, I received your communication by the Shawsheen, I was ready then to proceed up the river. For some reason unknown to me the transports were not ready to leave Gloucester Point until late in the afternoon of the 30th. At 4 a. m. on the morning of the 1st instant got underway, followed by four transports, carrying some 2,500 troops. The Shawsheen during the night having been obliged to had her fires for slight repairs to her boiler, I left her at Yorktown with orders to follow as soon as possible. After being underway the General Putnam arrived from Hampton Roads; communicated with her, ordering her to bring up the rear. Arrived at West Point at 9 a. m. and came to anchor off the wharf, covering the landing of the troops who were disembarking from the transports. The troops at once marched out some 2 miles and took possession of the intrenchments which were thrown up by General Gordon

some twelve months since. I then stationed the General Putnam and Shawsheen in different positions in the Pamunkey River for covering our troops and resisting any attack which might be made by the enemy. Proceeded with this vessel into the Mattapony River, taking a station where my guns would sweep the whole plain before the intrenchments. While lying in the Pamunkey River picked up three refugees from Richmond in a canoe; turned them over to Colonel Henry, commanding army forces at this place.

Not needing further the services of the Shawsheen, ordered her to proceed to Hampton Roads and report to you. I send by her a torpedo which had drifted down the river, and was picked up on the beach at Yorktown by Patrick McCall (seaman), one of my gig's crew, on the

29th ultimo.

I am, sir, very respectfully, your obedient servant, CHAS. A. BABCOCK,

Lieutenant-Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE, Comdg. North Atlantic Blockading Squadron, Hampton Roads.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, giving reports of Confederate movements.

> FLAGSHIP MINNESOTA, Hampton Roads, Virginia, April 30, 1864.

SIR: General Butler, under date of 28th instant, informs meas follows:

Later information brought to me puts Beauregard's advance at Potersburg on their

way to Richmond and Lee's army in Virginia.

Captain [Haswell C.] Clarke, of my stall, has just come up and reports the rebel troops are leaving North Carolina. Plymouth is evacuated and Little Washington and New Berne are relieved from all threats of operations.

And you inform me that there are always one or two blockaders at Beaufort coaling or repairing. Such being the case the arrangements proposed in my communication of 26th instant will be unnecessary until the emergency contemplated shall arise.

Blockaders must not be detained at Beaufort longer than the time necessary to coal and repair, except upon an emergency that shall

justify such detention.

Respectfully, yours,

S. P. LEE,

Acty. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain B. F. Sands.

Commanding U. S. S. Fort Jackson, Hampton Roads, Virginia.

Report of Lieutenant-Commander Braine, U. S. Navy, regarding the capture of the British schooner Indian.

> U. S. S. VICKSBURG, Lat. 32° 45′ N., Long. 78° W., April 30, 1864.

Sir: I have the honor to report that this morning, at 4:30 a.m., I discovered a sail to the eastward and gave chase; boarded her, and found her to be the English schooner Indian, belonging to Nassau, New

Providence. I found no name on her stern, and that she had no cargo save I hogshead of palm oil, said to have been picked up at sea, and I also found that she had kept no log book. Her master, J. M. Celeste, claims to be bound from Belize, Honduras, to Havana; says he could not get into Havana, owing to northerly winds; claims to have drifted past Havana; he then ran his vessel into Indian Key, coast of Florida. from whence he sailed 22d April, 1864; since then he claims to have drifted 510 miles in the Gulf Stream, unable to get to Havana. His crew state that they have been lying in this vicinity waiting for an opportunity to run the blockade. I deem him suspicious from these facts and from the position I boarded him, latitude 32° 45' N., longitude 78° W., an excellent position to run into one of the North Carolina inlets. I find also that in November, 1863, he sailed from Nassau, New Providence, to Matamoras, where he took in a cargo of cotton, intending to go to Havana, but, owing to a gale of wind, went to Campeche. There repairing his schooner, he proceeded to Belize, Honduras, from whence he last sailed, going into Indian Key, a blockaded portion of the coast of Florida. His crew list is imperfect, and one man on board not accounted for. When chased by me he stood to the northward and eastward with the current, when he could have stood to the southward and westward. I do not think he ever intended to go to Havana, but running into Indian Key and failing to get a cargo, has run up the coast intending to try and enter one of the North Carolina inlets.

I have sent this vessel to Washington, D. C., in charge of Acting Master's Mate Robert B. Elder, with a prize crew of six persons; also the master and cook of the prize. I have sent a copy of the above to

Acting Rear-Admiral S. P. Lee.

I am, very respectfully, your obedient servant,

D. L. BRAINE, Lieutenant-Commander.

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

Report of Acting Assistant Paymaster Mellach, U. S. Navy, regarding coal in the sounds of North Carolina.

U. S. NAVAL DEPOT, New Berne, April 30, 1861.

SIR: The coal on hand in these sounds is as follows, viz:

	Tons.
On shore at New Berne	762
On board schooner Elizabeth	142
On board schooner Wolff (discharging balance)	
On board schooner J. C. Henry at Roanoke	195
On shore at Washington (as reported on the 15th instant)	288
Total	1, 387

Very respectfully, sir, your obedient servant,

É. MELLACH, Pay Officer in Charge.

Commander II. K. DAVENPORT, U. S. Navy.

Letter from Major-General Butler, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, transmitting letter from Lieutenant-General Grant, U. S. Army, fixing the date of movement against Richmond.

HEADQUARTERS EIGHTEENTH ARMY CORPS,
DEPARTMENT OF VIRGINIA AND NORTH CAROLINA,
Fortress Monroe, May 1, 1864.

ADMIRAL: I have the honor to enclose to you a copy of a letter from Lieutenant-General Grant fixing the date probably of our movement. Can you be ready to cooperate with us at that time?

Very respectfully,

BENJ. F. BUTLER,
Major-General, Commanding.

Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Flagship Minnesota.

#### [Enclosure.

HEADQUARTERS ARMIES OF THE UNITED STATES, Culpeper Court House, Va., April 28, 1864.

GENERAL: If no unforeseen accident prevents, I will move from here

on Wednesday, the 4th of May.

Start your forces the night of the 4th, so as to be as far up James River as you can get by daylight the morning of the 5th, and push from that time with all your might for the accomplishment of the object before you.

Should anything transpire to delay my movement, I will telegraph

you. Acknowledge the receipt of this by telegraph.

Everything possible is now being done to accumulate a force in Washington from the Northern States ready to reinforce any weak

point.

I will instruct General Halleck to send them to you should the enemy fall behind his fortifications in Richmond. You will therefore keep the headquarters, Washington, advised of every move of the enemy so far as you know them.

I am, general, very respectfully, your obedient servant, U. S. GRANT,

Lieutenant-General.

Major-General Butler, Commanding Department of Virginia and North Carolina.

### [Telegram.]

FORT MONROE, May 1, 1864.

Two Charleston pilots and a gunner on board Hydrangea for Admiral Dahlgren's squadron. What shall be done with them? Hydrangea needed to tow Tecumseh.

S. P. Lee, Acting Rear-Admiral, Commanding.

Hon, GIDEON WELLES.

[Telegram.]

FORT MONROE, May 1, 1864.

Saugus arrived at 5 p. m.

S. P. LEE,

Acting Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

### [Telegram.]

NAVY DEPARTMENT, May 1, 1864.

If the Army are evacuating all but New Berne, you only want a force to protect that place, and therefore must use your discretion about withdrawing Captain Smith and some of the double-enders. If you keep him there, you can have Commodore Rodgers for the Onondaga, if you desire it. All the double-enders and tugs mentioned are for inside work, and you can use the Pequot and Hydrangea, sending the pilots by any opportunity to their destination.

GIDEON WELLES,

Secretary.

Acting Rear-Admiral Lee, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Breck, U.S. Navy, giving information received from a refugee regarding affairs at Wilmington and vicinity.

U. S. S. NIPHON, Off New Inlet, North Carolina, May 1, 1864.

SIR: I have the honor to report that at 2 o'clock on this date, I took off the beach Charles Wesley, a bright mulatto, who states that he left Fort Fisher about three hours before we took him off, and that he was servant to Colonel Lamb, commanding Fort Fisher. He states that the garrison of Fort Fisher is the Thirty-sixth North Carolina Regiment, of about 800 men, and that General [N. G.] Evans's division of 6,000 men has been ordered to Wilmington and to Forts Caswell and Fisher; that General Beauregard is in command of Wilmington and its defenses; General Hampton has been ordered to command the cavalry force of the Department.

The Half Moon, or Gatlin, is to be be made into a twelve-gun battery, the guns being new on their way from Columbia, S. C. The ironclad North Carolina intends to come out if she can get over the bar, but, as she draws 15 feet, they think it doubtful. The ironclad Raleigh is on shore about 8 miles up the river from Fort Fisher, and it is thought she will not get off; she draws 16 feet. Both the Raleigh and North Carolina are very slow. Four blockade runners have arrived within the last six days; one of them, the Lucy, was loaded with Enfield rifles and big guns. On Tuesday last the cotton yards were set fire to, and 15,000 to 20,000 bales were burned up belonging to the Confederate Government. The eigar torpedo steamer was burned at the same time,

and all the material in the shippard; this steamer was built of cedar. I have shipped this man, Charles Wesley, for the service.

Very respectfully, your obedient servant,

J. B. Breck, Commanding U. S. S. Niphon.

Commander W. A. PARKER, Senior Officer Present.

[Endorsoment.]

U. S. S. MALVERN, May 9, 1864.

Respectfully forwarded to the Navy Department. I would call attention to that part of the statement referring to naval matters; the military information is probably unreliable, as I am informed by General Butler that Beauregard is now in our front with a few thousand men.

S. P. Lee, Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Resolution of the House of Representatives of the United States, Thirtyeighth Congress, directing the Secretary of the Navy to furnish information concerning the construction of the C. S. ram Albemarle.

May 2, 1864.—On motion of Mr. Nelson,

Resolved, That the Secretary of the Navy be directed to furnish this House with all the information in his possession concerning the construction of the rebel ram which participated in the recent rebel attack on the United States forces and vessels at and near Plymouth; also to inform the House why the construction of said ram was not prevented; whether any steps were taken to prevent the same, or to guard against the action of said ram; also what action was taken in relation to the subjects of this enquiry, and why the same was not effective.

Attest:

EDW. McPherson, Clerk.

By Clinton Lloyd, Chief Clerk.

Order of the Secretary of the Navy to Commander Harrell, U. S. Navy, commanding U. S. S. Chicopee.

NAVY DEPARTMENT, May 2, 1864.

SIR: Proceed with the U.S.S. Chicopee with all possible dispatch to Hampton Roads and report to Acting Rear-Admiral S. P. Lee for duty.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of Navy.

Commander A. D. HARRELL, U. S. Navy, Commanding U. S. S. Chicopee, New York.

(Same to Commander E. T. Nichols, commanding U. S. S. Mendota, and Commander Bankhead, commanding U. S. S. Otsego.)

Letter from Major-General Butler, U. S. Army, to Acting Rear-Admira Lee, U. S. Navy, regarding the withdrawal of double-ender.

Confidential.]

HDQRS. EIGHTEENTH ARMY CORPS, DEPT. OF VIRGINIA AND NORTH CAROLINA,

Fortress Monroe, May 2, 1864.

ADMIRAL: I have no doubt I shall be able to hold the land of North Carolina now occupied by the Army with my troops, but my water communications may be cut off at Roanoke Island, which is the only point about which I have any concern.

I should agree to the withdrawal of one of the double-enders and Captain Smith. I have a dispatch beat which leaves at 6 o'clock this evening, but it would be tedious to send it through the canal, and I

propose to send it over the Swash at Hatteras.

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

BENJ. F. BUTLER, Major-General Commanding.

Rear-Admiral LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Babcock, U. S. Navy, of experiments with torpedoes found on York River.

U. S. S. Morse, Off West Point, Mattapony River, May 2, 1864.

Sin: I respectfully report that last night some soldiers found in a deserted house at this place four torpedoes (similar to the one I send you), ready to place in the river. Colonel Henry (commanding army forces at this place) gave me one to experiment with. Placed it under an old wharf, in about 7 feet of water, anchoring it 3 feet below the surface, with a line attached leading to the shore. When ready, by hauling on the line exploded the torpedo, the force of the powder throwing a large volume of water nearly 75 feet in the air and breaking some heavy timbers. I am informed there is a rebel party in these rivers employed in putting them down to destroy the gunboats. They are very dangerous to handle, on account of the force of the spiral spring, which, if it happened to slip while arranging, would certainly destroy the boat and crew. The torpedo I send you is full of powder, but the air chamber leaks, as water ran from it some time after it was picked up.

I also send you what remains of the exploded torpedo, it having been

anchored by this part.

I have swept several times, but as yet have not been able to find any, although I am informed a great many have been put down.

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

CHAS. A. BABCOCK.

Lieutenant Commander and Senior Officer Present.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Acting Rear-Admiral Lee, U.S. Navy, to Commander Dove, U. S. Navy, regarding the rumored presence of launches at Edenton, for cooperation with the C. S. S. Albemarle.

> FLAGSHIP MINNESOTA, Hampton Roads, Va., May 2, 1864.

SIR: I have learned to-day from Commander Davenport that it has been reported to him that the enemy had brought thirteen launches down the Chowan River to Edenton, each carrying a howitzer, and the whole manned by 300 men. They are said to be now in the mouth of the Cashie River and Salmon Creek. They are supposed to be designed to cooperate with the ram in Roanoke River, but it is possible that an attack through Core Sound on Beaufort Harbor by surprise is intended, and it will be well, in consideration of the facts as reported, to observe extra precautions against such surprise.

Respectfully, yours,

S. P. LEE,

Actg, Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Commander B. M. Dove, Commanding Naval Station, Beaufort.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the evacuation of Washington, N. C.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON, Hampton Roads, Virginia, May 2, 1861.

SIR: A dispatch from Commander Davenport of 28th ultimo informs me that the evacuation of Washington is ordered by General Palmer, and that the navy is assisting in the operation.

Captain [A. F.] Puffer, of General Butler's staff, was on board this

morning, and informed me, unofficially, that Plymouth has been evac-

uated.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron. Hon. GIDEON WELLES.

Secretary of the Navy, Washington, D. C.

[Telegram.]

FORTRESE MONROE, May 2, 1861-10 a.m. (Received 12: 30 p. m.)

Captain Smith believes there is an india-rubber boat at the New York yard (which two or three men can transport with its appurtenances), which he needs for an important reconnoissance, and wishes it sent by express to Fortress Monroe. This officer was very urgent not to lose his command in the ironelad, and to regard his present position

I suppose it will be well to let matters be as they are for the present.

S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Scoretary Navy.

Report of Captain Smith, U.S. Navy, transmitting report of Commander Renshaw, U.S. Navy, regarding the evacuation of Washington, N.C., and measures for the capture of the C.S.S. Albemarle.

> U. S. S. MATTABESETT, Albemarle Sound, N. C., May 2, 1864.

SIR: I have received your letter of the 25th ultimo, directing me to send the steamer Commodore Barney and one of the light-drafts to Beaufort, if they can possibly be spared, and would respectfully inform you that such a reduction of the naval force in the sound would not, in my judgment, be advisable, in view of the present condition of affairs here and the crippled state of navy steamers, the Tacony, with one boiler, and the Commodore Barney being the only vessels that can move.

The enclosed report of Commander Renshaw will inform you of some of the particulars connected with the evacuation of Washington, on the Pamlico River, and I have instructed him to endeavor to hold the place with the *Louisiana* and *Valley City*, but not to destroy the town, believing that his occasional presence will prevent its occupation by a rebel force.

Should you consider this blockade of less importance than the protection of the property at Beaufort, the vessels designated will be sent.

New Berne is threatened by a large rebel force, and unless the speedy operations on the peninsula should diminish their present numbers, estimated at 15,000, there will be great difficulty in holding the place.

Commander Davenport has been instructed to dispose of the navy steamers to the best possible advantage to repel an attack, and has the *Hetzel*, *Tacony*, *Commodore Barney*, and *Lockwood* at his disposal for that service; and the *Whitehead*, with a disabled rudder, will be sent to assist with her guns so soon as she shall cease to be available here.

Before my arrival (the Mattabevett having been detained at New Berne for the want of a pilot, coal, and indispensable repairs on her machinery) the ram came out of Roanoke River and followed the Miami, Ceres, and Whitehead to Alligator River, which place he entered and captured a small steamer and two barges, leaving, it is reported, the same evening for Plymouth, with the prizes in tow.

I am now examining the Pasquotank, Alligator, and Little rivers, to ascertain, for a certainty, that the ram has passed up the sound, when I shall send the small steamers back to the Roanoke to entice him out as before, and if successful shall be informed of the fact by a fast army steamer, when I will proceed to his capture with the Mattabesett, Sassacus, Wyalusing, and Whitehead, first division, and the Miami, Ceres, Commodore Hull, and army steamer Massasoit.

A force consisting of the ram, 3 small steamers, and 30 armed barges are organizing at Plymouth for an attack upon Roanoke Islaud, and it is hoped that the expedition will not keep me waiting.

is hoped that the expedition will not keep me waiting.

I would respectfully inform you that coal will soon be needed for the vessels in this sound. Orders were sent to the master of the sloop Granite some time since to direct the first coal vessel that might arrive to proceed immediately here, and it is therefore inferred that none has reached that place.

Very respectfully, your obedient servant,

MELANCTON SMITH, Captain.

Acting Rear-Admiral S. P. LEE, Comdy. North Atlantic Blockading Squadron, Newport News, Va. [Enclosure.]

U. S. SHIP ST. LAWRENCE, Off New Berne, N. C., May 1, 1864.

SIR: I have respectfully to report to you that Washington, N. C., was evacuated by our forces at 2:30 p. m., April 30, 1864.

All naval property that could not be carried away was properly

destroyed.

The naval magazine was cut up, and 262 tons of coal was set fire to. A part of the town was fired by an incendiary, which caused considerable confusion.

I am, sir, with great respect, your obedient servant,
R. T. RENSHAW,
Commander, U. S. Navy.

Captain Melancton Smith, U.S. Navy, Senior Naval Officer, Sounds of North Carolina.

Report of Acting Rear-Admiral Lee, U. S. Navy, giving the stations of the vessels of the North Atlantic Blockading Squadron.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

Hampton Roads, Virginia, May 2, 1864.

SIR: The following is the disposition of vessels composing the North Atlantic Blockading Squadron:

Name.	Station.	Remarks.
Minnesota	Hampton Roads	The section
Sangna	do	Flagship.
Entaw	do	Ironclad; one turret.
Mackingw	do	Double-ender.
St. Lawrence		
Vanna Pavas	do	
Haliatrona	do	Guard ship.
Cabagast	dodo	
Pounds		Tug; mail and supplies.
Onordom	Off Newport News, Vado	Ironclad; three turrets.
Энонаада Розималь	····(······(10 ················	Ironclad; two turrets.
A tlanta	do	
A URBUL	do	Ironclad; ram.
Nereus	*** ***********************************	•••
Dawn	Off Newport News, Va	Across James River.
Deiawar <b>o</b>	···· (10 ·····	On general duty of irongoda
Journadoro Morris	ldo	Agrage James Divar
Johnmodoro Jones	do	Do.
stepping Stones	. I do	On James Pivon data
nount washington		Ingida transport
BOKOKOH		Agraga James Pivon
Tunenback	ldo	1)0
maries Thelps	! (10	Coal hulls
1080	. I do	On town and reducted to along the Tourse of
tydrangea	ldo	On tumparary duty, tonder to Overdere
DOUG A Merica	! (10	I Tandan to Atlanta
10106	do	Wandan ta Duanaka
OPPY	40	I Mail tug and annulies
resty Brinker	i do	On goneral gnord duty
(Y800	Vork River and Chassacke	Guard abin at Vanktauen
IOTRO		Terryhant
desider	do	On blockade in Mobjack Bay.
unuoi kotan		Schooner in Mobical Pour
nawaneen	.   10	In Vork Direct
eneral Patham	do	Do
Detta	l. Beaufort, N. C.	Ordnanca abin
orease	. I do	Ctoroshin
'illiam Badger	do	Do.
Hitti	(10)	Tur for moving cultions and vilate
lbemarle.	Sounds of North Carolina	Tug for moving colliers and pilots.
enshay	dodo	Store hulk.
etzel	do	Do.
mmodore Hull	do	At Now Borne.
where I	do	Do. Do.

Name.	Station.	Remarks.
Louisiana	Sounds of North Carolina .	. At Washington.
Valley City	do	
Seymour	do	
	do	
Ceros	do	. In Albemarle Sound,
	do	
	[do	
Whitehead	do	Do.
Commodoro Barney	do	
	do	
	do	
Wyalusing	do	Do. 5.
fort Jackson	Off Wilmington, N. C	
Cuscarora	do	Do.
	do	Do.
Siphon	do	Do.
3rnannja	do	Do.
	do	1)0.
lowquah	do	
lansemend	do	Do.
Capsas	do	Do.
alypso	do	Do.
ta <b>t</b> e of Georgia	do	Off Western Bar.
		Do.
	do	Do.
acotah	[do	Do.
lonticello	do :	
loystone State	do	Do.
	do	Do.
	do	Do.
icksburg	do	
ahkee	do	Transport; supplies coal to small bloc
• •		ading yessels.
'yandotto	Norfolk, Va	Guard ship.
	do	
oman	do	Do.
ontgomery	Norfolk navy yarddo	Repairing.
alvern	[ do	Do.
ries		<u>Do.</u>
	do	Do.
	[do	Do.
	do	Do.
	do	Do.
	do	Do.
nk	do	Do.
overnor Buckingham	Repairing at Northern ports.	
	do	Do.
	do	Do.
mmodoro Perry	do	Do.
cramento	do	At Boston.
mes Adger	do	A t Philadelphia.
		$\mathbf{D}_{0}$

I have the honor to be, sir, very respectfully, yours,
S. P. Lee,
Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding additional vessels for his command.

NAVY DEPARTMENT, May 3, 1864.

Sir: In answer to your letter of the 28th ultimo, you are informed that the vessels to be sent to you are double-enders and tugs. The Mendota, Otsego, Chicopec, and the Snowdrop were ordered yesterday. Very respectfully, etc.,

GIDEON WELLES, Secretary of Navy.

Acting Rear-Admiral S. P. Lee,

Comdg. North Atlantic Blockading Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, May 3, 1864.

The india-rubber boat will leave New York to morrow. For what port did the prize steamer Alliance leave? If she has not gone, send her to Boston.

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

[Tologram.]

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

Hampton Roads, May 3, 1864.

Canonicus and Osceola arrived at 11.15 a.m. this morning. S. P. Li

Acty. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

GIDEON WELLES,

Secretary Navy.

Report of Acting Rear-Admiral Lee, U. S. Navy, requesting lights and buoys in James River.

Confidential.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
Hampton Roads, Virginia, May 3, 1861.

Sin: It is very necessary to light up immediately, though in a temporary manner, the three lower light-houses and Jordan's Point light on James River; also to replace the buoys on that river.

I hope the Light-House Board will give prompt attention to this

important matter.

I have the honor to be, sir, very respectfully, yours, S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Memorandum by Major-General Butler, U. S. Army, of the order of movement of the divisions up James River.

First fleet.

1st. Brigadier-General Graham will start with his army gunboats at

o'clock p. m.

2d. Brigadier-General Wild will start with his brigade, to disembark t such points as have been indicated to division commanders. Two atteries of General Hinks' division to go immediately after General Vild.

Second fleet (will start from Newport News at or soon after midnight.)

1st. The navy gunboats.

2d. The balance of General Hinks' division.

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3d. Brigadier-General Heckman's brigade, followed by landing materials.

4th. Two batteries of General Wistar's division.

5th. General Wistar's brigade.

6th. General [Colonel Horace T.] Sanders' brigade of first division.

7th. General Marston's brigade of first division.

8th. Two batteries of first division.

9th. Brigadier-General Burnham's brigade.

The following will be the order of sailing of the Tenth Army Corps: First Division Second Division Commander.

Third Division

To be followed by the siege train in boats.

To be followed by the hospital boats and supplies.

FLAGSHIP MINNESOTA, May 3, 1864-6.30 p. m.

Received the above from General Butler, who, with Colonel Shaffer, his chief of staff, came on board at the above hour.

In conversation General Butler said that as he did not wish the speedy passage of the transports to be impeded, our ironclads were

expected to follow the transports.

General Butler asked if the landing of troops at or near Bermuda Hundred could be made secure against attacks by rebel ironclads and rams by the wooden gunboats alone, before our ironclads get up, by driving them ashore or otherwise?

Admiral Lee replied, No, it could not; that there was not one chance

in ten that the wooden vessels could do so successfully.

J. S. B [ARNES], Fleet Captain.

Report of Lieutenant-Commander Babcock, U. S. Navy, regarding the U. S. steamers Shawsheen and William G. Putnam.

U. S. S. Morse,

Off West Point, Mattapony River, May 3, 1861-6.30 p. m.

SIR: I have the honor to acknowledge the receipt of your telegram dated May 1, also letter of 2d instant.

I sent the Shawsheen to you this morning and will send the General Putnam immediately.

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

CHAS. A. BABCOCK,

Lieutenant Commander and Senior Officer Présent.

Acting Rear-Admiral S. P. LEE,

Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Letter from Acting Rear-Admiral Lee, U.S. Navy, to Major-General Butler, U.S. Army, acknowledging receipt of information regarding movements of the C.S. S. Albemarle.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

Hampton Roads, Virginia, May 3, 1864.

GENERAL: Your communication of the 2d instant, inclosing a report from Colonel Wardrop, stating that the ram had entered Albemark Sound from Roanoke River, and that the gunboats had retired to Roanoke Island, was brought on board with my mail this morning, which was received after I left the vessel to see you, and I did not see it, therefore, until my return at about 11 a.m. I thank you for the

information communicated.

I would respectfully suggest that communications of such importance be sent me by an officer as soon as prepared. I last evening, after consulting you, gave Captain Smith discretionary orders to return from the sounds with one of the double-enders, which I would not have issued had I been in possession of this information at the time, which, it appears to me from the date of your letter, might have been communicated to me yesterday evening in time to stop the order of Captain Smith.

I have the honor to be, general, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Major-General B. F. Butler,

Comdy. Dept. of Virginia and North Carolina, Fort Monroe.

Order of Acting Rear-Admiral Lec, U. S. Navy, to Captain Smith, U. S. Navy, to remain in the sounds, in view of the presence of the C. S. S. Albemarle.

FLAGSHIP MINNESOTA, Hampton Roads, Virginia, May 3, 1861—11 a. m.

SIR: I have just received a communication from General Butler, in which he informs me that Colonel Wardrop reports to him, under date of 30th ultimo from mouth of North River, that the ram came out of the Roanoke on the afternoon of the 29th.

The gunboats had fallen back to Roanoke Island, where they remained at last accounts. So the ram is at large somewhere in Albemarle Sound. He was trying then to ascertain her whereabouts.

If I had received this information yesterday evening before dispatching my communication of that date, directing you to return here if you thought proper, I would not, of course, have given you even the discretionary order sent by your clerk in the army transport Allison last night.

You will, of course, remain in the sounds until the state of affairs

permits your return under further orders.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron. Captain M. SMITH,

Senior Officer in Sounds of North Carolina.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Butler, U. S. Army, regarding expedition up James River.

U. S. S. MOUNT WASHINGTON, Newport [News], Va., May 4, 1861.

GENERAL: I am making all my arrangements to start to-night. I find it impossible to make proper arrangements without giving instructions to the commanding officers which would show the nature of the service upon which they are going and the time of starting, and unless

I hear from you that the time of starting of the expedition has been

changed, I shall promulgate my orders this afternoon.

My best pilot says we can not start the ironclads before daylight, and that it will take ten hours to reach Harrison's Bar, say at 2 o'clock. This might allow water enough for passing the bar.

I have the honor to be, general, very respectfully, yours, S. P. Lee,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
[Major-General B. F. BUTLER.]

The officer who carries this will await answer, which please give immediately.

Letter from Major-General Butler, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, announcing time of departure of expedition from Fortress Monroe.

> HEADQUARTERS EIGHTEENTH ARMY CORPS, DEPARTMENT OF VIRGINIA AND NORTH CAROLINA, Fortress Monroe, May 1, 1864.

ADMIRAL: I have received positive orders from the Lieutenant-General Commanding to start to-night. We shall start as nearly at the time agreed upon as possible. I should advise that you issue your orders to the commanders, as I see no harm can result from it.

Everything apparently is progressing favorably. My belief is that the earlier you start the ironclads the better. The crepusculum com-

mences at half past 4.

I have the honor to be, very respectfully, your obedient servant, Benj. F. Butler, Major-General, Commanding.

Rear-Admiral Lee,
Commanding North Atlantic Blockading Squadron.

Instructions from Acting Rear-Admiral Lee, U.S. Navy, regarding operations up the James River.

> FLAGSHIP MALVERN, Newport News, Wednesday, May 4, 1861.

The ironclads will be underway without fail at 3 o'clock a.m. to-morrow. Take their tows and be ready to start at the dawn of day (4 o'clock) in the following order:

	Side tow, starboard quarter.	Head tow.
Tecumsch, towed by Canonicus, towed by Saugus towed by Onondaga, towed by Atlanta, towed by	Hydrangea	Commodoro Jones, Mackinaw, Hunchback, Eutaw, Dawn,

The gunboats will tow ahead, the pilots of the ironelads going on board of them and remaining until the arrival of the vessels at Harrison's Bar, when they will return to their respective vessels, and the head tow will east off. The Atlanta, with the Dawn and Young America,

upon their arrival at Fort Powhatan, will drop out of line and take up a position to cover our troops, which it is expected will then be in possession of that point, as well as Wilson's Wharf. The Dawn will

proceed to Wilson's Wharf for the same purpose.

The Young America will act as guard boat to the Atlanta. of the ironclads will push forward with dispatch to Harrison's Bar, which it is expected they will reach between 1 and 2 o'clock p. m., in time to cross at high water. After crossing the bar, they will be taken to designated positions just above Bermuda Hundred, in line ahead, and make every preparation for immediate service in covering the landing of troops and repelling and destroying the enemy's vessels, should they appear. The main body of the army will move up the James River from Newport News at, or soon after, midnight to-night.

The following vessels will be underway by midnight, and take positions in the following order ahead of the army transports: Osceola, Commodore Morris, Shokokon, Stepping Stones, Delaware, General Put-

nam, Shawsheen.

All of these vessels will be fully prepared to drag for torpedoes themselves, and with their boats, and to send boats to fire rafts with grapnels,

with which to tow the rafts clear of the vessel and on shore.

Upon arriving at Harrison's Bar, the General Putnam and Stepping Stones will go ahead and drag the bar carefully for torpedoes, taking care to keep 100 or 200 yards apart, so that they do not explode the torpedoes under each other. As soon as a torpedo is discovered, the vessel making the discovery will at once signify it by hoisting the meal pennant, when every precaution will be taken by dragging with the boats and following slowly. After leaving Harrison's Bar, the Stepping Stones, General Putnam, Delaware, and Shawsheen will, together, search the waters between that point and I mile above Bermuda Hundred for torpedoes, the *Delaware* on the port side of the channel, the Shawsheen on the starboard side, the General Putnam and Stepping Stones in mid-channel, in bow and quarter line as near as practicable. The ironclads will not go up to their position until this is done. The tugs attached to the ironclads will act as tenders to them, under the squadron orders and instructions in regard to torpedo boats, etc. Osceola and Mackinaw will take up positions from one fourth to half a mile ahead of the ironclads, in waters which they must previously drag for torpedoes. The Commodore Jones and Shokokon will take up a position off the mouth of Appomatox River between City Point and Bermuda Hundred. The Eutaw, Hunchback, and Commodore Morris will take position below City Point to protect and cover the landing of the troops and be ready to render such assistance as may be necessary. The General Putnam and Stepping Stones will cover the boats of the Osceola and Mackinaw while dragging the river for torpedoes above Bermuda Hundred, which will be done as soon as those vessels have taken their positions. The Delaware and Shawsheen will cover the boats of the Commodore Jones and Bhokokon, which will, as soon as they have taken their positions, proceed to drag the mouth of the Appomattox and examine the banks of that river for torpedoes. directions are to cover the landing of the troops, which it is intended shall be made at City Point and at Bermuda Hundred simultaneously. In case of opposition to the landing, such additional force will be applied to the point most needing it as will best protect and cover the operations

A detachment of army gunboats under General Graham, together with troops in transports, will pass up the river at or about 7 o'clock

this evening to operate against the enemy's signal station and to occupy Fort Powhatan and Wilson's Wharf.

The gunboats preceding the main body of the army will therefore be careful not to fire upon this division, nor thus alarm the enemy. No guns will be fired while going up the river except in cases of necessity, for fear of firing on our parties operating on shore.

The vessels while in the river will wear their distinguishing pen-

nants and observe the greatest vigilance.

No excuse will be received for not being ready to move at the appointed time, as it is of the utmost importance to reach Harrison's Bar at high water at 1 p. m. to-morrow.

S. P. Lee, Act. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the engines of the U. S. steamers Kansas and Pequot.

NAVY DEPARTMENT, May 5, 1864.

SIR: The engines of the Kansas and Pequot are on a different plan from those in naval vessels generally, and the Department is therefore desirous of being particularly informed as to their working. Be pleased, therefore, to have their performance, speed, consumption of fuel, and other essential points carefully noted and reported to the Department.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. Lee, etc., Hampton Roads.

Report of Lieutenant-Commander Babcock, U. S. Navy, regarding retaliatory measures employed against guerrillas in York River, May 5, 1864.

U. S. S. Morse, Off Yorktown, Va., May 8, 1864.

SIR: I respectfully report that on the morning of the 5th instant, while bringing up the rear, convoying the troops from West Point to this place, Acting Master [William] Wright, commanding U. S. S. Mystic, came on board and reported that he had seen on shore, on the left bank of the river, some parties waving a flag of truce, whom he took to be refugees or contrabands wishing to come on board. He informed me that he had sent an armed boat's crew on shore about one-half hour previously in charge of his executive officer, and that when some 40 rods from the beach the boat grounded. Just at that time some querrillas fired four shots from behind a barn, which was close to to the beach, one ball instantly killing William Wilson (colored), first-class boy, the ball passing through his heart. This boy, when shot, was in the water assisting to get the boat afloat, and the executive officer, not knowing how many men were behind the barn, immediately returned to the Mystic, leaving the body in the water near the beach.

After hearing all the facts from Acting Master Wright, I immediately fired seven shells at the barn to drive these guerrillas from it, four of

the shell passing through the barn. When I had ceased firing, manned five armed boats' crews from this vessel and Mystic, placing them in charge of Acting Master Wright, with an officer in each boat, with instructions to proceed immediately on shore and burn the barn, in order that it might prevent the guerrillas from again firing on them while searching for the body. There was a dwelling house some distance from the barn, otherwise the country was clear. As soon as the crews were landed the barn was burned, the body found, and all returned to this vessel in safety. The barn contained an old wagon, a fanning machine, and a few bushels of corn. No women or children were molested, and the barn was the only private property destroyed. The barn was owned by Allen Rone, a noted rebel, who has two sons in the Virginia cavalry, part of which have been lately disbanded for guerrilla purposes, and from all the information I can gather I have no doubt but that these men were the parties who fired on the boat's crew, as two men were seen to run across the fields just before our boats landed.

I respectfully forward you Acting Master Wright's report concerning it. Trusting the punishment I have inflicted upon these parties may meet with your approval,

I have the honor to be, sir, very respectfully, your obedient servant, CHARLES A. BABCOCK,

Lieutenant-Commander and Senior Officer Present.

Acting Rear Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

U. S. S. MYSTIC, Off Yorktown, Va., May 5, 1864.

SIR: Early this morning (6 o'clock), while coming down York River, about half a mile above Potopotank Creek, I saw what I took to be a number of negroes, or refugees, on shore. I could not see distinctly, as the objects were in the sun's rays and it was quite hazy. I told my executive officer, Acting Master [S. B.] Meader, he could take an armed boat and go in and see what he could find there. He left the ship, and shortly afterwards I saw I was mistaken, and immediately blew the steam whistle for him to return. In the meantime his boat had grounded within 40 rods of the beach. Some of his men were in the water up to their knees trying to push her off, and while doing so a party of rebels secreted behind a barn fired a volley of musketry into the boat, killing William Wilson (colored), first-class boy. At the time this ship was lying about half a mile from the shore and nearly opposite them. Mr. Meader returned the fire, but without any effect. He got his boat afloat and came directly back to the ship. Captain Babcock was then about half a mile astern. I immediately communicated the facts to him.

The man was shot through the heart. He is one of the recruits enlisted in January last.

The spot where I directed the boat to go in was open and free from everything that the rebels could secrete behind with the exception of the house and barn.

Very respectfully, your obedient servant,

W. WRIGHT,
Acting Master, Commander.

Acting Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the evacuation of West Point, Va.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

James River, May 9, 1864.

SIR: Lieutenant-Commander Babcock, U. S. S. Morse, reports under date of May 5, that "our forces evacuated West Point at 5 a. in. this day. This vessel and Mystic covered the embarkation, which was effected without the slightest accident. Everything belonging to the Government was safely removed. All the transports, with troops and the gunboats, arrived at this place (Yorktown) at noon."

The occupation of West Point and the cooperation of some of the gunboats there was a feint, designed to mislead the enemy, and had the desired effect. On arriving here the enemy was found to have no force, and a contraband named John Pryde, brought off from Mr. Hill Carter's estate, opposite Bermuda Hundred, reported that they were in force at the White House to oppose us there, and that two of Mr. Carter's sons, belonging to this portion of the rebel army, left on our approach.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Hon. Gideon Welles,

Sceretary of the Navy, Washington, D. C.

{Telegram.}

FLAGSHIP MALVERN,
Off Newport News, May 5, 1861.

We are in great distress for coal and two or three steam transports with James River pilots.

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, May 5, 1864.

Telegram received. Commodore Adams ordered to send coal by steam. As the kind of transports you require is not stated, you have authority to telegraph to George W. Blunt, of New York, and direct him to charter and send to you what is required.

GIDEON WELLES,

Secretary.

Acting Rear-Admiral Lee, Comdy. North Atlantic Blockading Squadron, Hampton Roads.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Pequot, to proceed of Fort Powhatan, James River.

FLAG-STEAMER MALVERN, Off Newport News, Va., May 5, 1864—1 a.m.

Confidential.]

SIR: Proceed with the *Pequot*, under your command, to join the *Atlanta* and *Dawn* off Fort Powhatan, in James River.

Communicate with Acting Volunteer Lieutenant Woodward, of the Atlanta, at that point, and obtain from him a copy of his orders, by which you will be governed.

I am, very respectfully,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Lieutenant-Commander S. P. Quackenbush, U. S. Navy,

Commanding U. S. S. Pequot.

Order of Acting Rear-Admiral Lee, U. S. Navy, regarding the disposition and duties of various vessels.

FLAGSHIP MALVERN,

Harrison's Bar, May 5, 1861-2:45 p. m.

The Stepping Stones and Delaware, with drags connected together, will pass ahead to a point 1 mile above Bermuda Hundred. The Morris and Commodore Jones will follow in line abreast, each dragging with drags and grapnels astern. The Shokokon and Oscoola will next follow in line abreast, all following at a distance of 200 yards and moving slowly. The ironelads will follow in the order in which they came up the river.

All the vessels will be prepared for action.

The Onondaga will stop and anchor, if necessary, one-fourth or one-half mile below City Point.

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Order of Acting Rear-Admiral Lee, U. S. Navy, regarding the movement of vessels.

FLAGSHIP MALVERN,

Above Bermuda Hundred, May 5, 1861-7 p. m.

The Shokokon and Commodore Jones to come down and report to Commander Parrott, of Canonicus, at mouth of Appomattox.

The other vessels, except Delaware and Stepping Stones, will anchor

in line ahead and protect and cover landing of the army.

The Delaware and Stepping Stones will keep picket underway ahead and drop down to ironelads at daylight in the morning. In case the rebel ironelads appear the wooden vessels will drop below the ironelads, who will attack and destroy them at all hazards.

Run down all torpedo vessels.

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Report of Captain Sands, U.S. Navy, regarding a change of position of the blockading vessels off Wilmington in view of the placing by the enemy of a light on the Mound fort.

> U. S. S. FORT JACKSON, Off Western Bar, May 5, 1861.

SIR: Upon my arrival at New Inlet I found that a scaffolding which was being erected upon the Mound fort when I left for Norfolk the week before had been finished and surmounted by a brilliant light at night, as a leading mark for vessels entering or leaving that inlet.

The mulatto servant of Colonel Lamb, commandant of Fort Fisher, who escaped to the Niphon a few days ago, states that his master said that as the coast was now so strongly guarded by the Yankee gunboats, the runners must take their chance to run directly through the fleet

in and out, and the light was to aid them in doing so.

Upon this change of tactics of the enemy, I have altered somewhat the positions of the vessels (endeavoring at the same time to keep the coast line strong, for they can easily make signal, when it is weak), and enclose herewith a rough sketch\* showing you the disposition of the force we have here now, intending to strengthen the lines of the bar when other vessels arrive to admit of it, which I hope may meet with your approval.

On this side, where I arrived this morning, I have made corresponding changes, as Bald Head light is a leading mark for this bar, and have ordered the Grand Gulf to this side to take the place of the Vicks-

burg, which I found had already sailed on her outside cruise.

The servant of Colonel Lamb, above mentioned, says that our raid at Masonboro caused the recall of General [J. R.] Davis's division of 6,000 men from another point for the defense of Wilmington and Forts Fisher and Caswell.

Very respectfully, etc.,

B. F. SANDS,

Captain, U. S. Navy, Senior Officer Present.

Acting Rear-Admiral S. P. Lee, Comdy, North Atlantic Blockading Squadron, Hampton Roads.

Report of Acting Volunteer Lieutenant Williams, U. S. Navy, regarding expedition in Neuse River.

> U. S. S. COMMODORE BARNEY, New Berne, N. C., May 5, 1864.

SIR: In obedience to your order of the 4th instant I got underway and steamed down the river to Fort Thompson and shelled the woods as directed by General Palmer. After shelling for one hour signal was made from the shore to cease firing.

The amount of ammunition expended as follows:

IX-inch shell 83, charge 10 pounds, 830 pounds powder; 100-pounder rifle shell 19, charge 10 pounds, 190 pounds powder. Total amount of powder expended, 1,020 pounds.

I am, very respectfully, your obedient servant,

JAMES M. WILLIAMS,

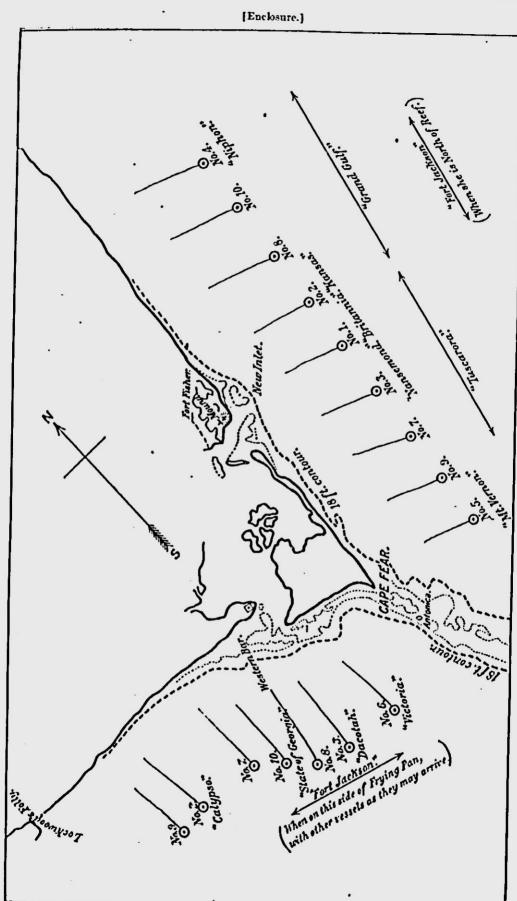
Acting Volunteer Lieutenant, Commanding.

Commander H. K. DAVENPORT, U. S. Navy, Senior Officer Present, Commanding.

Report of Acting Master Brooks, U. S. Navy, regarding the capture of the schooner M. O'Neill, of Washington, N. C.

U. S. S. VALLEY CITY,

Pamlico River, off Bath Creek, North Carolina, May 5, 1864. SIR: I have the honor to report the capture of the schooner M. O'Neill, of Washington, N. C. No cargo or papers. When sighted, she was



standing close to the land, apparently to avoid being seen. It was

foggy at the time.

At 7:30 p. m. fired a 32-pounder shell across his bow. They then kept off and ran the schooner on shore, and the persons on board made their escape. I think the schooner was in charge of some rebel soldiers, as they were on the river foraging. There were no rations on board. They probably intended to use her on Bath Creek for crossing goods, for the natives all know of the evacuation of Washington, N. C. Enclosed is a list of officers and crew attached to this vessel.

Very respectfully, your obedient servant,

JOHN A. J. BROOKS, Acting Master, Commanding.

Commander H. K. DAVENPORT.

Second engagement with the C. S. ram Albemarle, and the capture of the C. S. S. Bombshell, by the Federal flect in Albemarle Sound, May 5, 1864.

Report of Captain Smith, U. S. Navy, regarding preparations for attack.

U. S. S. MATTABESETT,

Albemarle Sound, North Carolina, May 5, 1861-2:30 a.m.

SIR: Your communication of 3d instant, containing the discretionary

orders to return to my vessel is received.

I had decided before its receipt to remain in the sound until I had accomplished the mission upon which I was sent, and shall endeavor, independent of Colonel Wardrop, to keep you informed of all matters that transpire in the sound.

The ram is in Roanoke River, and I am making every arrangement to secure him, the 3 steamers, and 30 barges that are said to be ready to

cooperate.

I have received the balsas sent (yesterday) by way of canal, for which I am obliged.

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

MELANCTON SMITH,

Captain, Senior Officer Commanding.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Newport News, Va.

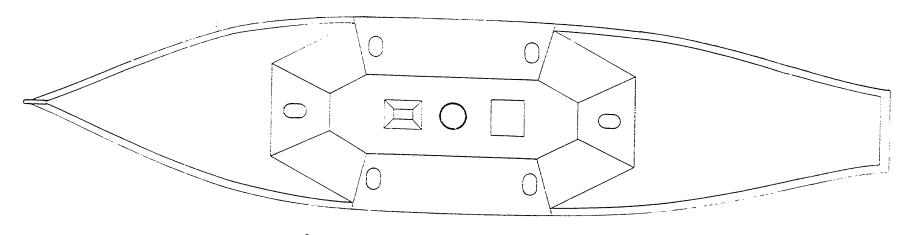
[Telegram.]

FORTRESS MONRO., May 12, 1864. (Received at Wa. langton 8 p. m.)

May 11, midnight.—General Butler has kindly furnished me with the following from Captain Smith to General Palmer:

U. S. S. MATTABESETT, At anchor off Roanoke River, May 6, 1864.

General: I have to inform you that I engaged the ram Albemarle yesterday from 4:40 to 7:30 p.m. with all my force, and regret that our efforts to capture him were not attended with success. Our shot had no perceptible effect upon her, close alongside. I drove her, however, into the mouth of Roanoke River, somewhat damaged. I think, but with machinery not disabled. I captured the Bombshell with 37 prisoners, officers and men.



CONFEDERATE STATES RAM ALBEMARLE. DECK PLAN.

Prepared from measurements of the original vessel

Have not, as yet, had any official returns from the Sassacus, who has her in charge and is anchored several miles below. Our loss in the large vessel is 5 killed and 26 wounded.

I shall be able to hold possession of the sound against any force the rebels can

organize at this point.

I am, very respectfully, your obedient servant,

Melancton Smith, Captain and Senior Naval Officer.

Brigadier-General I. N. PALMER, Commanding Land Forces in North Carolina.

S. P. Lee, Acting Rear-Admiral.

Hon. Gideon Welles, Secretary Navy.

Report of Commanndor Davenport, U. S. Navy.

U. S. S. HETZEL, Off New Berne, N. C., May 7, 1864.

ADMIRAL: I have just received intelligence that Captain Smith has had an engagement with the ram. The Sassacus ran into her and was seriously injured. Stem carried away and shot through boiler; the Bombshell recaptured; our loss 2 killed, Mattabesett; 2, Sassacus, and 18 wounded on board the latter vessel. The ram returned to Plymouth apparently uninjured. This is not official. I got it from the captain of the steamer just thence. General Palmer has just shown me a dispatch from Captain Smith, which, in a measure, corroborates this.

In haste, I am, sir, very respectfully, your obedient servant,
H. K. DAVENPORT,
Commander, U. S. Nary.

Acting Rear-Admiral S. P. Lee, U. S. Navy, Commanding North Atlantic Blockading Squadron.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Captain Smith, U. S. Navy, commanding U. S. S. Mattabesett.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

James River, May 14, 1864.

SIR: I transmit enclosed the report received last night from Captain Melancton Smith, senior officer present, of the gallant fight on the afternoon of the 5th instant in Albemarle Sound between our wooden gunboats and the rebel ironclad ram Albemarle, in which the latter was repulsed and her tender captured.

I ask the especial attention of the Department to the signal bravery displayed by Captain Smith and the officers and men engaged with him in this remarkable action, which adds a brilliant page to the exploits

of the Navy.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdy. North Atlantic Blockading Squadron.

Hon. Gideon Welles,

Secretary of the Navy.

Enclosures: (1)\* Instructions to Captain Smith, April 23; (2) report of Captain Smith, with enclosures, May 5.

[Enclosure.]

U. S. S. MATTABESETT,

· At Anchor, Albemarle Sound, off Roanoke River, May 5, 1864.

SIR: I would respectfully report that the ram Albemarle, steamer Cotton Plant, with troops, and the armed steamer Bombshell, laden with provisions and coal, came out of Roanoke River to day at 2 o'clock p. m., and after being toled 10 miles down the sound by the picket force left to guard the entrance of the river, the Mattabesett, Wyalusing, Whitehead, and Sassacus got underway and stood up to engage them, the smaller boats falling into position in accordance with the enclosed programme.

The engagement commenced at 4:40 by the ram firing the first gun, which destroyed the *Mattabesett's* launch and wounded several men. The second shot cut away some of the standing and running rigging. At 4:45 the *Bombshell* surrendered to the *Mattabesett* and was ordered to fall in our wake. At 4:50 fired a broadside into the ram at a distance of 150 yards.

At 5:05 the Sassacus delivered her fire on passing, and then rammed his stern, pouring in a broadside at the same time.

The Sassacus was seen soon afterwards enveloped in steam, when she hauled off, evidently disabled.

The colors of the ram at this moment came down, and it was some time before it was ascertained whether he had surrendered or they had been shot away. During the contact it was, of course, impossible for the other vessels to fire, but when the Sassacus became disengaged and resumed her firing the engagement became general, the smaller vessels firing so rapidly that it was dangerous for the larger ones to approach, and they appeared also to be ignorant of all signals, as they answered without obeying them.

The engagement continued until about 7:30, when it becoming dark the Commodore Hull and Ceres were then sent ahead to keep the ram in sight and to remain on picket duty off the mouth of the Roanoke River if she succeeded in entering it, the Mattabesett, Wyalusing, Miami, and Whitehead coming to anchor in the sound 2½ miles below.

Eight torpedoes have been furnished by the army, and an attempt was made last night to place them in the mouth of the river; the entrance being watched, it was found impracticable. Another effort was made to-day at 2 o'clock p. m., when the ram was discovered 2 miles above on his way out.

During the engagement a seine was laid out across the ram's bow, in obedience to orders, to try and foul his propeller, but he passed over it without injury.

A torpedo was rigged out from the bow of the *Miami* and she was ordered to go ahead and attempt to explode it, but from some cause, yet unexplained, it was not done. She ran up, however, sheered off and delivered her broadside and continued to fire at him rapidly.

The injuries sustained by the ram are thought to be considerable, but his motive power is evidently uninjured. His boats were knocked off from the decks and his stack riddled, and it is also believed that one of his guns was disabled.

The ram is certainly very formidable. He is fast for that class of vessel, making from 6 to 7 knots, turns quickly, and is armed with heavy guns, as is proved by the 100-pounder Brooke projectile that entered and lodged in the *Mattabesett*, and 100-pounder Whitworth shot received by the *Wyalusing*, while the shot fired at him were seen to strike fire upon the casemates and hull, flying upward and falling in the water without having had any perceptible effect upon the vessel.

I had tried the effect of ramming (as suggested by the Department) in the case of the Sassacus, and was deterred from repeating the experiment by the injury she had sustained and a signal from the Wyalusing that she was sinking, which, if the latter had been correct (and I was not informed to the contrary until after the vessels came to anchor), would have left too small a force of efficient vessels to keep the control of the sound, which I now hold, and shall be able to maintain against any rebel force that they will be able to organize at this point, when present damages are repaired.

1 am convinced that side wheel steamers can not be laid alongside of the Albemarle without totally disabling their wheels, which is the reason for not adopting the suggestion contained in your order to me of the

23d instant.

It is reported that the rebel barges with troops were at the mouth of the Croatan [Chowan?] River, ready to come out, and a steamer was seen in that direction; but in regard to the first I have no positive information.

I herewith enclose a list of casualties on board the several vessels engaged, and will forward the detailed reports of the expenditure of ammunition and damages they sustained so soon as they are received from the commanding officers. I also forward you a hurried sketch of the appearance of the ram.

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

MELANCTON SMITH,

Captain and Senior Officer in the Sounds.

Acting Rear-Admiral S. P. Lee, Commanding North Atlantic Blockading Squadron,

[Subenclosures.]

U. S. S. MATTABESETT, Albemarle Sound, North Carolina, May 5, 1864.

SIR: I would most respectfully report the following casualties on board this ship during the action with the rebel ram to-day:

Killed.—Ralph E. Lake, first-class fireman; William H. Demilt, first-

class boy.

Wounded.—James L. Plunkett, acting master, contusion of right thigh; Daniel Lamon, captain forecastle, lacerated wound of scalp; James Mulvehill, ordinary seaman, contused wound of back and left elbow; Greenberry T. Smith, landsman, contused wound of left shoulder; Charles F. Moeller, first-class boy, contusion of right knee and ecchymosis of left eyebrow and lid; John B. Jewitt, landsman, punctured wound of right forearm.

Very respectfully, etc.,

SAMUEL P. BOYER,
Acting Assistant Surgeon, U. S. Navy.

Commander John C. Febiger, U. S. Navy.

U.S. S. MATTABESETT, Albemarle Sound, May 2, 1861.

The steamers will advance in the third order of steaming, the Miami leading the second line of steamers.

Miami. Ceres. Commodore Hull. Seymour. Mattabesett. Sassacus. Wyalusing. Whitehead.

The proposed plan of attack will be for the large vessels to pass as close as possible to the ram without endangering their wheels, delivering their fire, and rounding to immediately for a second discharge.

The steamer Miami will attack the ram and endeavor to explode her torpedo at any moment she may have the advantage or a favorable

opportunity.

Specific orders can not be given for the attack, as the maneuvering of the ram can not be anticipated, and the only orders considered necessary are to sink, destroy, or capture by some or all methods here sug-The stern of the ram is to be fired at by any of the vessels having a heavy gun, taking care not to fire when any of our own vessels are in range. The propeller is to be fouled, if possible, by lines from the sterns of our vessels, or with the fish net as heretofore proposed.

The stack of the ram is supposed to be capped, rendering it impossible to throw powder or shell down, but all vessels having hose should be prepared to lead them up under the cap in the event of getting alongside. The stern and ports are probably the most vulnerable points, and should be assailed by every vessel having an opportunity

to fire into them.

A blow from the ram must be received, if possible, on the bow, and as near the stem as our steering will permit; and if the prod should enter a vessel in that manner, open wide and go ahead to prevent her withdrawing it, when the other vessels will attack the propeller.

Should the thirty armed launches accompany the ram, the small steamers will run them down, using their howitzers with shrapnel on

approaching and hand grenades when near.

Small grapuels should be in readiness to throw at the stack, and

secure our vessels alongside when other experiments have failed.

Ramming may be resorted to, but the peculiar construction of the sterns of the double-enders will render this a matter of serious consideration with their commanders, who will be at liberty to use their judgment as to the propriety of this course when a chance shall present itself.

M. SMITH, Senior Officer.

U. S. S. MATTABESETT, Off Roanoke River May 5, 1864.

Sir: I should have embodied in my report the number of prisoners, arms, etc., captured in the Bombshell, but the Sassacus, who took her in charge after being herself disabled, is anchored some distance below, and has not communicated with me, and I have no available steamer to communicate with him.

I am trying again to place torpedoes in the bend of the Roanoke River, 24 miles from the mouth.

I am, very respectfully, your obedient servant,

MELANCTON SMITH, Captain.

Acting Rear Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron. Report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Sassacus.

U. S. S. Sassacus,

Off Bluff Point, Albemarle Sound, May 5, 1851—Midnight.

SIR: I have not had opportunity to send you a written dispatch earlier. I sent you verbal reports by the *Ceres*, which, it appears, you had not received.

I struck the ram Albemarle fairly, just abaft her beam, at about 9 or 10 knot speed. The blow jarred and careened her so much that the water flowed freely over her decks and gave her so great a list that I at one time hoped I should sink her. I kept the engine going and retained my position there, forcing her broadside to, for some ten minutes, hoping some one of our gunboats might get up alongside, opposite to me, as she was unable to harm them by ramming. Finding this could not be, and she starting ahead, the Sassacus slued obliquely toward her starboard side, when she fired, raking us, putting a 100-pounder rifle shot clear through our starboard boiler, fore and aft. We then fired the pivot rifle, striking her port sill, and a fragment of this shot flew back upon my deck. This shot was broken into fragments. I fired again with similar results. I put three rifle shot into her port, and the muzzles of two of her guns were badly broken.

The shock of the collision was heavy, but did me no damage that I yet know, except breaking and sluing aside the projection outside of the rudder. She does not leak. I received two severe shots from the

ram while alongside of her, which were returned with interest.

After the boiler was burst the escape of steam blinded everybody from the hurricane deck down to the fire room. The steam was terrible. One man died instantly, and I shall probably lose four or five more. The chief engineeer, Mr. Hobby, is badly scalded, but most nobly and heroically remained at his post and saved us from a worse disaster of explosion to the other boiler and of being helpless.

Soon as I drifted round clear of the ram, and amidst the suffocating steam, my men and officers jumped to the guns and continued pouring solid shot into the enemy until we drifted down out of range. The engine was still working slowly on a vacuum, and I succeeded in getting her out of the way of the other gunboats and was forced to withdraw finally from action only because the engine at last stopped.

In the meantime, before I rammed the ram, the enemy's gunboat

In the meantime, before I rammed the ram, the enemy's gunboat Bombshell, with three rifle howitzers and one 20-pounder Parrott, which had been playing upon us, was hulled and ordered to surrender, which she did, hauling down the rebel flag. I ordered her to drop down below

the scene of action and anchor, which she did.

After I got the Sassacus out of the way I sent the army steam tug to bring her alongside of me and anchor. This was done. The Ceres came up, and I removed from her the officers and men captured from the Bombshell. They are now on board this vessel. I sent a prize crew to the Bombshell, started her fires, and I believe she is now ready to move under steam.

I was compelled to haul all fires on board of this vessel, but am now trying to get steam on the port boiler. Some pipes are knocked away, yet I hope to get able to move slowly to-morrow.

The starboard boiler is, I fear, totally ruined.

I have no wounded to speak of from the enemy's shots. We were hulled several times, and the injury to the boiler is, I believe, the most serious I have.

My people behaved most gallantly; the officers nobly. I believe the ram is damaged, but if solid shot split into fragments and fly back upon my deck it is proof that she is more formidable than the Atlanta or Merrimack.

When alongside of her, we threw grenades down her house hatch from aloft. I had charges of powder prepared, ready to throw down her stack, but could not do it from aloft.

She played musketry upon me severely all the time. I was well prepared for my work, and, so far as I can know, the effort to run her down was fairly made. She is too strong for us.

I regret most profoundly that I was obliged to drift out of the fight just as it was becoming interesting and when my services were still

needed, but I fear I am now totally hors de combat.

I shall await your orders here, as I learn that the enemy has been driven out of the sound into his retreat. If we did not gain a victory we have not suffered a defeat, and the enemy was driven before our wooden boats.

Be pleased to send me instructions about the *Bombshell* and my own ship.

I will endeavor to send you a more specific report soon, and I pray you will excuse this hasty and imperfect one.

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

F. A. Roe, Lieutenant-Commander.

Captain M. Smith, Commanding Naval Forces, Sounds North Carolina.

Detailed report of Lieutenant-Commander Roe, U. S. Navy, commanding U. S. S. Sassacus, transmitting additional reports.

U. S. S. SASSACUS, Albemarle Sound, North Carolina, May 6, 1864.

SIR: I respectfully report on the action of this vessel with the rebel ironclad ram *Albemarle* and gunboat *Bombshell* at the head of Albemarle Sound on the afternoon of the 5th instant, in company with the squadron under your command.

Steaming up the sound about 4 p. m. yesterday, the Sassacus occupied the station next astern the Mattabesett, and the Wyalusing following, when we made out the ram, accompanied by the Bombshell and another steamer coming down, driving the *Miami* and picket boats before them. Following your lead in the Mattabesett, I headed up to pass on the starboard side of the ram, and when nearly abreast of her starboard beam the Sassacus delivered her broadside. In this time the ram sheered with her port helm for the purpose of ramming, but our superior speed foiled her in this attempt, and the Sassacus passed around her stern with a hard aport helm. Off the port quarter of the ram lay the Bombshell, which had opened fire simultaneously with the ram, with rifle guns, which had annoyed me a good deal. I gave her the starboard battery, each shot hulling her, when she displayed white flags and signals of surrender. Passing up to close hail of her, I demanded of her if she had surrendered. They said they had, and the rebel flag was hauled down and I ordered her to drop down out of the way and anchor. This was done. As the Mattabesett had passed around the stern of the ram and was heading down the sound again, the ram had turned partially round with a port helm, and now lay broadside to me. As the Sassacus had been drawn off some little distance by her operations and capture of the Bombshell, she had a good

distance to get headway, and, seeing the favorable moment before me, I ordered full steam and open throttle and laid the ship fair for the broadside of the ram to run her down. The Sassacus struck her fairly, just abaft her starboard beam, in the position of the rear of the house or casemate, with a speed of 9 or 10 knots, making 22 revolutions with 30 pounds steam.

As I struck she sent a 100-pounder rifle shot through and through

from starboard bow to port side on the berth deck.

The collision was pretty heavy and the ram careened a good deal, so much so that the water washed over her deck forward and aft the casemate. At one time I thought she was going down. I kept the engine going, pushing, as I hoped, deeper and deeper into her, and also hoping it might be possible for some one of the boats to get up on the opposite side of me and perhaps enable us to sink her, or at least to get well on to her on all sides. I retained this position full ten minutes, throwing grenades down her deck hatch and trying in vain to get powder into her smokestack, and receiving volleys of musketry, when the stern of the ram began to go round, and her broadside port bearing on our starboard bow, when the ram fired and sent a 100-pounder Brooke rifle shot through the starboard side on the berth deck, passing through the empty bunkers into the starboard boiler, clear through it fore and aft, and finally lodging in the wardroom.

In a moment the steam filled every portion of the ship from the hurricane deck to the fire room, killing some, stifling some, and rendering all movement for a time impossible. When the steam cleared away so I could look around me I saw my antagonist was away from me and steaming off. In the meantime the engine was going, as no one could do anything below, some 16 men being scalded. I then threw the helm hardaport, headed up the sound and around to the land in order to clear the field for the other boats. Soon as the steam cleared up and the effect of the explosion over the officers and men immediately went to the guns and kept them going upon the enemy until we drifted out of range. I tried to ricochet several IX inch shot, so that she might be struck on her bottom by the upward bound of the shot, but I had the mortification to see every shot strike the water inside of her and rise on the opposite side of her. While alongside of her, and almost simultaneous with the fatal shot of the enemy, Acting Ensign [W. H.] Mayer sent a 100-pounder shot at her port, which broke into fragments, one of which rebounded and fell on our deck, as did also some fragments of grenades. While thus together I fired three separate shots into one of her ports. We clearly observed the muzzles of two of his guns broken very badly.

After the separation of the two vessels the Sassacus was headed finally down the sound and continued to move very slowly, working on a vacuum, and finally stopped, when I dropped anchor. In the meantime the Mattabesett and Wyalusing gallantly went in, and the fight was

nobly maintained by those vessels.

While I regret the unfortunate accident which drifted the Sassacus out of action, I can not but hope and believe that her struggle with the ironclad ram at such close quarters and the act of running her down were productive of great good. If we ever hear from the shots delivered when alongside of the ram, it will be consoling to us, as I am convinced they did some execution in the port. Yet I am forced to think that the Albemarle is more formidable than the Merrimack or Atlanta, for our solid 100-pounder rifle shot flew into splinters upon her iron plates. I have to report that the signal books of this vessel were thrown overboard and sunk at the time the boiler was struck and the ship

enveloped in suffocating steam. It was appalling for a few moments, and the devotion with which the officers and men of the Sassacus stuck to and worked the guns fills me with professional pride. After anchoring I sent the army steam tug to bring the gunb at Bombshell (which had surrendered to us before we struck the ram) under our guns. I then put a prize crew aboard, pumped her out, started her fires, and got up steam on her. She is now ready to move. I took her prisoners from the Ceres, where they had been temporarily placed.

The injuries to the Sassacus will be found in the reports of officers of different departments, which I herewith enclose, as also the surgeon's report of scalded and wounded. I would respectfully report the Sassacus as disabled for active operations until she can be repaired, and would request a survey upon her when it is convenient to grant it.

In this unequal conflict of the wooden gunboats against an ironclad it gives me special pleasure to speak of the gallant and devoted bearing of officers and men. The maintenance of the fight with their guns after the frightful disaster of the boiler was worthy of the proudest day of our naval history. The divisional officers were cool, and I must note that Acting Ensign Mayer, at the forward rifled 100-pounder, when loading and firing almost muzzle to muzzle with the enemy's gun, was beautiful in his cool courage. I take great pleasure in testifying to the fine conduct of Acting Masters A. W. Muldaur and C. A. Boutelle. These officers were as cool and fearless as if at a general exercise. respectfully recommend each for promotion to the grade of licutenant, deserved for good behavior and ability before the enemy in battle. I also respectfully recommend Acting Master's Mate O'Hara for examination for promotion to the grade of ensign. Acting Assistant Paymaster G. De F. Bart**o**n acted as aid and signal officer to me, and I take pleasure in acknowledging his coolness and attention to duty while under a hot fire, where he voluntarily placed himself.

To the heroism and devotion of First Assistant Engineer J. M. Hobby the Government is probably indebted for the preservation of the Sassacus from a far worse disaster. While everyone who could was forced to seek safety by flight from the scalding clouds of steam, Mr. Hobby stood at his post by the machinery, and, though fearfully scalded himself, he cared for his machinery until the engine finally scopped. If it were possible to promote this officer, I earnestly and devocally beg it may be done, for I consider that it has been amply and professionally won.

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

F. A. Roe, Lieutenant-Commander.

Captain M. Smith, Commanding Naval Forces, Sounds of North Carolina.

[Endorsement.]

U. S. S. AGAWAM, May 16, 1864.

The attention of the Navy Department is respectfully called to the gallant conduct of Lieutenant-Commander Roe and that of the officers whom he recommends for promotion.

S. P. Lee, Acting Rear-Admiral.

[Enclosures.]

U. S. S. Sassacus, Albemarle Sound, May 6, 1864.

SIR: I have the honor to submit the following report of damages eceived in the master's department of this ship during her engagement

with the rebel ironclad ram Albemarle and her consort, the rebel stramer Bombshell, on the 5th instant:

In ramming the Albemarle we had a start of 300 to 400 yards and were making about 11 knots when we struck her with our prow at right angles on her starboard quarter, at the junction of her after casemate with the hull, forcing her side under water 2 to 3 feet and pushing her broadside to before us, our bow then resting on her quarter. Her engine working ahead, bringing a heavy strain across our bow, our outer or false stem, with its ram, which had been started by the shock of collision, was forced off, the stem splintering from 2½ feet below the rail to the lower part of the rudder and hanging by the lower portion across our bow on the starboard side, starting and splintering the outer wood ends and tearing away all of the false bow forward of the rudder, which is apparently not materially injured on its inner portion, as it moves quite freely by the use of the wheel.

The position in which we lay when first striking the ram rendered it impossible for him to train any of his guns upon us, but the headway of the two vessels, exerted at right angles, forced her gradually round on our starboard bow, when he fired two 6-inch rifle shots into us in rapid succession.

The first of these, fired from his after gun, so near as to cover our bow with smoke and burned powder, entered 10 feet abaft the stem and 3 feet above the copper on the starboard side, passing through the yeoman's storeroom, thence diagonally across the berth deck and striking between the skin and the back of the fifth hanging knee from forward, on the port side, and through the ship's side at an angle of about twenty degrees, and fell in the water astern. This shot was immediately followed by a similar one from his forward gun, which shot, entering abreast of the foremast, 4 feet above the water on the starboard side, crushed obliquely through the side, cutting through the back of hanging knee and leaving the inside of the ceiling about 71 feet abaft where it first struck on the outside. From thence it passed through the throat of the next-hanging knee, through the dispensary and bulkhead, starboard coal bunker, passing on through the starboard boiler, and keeping on through the engine room, cut in two a 3 inch iron stanchion, thence through steerage and wardroom bulkheads, smashing doors and sideboard, cutting through magazine screen, when, striking an oak stanchion, which it splintered, it glanced at right angles and lodged in one of the starboard staterooms. Many other shots passed over the ship, one of them cutting through the boarding netting 2 feet above the rail on port quarter, but most of them passing between the spars and rigging, which were not injured. In clearing the ram our starboard wheel passed over her stern, crushing a launch which she was towing and injuring the buckets and braces more or less on her hull,

On examination, I find that the shot holes are all well above the water line, and as the ship makes no more water than usual, I think her actual injury to the hull much less than would seem a natural result from so tremendous a shock.

I have the honor to be, sir, very respectfully, your obedient servant, C. A. BOUTELLE,

Acting Master, U. S. Navy.

Lieutenant Commander Francis A. Roe, U. S. S. Sassacus, Albemarle Sound, North Carolina. U. S. S. Sabsacus, Albemarle Sound, North Carolina, May 5, 1864.

Sin: I respectfully report the following damage sustained by the machinery of this ship during the engagement with the robel ram

Roanoke [Albemarle] on the 5th instant:

At 6 p. m. a 6-inch rifled solid shot came through the starboard side of the ship, about 5 feet above the berth deck. It passed through the forward bunker into the starboard boiler, 7 feet from the front and 14 inches from the top, cutting T iron braces and dry pipe, thence through the after end of the boiler, cutting away Woodward pump, steam and exhaust pipes, through engine room, cutting a stanchion, thermometer, and exhaust, unhooking gear between main cylinder and condenser, thence through bulkhead into the wardroom.

The starboard wheel is badly knocked out of shape by coming in

contact with the ram's stern as we passed her.

The escape of steam was so great as to reduce the pressure in the

boiler to nothing almost instantaneously.

The steam so filled the engine and fire rooms that it was with the greatest exertions on the part of the engineers that the fires were hauled. The division of firemen were all scalded, and one instantly killed.

We will be able to finish the repairs by to merrow sufficiently well as to steam under one boiler.

I am, very respectfully, your obedient servant,

J. M. Hobby,

First Assistant Engineer, in Charge.

Lieutenant-Commander F. A. Roe, Commanding U. S. S. Sassacus.

# U. S. S. SASSACUS, May 6, 1861.

SIR: I have the honor to submit the following report of casualties arising on board this ship from the engagement of the 5th instant:

1. James M. Hobby, first assistant engineer, scalded severely.

2. G. H. Doyle, first-class fireman, scalded severely.

3. Thomas Welch, first-class fireman, scalded, perhaps fatally.

- 4. James Tillott, first-class fireman, scalded and wounded fatally.
- 5. William Sutherland, first class fireman, scalded and wounded fatally.
  - 6. Edward Kelly, second class fireman, scalded and wounded fatally.
  - 7. Joseph Murray, second-class fireman, scalded and wounded fatally.
- 8. O. H. Merrill, second-class fireman, scalded and wounded very seriously.
- 9. Charles White, second-class fireman, scalded and wounded very seriously.
  - 10. Thomas Johnson, second coal heaver, killed.
  - 11. John English, coal heaver, scalded seriously.
  - 12. M. Sullivan, coal heaver, scalded seriously.
  - 13. E. Sullivan, coal heaver, scalded seriously.
  - W. H. Mayer, ensign, contusion, not severe.
     E. [A.] Sawyer, ensign, contusion, not severe.
  - 16. E. Clayton, ordinary seaman, wounded severely.
  - 17. John Lang, captain after guard, wounded severely.
  - 18. William McKay, carpenter's mate, wounded, not seriously.

19. George Simms, captain's steward, wounded, not seriously.

20, T. W. Smith, seaman, scalded, not seriously.

Respectfully, your obedient servant,

EDGAR HOLDEN, Acting Surgeon, U. S. Navy.

Lieutenant Commander F. A. Roe, Commanding.

Regert of Lieutenant-Commander Roe, U.S. Navy, transmitting information regarding the surrender of the C.S. S. Bombshell.

U. S. S. Sassacus, James River, June [24], 1864.

SIR: I respectfully request that the enclosed communication may be appended to my report of May 6, on the engagement with the Albemarle, ironclad.

This paper is a duplicate of one sent to Captain Smith at the time of its date, and I furnish it under the apprehension that the original may not have reached you.

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

F. A. Roe, Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, James River, Va.

[Enclosure.]

U. S. S. SASSACUS, Albemarle Sound, North Carolina, May 7, 1861.

SIR: My attention being called by you to that portion of my report of the Sassacus in the engagement of the 5th instant in relation to the capture of the Bombshell, it will be observed that the Sussacus was the second in line astern of the Mattabesett, and was totally ignorant of what the latter vessel had done. The Sussacus, seeing the Bombshell, approached her as she was coming around to attack the ram, and ordered her to surrender and go below and anchor, which was done. I merely narrated the facts which occurred in this vessel, and the Mattabesett may have done precisely what the Sassacus did without the latter knowing it. I trust this will explain any apparent contradictions that may seem to exist in the reports of the two vessels. I was not aware that she had already surrendered to the Mattabesett, as you state she had. Upon questioning Captain Hudgins, who commanded the Bombshell, and who is now a prisoner of war on board this ship, he replied that he surrendered his vessel to the second vessel in the line; that his flag had not been hauled down to the first, and that no surrender had been made of his vessel until ordered by the second vessel in the line to do so, He did not nor does he know the name of the vessel when he struck. to whom he surrendered, but that it was to the second vessel in line.

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

F. A. Roe, Lieutenant-Commander.

Captain M. SMITH, Commanding Naval Forces, Sounds North Carolina. Unofficial letter of Lieutenant-Commander Roo, U. S. Navy, to Commander Smith, U. S. Navy, regarding the condition of the U.S. S. Sassacus.

[U. S. S.] Sassacus, May 6, 1861.

DEAR SIR: I have sent you by the Seymour my reports. I have labored hard to clear the massive ram that is hanging to my stem, and I can not do it here. My ship is so disabled that it is my opinion she can not be repaired here, even so I can steer at all. I think I may be able to go 3 or 4 knots, but the machinery is a good deal bent in some of the pipes and tubes. My chief engineer is badly scalded and 16 of his men also, so that I can not keep going at present below. In my present condition I would only be endangered of being destroyed or captured if the ram comes out, for I could not keep out of her way. Moreover, my rifle guns are disabled and can not be used. I think I had better go to Roanoke Island and try there to get rid of my ram or false stem, but to repair so I can be of any fighting service is impossible. The Bombshell has to be kept pumped all the time to prevent her

If I go up to you I must be towed. I am sorry, profoundly sorry, at this state of things. You know well, if I could do anything I would do so; but I am sure I would be an incumbrance to you if I were up.

Under these circumstances I will await further orders from you. I can do nothing, absolutely nothing. Heaven knows, I wish I could.

Very truly, yours,

F. A. Roe.

Captain M. SMITH, Commanding Naval Forces.

#### Abstract log U.S. S. Sassacus, May 5, 1864.

Meridian to 4 p. m.: At 1:20 made signal interrogatory 639. Answered by senior ship, 1157, and followed by 7161 and 5340. At 3:15 senior ship made signal 8248. We weighed anchor and followed the Mattabesett up the sound. At 3:30 senior ship made 6563-5972 W. H. MAYER, Jr.

At 4 p. m. Mattabesett communicated with steamer Massasoit, coming down the sound, and made signal. Keeping up full speed, went to quarters and cleared ship for battle. Soon after discovered the rebel ram, accompanied by two other steamers, heading down toward us and driving the Miami and picket boats before them. On our approach one of the steamers retreated up the sound, the ram and her consort lying head toward us. We followed the Mattabesett at about three cables' length astern, and, passing within 150 yards of the ram, gave him our starboard broadside with solid shot and increased charges. Sheering round him with our helm hard aport, we encountered the other steamer, who was firing into us with rifled pieces, and, giving her a broadside, hulled her in three places, when she hauled down her colors and displayed white flags. Running close aboard her, demanded if she had struck, and on being answered "Yes," ordered her to cross our stern and anchor, which was promptly obeyed. During this time the ram had kept up an intermittent fire on us and the other vessels, and had swung partly round, presenting her broadside to us, when, see ing that we had room to gather headway and a good opportunity to strike her, rang four bells again and started for her full speed, working

our battery as long as we could train and pouring into him solid and chilled-end shots. We struck him when going about 10 to 11 knots, square on his side, just where his casemated roof joined the hull on his starboard quarter, giving him a tremendous shock, forcing his side under till the water flowed clear over his deck, and, keeping up our speed, tried to force his ports under water and hoping to hold him powerless until some of the squadron should attack his exposed sides. During this time kept up a constant fire at her forward port, putting one or two shot square inside of it, and throwing hand grenades into her hatch from our top, at the same time trying to throw a cartridge down her smokestack.

As we first struck her she was unable to bring her guns to bear on us, but, gradually swinging on our starboard bow, she fired two shots— Brooke 100 pounder rifle—into our bow. The first was fired while the gun almost fouched our bow, entering 10 feet abatt the stem and 3 feet above the copper on the starboard side, and, passing through the store room, crossed the berth deck and went out through the port side. second shot, which was fired from the starboard forward port, entered the side abreast of the foremast on the starboard side, and, cutting through planking and frames diagonally, kept on through the back of one knee and the throat of the next, smashing the dispensary, and from there, passing through the forward coal bunker, entered the starboard boiler, going clear through it, and, keeping on through the engine room, passed between the cylinder and main condenser, cutting off a 3 inch iron stanchion, thence through the steerage and wardroom bulkheads, smashing doors and furniture, and, passing through the magazine screen, struck with spent force on an oak stanchion, and, glancing at right angles, lodged in one of the starboard staterooms. At the moment this shot struck the boiler the steam rushed up in terrible volume, scalding all the men in the fire room, killing one coal heaver (Thomas Johnson) instantly, and also badly scalding First Assistant Engineer J. M. Hobby, who was at the starting bar. The whole ship was instantly enveloped in a stifling vapor, and it was impossible to ascertain immediately the extent of the damage we had received. pating any attempt that might be made to beard us in the confusion, our signal books were thrown overboard and all hands sent forward to repel. As the steam cleared away we discovered the ram, which had got clear of us, steaming from us close aboard our starboard wheel, crushing a launch that he was towing and breaking some of the buckets and braces as it passed over his stern. Our battery was immediately manned, and opened on him as he passed astern, one of the shots carrying away his flagstaff and dropping the colors.

This broadside being fired with the guns at extreme depression, the elevating screws of both 100-pounder Parrott rifles were broken and rendered useless, the after pivot having broken one elevating screw

earlier in the engagement.

We were now working slowly ahead on a vacuum alone, our engine being unmanageable, and rounding the stern of the ram with port helm, we headed down past her, and keeping our battery playing so long as a gun could be trained, were slowly carried out of action by our disabled engine, which stopped of itself when about 2 miles distant, when we anchored. U. S. S. Ceres having communicated with us, we received from her the fellowing prisoners, comprising the officers and crew of the rebel steamer Bombshell, which we had captured: Lieutenant A. G. Hudgins, Lieutenant Henry Roberts, Assistant Surgeon J. S. Tipton, Assistant Engineer R. J. Hackley, Boatswain A. G. [or J.] Wilson. Crew: David

Henry, C. W. Jackson, Thomas M. Ball, J. C. King, R. E. Weeman, J. J. Sugenbuhl, Thomas Fitzgerald, W. Roberts, S. B. Davenport, John Wesley, Andrew Farraday, A. S. Mitchell, William H. Phipps, R. B. Rodgers, Jacob Hodges, B. W. Davis, James Thornton, Thomas George, William McFarland, J. J. Sumner, W. H. Dowd, William Morton, A. B. Brant, W. A. Kilby, Michael Brennan, George Clemens, William D. Crocker, E. D. McCulloch, J. Bright.

All the crew were placed in double irons and officers under sentry.

Shortly afterwards we sent the steamer Trumpeter to the Bombshell with orders to hoist United States colors on her and tow her under our guns, which she did, informing us by hail that the prize was leaking badly. Immediately sent a prize crew in charge of Acting Master's Mate H.W. O'Hara to take possession of her, who anchored her near us. Steamer Rockland took our hawser at 6:40, and towing us 2 or 3 miles farther down, we anchored off Bluff Point, in 3 fathoms water with 12 fathoms chain to port anchor, at 7:15 p. m.

During this time the other vessels continued the engagement with the rebel ram, keeping up a constant fire until night, the ram retreating. During the engagement we expended the following ammunition:

Solid shot for 100-pounder rifle	28
Short shell for 100-pounder rifle	1
10-pound charges for 100-pounder rifle	29
Solid shot for IX-inch.	19
13-pound charges for IX-inch	
Schenkle percussion shell for 20-pounder rifle	5
J. A. D. shot for 20-pounder rifle	9
2-pound charges for 20-pounder rifle	
Hotchkiss shell for 12 pounder rifle	1
J. A. D. shot for 12-pounder rifle	1
1-pound charges for 12-pounder rifle	2
Shell for 21-pounders	4
Canister for 24-pounders	1

Expended 300 gallons water, 8 sticks wood.

C. A. BOUTELLE,

Acting Master.

8 to 12 p. m: At 8:30 Third Assistant Engineer D. W. Graff; went on board the *Bombshell* to get up steam on her. At 9:45 started fires under our port boiler. At 11:15 steamer *Rockland* came alongside and returned to flagship with a verbal report of the condition of the ship and crew.

W. H. MAYER, Jr.

Report of Lieutenant-Commander Roe, U. S. Navy, requesting remuneration for some of the crew of the U. S. S. Sassacus.

U. S. S. SASSACUS, May —, 1861.

SIR: I very respectfully beg to represent through you to the Department that the following named men of this vessel suffered a total loss

Sussacus in this encounter causes me to hope that the Department may be pleased to grant this request made through me.

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

F. A. Roe, Lieutenant-Commander.

Acting Rear-Admiral S. P. Lee, Comdy. North Atlantic Blockading Squadron, Newport News.

Report of Commander Febiger, U. S. Navy, commanding U. S. S. Mattabesett.

U. S. S. MATTABESETT,
Albemarle Sound, North Carolina, May 6, 1864.

SIR: I have the honor to submit the following report of the part taken by this vessel yesterday in the engagement with the rebel ram Albemarle:

At 3 p. m., discovering the picket boats stationed off the mouth of the Roanoke River to be falling back as ordered when ram appeared, we made general signal to get underway; at 3:10 got underway and stood up the sound, with the Sassacus, Wyalusing, and Whitehead following in first order of steaming. At 3:45 made signal "Ram is out;" the Miami, Commodore Hull, and Ceres falling into position as we came

up on port quarter, thus forming the third order as directed.

At 4:20 Miami made signal "The enemy is retreating," the ram and gunboat being observed to have their heads pointing toward the entrance of Roanoke River, distant about 10 miles. At 4:40, when abaft the ram's beam, she fired two shots, one of which cut away both rails of launch and spar across davits, scattering splinters and wounding Acting Master Plunkett very slightly, 2 men severely, and 3 slightly, all belonging to forward rifle gun. Noticing immediately after the firing an evident intention on the part of the ram to run into us, the helm was ordered to starboard, sheering to port, thus causing us to pass at a greater distance than was our intention. At 4:45, when a little abaft the ram's beam, at between 100 and 150 yards distance, fired our starboard rifles and IX-inch guns with solid shot; passing ahead, and when nearly abeam of the Rombshell, firing the starboard howitzers and forward rifle at her, she immediately hauling down her colors and showing a white flag, orders were at once given to stop firing on her, and the howitzer's crew was sent to assist the crews of the two rifle guns.

Passing ahead, the helm was put to port with the intention of running close along the starboard side of the enemy, but the smaller vessels not keeping position, or following our lead, we were soon com-

pelled to stop the engine, being within their line of fire.

Our vessels at this time were on both sides of the Albemarle, this vessel, the Wyalusing, and Sassacus, being the only ones that had then rounded her bows; we being on her quarter, Sassacus abeam, and Wyalusing on starboard bow, all having stopped their engines. At 5:05 the Sassacus ran down, bows on, striking the Albemarle on starboard quarter. After remaining in contact some few minutes, she disengaged herself and soon afterwards was seen to be enveloped in steam. At this time the colors of the Albemarle were either shot away or hauled down, and were not hoisted again during the action. As her fire had ceased we were under the impression that she had surrendered, until soon after the Sassacus had got clear she was observed to resume it, this vessel and others immediately doing the same. The

squadron still remaining out of position and endangering each other by their fire, our attention was turned to getting them into line. we made signal to Miami to pass within hail (she was soon after hailed and ordered to go ahead and try her torpedo). At 5:30 made general signal to keep in line; at 5:45 repeated the signal. At 5:55 made signal to Wyalusing to cease firing, she being still on ram's starboard bow, the remainder of the vessels (with the exception of the Sassacus, who had hauled off) were taking position on port quarter of the enemy. At 6:05 made general signal to keep close order. At 6:45 made signal to Wyalusing to cease firing, she at the time coming round to take position, soon after hailing her with an order to go ahead of the line and pass close to the Albemarle; in reply she reported herself sinking, and at 6:55 made signal 'Sinking," but still going ahead, finally took her position. Finding that the line was gradually edging off we steamed ahead inside, delivering our fire as rapidly as possible when on the quarter and abeam of the enemy, and after having passed ahead attempted to lay our seine in her course for the purpose of fouling her propellers, but unfortunately it was torn and lost before getting it into the desired position. We then rounded the vessel to port, working the port battery; when nearly abeam of the enemy we received a 6-inch rifle shot which entered on the port side below wheelhouse guards and abaft wheel, passing through waterways, coamings of engine-room hatch, wounding a first-class fireman and boy so severely that they died soon afterwards, and bringing up in small arms locker. This shot is preserved on board, and is marked with the name of John M. Brooke. At 7:30, growing quite dark, ceased firing, and at 8 made private sig nal to anchor, coming to in line abreast, heading to southward.

I am happy to state that the conduct of our crew, officers, and men was all and more than could be reasonably expected from the imperfect state of organization, having had but few opportunities for exercise and drill since our hurried departure from New York. The firing was remarkably good under the circumstances, but the shot seemed to have but little effect upon the enemy.

Our pilot, Mr. Tooker, deserves mention for coolness and attention to his duties during our constant maneuverings.

Enclosed are returns of gunner's expenditures and report of injuries. The surgeon's report I have already had the honor to transmit.

Very respectfully, your obedient servant,

JOHN C. FEBIGER, Commander.

Captain Melancton Smith, Commanding Officer of Albemarle Sound, North Carolina.

### [Endorsement.]

Respectfully referred to the consideration of the Department. Commander Febiger seems to have handled-his vessel well, and, with his officers and men, to deserve much credit for his gallant conduct.

S. P. Lee, Acting Rear-Admiral.

## [Enclosures.]

## Expenditures in gunner's department.

13-pound charges, IX-inch	19
10-pound charges, IX-inch	4
10 pound charges, 100-pounder Parrott	27
Primers	60

Grommet wads	
Junk wads	4
Breechings	3
Lockstrings	2
2-pound chargo, 24-pounder howitzer	1
1-pound charge, 12-pounder riflo	1
Solid shot, 100-pounder Parrott	27
Solid shot, IX-inch	23
Shrapnel, 24-pounder howitzer	1
Dahlgren shell, 12-pounder howitzer	
Thumbscrew	
Muskets and saber bayonets with scabbards	-8

Respectfully submitted.

A. N. MITCHELL, Lieutenant and Executive Officer.

Report of damages to the U.S.S. Mattabesett in the action of May 5, 1864.

Carpenter's department.—Rail of launch stove in and davit spar carried away. Shot through waterways, just abaft port wheel, passed in through coaming of engine-room hatch, carrying away the two after stanchions of hand rail around crank room, then through starboard coaming, and carried away two sections of engine-room bulkhead and one section of galley bulkhead; also carried away deck-bell pulls and second locker of armor on starboard side.

Forward stanchion of hurricane deck on port side carried away by No. 1 IX-inch broadside.

Boatswain's department.—Square-sail buntlines; both vangs of main gaff; starboard main-boom topping lift; peak halyards stranded; port maintopmast stay and maintopmast backstay; one seine.

All shrouds starboard main lower rigging stranded and forward shroud of starboard fore lower rigging ditto; also one ratline carried away by same shot.

Respectfully submitted.

A. N. MITCHELL,
Lieutenant and Executive Officer.

Abstract log of the U.S.S. Mattabezett, Commander John C. Febiger.

May 5, 1864.—At 3 p. m. discovered the picket boat standing toward us. At 3:10 p. m. got underway and went to general quarters; stood up toward them, the Sassacus, Wyalusing, and Whitehead following in line of battle. At 3:30 discovered the ram with two steamers in company. At 3:50 the enemy formed in line of battle. At 4, one steamer started for the entrance to Roanoke River. At 4, we made flotilla signal; Miami made flotilla signal. At 4:40 the ram fired two shots, one passing through the launch. At 4:45 ranged up alongside the ram and engaged her with the starboard battery, firing pivot and IX-inch with solid shot. At 4:50 engaged the Bombshell, firing forward pivot howitzer. After the first three shots she surrendered, hauling down her flag to us. At 5:95 the Sassacus ran down bows on and struck the ram. At 5:10 steam was seen issuing from the Sassacus. then hauled off. At 5:10 the colors of the ram were hauled down or shot away and were not hoisted again during the action. At 5:20 we made signal to the Miami. At 5:45 repeated the signal. Stood up in line of battle and passed the ram, several times pouring our broadside into her. At 7:30 ceased firing. Loss in killed during the action, 2 men;

wounded, 1 officer and 4 men. We sustained the following damages during the action: Both rails of launch cut away, davit spar carried away; shot through waterway just abaft port wheel, passed on through coamings of engine-room hatch, carrying away after stanchions of hand rail around crank room and then through starboard coaming and carried away two sections of engine-room bulkhead and one section of galley bulkhead; also carried away deck-bell pulls and second locker of armory on starboard side; forward stanchion of hurricane deck on port side carried away by No. 1 IX-inch broadside gun; carried away square-sail buntlines, both vangs of main gaff, starboard main-boom topping lift; peak halyards stranded; port maintopmast stay and maintopmast backstay, one seine, forward shroud of starboard main lower rigging stranded; also one ratline carried away by same shot. Weather clear. Wind southwesterly, gentle breeze. Temperature, 4 a. m., 63°; 8 a. m., 69°; 12 m., 83°; 4 p. m., 95°; 8 p. m., 76°.

Detailed report of Lieutenant-Commander Queen, U. S. Navy, commanding U. S. S. Wyalusing.

U. S. S. WYALUSING,

Albemarle Sound, off Roanoke River, May 6, 1864.

SIR: In obedience to your signal at 3 o'clock p. m. of 5th, we immediately got underway, taking our station in line astern of the Sassacus, the Mattabesett leading, and stood up the sound in close order.

Signals were made by you soon afterwards that the ram was out. We also discovered at the same time that our picket boats were falling

back, pursued by the ram and two steamers in company.

We immediately beat to quarters (at twenty-seven minutes past 4 o'clock), being in close range (about 500 yards). We opened fire simultaneously with the *Mattabesett* and *Sassacus*, passing the ram at the distance of 150 yards, firing rapidly. In rounding the ram we came in contact with one of her consorts. It was my intention to run her down, but discovered in time the had surrendered. We immediately backed clear of her and again attacked the ram, which had been in contact with the *Sassacus*, who had run into her. As she cleared from the *Sassacus*, in firing from our vessel we cut her signal halyards. She hauled down the flag and I supposed she had surrendered, as she did not hoist it again during the action; but was soon convinced to the contrary.

At 5:30 flagship made general signal to keep close in line.

At 5:45 repeated the signal. At 5:55 made signal to this ship to cease firing.

At this time we were passing around the ram to form again into line, which had been interrupted by the second division, who were firing at long range and over this ship.

At 6:05 resumed our position in close order by signal from the flag-

ship.

At 6:45, having again passed around the ram, signals were made to cease firing.

At this time a report was made to me by the executive officer and Third Assistant Engineer J. J. Donnohue, who was stationed at the bell, that the ship was sinking.

I immediately signalized it, and sent an order to the chief engineer to start all the pumps. He informed me that it was not necessary, as

the ship was not making more water than usual.

I was hailed from the flagship, but could not understand what was said.

I made again for the ram and followed her up closely, passing around her and firing as often as possible at her, the distance varying from

100 yards upward.

Near the close of the action one of the pieces of the forward port side plating of the ram was seen to fly off from the effects of one of our shots.

At 7:30 signal was made to cease firing, and by private signal we anchored at 8 o'clock.

We received the following damages: One shell exploded in the starboard wheelhouse, cutting away two of the outer rims of the starboard wheel and blowing off a portion of the top part of the wheelhouse, passing through the aft pilot house, damaging the steering-wheel, breaking the compass, tearing off a portion of the plating and passing through and through the mainmast about 30 feet above deck; also through the hurricane deck into the starboard bath room, and chipping a piece off the top of the aft howitzer, mounted on the hurricane deck.

The second shot passed between the bottom of the gig and the rail, knocking off all her under planking, carrying away the starboard smokestack guy, killing one of the men at the IX inch gun, tearing away the stanchion supporting the hurricane deck amidships, then

through the engineer's store room on the port guard forward.

The third shot came in on the starboard side of the berth deck, near the dispensary, tearing away ladder bulkhead, through the port coal bunkers, passing out on the port side a few feet forward of the boiler.

The fourth shot came in on the starboard quarter, about 3 feet above the water line, passing through the cabin, destroying mirror, chairs, furniture, etc., bulkhead, companion way, pantries; striking against a knee in the aft room on the port side of wardroom, glancing upward, tearing up the deek plankings, starting the waterways, and breaking away two of the starts for the breechings, landing on deck. This proved to be a 100-pounder Whitworth solid rifle shot.

The fifth passed over the quarter deck in a parallel line with the pivot

gun, passing through one of the port shutters.

Pieces of exploded shell cut away one of the shrouds of the main rig-

ging; also the brails, passing through the mainsail.

The officers and crew fought bravely and have merited my highest thanks for the manner in which they handled their several batteries. Too much praise can not be bestowed upon them.

My executive officer, Acting Master William R. Hathaway (who is one of the oldest appointments in his grade), I strongly recommend for

promotion.

The surgeon and paymaster rendered me very important aid in the supply of ammunition and in making themselves generally useful.

The chief engineer, H. H. Stewart, handled the machinery in a most able manner.

I am also indebted to my clerk, George H. White, jr., who acted as my aid, for the efficient manner in which he carried out my orders.

Expended the following ammunition:

75
47
20
8
40
30
30 37

5-second sholl, IX-inch gun	-33
Shell, 24-pounder howitzer	-18
Shrapnel, 24-pounder howitzer	27
Primers	210

I enclose you the surgeon's and chief engineer's reports.

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

Lieutenant-Commander, Commanding.

Captain M. Smith, U. S. Navy, Commanding Officer in the Sounds of North Carolina.

[Endorsement.]

U. S. S. AGAWAM, May 16, 1864.

Lieutenant-Commander Queen, his officers and men, appear to have done well their part in this gallant action.

S. P. Lee, Acting Rear-Admiral.

[Subenclosures.]

U. S. S. WYALUSING, Off Roanoke River, May 5, 1864.

SIR: I regret to report the death of John A. Ohver, landsman, by being struck on the right side of the head, on the temporal bone, near the suture, by a fragment of iron shot away from off one of the starboard smokestack guys forward, penetrating his skull into the brain. He was killed at the IX inch gun forward.

Respectfully, your obedient servant,

CHARLES W. SARTORI,

U. S. Navy.

Lieutenant Commander W. W. QUEEN,
Comdg. U. S. S. Wyalusing, off Roanoke River, North Carolina.

U. S. S. WYALUSING, Albemarle Sound, May 6, 1864.

SIR: I have carefully examined the engine, boilers, and dependencies of this vessel, and, agreeably to your request, have the honor to report that the following is the amount of damage sustained during the late action:

Two of the outer rims in the starboard wheel were fractured and a portion of the top of the wheelhouse blown off; one of the smoke-pipe guys was cut off, one of the bell wires also gave way during the engagement but has been repaired.

I am, yours, respectfully,

H. H. STEWART, Chief Engineer, U. S. Navy.

Lieutenant-Commander W. W. Queen, U. S. Navy, Commanding.

Detailed report of Acting Volunteer Lieutenant French, U. S. Navy, commanding U. S. 3. Miami, transmitting additional reports.

U. S. S. MIAMI,

Off Mouth Roanoke River, North Carolina, May 6, 1861.

SIR: I have the honor to make the following report of the engagement with the rebel ironelad ram *Albemarle* and [the steamer] *Bombshell*:

Yesterday at 1 p. m. I got underway, in company with the Commodore Hull, Ceres, and army transport Trumpeter, and proceeded from our picket station off Edenton Bay across to the mouth of the Roanoke for the purpose of putting down torpedoes. When within a short distance of the buoy at the mouth of the river the rebel ram Albemarle was discovered coming down the river, accompanied by the Cotton Plant and Bombshell, the last two steamers laden with troops. I immediately dispatched the Trumpeter to give you the earliest notice of their

appearance.

The vessels under my command were ordered to steam in line slowly down the sound, at such a distance that the enemy's movements could be watched. We dropped down to Bluff Point, the enemy following determinedly. As soon as you came up I steamed ahead, ready to follow your movements and engage the enemy. At twenty minutes to 5 I opened fire with solid shot and continued firing rapidly, with good range. The ram was struck by us at almost our first fire, and I have to report throughout the action excellent firing by both divisions of this ship. I saw the Sassacus running into the ram, and immediately headed for them both, with the intention of exploding under the ram the torpedo rigged on my bow. Before I could get to her, however, the Sassacus became disabled and dropped down from her; the ram had changed her course and I could not work to advantage on account of the fire of our own vessels. I still kept up a fire when it could be done without exposing the other vessels of our fleet.

After we had been firing about an hour you ordered me to run up to the ram and use the torpedo. I steamed ahead, still keeping up a rapid fire, until we got within the ship's length of her. I used every endeavor to get at her, bow on, but the *Miami* proving herself so unwieldy and so very bad to steer, the enemy (who was probably well aware of our purpose) succeeded in keeping clear of us by going ahead

and backing and turning.

We did not cease our fire, however, all this time. The enemy struck us three or four times while within this close range; one shot, which passed through the after part of the cabin, came very near disabling our rudder.

I dropped down from her and reported to you the reason why I could not get my torpedo to work. You then ordered me to follow the Wyalusing in order; I did so, keeping up a fire which I believe was more effective than at any previous time, as I am confident one of our shot struck the upper part of her port while open, if it did not pass into her interior. Owing to the danger of getting aground, and the fact of the ship's handling so badly, I deemed my fire more effectual, at close range, to be on one side of her than to attempt to pass clear around her.

For more than ten minutes we poured solid shot upon her as rapidly as we could fire.

I then dropped astern to give the vessels coming up an opportunity to pass and engage her. It was then growing dark; the ram steamed up to the Roanoke River, and the firing soon ceased on both sides.

The officers and men of this ship behaved with great coolness and did their whole duty.

Enclosed you will please find carpenter's and gunner's reports. Casualties, none.

Very respectfully, you obedient servant,

CHARLES A. FRENCH,

Acting Volunteer Lieutenant, Commanding.

Captain M. SMITH, U. S. Navy,

Senior Naval Officer, Sounds North Carolina.

[Enclosures.]

U. S. S. MIAMI, May 6, 1864.

SIR: I respectfully submit the following report of damages received by this vessel in hull, etc., during the engagement with the rebel ram Roanoke [Albemarle], in Albemarle Sound on the afternoon of 5th

One shot struck smokestack and passed through, scattering fragments over quarter deck. One struck starboard wheelhouse and carried away hand rail, passing through port quarter boat, tearing away her One shell struck under the starboard counter, passed through, cutting away hanging knee under after beam, and bursting in tiller room, cutting through solid work for after pivot boss and carrying away two-thirds of the second after beam and hanging knee on port side, starting two outside planks and started the decks up under pivot gun and knocked down the cabin bulkhead, making a total wreck of the tiller room.

The ship is very much shaken from the effects of the rapid firing, making about 5 inches of water per hour. Several shots and shells passed over our top gear, but did but little damage save cutting away smokestack guys. During the engagement off Plymouth with the same vessel the ram ran under our port bow and scarred the planking for several feet. Within 14 inches of the water a shell from gun No. 3 struck the ram, rebounded and exploded, cutting away port forward boat davit, and fragments passing through deck forward of boiler and starboard waist, and cutting away port smokestack guy and passing through smokestack.

I have the honor to be, your obedient servant,

HENRY S. BUCKLESS, Carpenter's Mate.

Acting Volunteer Lieutenant C. A. French, Commanding U. S. S. Miami.

U. S. STEAM GUNBOAT MIAMI, May 6, 1864.

SIR: I have the honor to submit the following report of ammunition expended on the 5th instant in the action with the ironclad ram Albemarle in the Albemarle Sound:

13-pound IX-inch cartridges	76
Solid IX-inch shot.	76
10-pound 6-inch cartridges, 100-pounder rifle	41
Solid 6-inch shot (chilled ends), 4 long and 37 short	41
Selvagee wads	76
Percussion primers	50
I am, very respectfully, your obedient servant,	
WM. N. WELLES,	
Acting Master and Encepting Officer	

Acting Master and Executive Officer.

Acting Volunteer Lieutenant CHARLES A. FRENCH,

Commanding U.S. S. Miami.

Report of Acting Ensign Barrott, U. S. Navy, commanding U. S. S. Whitehead.

U. S. S. WHITEHEAD, Off Roanoke River, North Carolina, May 6, 1864.

SIR: I have the honor to report to you the part taken by this vessel during the engagement of yesterday (5th) with the rebel ironclad ram *Albemarle* and gunboat *Bombshell*.

In obedience to a general signal made by the flagship Mattabesett, I weighed anchor at 3:30 and proceeded up the Albemarle Sound, fol-

lowing the U.S.S. Wyalusing.

The rebel ram, accompanied by two steamers, was soon discovered, apparently steaming toward us. Went to quarters immediately and prepared for action. At 4:30 the action became general between the leading vessels, *Mattabesett*, *Sassacus*, and *Wyalusing*, and the ram *Albemarle*.

Owing to the superior rate of speed of the above named vessels, I was unable to bring my vessel into action until after the rebel steamer *Bombshell* had surrendered. The rebel steamer *Cotton Plant*, with a number of launches in tow, having succeeded in making her escape, my attention was then directed to the ram, upon which I opened fire with the 100-pounder rifle, using solid shot, first at a distance of 1,000 yards, but it was soon lessened to 400 yards.

The ram meanwhile commenced to retreat toward Roanoke River.

Being ordered by you to take my position astern of the U.S.S. Miami and follow up the attack closely, I immediately took the position assigned, but finding that I could not use the 100-pounder rifle effectively, I steamed ahead of the Miami and on a course parallel to that which the rebel steamer was making, until I approached within 200 yards of her. At this distance we succeeded in making some excellent shots, the projectiles used being solid, chilled-end shot, which must have made a serious impression on the iron armor of the ram, as I judged from the appearance of the plating on her when viewed through a glass.

Keeping the ram on my starboard beam, I ran ahead of and across

her bows, making a circuit about her.

Notwithstanding the heavy fire which was concentrated on the rebel ironclad by our vessels, she succeeded under the cover of approaching darkness to make good her escape up the Roanoke River. Having ceased firing at 7:30 p. m., we came to anchor off the mouth of the river at 8 with the fleet. I have no casualties to report. Ammunition expended, 17 solid shot, rifle 100-pounder, and 170 pounds of cannon powder.

Very respectfully, your obedient servant,

G. W. BARRETT, Acting Ensign, Commanding.

Captain Melancton Smith, Senior Naval Officer, Sounds of North Carolina.

Report of Acting Master Josselyn, U. S. Navy, commanding U. S. S. Commodore Hull.

U. S. S. COMMODORE HULL, Off Roanoke River, North Carolina, May 6, 1864.

SIR: I have the honor to report the part taken by this vessel in the action of the 5th instant with the rebel ram.

I first sighted the ram at half past 1 o'clock p. m., coming out of the river in company with two steamers, distant about 2 miles. In accordance with previous instructions I retreated slowly down the sound, keeping out of range of her guns until the flagship came up, when I fell into line astern of the *Miami*. About 5 o'clock I fired several shots from my pivot guns at the ram, striking it once or twice.

At half past 6 I engaged the ram at close quarters, firing shell from my pivot and broadside guns, many of which struck the vessel, effectually preventing the opening of her ports. As I steamed ahead, in passing the ram's bow, I paid out a large seine for the purpose of fouling his propeller, but though encompassing the ram it did not have the

desired effect.

I ceased firing when it became too dark to distinguish the enemy.

I can not speak too highly of my officers and crew, many of the latter being for the first time under fire. This vessel was not struck, and I have no casualties to report.

Enclosed is a list of ammunition expended.

I am, respectfully, your obedient servant,

Francis Josselyn, Acting Master, Commanding.

Captain Melancton Smith, U. S. Navy, Senior Officer, Sounds of North Carolina.

Additional Report of Acting Master Josselyn, U. S. Navy, commanding U. S. S. Commodore Hull.

U. S. S. COMMODORE HULL, Off Roanoke River, North Carolina, May 6, 1864.

Report of ammunition expended during engagement of May 5.

30-pounder Parrott shell	60
24-pounder howitzer shell	21

Respectfully submitted.

F. Josselyn, Acting Master, Commanding.

Captain Melancton Smith, U. S. Navy, Senior Officer, Sounds of North Carolina.

#### Abstract log of the U.S.S. Commodore Hull.

May 5, 1864.—At 5:30 a.m. steamed up the sound. At 6 saw something up in Edenton; steamed over to it; found it to be a fishing boat; got no information. Ran back and anchored near the Miami. From 8 to 12: Picketing off Roanoke River. At 10 got ready to send armed boats up the Roanoke River to sink torpedoes. Started to tow the boats to the mouth of the Roanoke. When near the mouth, the rebel ram Roanoke [Albemarle], accompanied by the rebel steamers Cotton Plant and Bombshell, came out and started in chase of us. Took up all boats and steamed slowly down the sound in the direction of the fleet, keeping the ram and steamers at an equal distance behind us; the fleet below bound toward us. At 4:30 p. m. the fleet arrived, formed line of battle, flagship ahead, and ran up to the enemy. At 4:40 the Mattabesett opened fire on the ram and the engagement became general.

At 4:45 the rebel steamer Bombshell surrendered. At 4:50 the Sassacus ran down the ram, going nearly over, sinking her most out of sight, but she soon came up, apparently not much hurt. The Sassacus being disabled while in contact with the ram, was obliged to retire at 5:30, the rest of the boats keeping up a brisk fire at the enemy all the time, the ram making for the Roanoke River as fast as she could. At 6:30 ran across the ram's prow, keeping up a brisk fire to keep her from opening her ports. Ran a seine across her bow so that it might eatch in her screw, but it did not succeed. At 8 sent on picket. From 8 to 12 midnight: Wind S. W., sky clear. Weather hazy. All quiet. On picket near the mouth of the Roanoke River. Expended in the engagement 77 rounds of ammunition—58 rifle, 19 howitzer.

Report of Acting Master Foster, U. S. Navy, commanding U. S. S. Cores.

U. S. S. CERES, Albemarle Sound, May 6, 1864.

SIR: I have the honor to report that during the engagement with the rebel ram yesterday this vessel received no damage, neither were there any casualties.

Very respectfully, your obedient servant,

H. H. FOSTER, -Acting Master, Commanding.

Captain Melancton Smith, U. S. Navy, Senior Naval Officer, Sounds of North Carolina.

Roport of Lieutenant-Commander Roe, U. S. Navy, transmitting certificates of death.

U. S. S. SASSACUS, Bluff Point, Albemarle Sound, N. C., May 8, 1864.

Sir: I respectfully enclose certificates of death of William Sutherland, first-class fireman, who died May 6 from being mortally scalded by steam in the engagement of this vessel on the 5th instant with the enemy. Also James Tillott, first-class fireman, on the 7th instant, who died from wounds and the effect of steam received in the same engagement. Also Thomas Johnson, second coal heaver, who was killed instantly on the 5th instant in battle.

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

F. A. Roe, Lieutenant-Commander.

Captain M. SMITH,

Commanding Naval Forces, Sounds North Carolina.

Report of Captain Smith, U. S. Navy, transmitting engineer's report on the boilers of the U. S. S. Saszacus.

U. S. S. MATTABESETT, Albemarle Sound, May 9, 1864.

SIR: I would respectfully inform you that I had an examination of the boilers of the Sassacus, and enclose you a report from Chief Engineer Stewart of its disabled condition and the impossibility of making the necessary repairs at this place.

Both elevating screws of the rifle guns are broken and the hurters of both carried away.

The guard to forward rudder was broken by the collision with the *Albemarle*, and they have not been able to detach the lower fastenings from the stem, which makes it impossible to steer her.

I have ordered Lieutenant-Commander Roe to take his vessel below the Swash in clear water, where he will be able to work to better advantage, and report to me when he has remedied the above-mentioned difficulties.

I would recommend that she be brought to Norfolk for repairs, and would seriously urge the importance of having a few boiler makers at New Borne to do what necessary work may be required affoat until the *Albemarle* has been captured.

I have directed Commander Davenport to communicate all matters of importance direct, that you may receive the earliest intelligence of all movements at New Berne, as I consider my presence here of the first importance to secure the control of the sound.

There is no coal at Roanoke Island, and I have been obliged to charter a schooner and send her to New Berne for some to supply me at this point.

The officers captured in the Bombshell state that the Albemarle, ironelad, has but four guns; the men, that she has but two.

Very respectfully, your obedient servant,

MELANCTON SMITH, Captain and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. WYALUSING, Albemarle Sound, May 9, 1864.

SIR: In obedience to your order I have carefully examined the boilers and engines of the U. S. S. Sassacus, and have the honor to report that the starboard boiler has been penetrated by a 100-pounder rifle shot, the projectile entering on the forward side about 7 feet from the front and 14 inches from the top, then passing diagonally through, carrying away in its course braces, T iron, and dry pipes, then passing out through the after side about 3 feet from the front, tearing away the side sheet for 2 feet in height and about 8 inches in width. This boiler is entirely useless, and can not, in my opinion, be repaired here.

The port boiler is in good condition, with the exception of a few unimportant leaks; steam is now on it, and in smooth water the ship can, in my opinion, steam 7 or 8 knots per hour, provided the stem, which is now partly carried away, be removed, as it now lies along-side. Her movement would be very slow—probably not more than 4 knots per hour.

The engine is in good order and ready for immediate use.

The starboard wheel has been injured by contact with the rebel ram, but not very seriously.

I am, most respectfully, your obedient servant,

H. H. STEWART, Chief Engineer, U. S. Navy.

Captain M. SMITH,

Commanding Naval Forces in the Sounds of North Carolina,

Roport of Captain Smith, U. S. Navy, forwarding information regarding the injuries sustained by the C. S. S. Albemarle.

> U. S. S. MATTABESETT, Albemarle Sound, May 10, 1864.

SIR: I beg respectfully to transmit the following intelligence just received from a Union man residing at Edenton, N. C., with which place I have this day communicated; and I also dispatched an officer of the Southfield, having an intimate acquaintance with facilities for obtaining information, up the Middle River, to make a reconnoissance in a boat:

A man came from Plymouth night before last, and he stated that the ram was to have come out yesterday at 10 a.m. Some rebel sympathizers think he will not come out for some time. Only one shot penetrated her armor. Every snot that struck dented her iron considerably. The Sassacus injured him severely when she struck him, making a large hole on his water line. She also disabled his 100-pounder

Brooke rifle. The ram had but two guns, one working at each end of him.
On his house (on the top) he has a trapdoor, 4 feet square, for ventilation. They could not keep it open with safety, as they were afraid it would be observed and

fired into.

It is the opinion of those who pretend to know something about it, that the ven-

tilation is imperfect, and in consequence he can not fire his guns fast, as the smoke would suffect the crew. The destination of the ram was New Berne.

There is a battery on the Chowan, at Eden Ferry. The Union people at Edenton hope that a gunboat will be sent to that place often, as the moral support they would receive by it would be great. The signal will always be given when it is safe

It is said by some that it is the intention of the authorities to put more iron on him before he comes out again, but Mr. Bond thinks they have not the facilities for doing it at Plymouth. The shot which penetrated his armor lodged in the woodwork. It is the general opinion of the knowing secesh that the ram put back on account of the damage done to his gun, and for no other reason, but he burned a quantity of bacon to get steam to effect his escape. One good boat from him drifted on shore at Roberts' Fishery.

If a substantial, fast tugboat, with an improvised prod, could be sent me, I could destroy him with much less expense to the Government than the sacrifice I shall be compelled to make in wooden vessels to accomplish the object.

I am, very respectfully, your obedient servant,

MELANCTON SMITH,

Captain and Senior Officer in Sounds of North Carolina. Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

Report of Lieutenant-Commander Roe, U. S. Navy, forwarding certificates of death.

U. S. S. SASSACUS.

Hatteras Inlet, North Carolina, May 11, 1861.

SIR: I respectfully enclose certificates of death of Edward Kelly, second-class fireman, and Joseph Murray, second-class fireman, belonging to this vessel, who died from injuries received in battle with the enemy on the 5th May, 1864.

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

F. A. Roe, Lieutenant Commander.

Captain MELANCTON SMITH, Commanding Naval Forces, Sounds North Carolina. Report of Lieutenant-Commander Roe, U. S. Navy, regarding injuries to the guns of the U. S. S. Sassacus.

U. S. S. SASSAGUS.

Hatteras Inlet, North Carolina, May 17, 1861.

SIR: I respectfully report that in the engagement on the 5th instant with the rebel ironclad Albemarle, all the pivot gun elevating screws broke in two, including the spare, in the early part of the engagement.

I also report that the rear hurter of the forward pivot slide was carried away. This was done by firing the gun only partly run out, which was imperative, owing to the close proximity of the vessel. The officer of this gun was endeavoring to put a shot into the enemy's open port. The gun, if run out, would fire over the port, and on account of its length had to be run in. It was fired precisely at the same moment the enemy fired, and our shot struck the port sill of the ironclad, broke into pieces, one portion flying back and landing on our decks, and the other portion passed into his port. The guns were so close that the burned powder from the ironclad's gun blackened the bows of the Sassacus. Also the rear hurter of the after pivot was carried away. This was done by the great haste of the gun captain to fire as the ironclad swept alongside, and the compressors were not brought to, and perhaps [the] gun was not run all the way out. This shot struck the armor of the enemy, and it was reliably reported to me that it penetrated it. so, it is the only shot that did, as the IX-inch solid shot alongside of it flew into the air with a bound, leaving no more impression than a pea would have done.

I think that the injury to the hurters may be excused, as those shots were of vital importance. But the loss of the elevating screws was a severe one. My men worked the guns by holding them up by handspikes under the breech, to their great danger, as they were of course fired at all the depression we could get. If these guns were furnished with good quoins, as recommended in ordnance instructions, it would be very useful. But these screws can not be relied upon at all after two or three fires, when the gun is disabled. In consequence of this, some of the guns' crew and an officer were injured, and I lost the good service of my most valuable guns at a supreme moment, when, perhaps,

one lucky shot would have settled my antagonist for a full due.

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

F. A. Roe, Lieutenant-Commander.

Commander H. A. Wise, Chief of Bureau of Ordnance, Navy Dept., Washington, D. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, to furnish report of collision between the U. S. S. Sassacus and C. S. S. Albemarle.

FLAGSHIP AGAWAM, James River, May 20, 1864.

SIR: The Department, under date of 17th instant, directs that a full report be furnished of the collision of the Sassacus with the rebel ram Albemarle, giving particulars, such as speed at time of contact, angle of striking, etc., together with a diagram showing the positions of the two vessels.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron. Captain M. Smith,

Senior Officer in Sounds of North Carolina.

Report of Captain Smith, U. S. Navy, regarding the capture of the C. S. S. Bombshell.

U. S. S. MATTABESETT,

Albemarle Sound, North Carolina, May 24, 1864.

SIR: I have the honor to report the capture of the rebel steamer *Bombshell*, with 33 prisoners, on the 5th of May, 1864, by the vessels under my command, during the engagement with the rebel ram *Albemarle*.

The *Bombshell* was originally an armed U. S. steamer sunk by the rebel batteries at Plymouth on the 18th of April last, during the attack upon that place, and was subsequently raised, fitted out, and accompanied the ram as a consort.

The vessels entitled to share in the capture are the Mattabesett, Wyalusing, Sassacus, Miami, Commodore Hull, Ceres, and Whitehead.

Acting Master's Mate John Woodman, of the U.S.S. Ceres, has been sent as prize master, with the necessary papers and witnesses, to the U.S. district judge for the southern district of New York.

Full reports from the commanders of the vessels, with a list of the prisoners, have been forwarded to Rear-Admiral Lee, with a duplicate of the survey and appraisal of the vessel.

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

MELANCTON SMITH,

Captain and Senior Officer in Sounds of North Carolina.

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

Letter of congratulation from the Secretary of the Navy to Captain Smith, U. S. Navy.

NAVY DEPARTMENT, May 25, 1864.

SIR: I have had great satisfaction in receiving and perusing your report as the senior officer present and the reports of the commanding officers of the several vessels that were engaged in the encounter with the rebel ironcladram *Albemarle* and her tender on the afternoon of the 5th instant in Albemarle Sound.

The Department congratulates all of the officers and men of the United States Navy who participated in this remarkable contest between wooden gunboats and a formidable armored vessel, in which the latter was forced to retreat to prevent capture, and it particularly thanks you for your vigilant and gallant use of the means placed at your command to thwart the designs of the rebels to regain control of the sounds of North Carolina.

Very respectfully, etc.,

GIDEON WELLES, Secretary of the Navy.

Captain Melancton Smith, U. S. Navy, Senior Officer, Sounds of North Carolina.

Letter of the Secretary of the Navy to Lieutenant-Commander Roe, U. S. Navy, regarding his advancement for distinguished conduct in battle.

NAVY DEPARTMENT, Washington, D. C., July 22, 1864.

SIR: The President of the United States, by and with the advice and consent of the Senate, having advanced you five numbers in your

grade, to take rank next after Lieutenant-Commander John H. Upshur, for distinguished conduct in battle in command of the U.S. S. Sassacus in her attack on and attempt to run down the rebel ironclad ram Albemarle, on the 5th of May, 1864, I have the pleasure to transmit herewith your commission dated 30th of June, 1864, the receipt of which you will acknowledge to the Department.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Lieutenant-Commander Francis A. Roe, Comdg. U. S. S. Sassacus, North Atlantic Blockading Squadron.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Smith, U. S. Navy, forwarding appointments of Acting Volunteer Lieutenants Muldaur and Boutelle.

FLAGSHIP AGAWAM, James River, May 27, 1864.

SIR: Your report of the engagement with the Albemarle, with the accompanying reports of commanding officers, was duly received and forwarded to the Department with appropriate notice of the gallantry displayed on that occasion, and I take pleasure in forwarding the appointments as acting volunteer lieutenants of Acting Masters Muldaur and Boutelle, of the Sassacus, conferred in consideration of their conduct in that engagement.

Respectfully, yours,

S. P. LEE,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Captain MELANCTON SMITH,

Senior Officer in Sounds of North Carolina.

Report of Captain Smith, U. S. Navy, regarding the armor and construction of the C. S. S. Albemarle.

U. S. S. MATTABESETT,
Albemarle Sound, North Carolina, June 1, 1864.

SIR: The information obtained from the four men, deserters from the ironclad *Albemarle*, referred to in my letter of the 30th instant, differs somewhat from the reports heretofore received as regards the description of the armor and the construction of that vessel.

The prow is a solid wedge of iron, 3 feet in length and 2 in breadth on the upper end, resembling in form an inverted hawk's bill, and is completely submerged, even when the vessel is light. The armor consists of 2-inch iron plates (English), 6 inches wide, placed longitudinally over 14 inches of wood. A second course of the same width and thickness runs vertically over the sides of the casemates and is turned down at an acute angle to form the plating of the hull under water, and these ends are secured by a horizontal plate of the former dimensions.

The bottom of the ram is flat, and the form of the hull under water is nearly identical with the outside, the knuckle forming a complete guard around the vessel, and the angle under water causing a shot to glance downward in the same manner that one is thrown upward on striking the casemate. He has but one [two] propeller and can carry fuel for five or six days.

In the engagement of the 5th the Albemarle was struck on the case-mates by 54 solid shot, and the only damage sustained was two timbers broken, the port shutters damaged or carried away, one gun disabled (by the first shot), some plating knocked off of the ends and sides, and the stack riddled. The Sassacus effected no injury whatever when she ran into the ram, and it was generally thought on board that it was an accidental collision, or that she was armed with a torpedo that had failed to explode.

I do not intend to attack the ram in Roanoke River with the gunboats, believing that any such attempt would be attended with serious disaster, if it did not give the ram complete control of the sound. If disposed to meet me in a fair fight, I am prepared to engage him any

hour, night or day.

I have interfered somewhat with the rebel ferry at the mouth of the Chowan by taking their boats, one of which was a new one that belonged to the Southfield.

I am, very respectfully, your obedient servant,

MELANCTON SMITH,

Captain and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE, Commanding North Atlantic Blockading Squadron.

Report of Captain Smith, U. S. Navy, transmitting information obtained from deserters from the C. S. S. Albemarle.

U. S. S. MATTABESETT,
Albemarle Sound, North Carolina, June 4, 1864.

Sin: I send by the mail boat via the canal a fragment of a solid shot fired from the 100-pounder rifle of the *Sassacus* when close alongside, proving that the various reports heretofore made of the invulnerability of the ram have not been much exaggerated.

The four deserters from the ram are on board the *Miami* at Roanoke Island and will be sent to you under charge of the first officer leaving

for Fortress Monroe.

McCann (seaman) is from Baltimore, and has been engaged in running the blockade at Charleston, and has no disposition to enter the service of the United States.

Desiring some reliable information in relation to the *Albemarle's* propeller, I requested Commander Renshaw to make some further enquiries respecting it, and enclose herewith his report, just received.

Very respectfully, your obedient servant,

MELANCTON SMITH,

Captain and Senior Officer in Sounds of North Carolina.

Acting Rear-Admiral S. P. LEE,

Commanding North Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. MIAMI,

Off Roanoke Island, North Carolina, June 3, 1864.

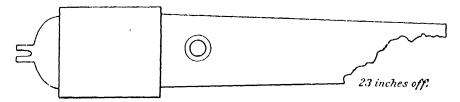
SIR: After questioning separately the four men who claim to be deserters from the rebel ram Albemarle, I gain the following information:

J. H. McCann (seaman) states that he heard the constructor of the ram tell Captain Cooke, her commander, that he need not be afraid of anything fouling her propellers, as they were protected, in what manner he does not know positively, but thinks by an iron basket. He

also says that no musketry was fired or hand grenades thrown when the Sassacus ran into the ram. One pistol shot was fired by the executive officer of the Albemarle. Also that two of her plates were knocked off forward on port side so as to hang down and somewhat interfere with her steering. Some plates aft on starboard side were broken, and one of her timbers by the porthole forward on that side stove in; two timbers have been removed.

John Williams (seaman) states that there is no shield over the Albemarle's propellers, as he has at different times hooked off lines that caught in and fouled the same; also that no firing of musketry or throwing of hand grenades took place on board the ram at the time the Sassacus ran foul of her; he did not know of any plates being knocked off, but that they were very much broken on port side forward and starboard side aft.

The statements of the other two men, William Schafer (carpenter) and William Daley (fireman), are the same as that of John Williams (seaman). All agree that the gun on the port side aft of the ram was broken by the first shot fired from our fleet on that side. The broken gun has been removed and another Brooke rifled gun has been put in its place; also that the ram was not injured by the Sassacus running into her, and has no loopholes for musketry, scuttles on top the roof being used for that purpose. The following is a diagram of the ram's broken gun:



The prisoners will be kept on board this vessel until further orders from you.

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

R. T. RENSHAW, Commander, U. S. Navy.

Captain MELANCTON SMITH, U. S. Navy, Senior Officer in Sounds of North Carolina.

Report of Captain Smith, U. S. Navy, regarding collision between the U. S. S. Sassacus and the C. S. S. Albemarle.

U. S. S. MATTABESETT,
Albemarle Sound, North Carolina, June 4, 1864.

SIR: Your order of May 17, through Rear-Admiral Lee, directing a full report to be furnished of the collision of the Sassacus with the rebel ram Albemarle, together with a diagram showing the position of the two vessels, is received, and I have the honor to make the following report:

One report from Lieutenant-Commander Roe has already been forwarded to Admiral Lee, and I retained two, one\* from himself and the other from his executive officer, to avoid multiplying testimony that appeared to me to be much exaggerated, but both reports are now enclosed.

Lieutenant-Commander Roe states that he "struck the ram Albemarle fairly, just abaft her beam, at about 9 or 10 knot speed. The blow jarred and careened her so much that the water flowed freely over her decks." His executive officer states that "We had a start of 300 or 400 yards and were making about 11 knots when we struck her with our prow at right angles on the starboard quarter, at the junction of her after casemate with the hull, forcing her side under water 2 or 3 feet."

It is my impression that the Sassacus, when within 400 yards of the ram, had stopped her engines and, when fairly pointed, commenced steaming toward him, making it apparent that she intended to try the effect of ramming. I remarked to Captain Febiger at that time, "How slow she moves," and in a few moments she struck, as represented, fairly and nearly at right angles, causing the water to flow over the deck aft.

I subsequently called Lieutenant-Commander Roe's attention to the statement made by him in reference to the rate of speed, which he evidently estimated by the number of revolutions, without considering the short distance he had to run, from a dead stand, to reach the ram; but as he was not disposed to make the correction, although I had taken the report on board for that purpose as well as to examine his injuries, I forwarded it as it was. I should judge, from the slight injury the vessel sustained and the short distance that the Sassacus was from the ram when heading for him, that her speed did not exceed 5 knots. The Albemarle, as I have since learned, did not sustain the slightest injury from the collision.

Lieutenant Commander Roe also states: "I put three rifle shot into her port, and the muzzles of two of her guns were badly broken." This is evidently a mistake, as the Albemarle has but two guns, each one working in three ports, and not a man on board was injured. The muzzle of one gun was broken, and the four deserters from the ram report that it was damaged in the early part of the action, on the port side, but they continued to use it through the engagement.

The stems of the double-enders, as well as the rudder guards, are nearly perpendicular, are very frail, and are not calculated to run up on the deck. Had they been curved I am of the opinion that the Sassacus would have brought sufficient weight upon the deck to have sunk him

I herewith enclose a diagram\* of the position of the Sassacus and Albemarle at the time of collision and after they had been separated by the ram's steaming ahead. I have sent also to Rear-Admiral Lee a fragment of a solid shot fired from the 100-pounder rifle of the Sassacus when close alongside, proving that the various reports heretofore made of the invulnerability of the ram have not been much exaggerated.

1 have the honor to be, very respectfully, your obedient servant, MELANCTON SMITH,

Captain and Senior Officer in Sounds of North Carolina.

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

[Enclosure.]

U. S. S. Sassacus,

Albemarle Sound, North Carolina, May 5, 1864-10 p. m.

SIR: I have the honor to make the following report of the part taken by this vessel in the action this afternoon with the rebel ironclad ram Albemarle and rebel gunboat Bombshell.

At 4:35 we commenced firing at the ram and gunboat, both opening on us about the same time. In a few moments after the beginning of the engagement the Bombshell hoisted the white flag and we steamed alongside of her; she surrendered at about 5 o'clock. We ordered her to anchor, which she did, and then steamed for the ram, running at full speed, and struck her on her starboard side just abaft her casemate. I could not see whether we did her much damage or not. We carried away our prow and false stem, but did no serious injury to ourselves. The ship does not leak a drop. She fired two shots through us, one just before we struck her, which passed through our starboard bow and out on our port side, and another about three minutes afterwards, while our bow was on her deck, which passed through our starboard boiler, scalding all the men in the fire room and the chief engineer, Mr. Hobby, who was at the starting bar at the time.

While we were alongside of her, our bow resting on her deck, we fired two solid shot, one 100-pounder and one IX-inch, into her forward port, knocking off the muzzle of her forward gun. The muzzle of her after gun was broken off when we struck her. After we separated I noticed what appeared to me like a shot hole through her roof just over her forward broadside port. A fragment of one of our own solid shot rebounded onto our deck. This was not a chilled-iron shot.

Our 100-pounders were disabled by the breaking of the elevating screws early in the fight, and we had to use handspikes under them. Three screws were broken.

The man stationed in the foretop threw six hand grenades, two of which went into her hatch on top her roof.

No men were killed or wounded by shot or rifles, although the enemy poured a steady fire into us from rifles while we were alongside of him.

We were alongside of him for about ten minutes. The officers and men behaved splendidly, but I can not help mentioning Acting Ensign [William II.] Mayer for his coolness, he standing on the forward pivot carriage directly in front of the enemy's gun and under a heavy fire of musketry, we being then about 15 feet distant from her, and firing a shot into her forward port. In speaking of forward port I mean her forward broadside port. The first loader and first sponger of the forward pivot—Peter Kelly, seaman, and Peter Hoyt, seaman—displayed great coolness in loading their gun under a heavy fire of rifles. We kept up a constant fire on the enemy until compelled to drop out of action.

Very respectfully, your obedient servant,

A. W. MULDAUR, Acting Master, Executive Officer.

Lieutenant-Commander F. A. Roe, Commanding Steamer Sassacus.

Report of Lieutenant-Commander Roe, U. S. Navy, making favorable mention of certain men of the U. S. S. Sassacus.

U. S. S. SASSACUS, James River, Virginia, June 25, 1864.

Sir: I respectfully beg leave to recommend to your favorable notice Samuel Gordon, coxswain, captain of No. 1 IX-inch gun, and Peter Kelly, seaman, first sponger, and Peter Hoyt, seaman, first loader of the forward pivot gun, in the engagement of the 5th May.

Samuel Gordon's term of service expired just previous to the Sassacus going into the sounds, but volunteered to remain by the ship under the supposition of encountering the enemy's ironclad. He marked his gun with great coolness and accuracy under a fire of musketry from the enemy, and planted a IX-inch solid shot into his port.

Peter Kelly and Peter Hoyt were greatly exposed, and served their gun under a fire of musketry and sharpshooters within 20 feet of their

pieces.

The steadiness and fine conduct of the men have elicited commendation from the officer commanding their division, and also from the executive officer, as well as myself.

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

F. А. Roe,

Lieutenant Commander,

Acting Rear-Admiral S. P. Lee,

Commanding North Atlantic Blockading Squadron, James River.

Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting statement of a deserter from the C. S. S. Albemarle.

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,

James River, June 27, 1861.

SIR: I transmit, enclosed, an interesting statement taken by Fleet Captain John S. Barnes from a deserter from the rebel ironelad *Albemarle*—John B. Patrick, seaman.

I have the honor to be, sir, very respectfully,

S. P. Lee,

Actg. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.

Hon. GIDEON WELLES, Secretary of the Navy.

(Enclosure.)

Statement of John B. Patrick, seaman, lately belonging to the C. S. ram Albemarle, taken before Fleet Captain John S. Barnes, U. S. Navy, June 26, 1864.

FLAGSHIP MALVERN, James River, June 27, 1864.

I was on board the Albemarle upwards of two months. I formerly belonged to the gunboat North Carolina, at Wilmington, and left her in the launches. When the Bombshell was raised, I went on board of her and remained on her until about two hours before the fight, and was then sent for in a small boat and brought on board the Albemarle as she was coming down the river. I was second front leverman at the after gun, and it was a Brooke 100-pounder rifle.

The Albemarle had two guns, just alike. We expected to go to New Berne to meet the Neuse at the time the army attacked. We did not expect to have a fight with the gunboats, as they had run away when the Albemarle came down on Plymouth. We did know that there were three new vessels, but did not know what kind of vessels they were. There were several vessels lying near the mouth of the river as we came down, which steamed away from us, and we followed them on down the sound for about 10 miles, when we made out that the gunboats were going to fight us. We fired our bow gun as a signal for battle. The Cotton Plant was ordered back to the Roanoke River and the Bombshell

also, but she did not get the order soon enough. Your vessels steamed right up in line of battle, passing us on the port side, firing right into us. We fired into them as they passed; our after gun was on the port side and forward gun on the starboard. It was the first broadside that knocked a hole in us, but not all the way through. The splinters flew about. Your vessels then passed around us on our starboard side; as they passed the *Bombshell* surrendered.

The Sassacus then ran right upon us. We saw her coming and thought she carried a torpedo, and made preparations to get overboard by getting near the ports and hatches. The order was given to stand by small arms and repel boarders. The shock was not great; at the after gun we felt it, but not much. It heeled her over some; the water came over her shield. There was a good deal of confusion. About eight men ran the gun out and fired into her. Most of the men left their station and ran around. Captain Cooke was standing in the hatch and was knocked down. He looked kinder scared like. The other officers, Mr. Shelby [Shelly] and Rutz [Roby?] were cool. All the port shutters were knocked away except one; no shots came in the ports. The after gun was hit twice and the muzzle knocked off. The Sassacus knocked off four plates at the edge of the water; they were only secured by three or four bolts; the blow was a glancing one. fired two guns into the Sassacus as she hauled off, which struck her. Captain Cooke saw the smoke or steam coming out of her and told us not to fire at her any more, as she had surrendered or was sinking. then fired at the other boats. The wheel ropes parted and she swung around. I looked out the port and saw she was going up the river The rudderhead was wrenched off and gave much trouble. There was a large piece of plating hanging over the bows, shot off, which balanced the rudder; this was cut off after dark up the river. She would not steer at all, running first into one bank and then the other. I think twenty-five shots broke the iron; two broke through the wood inside; three men wounded; seven plates knocked off; no leak more than ordinary,

Sho was very hot inside. The men were nearly exhausted. She could not have held out an hour longer. She draws 8 feet; plating 8 [4] inches thick above water, 1½ under water; crew about 70 men. The smokestack was shot away and we could make no steam. Our failure to get to New Berne was laid partly to that. Mr. Shelby [Shelly] said they must have a new one of a different kind. They all thought it was impossible to get to New Berne unless the Neuse came to meet them halfway. Nearly all the bacon, lard, and butter was burned, the bulkhead also, to raise steam to get back with. They are making a smokestack now, to shove up a piece at a time as it is shot away. Our coal was all hard coal. The crew never live on board; they sleep under a shed in hammocks, with a watch on board. She is very rough and confined; no room except just to work two guns and steer her. They say she will now go 8 or 9 knots. She has two screws worked with one engine.

I belong to Nashville, Tenn. I am a seaman; sailed from New Orleans to Bermuda and to Galveston. I have been in the rebel service since 1861. I enlisted in the regulars in Tennessee and went to Charleston. I was there during all the fighting, until the evacuation of Morris Island. I was stationed at No. 1 gun on the sea-face parapet. There was considerable damage done the fort; several shot came through the wall, and the casemates were very much damaged. I was stunned by a shot which struck the brick tower and buried me in the

brick and mortar. The New Ironsides had a lucky escape. She was right over a torpedo containing 12,000 pounds of powder. I helped put it down. It was put near the buoy, just off Wagner; the wires led into Wagner. It was a large steamboat boiler filled with powder. two barges and a steamer; the barges were sparred apart and it was slung between them. One end was placed toward Sullivan's Island. other toward Wagner; large anchors and chains were attached to it to keep it from rolling. The hawser was passed around it and both ends of both parts slacked away together. The Ironsides was over it for some time. The wires had been cut by the man who invented the I don't know why, except he had not been treated right. Lieutenant Blake was arrested and was to be tried for saying he hoped it would never go off, as it was too bad to blow people up in that way; it was not Christian. They tried to raise the torpedo afterwards, but could not do it.

After leaving Charleston I came to Wilmington and entered the Navy, and went on the North Carolina about seven months. Captain Muse then commanded her. He died and Porter took her. the executive officer. She is a ram, four guns, just like those at Richmond. Her engines are very bad, always out of repair. The Raleigh was run on a bank by the captain purposely. He thought it would not hurt her; when the tide fell her back broke. They set fire to her and burned all the woodwork out of her. They have but the North Carolina now; she never got down far without breaking something and had to be towed back. I have heard that she escorts blockade runners out, but don't know it. Don't know how much she draws. The Albemarle had no torpedoes, but she is having one fitted now.

Report of Commander Cooke, C. S. Navy, commanding C. S. S. Albemarle.

C. S. S. ALBEMARLE, Plymouth, N. C., May 7, 1864.

SIR: I have the honor to report that in obedience to your order of the 5th instant I left here at meridian of that day, together with the prize steamer Bombshell, as tender, and the Cotton Plant, to convoy to Alligator River. As soon as we reached the mouth of Roanoke River we discovered six of the enemy's gunboats in the sound, about 10 miles distant. They immediately got underway and stood down the sound E. N. E., until we had run about 16 miles, when three more gunboats, double-enders, of a much more formidable class, carrying from ten to

twelve guns each, made their appearance.

Perceiving the unequal contest in which we were compelled to engage, I immediately prepared for action. The enemy steamed up in two columns, half a mile apart, delivering his broadsides as he passed us; two of his largest and swiftest vessels breaking off from the column, bore rapidly down upon the Bombshell and pouring in their broadsides forced her to surrender. The third or fourth shot fired by the enemy broke off 20 inches of the muzzle of the after gun of the Albemarle. action lasted from twenty minutes to 5 till after dark, when they hauled One of their largest and heaviest boats endeavered to run us down, but failed in the attempt, although she struck us heavily on the starboard quarter. I think we succeeded in sinking her, as we gave her two shots while she was bung to us, which must have passed through her. The rapidity of the firing caused such a dense smoke that I was unable

to ascertain the damage done to the enemy, but I think I am safe in saying that we sunk one of their most formidable boats, and severely crippled two others. The contest was a very severe one, lasting about three hours. The disadvantages under which I labored, from the tiller giving way, and the impossibility of producing steam enough to maneuver the vessel to advantage, prevented me from inflicting much greater damage than we did. The smokestack was riddled to such an extent as to render it useless, and so great was my extremity at one time that I was forced to tear down the bulkheads, throw in all of my bacon, lard, and other combustible matter, to produce steam sufficient to bring me back to the river. I can not speak too highly of the officers and crew, especially of the following named men, viz, John Benton, James Cullington, J. B. Cooper, H. A. Kuhn, John Smith, H. P. Hay, Thomas Wroten, John Steely, and T. Nichols. The pilot, J. B. Hopkins, deserves great credit for the manner in which he maneuvered the vessel, and bringing her safely back to port. Since the engagement I have ascertained by flag of truce that there was no one hurt on the Bombshell.

I am, very respectfully, your obedient servant,

J. W. COOKE, Commander, C. S. Navy.

Commander R. F. PINKNEY, Commanding, etc.

[Telegram.]

FLAGSHIP MALVERN,
Off City Point, May 6, 1861—1:30 a.m.

A successful landing at City Point was accomplished by the army yesterday afternoon.

S. P. Lee, Acting Rear-Admiral.

Hon. Gideon Welles, Secretary of Navy.

# Abstract log of the U.S. S. Ceres.

April 17, 1864.—At anchor off Plymouth, N. C., near the flagship. At 5:40 p. m. got underway and proceeded up the river. At 6:15, when passing the blockade a short distance above Fort Gray, the rebels opened on us from artillery and sharpshooters at short range. At 6:25 had passed the rebel batteries; while passing returned their fire as fast as possible. Casualties, 2 killed and 6 wounded. A shell exploded in boat on port quarter; one shot struck on port quarter about 6 inches above the water line and abreast of the magazine, but did not go through the outer planking. One shell entered the port gangway, passed through one brace of the gallows frame, exploded in the wardroom gangway. Were struck in numerous other places by bullets and pieces of shell. At 6:45 p. m. anchored in Roanoke River near the Whitehead, at the upper blockade, 7 miles above Plymouth. At 8:35 got underway and proceeded down the river; ran the fire of the rebel batteries and sharpshooters which lined the bank of the river above Fort Gray. At 9 anchored near the Miami, off Plymouth. At 9:30

surgeons from the *Miami* and *Southfield* came on board and attended to the wounded. No damage was received coming down the river. Expended 165-second shell and 16 cartridges for 20-pounder rifle.

April 18.—At daylight the rebels made an unsuccessful assault on Fort Gray, during which the U.S. [army] steamer Bombshell went up the river a short distance, but soon returned in a sinking condition; her bow was run on shore, and at 8 her stern sunk, the bow remaining out of water. At 12:30 p. m. proceeded down the Roanoke River and up the Cashie and the Thoroughfare till we came to the blockade near Roanoke River. Employed in getting up spiles from the blockade to make a passage through to the Roanoke River above the rebel batteries. At 4:30 p. m. sent a boat in charge of Acting Master's Mate John Woodman to communicate with the Whitehead, at anchor in Roanoke River, about 7 miles above Plymouth. At 5:30 the boat returned from the Whitehead. Employed in dragging spiles out of the blockade in the Thoroughfare. At 7 p. m., to make sure that we had removed enough spiles, we passed through the channel made in the blockade, and at 7:30 started on our return to Plymouth by way of the Cashié River. At 9: 45 arrived off Plymouth and communicated with the flagship Miami. At 10:45 went alongside of the coal wharf and commenced coaling.

April 19.—At 3 a.m. saw the flashes of musketry apparently around Fort Gray. Immediately after a shell passed over the fort from some vessel up the river. At 3:10 the rebel ram made her appearance, coming down the river. Immediately east off from the wharf, went to quarters, and proceeded down the river to the flagship and communicated with her. The ram ran between the Miami and the Southfield, sinking the latter vessel, at which time this vessel drifted ashore, caused by a temporary disaster to the engine. While ashore the Miami and Whitehead passed us on their way down the river. As soon as the engine was in working order we backed off and up the river a short distance, when we picked up the Southfield's gig, in which were 3 officers and 4 men who escaped from the Southfield when she went We then proceeded down the river and passed the Miami and kept her company to the mouth of the river. A 5:15 passed out of the Roanoke River, and in company with the *Miami* and *Whitehead* proceeded toward Edenton. At 7:45 the Miami anchored off Edenton. At 8:30 a.m. took on board the body of Lieutenant-Commander Flusser and the wounded from the Miami and proceeded toward Roanoke Island. At 7:30 p. m. got aground off Roanoke Island landing. mails and dispatches on shore. At 9:30 got affoat and proceeded toward New Berne.

April 20.—At 5 p. m., being in sight of New Berne, hoisted our number; answered by the *Hetzel*, which vessel then made signal 652. At 5:15 made fast to the *Hetzel*, sent the wounded officers of the *Miami* ashore to the hospital and the body of Lieutenant-Commander Flusser on board the *Hetzel*.

April 24.—At 6:45 a.m. arrived at the mouth of the Roanoke River and communicated with the Miami.

April 28.—At 4:20 p. m. came to anchor off Bluff Point and sent a boat on shore for fish. At 5:10 boat returned; got underway and proceeded toward the mouth of Roanoke River. At 7 arrived. At sunset the rebel ram [Albemarle] was in sight at the mouth of Roanoke River. Moving the engine as required to keep in position near the Miami.

April 29.—At 6:45 a.m., when near the mouth of the Roanoke, saw the rebel ram lying at the mouth of the river. Proceeded toward and

anchored off Edenton near the Miami; communicated with her. At 10:30 the rebel ram was seen approaching us very rapidly. Got underway and proceeded toward Roanoke Island, in company with the Miami, Whitehead, and Massasoit [army stean.er], the rebel ram in close pursuit. From 4 to 8 p. m. proceeding toward Roanoke Island, the rebel ram in pursuit. At 2:40 stopped and communicated with the Miami. At 6, Croatan light-house bore S. E. by E., distant 8 miles, the ram not in sight. At 7:15 arrived at Croatan light-house. At 8 arrived near the Wyalusing, ashore off Roanoke Island. From 8 to midnight rendering the Wyalusing all possible aid.

April 30.—At 12:30 a.m. succeeded in getting the Wyalusing affoat; then went alongside the coal schooner and took in 6 tons of coal. At 3 proceeded toward the lower sound with the J. C. Henry [coal vessel]

in tow.

May 1.—At 12:30 p. m. proceeded toward Croatan light-house. At 2:30 p. m. anchored near Croatan light-house. At 3 discovered a sail-boat off Alligator River; got underway and went in pursuit. At 3:30 came up with the boat, in which were two white refugees, who reported the rebel ram in Alligator River. Proceeded toward Alligator River and at 4 p. m. saw the rebel ram lying inside; turned back and proceeded toward Roanoke Island. At 5:30 arrived off Roanoke Island and communicated with the Sassacus and sent two refugees on board of her; then proceeded toward Croatan light-house.

May 3.—At 4 a. m. got underway and proceeded toward Alligator River. At daylight the naval squadron off Roanoke Island got under-

way and proceeded into Albemarle Sound.

May 5.—At 1 p. m. got underway and proceeded toward the Roanoke River, the Miami, Commodore Hull, and army steamer Trumpeter in company. When about 4 miles from the mouth of the river discovered the rebel fleet, consisting of one ironclad and two steamers, coming down. Turned round and proceeded down the sound, the rebel fleet in pursuit. At 4 discovered the remainder of our fleet coming up the sound. At 4:30, upon being joined by our fleet from below, turned back and formed in line of battle. At 4:40 the engagement commenced; the rebel steamer Cotton Plant escaped to the Roanoke River. At 5 the rebel steamer Bombshell surrendered to the Sassacus. At 5:20 went alongside the Bombshell and took the prisoners off and put them on the Sassacus, the latter vessel being disabled. The engagement commenced off Sandy Point. One cutlass lost overboard when boarding the Bombshell. From 4 to 6 p. m. the fleet engaged the rebel ram, the ram retreating toward Plymouth. At 7:30 the firing ceased; received orders to go on picket duty off the mouth of the Roanoke River.

## Abstract log of the U.S. S. Connecticut.

August 3, 1863.—Off navy yard, Brooklyn, N. Y. Officers and crew came on board.

August 10.—Proceeded down the bay under steam.

September 23.—At sea. At 3 a. m. stopped the engine. At 5:45 made a strange steamer on the port beam standing to the southward and eastward; gave chase; changed the course to N. W. At 7:20 made the land ahead. At 8 threw a shell across the chase's bow. At 8:15 commenced firing at her; she refused to heave to. At 9:30 she ran ashore, we being then not more than 1 mile from her. Howeved a boat and Acting Master's Mate Stanfield proceeds the he brockade off Wilmington

for assistance by order of Commander Almy. Lowered the second and third cutters and proceeded on board the chase. She proved to be the blockade runner *Phantom*. She was on fire and deserted, but we could not arrest the flames. At 1 p. m. all boats returned; hoisted them up. At 1:40 sent the second cutter to the blockade steamer in charge of Acting Ensign Swasey. At 3:10 third cutter started for shore in charge of Mr. Kempff, Chief Engineer McAusland, and Mr. Wallace. While on shore and endeavoring to destroy her boats they were fired into and Thomas Donohue, landsman, was killed. The boats immediately returned to the ship. Fired several shots at the steamer. From 6 to 8 p.m.: Firing occasionally throughout this watch. From 8 to midnight: At 10 steamer *Daylight* arrived and came to anchor on our starboard quarter; signaled for the captain to come on board; fired one of the after VIII inch guns at the steamer on shore.

September 21.—At 1 p.m. sent all boats, with all the prisoners, on board the Iroquois for transportation to New York.

October 12.—On blockade off Wilmington, N.C. At 5:45 a.m. sighted a steamer on fire on the shore. At 6 communicated with the steamer Nansemond and learned from her that the steamer on fire was run on [shore] by her, and after trying to get her off, but finding they could not, they set fire to her. She was the blockade runner Douro. At 3:30 p. m. received on board five prisoners from the Nansemond, captured in the blockade runner Douro.

December 6.—At daylight saw a large white steamer on shore near Bald Head light. The Aries stood for her to board her, followed by the tug Violet. At 6:55 a.m. the steamer was set on fire amidships by the rebels. At 7:10 the Violet went alongside of her, when Fort Caswell and the battery to the S. W. opened fire on the Aries and Violet. At 7:50 the Violet left the steamer, came alongside, and reported the "steamer on shore was loaded with bales," but could not discover her name. Three guns from Smith's Island opened fire, but without any effect, upon our vessels. At 10 received on board from the Aries the papers of the blockade runner Ceres, from Bermuda, bound to Wilmington, N. C. At 12:15 p. m. lowered second cutter, in charge of Acting Ensign William Swasey, and picked up two boxes containing sides of bacon, which had drifted from the blockade runner on shore; brought them on board and served it out to the ship's company.

December 7.—At 6 a.m. the steamer which was on fire the night before drifted toward us; got all ready to slip chain. At 6:30 the Violet took a line to the Ceres and kept her in good anchoring ground. At 7:30 made signals for the Maratanza to keep underway and send men to the Ceres to put out the fire and get her anchors and chains clear for anchoring. At 8:30 the Ceres came to astern of us with port anchor; ordered the tug Violet to go alongside and try to extinguish the fire. The first assistant engineer of the Aries came on board and reported the engines of the Ceres apparently in good order. At 11 the party returned from the Ceres, having done all that they could, assisted by boats from the Maratanza, with hose from the tug Violet, to extinguish the fire.

December 20.—At 6 a. m. made two strange sails on the port bow; stood for one of them. At 7 fired a blank cartridge at the chase. At 9:15 came up to her and sent Acting Ensign Sam Harding, jr., on board of her. She proved to be the schooner Sallie, of Nassau, from Harbor Island, bound to Baltimore, loaded with salt and snuff. At 9 a. m. sent Acting Ensign F. Wallace with hawser to the schooner Sallie; also sent Acting Master's Mate Stanfield with three men as a prize crew to take charge. At 10:30 started ahead with the schooner in tow.

January 2, 1864.—At 12:30 p. m. sent the prisoners (22 in number) who were taken from the Confederate blockade runner Antonica, alias Herald, also those taken from the English schooner Sallie, on board the State of Georgia.

March 1.—At sea. At 7:10 a.m. discovered a steamer making black smoke bearing N. N. E.; gave chase, and at 7:45 sent down yards. From 8 to meridian: In chase of a strange steamer, gaining on her rapidly. At 8:20 fired a shot across her bow and hoisted the ensign; steamer showed no colors and hove over bales of cotton. At 8:30 strange steamer hove to. At 8:35 stopped the engine; sent Lieutenant Kempff and Third Assistant Engineer McGrath on board of her. She proved to be the blockade runner Scotia, from Wilmington, bound to Nassau, loaded with cotton. At 9:30 transferred the crew of the Scotia to this ship; sent a marine guard on board the prize steamer Scotia. At noon, latitude 32° 44′ N., longitude 77° 12′ W. At 3:30 p. m. sent a prizé crew on board the prize in charge of Acting Ensign J. M. C. Reville. At 3:50 p. m., everything being ready on board the prize, she parted company, steering to the north and eastward, with orders to preced to Boston, touching at Hampton Roads, if necessary, for coal and provisions. Received on board from the Scotia 36 prisoners. Sent the captain. mate, cook, and steward, and a family consisting of 2 ladies, 1 man, and a child, north in her.

March 8.—Sent at 5 p. m. 36 prisoners, which we captured in the prize steamer Scotia, with their baggage, on board the Violet. At 5:30 p. m. Fort Macon N. 4 W., 4 miles.

May 2.—At 2 a.m. stopped the engine and lay to. At 4 started the engine and stood to the N. E. At 4:48 discovered a steamer bearing N. by E., standing to the eastward. Continued on our course to head her off. Discovered her to be the Monticello. At 10 a.m. discovered a steamer bearing E. by S. At 10:30 hoisted our colors; the steamer hoisted a very small flag, but we could not make it out. At 11 she appeared to be about 4½ miles distant, and we fired a blank cartridge, the gun pointing W. by S. At 11:15 fired another. She paid no attention to either. At 11:30 called No. 2 pivot gun's crew to quarters and fired three shot in the direction of her. At 11:50 ceased firing, all the shot falling short; still chasing all this watch. [At noon] latitude 33° 29′ N., longitude 75° 27′ W. From meridian to 4: Chasing the strange steamer. At 12:30 p. m. commenced firing at the strange steamer, the estimated distance being then — miles. At 12:50 ceased firing, as all the shot and shell fell short. Expended three 30-pounder shot and shell and one 100-pounder shell. At 1 p. m. she luffed by the west, apparently as if to heave to. At 1:10 discovered her to be still underway, standing to the S. and W., having only altered her course. At 3:15 she hauled down her flag. At 3:30 housed our topmasts. At 4 p. m. still chasing and gaining on her slowly. From 4 to 6: Chasing steamer. At 4:50 she housed her topmasts. At 5:30 fired two shots from 100-pounder rifle, but could not reach her. At 6:40 went to quarters and secured the guns. At 7:35 lost sight of the chase. At 8 p.m. changed course to W.

May 3.—At 5 a. m. sent fore and main topmasts aloft. At 6:45 made black smoke bearing S.; immediately gave chase at 4-bell speed. From 8 to meridian: Still chasing suspicious steamer. At 9:20 the steamer altered her course to the eastward. At 9:25 changed our course to S. S. E. At 9:30 steamer stood on her course S. by E. At 9:30 changed our course to S. by E. [At noon] latitude 31° 34′ N., longitude 77° 24′ W. Meridian to 4 p. m.: Still chasing strange steamer. At 2 p. m.

beat to quarters and opened fire on the steamer from No. 1 and No. 2 pivots and continued firing at and chasing strange steamer during the watch. From 4 to 6 and from 6 to 8 p.m.: Still chasing and firing at the strange steamer. At 6:30 p.m. the 30-pounder Parrott rifle forward cracked, and at 6:30 ceased firing. From 8 to midnight: Chasing the same steamer. At 8:10 lost sight of her. At 8:15 discovered a black object bearing W.; stood for it and beat the gong; cleared away for action. At 8:50, not seeing anything, changed our course to S. and secured the battery.

May 4.—At 6 a.m., having observed the horizon attentively and seeing nothing more of the chase of the previous day, we changed our course from S. 4 E. to N. 4 W.

May 5.—|At noon| latitude 31° 56′ N., longitude 77° 22′ W. At 5 p. m. discovered a steamer showing black smoke bearing W. S. W.; stood for her immediately and got up all steam. At 5:30 raising her fast; she set her sails, which were of the lateen cut, and stood away from us. At 6 still gaining on the chase, which was a propeller with two masts, one funnel, and undoubtedly a blockade runner. From 6 to 8 p. m.: Chasing the strange steamer and gaining upon her. At 6 could see her quarter boats. Set the fore trysail. At 8:30 p. m. lost sight of the chase. At 9:30 went to quarters and secured the batteries. At 10:30 altered the course to N., seeing nothing of the chase.

### Abstract log of the U.S. S. Monticello.

February 19, 1864.—At 4 p. m. sighted the blockading fleet. At 5:20 came to anchor and captain went on board the flagship.

February 21.—At 9:30 p.m. the batteries opened fire on us. Cut away the hawser and anchored farther to the southward. At 10 the gig and first cutter, armed and manned, left the ship and proceeded up the channel toward Fort Caswell.

February 22.—At 3:45 a. m. the boats returned to the ship, they having succeeded in passing the batteries at the entrance of the river unobserved, and proceeded upward to Smithville. The gig was commanded in person by Lieutenant Cashing, the first cutter by Acting Ensign C. A. Pettit, second cutter by Acting Ensign J. E. Jones, C. A. Martine, second assistant engineer, and Acting Master's Mates Howorth and C. Croton.

February 24.—At 2. a. m. a boat exhibition, consisting of the gig, Captain Cushing in charge; first cutter, in charge of Acting Ensign C. A. Pettit; second cutter, in charge of Acting Ensign J. E. Jones; dingey, in charge of Acting Master's Mate George [F.] Goodrich; the total crew consisting of 45 men, started to try and capture a battery on Oak Island. Pulled in to the beach and were discovered and fired upon. Captain Cushing gave the order to retreat and we returned to the ship.

February 28.—At 4:45 p. m. the rebels opened fire on the ship from the beach on Smith's Island; returned their fire with 100-pounder and 30-pounder rifles. At extreme elevation our shells all fell short, while several shots of the enemy passed over the ship.

March 6.—At 5 a. m. made a vessel on the port beam, distant about three quarters of a mile, supposed it to be a blockade runner. Starboarded the helm and challenged her. On her answering my challenge, put the helm aport to keep on my course, thinking she was at

anchor. Were going slow at the time. Stopped the engine, still keeping the helm hard aport. Inside of a minute struck the vessel fair in amidships. Got all the officers and men out before she sank. I was suspended from duty at 5:30 a. m. by order of the captain. The moment she struck gave orders to clear away all the boats and sound the pumps. [Signed by J. Hadfield.] Continuation of Mr. Hadfield's log: Discovered the vessel to be the U.S.S. Peterhoff. Let go our kedge close to the Peterhoff. At 5:35 the Peterhoff sunk in 5½ fathoms water. At 5:40 got underway and stood for the flagship. At 8 a. m. Captain Cushing and the captain of the Peterhoff went on board the flagship.

April 22.—At sea. At 4. p. m. sent a boat on board the schooner Douglass, of Nassau, New Providence; found her abandoned with a

cargo of fruit on board. Ran a hawser and took her in tow.

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

May 11, 1863.—Off New Inlet. At 10 a.m. the enemy opened fire on us at a distance of 4 miles. One shot fell a few [yards] astern, the other 100 yards outside of us. The guns being wet, could not return the fire.

May 13.—At daylight observed 3 steamers going over the bar at New Inlet—1 small screw steamer, 1 large paddle steamer, also 1 large paddle steamer, painted a dark color, with every appearance of being a gunboat. Observed the Niphon fire a shot toward them. Forts opened

fire; stood off to the Iroquois.

May 18.—A heavy mist overhanging the land; objects not very plainly to be observed. At 2:55 weighed anchor and stood up and down the beach. Daylight—a thick haze overhanging the land. Stood in for Fort Fisher. At 4:25 discovered a steamer directly under the guns of Fort Fisher. This steamer resembled the Mount Vernon in every respect, except that she had a small house on deck between the tunnel and the mainmast; her decks were crowded with men, and she looked as though she might be a gunboat, though, on account of the haze, no guns could be discerned. At 4:30, appearing to discover us, she hoisted a large rebel flag and stood rapidly inside the bar. The State of Georgia coming up from the southward, fired two shot at her, but they fell far short. This steamer had apparently been at anchor under the fort all night. Stood off to the Iroquois and reported the facts of the case to the senior officer.

May 22.—At 4:10 a. m. observed the Penobscot and a long, low steamer between her and the shore, standing southward; started toward them; steamer ran under the fort. At 4:15 Penobscot opened fire; stood toward her as near inshore as the pilot could be persuaded to go, say 1½ miles. At 4:20 Fort Fisher opened a heavy fire. Penob-

scot stood offshore and made signal.

June 5.—At 8:30 a. m. observed one of the enemy's steamers standing down the river toward New Inlet. At 9 enemy's steamer crossed the bar at New Inlet and stood to the northward as far as Fort Fisher. Got underway, cleared for action, and stood in for the enemy. At 9:15 the Iroquois and State of Georgia to the northward opened fire. Steamed back to New Inlet. At 9:20 opened fire from pivot gun. At 9:25 the steamer crossed the bar. Fort Fisher opened fire on us. Stood offshore. Expended 10 pounds cannon powder, one 100-pounder Parrott, 25-second shell.

June 7.—At 9 observed a sail; signaled to Iroquois and Florida and stood in chase. At 10 the Shokokon stood past the rebel batteries and crossed Caroline Shoal, going close to the beach. The enemy did not fire until she turned to come out, when they opened fire without effect,

June 11.—At 4:05 a.m. discovered a large steamer, supposed be the

Cornubia, running in at New Inlet.

June 15.—Stood toward Fort Fisher. At 3:50 a.m. [observed] a large steamer propeller, one mast, two smokestacks, running in at New Inlet.

June 16.—Observed the enemy's steamer coming over the bar. of Georgia fired a shot from her pivot gun toward steamer. Fort Fisher

fired 7 shot, all outreaching ours.

June 17.—Discovered a steamer going over the bar at New Inlet. Fort Fisher fired a shot which struck State of Georgia, wounding 3 men. At 9 p. m. discovered a steamer coming over the bar, steering about S. S. W.; stood in chase. At 9:10 steamer discovered us, stood back N. W., and ran over Caroline Shoal. Followed him as long as the water would permit. At 9:50 stood off and anchored.

June 18.—At 4 a. m. discovered the steamer which we had chased last night, and also the schooner which had been inside the bar for some time, ashore on the Caroline Shoal near Zeek's Island. Communicated with the State of Georgia. At 5 stood in to reconnoiter the position of the vessels. At 5:30 fired a shot from the pivot gun, which fell short half a mile. At the same time a shot was fired at us from the new sand mound battery; fell within 50 yards of us.

June 19.—At daylight the schooner was yet ashore at the mouth of New Inlet, but the steamer had gone, supposed up to the city for repairs. Heard heavy firing on the south side of Frying Pan Shoals.

June 25.—Weighed anchor and stood toward Fort Fisher. Discovered a side-wheel steamer, two smokestacks and two masts, running in at New Inlet. At 3 p. m. Fort Fisher fired two shots at us, both fall-Two small steamers cruising on the bar.

June 27.—At daylight discovered a large side wheel steamer ashore, just inside the bar at New Inlet. The enemy began firing from the two casemate forts south of Fort Fisher, firing 6 shot toward us, 6 in other directions, and 4 blank cartridges. Stood in toward New Inlet Bar. At sunset steamer still ashore inside the bar.

June 29.—Expended 10 pounds cannon powder, one 100-pound sand

shot, firing at a schooner.

July 12.—Discovered that the Penobscot had driven a steamer ashore and had commenced firing to drive the enemy off. At 8:05 a.m. took up a position to the northward and westward of the woods on Smith's Island and opened fire on the enemy whenever they could be seen. During the morning observed squads of armed men marching toward the steamer; also noticed a steamer cross from Fort Caswell to Smith's Island, the fleet on the west side of the island keeping up a heavy fire on the woods. From meridian to 4 p. m.: Shelling the northwest end of Smith's Island at intervals. Received orders from the Iroquois to keep firing whenever the enemy could be seen. At 3, finding the enemy coming in force, set the steamer on fire. At 3:10 opened fire on the steamer, the Sacramento, Chocura, Victoria, and Violet in sight on the south side shelling the woods. At 3:30, the enemy, having got their artillery in position, commenced firing at us. Their shots were promptly returned by the State of Georgia, Mount Vernon, and Penobscot. At 4 hauled off and stood to the northward.

Expended 26 10-pound charges of cannon powder, 16 4½-pound charges of cannon powder, 20 6-pound charges of cannon powder; total, 452 pounds cannon powder. Twenty-six 100-pounder shell, 2 solid shot (32-pounder), 2 rounds canister (32-pounder), 34 32-pounder shell; total number of projectiles fired, 64.

July 15.—Discovered a steamer ashore on the bar at New Inlet, a propeller, two masts, one smokestack. A towboat communicated with the steamer on the bar. Fort Fisher fired 7 shots at us, 3 passing over us. Returned the fire once from the pivot gun; shot fell in Fort Fisher. Expended one 10-pound charge cannon powder, one 100-pounder 10-second shell.

July 16.—At 4:30 a.m. saw a long, low side wheel steamer, with two masts and two smokestacks, bearing S. W. Started ahead full speed to cut her off from the inlet, but did not succeed. Fired two shots at her from the pivot gun. Expended 20 pounds cannon powder, two 10-

second 100-pounder shell.

July 21.—At midnight the Iroquois passed within hail. At 1:30 a.m. saw two rockets thrown up to the northward; saw the flash of guns and heard shells bursting in the air; stood to the northward at full speed. Cleared ship for action. Sent up rocket to attract attention. Could not find from where the firing proceeded. At daylight the Iroquois in sight, apparently in chase. Learned from the brig Perry that they had fired fourteen guns at a steamer running out.

July 25.—Stood in chase of a vessel bearing N. E. At 12:15 p. m. the *Iroquois* made signal; stood for her. At 1 the captain went on board. Passed within hail of the *Iroquois* and were informed of the

capture by her of the rebel steamer Merrimac.

August 1.—At 5:30 a.m. discovered that the enemy had succeeded in getting the steamer *Kate* (driven ashore at Smith's Island by the Penobscot July 12) affoat, and were towing her with small boats toward Fort Fisher. At 5:45 made signal to the *Iroquois* "I wish to communicate with you." Receiving permission, stood up and reported the circumstance; received an order to go in and cut her out or destroy her, and on the way to stop at the [James] Adyer and inform Commander Patterson that he was to assist us. At 6:20 communicated with the Adger; stood inshore, the Iroquois following. At 7 commenced firing. At 7:05 a shot from Fort Fisher passed over us and we were immediately opened upon by all the batteries. One battery of Whitworth artillery was placed about 300 yards from the steamer and was very troublesome. At 7:15 received orders from the Iroquois to make an attempt to cut her [the steamer] out. Called away and manned two boats, which boarded her and slipped the cables (the enemy having let go both anchors and deserted her). The Iroquois and James Adger steamed out of range. Steamed up alongside of the steamer and boarded her; made fast a hawser and backed out into 31 fathoms water; turned out and steamed offshore with the Kate in tow. At the time we ran alongside of the Kate she was in a quarter less 3 fathoms of water and about 300 yards from the beach where the Whitworth battery was planted. This battery kept up a constant fire on us, striking us four times. One shot entered the starboard side, passed through the engine room, cutting First Class Fireman E. H. Peck in twain, and lodged in the engine tool chest, cutting up many of the tools. One shot cut away port fore-rigging, another cut away the fore-topmast rigging, and another cut away the fore-gaff. Expended 10-pound charge cannon powder, 6-pound charge cannon powder, Parrott shell, 100-pounder, 32-pounder shell.

August 5.—Observed two steamers, one a side-wheel steamer with walking beam, the other a screw, move down the river and take position near Fort Fisher. At 7 p.m. left the ship; ordered the Niphon to send a boat on the bar. At 8 cast loose the battery, armed and equipped the men, and stood ready for action. At 1:30 the Niphon's boat sent up a rocket, immediately followed by another from the Niphon; we answered the rockets and stood to the southward, the rockets going up in that direction. At midnight, not seeing anything, stopped the engine and lay to.

August 7.—From midnight to 4 a.m.: Discovered a rebel steamer standing across our stern; stood for her full speed, but the steamer was evidently gaining on us. A transport steamer crossed the bows of the rebel; he turned and stood down across our bows, and it appears that until this moment he had not discovered us, for as he observed us he turned again and stood offshore. Fired two broadsides into him, but he stood on as before and soon distanced us. We sent up fore and main yards and topmasts and set all sail, but at 3 a.m., we lost sight of him. At 8:10 a.m. the captain returned on board (from the Niphon); stood down to the reef. The side-wheel steamer yet inside the inlet, but the propeller gone.

November 7.—At 5 a. m. weighed anchor and steamed down the bay,

Delaware (from Philadelphia navy yard).

November 13.—At sea. At 9:15 a. m. observed a two-masted schooner apparently at anchor and showing no colors. Proceeded toward her, and when within half a mile of her sent two armed boats to board her. Found her to be the schooner Alice Webb, of New York, discharged, scuttled, and abandoned, lying in 3 feet water in the breakers. As we approached her the ship fired 4 shots at her, viz, 2 from the bow chaser, 1 from IX-inch, and one from the stern chaser. First shot was fired at 9:45 a. m. Expended from IX-inch guns 1 15-second and 15-second shell, from 20-pounder 15-second, 1 10-second, and 1 percussion shell to clear the guns. At 10:35 started ahead, course S.W. Latitude at meridian, 34° 37′ N. From 9 a. m. to noon ran W.S. W. 816 miles and S.W. by W. 18 miles.

December 16.—At 8:45 a.m. got underway and proceeded out of Beaufort Harbor. At 9:15 crossed the bar in company with U.S.S. New Berne. At 9:30 the pilot left the ship. Shaped the ship's course along the land. At 11:50 observed a schooner at the entrance of Bear Inlet. At 12 m. called all hands to quarters and stood for the schooner. At 12:30 p. m. anchored in 4½ fathoms water, center of Bear Inlet bearing N. W. Launched all the boats, manned and armed them, and sent Acting Master E. W. White to board and bring the schooner out if possible, but if not, to burn and destroy her. At 1:40 p. m. the boats returned to the ship and Acting Master White reported that they had scuttled and set fire to the schooner G. O. Bigelow, the crew having run her aground and abandoned her a few moments before they got on board. He also reported that she was without cargo, but had dunnage laid apparently for the storage of cotton. Hoisted up all the boats and proceeded on for New Inlet. At 5:35 p. m. came to anchor off Wrightsville.

December 20.—At 11:50 a.m. saw a steamer bearing S. E. standing toward us. Between and 9 and 11 heard ten heavy guns from S. W. At 1 p. m. steamed up to the Fort Jackson and commanding officer went on board of her. At 2 p. m. steamed down to the W. S. W. At 4 p. m. made No. 503 to senior officer. Got underway and chased for strange sail bearing S. W. by S.; half an hour afterwards discovered a

steamer aground on Frying Pan Shoal, about 3 miles from Bald Head. At 5 anchored in 4 fathoms water and sent a boat to the steamer on the At 6:30 the boat (first cutter) returned and reported the steamer on the reef to be the Antonica from Nassau, bound to Wilmington, N. C., with a cargo of general merchandise. The U.S. steamers Governor Buckingham and Aries had run her ashore a few hours previous and were then in possession of her. The officer on board the Antonica stated that he was not in want of any assistance. Hoisted the boat up and

proceeded toward our night station.

March 5, 1864.—At daylight, Fort Fisher bearing N. W. by N., the following vessels in sight: Fort Jackson, Tuscarora, Britannia, and Nansemond to the N. E. and the Peterhoff to the S. W., all underway. Saw a screw steamer in New Inlet with two masts and one funnel between masts, sharp bows, no bowsprits, apparently an iron vessel, English ensign on the flagstaff aft. At 6:50 a.m. came to anchor with a kedge, south point of Smith's Island bearing S. W. At 8 a.m. the Cambridge and Niphon in sight N. E. At 9:15 saw a strange steamer in sight bearing S. E. & S. At 9:50 senior officer made signal, went within hail, received men from the Fort Jackson. Also received orders to change our station from No. 3 to No. 5. At 10:30 steamed down toward the Peterhoff and communicated with her. At 12:35 p. m. a battery on the south end of Smith's Island opened fire on us and the Peterhoff, shots striking all around us. Steamed to our day station.

March 6 .-- At 4 a. m. got underway and steamed to northward and eastward. At sunrise U.S. steamers Tuscarora, Nansemond, Florida, and Monticello in sight, all underway. At 6:35 a.m. discovered the U. S. S. Peterhoff sunk near Zeek's Island, having been run down by the U.S.S. Monticello at 5:45 a.m. At the same time saw a strange steamer inside steaming toward Fort Fisher; hailed the Monticello and offered assistance, but none was required; then steamed toward our sta-At 7:45 p. m. came to anchor in 53 fathoms water on small bower; bent the slip rope on; Bald Head light bearing N. W. by W. Officers of the deck, lookouts, and engineers armed with loaded rifles. Discovered for the first time that the rebels had established a fixed light in the Bald Head light-house.

March 7.—From 1:30 p. m. to 2:30 p. m. a rebel battery on beach 6 miles to the nothward of Fort Fisher practicing at target with big guns. At 4 p. m. a large side wheel sea steamer with three masts, and four river steamers in sight in the river. At 6:15 p. m. started ahead and stood toward the Peterhoff. At 7 the gig and third cutter, with 10 men each, armed, were sent in charge of Acting Master E. W. White to cut away the masts of the Peterhoff and to bring off or destroy her The Niphon lying near us also sent boats for the same purpose. After the boats got alongside the wreck, considerable sea running, and found her so submerged that there was 10 feet of water above the spar Signal lights and fires burning along the beach. At 10:55 masts of the Peterhoff fell; weather very dark all night, and could see but a short distance.

March 8.—At 12:15 a.m. boats returned from the wreck of the Peterhoff after having cut away the masts and rigging and spiking all the guns that could be got at and throwing them overboard and unbending and cutting away all her sails above water, and leaving nothing of the wreck remaining above water except the smokestack.

May 5.—At 1:25 p. m. saw one of the squadron on the south side approach near the shoals with the American ensign flying at the fore; got underway and steamed toward her to see if she wished to communicate. At 2:40 a boat from the U. S. S. Victoria boarded us with dispatches for senior officer. At 2:50 steamed back toward the squadron. At 4 stopped and communicated with senior officer. At 5:30 started back toward our station. Saw in the river below Fort Fisher a seagoing steamer with two masts, one smokestack, very low in water and side wheels, with English ensign on flagstaff aft; also saw a suspicious looking steamer resembling an ironclad. Batteries cast loose and primed ready for action and boats ready for lowering.

## Abstract log of the U. S. S. Niphon.

April 24, 1863.—Navy yard, Boston. At 9:30 a.m. received crew on board and put ship in commission.

May 5.—At 8 p. m. spoke the Iroquois, who ordered us to come to anchor [New Inlet].

May  $\delta$ .—At 8:30 p. m. steamed inshore to within 1 mile of the rebel batteries. Cruised inside the bar all this watch.

May 7.—At 10 a.m., being opposite the rebel batteries, saw a steamer moving along the inside channel. The pivot gun was trained on her and fired at a distance of 3,500 yards by the first lieutenant, the shell dropping close in her wake. A shell was also fired from the howitzer.

May 13.—At daylight discovered three steamers 8 miles off, bearing N. E., off the mouth of the harbor. One was a steamer of about 1,000 tons, three masts and two funnels, the other two of about 800 tons, two masts, one funnel. Immediately got underway to head them off; fired the bow pivot at the large one, but the shot fell short; found we were getting within range of the rebel batteries, who opened fire on us and fired six shots, and we had the mortification of seeing them pass [into] the harbor.

May 22.—At 4 a. m. saw a vessel inshore and made chase. Proved to be the *Penobscot*; she fired several shot and received several from the battery. Hauled off and soon found him after us. At 5 a. m. the *Penobscot* made signal to us for a surgeon, which we answered, and sent one on board. Our boat returned and brought information that she [*Penobscot*] had received a shot which killed the surgeon and wounded his steward.

May 25.—At 3:30 a. m. got underway and stood in toward shore. From 4 to 8 a. m. ran in for the batteries, which fired on us, when we put about and stood toward the flagship; then returned to our station and anchored. At 5 p. m. all hands drilled with muskets and swords. At 9 p. m. got underway and stood N. W. by N. into 5½ fathoms water, and then steered parallel with the coast to a light, which we fired at twice with the Parrott and once with the howitzer, one shell bursting directly over the rebel works.

July 12.—From 8 to 12 meridian, firing from Smith's Island at the rest of the fleet, they returning the fire. From 12 to 4 p. m., rest of the the fleet still shelling the beach on Smith's Island.

July 13.—At 4 a. m. fired two shots from the 20-pounder Parrott and one from howitzer at a light on shore, when a battery on shore returned the fire.

July 11.—At 4:30 a.m. fired pivot at a light on the beach bearing S. S. W. Enemy returned [fire] by heavy guns from battery near light, both falling short. At 10 a.m. fired one shot from Parrott gun.

July 17.—At 3:50 p. m. a rebel battery bearing N. W. by W. opened fire on us with shell, but fell short.

July 29.—At 12:30 p. m. fired a shell to bring a strange sail to. Proved to be the British ship Banshee, of Nassau, New Providence, from New York, in ballast, bound to Matamoras. At 1:30 boarded the above ship and ordered her to stand in toward the flagship, about 8 miles distant, in charge of a boat's crew and W. W. Crowninshield, executive officer. At 2:25 p. m. came alongside the flagship and captain went on board. At 2:45 p. m. captain returned and we stood for the Banshee for her captain and papers, who, at 3:15, went on board the flagship. At 8 p. m. sent on board a prize crew and officers; stood for our station and prize stood for Boston.

August 1.—At 6 a.m. the fleet got underway and stood inshore, firing constantly. We immediately got underway and stood S. W. by S. toward them, and sighted a steamer ashore on Smith's Island. At 7 the Mount Vernon stood alongside of her and towed her off. She proved to be the steamer Kate, of London. On our passage up to the fleet the fort and adjacent batteries fired at us six times, all falling short.

August 17.—At daylight fort bore S. W., the Minnesota S. E. by S., she being the only blockader visible. Saw a large steamer on the bar about 1 mile from the fort. At 5 a.m. saw a large double-stacked, sidewheel steamer standing for the harbor from the southward; also a smaller steamer, painted a dark lead color, standing in from the same direction, both being within range of the rebel batteries. At 6, the tide being at half flood, steamer got off the bar and stood for the harbor. She was a large screw steamer, from 1,500 to 2,000 tons, pierced for six guns, three on each side, painted lead color, bark-rigged, having lower masts, short topmasts and topgallant masts, smokestack forward of mainmast, and painted lead color; lower and topsail yards crossed and white scrollwork on stern. She was a finely modeled vessel, of great sheer, and had every appearance of being a fast sailer.

August 18.—At 4:45 a. m. saw a steamer bearing N. by W., steering S., and close on shore. Gave chase, and when near she was run on shore and immediately deserted by her crew with boats and landed We lowered away second cutter with armed crew, Third Assistant Engineer William Mason, Acting Ensign E. N. Semon, and in charge of Acting Ensign and Executive Officer W. W. Crowninshield, sent them on board with instructions to set her on fire. At 5:30 the Shokokon communicated and commenced shelling the shore as the rebels were coming toward the steamer. We let go our port anchor in 54 fathoms water. Sea and gale increasing, the boat was swamped shortly after getting alongside the prize. We then sent two more boats to the prize, with lines attached to haul them off, and in charge of Acting Master's Mate John Paige. When close by was capsized and the crews taken prisoners by the rebels on shore. During the time a constant and rapid fire of musketry was kept up on the boats and the ship, cutting away our running rigging, penetrating the decks and sides of the ship in several places. At 6 a.m. a rifle battery opened fire upon us, the shot and shell passing over us all the time. The sea rising very high, we weighed anchor and commenced shelling the shore. Shokokon sent a boat to the prize and rescued two of our men when they jumped overboard. W. W. Crowninshield, executive officer, set fire to the prize with the men under his charge. When we could render them no more assistance, they jumped overboard and swam on shore and were taken prisoners. Seeing the prize well on fire and in flames, and that her destruction was certain, at 12 meridian we proceeded to the Minnesota. At 12 meridian came to with both anchors; mustered crew. The following articles were lost: First and second

cutter, captain's gig, 5 revolvers, 9 pistols, 11 cutlasses, 1 battle-ax. Expended during the engagement 54 shell from 32-pounder, 32 howitzer shell, 26 Parrott shell, all with charges; 95 rifled cartridges, 10 musket cartridges, 50 revolver cartridges. The prize proved to be the English steamer Hebe, of London, cargo consisting of coffee, dry goods, medicine, liquors. On arriving at the flagship discovered our ship making considerable water. The donkey pumps were constantly working after

the firing ceased.

August 23.—At 4:30 a.m. stood S. W.; saw a steamer in under the Mound; supposed her to be going in. At 5 a.m. stood for the flagship. At 7:30 beat to quarters. At 8:30 firing commenced from the whole fleet. At 8:45 the Minnesota sent boats with marines toward the shore, when the rebels opened fire, firing six shots, two at us, one passing and bursting near the foremast, the other passing under our spanker boom near the wheel, bursting a few feet on our port quarter in the water. At 8:50 a.m. the Minnesota fired a shell, which was supposed to have blown up one of their (rebels) two guns on shore. At same time the admiral recalled his boats and made signal to the Western World, who immediately stood for her station. A large number of men were reported to be running toward Fort Fisher. We followed them up, firing into them, wounding many, when they soon disappeared. Ammunition expended during the engagement, 27 shell for Parrott and charges; 23 howitzer; 72 32-pounder shell; 50 rifle charges.

August 31.—At 6:40 a.m. a battery of heavy guns opened fire on us, being W. N. W. about 1½ miles south of the wreck. Shot and shell fell

short.

September 7.—At 1 p. m. beat to quarters and opened fire upon a blockade runner lying to an anchor outside and close to New Inlet under the guns of the rebel batteries. Fired 15 rounds from the 20-pounder Parrott and drove her inside. At 1:45 ceased firing and returned to our station.

September 8.—At 4 a. m. stood S. W. At dawn of day saw two steamers—one on the bar, very long, two white smokestacks, 2 masts, side-wheel, tonnage about 900 tons; the other off Fort Fisher, side-wheel, double smokestacks, two masts, tonnage about 600 or 700 tons. One appears to be an armed vessel of four broadside guns. Both are flying the Confederate flag; seem waiting for tide to go in. Stood to S. W.; had a good view of the rebel steamers. Captain went on board the flagship and returned at 10 a. m. Stood to S. W., fired 15 rounds from 20-pounder Parrott at two steamers lying under Fort Fisher. At 11:30 ceased firing. At 2:50 p. m. was fired at from Fort Fisher. The shot fell short.

September 9.—At 5 a. m. saw a side-wheel steamer with white smoke-stack, very long, two small masts, fore-and-aft rig; tonnage, 250; seen inside of Zeek's Island steaming up the river; undoubtedly came in on the south side. The rebel steamer that was run on shore by the steamer Nansemond had steam up and a tug alongside; did not succeed in getting off. At 8 a. m. saw a steamer inside of Zeek's Island, side-wheel and black smokestack, a slanting house fore and aft, sharp at both ends, painted white or light lead color; by all appearances looked like a ram. The tug returned with a large lighter in tow to take cargo out of rebel steamer ashore. At 4 p. m. commenced, in company with the Nansemond, to fire at the rebel steamer ashore under Fort Fisher. We fired 1 10-second 32-pounder shell, 16 15-second and 1 10-second 20-pounder rifle shell. The fort and Mound opened fire on us and fired repeatedly. At 4:45 ceased firing and stood for the flagship.

September 10.—At 5:30 p. m. the rebel steamer got off ground and a salute was fired from the fort.

september 16.—At 5 a.m. saw a steamer; stood for her and discovered her to be a blockade runner on shore off Fort Fisher; fired a gun at her and stood for the flagship; stood toward the fort. At 11 commenced firing on the steamer ashore, which was flying the English flag. Fired 16 rounds from the 20-pounder Parrott gun and struck her twice, upon which she was immediately deserted by her crew in boats. The forts returned the fire for about half an hour; their shot and shell fell short; 7 of our shells exploded shortly after leaving the gun. At 6 p. m. mustered crew at quarters; cleared for action. At 6:40 weighed anchor and stood for the bar. At 7 sent second cutter with armed crew in charge of Acting Ensign N. Larsen, in company with a boat from the Iron Age, to destroy and set fire to the blockade runner ashore off Fort Fisher, with instructions not to board her if the sea was breaking so heavy against her as to endanger the safety of the boats. At 10 p. m. the boats returned, having failed to set the steamer on fire, the surf breaking too heavy for the boats to get alongside.

October 10.—Saw a sail N. N. W., which proved to be a blockade runner. The Niphon, in company with the Connecticut and Shenandoah, got underway immediately, steamed inshore and commenced shelling her and shelled her until in close proximity to the forts, when they opened fire from all their batteries. We steamed in as far as prudent, and finding she was too far in to be cut off, steamed back to our anchorage. During the time several shots from the batteries came in close proximity to all the vessels. While engaged we fired 2 32 pounder

5-second shell and 4 10 second 20-pounder Hotchkiss shell.

October 21.—At 1:30 a.m., firing and rockets were seen to the northward; gave chase and beat to quarters. Saw a blockade runner chased by the Nansemond. Opened fire on her, and when she found there was no escape she was run ashore. Sent in an armed boat in charge of Acting Ensign N. Larsen, who, in company with officers and men from the Nansemond, set her on fire after vainly endeavoring to get her off. From 4 to 6 a.m.: Stood along inshore in sight of the blockade runner, during which time the Nansemond saw another vessel, which she chased to sea. At 6 a.m. commenced firing shot and shell into the blockade runner, which proved to be the British steamer Venus. Continued firing until 8 a.m. The Iron Age came down the coast and commenced Continued firing until about 8:30, then sent a boat in to set her on fire forward, where the first fire failed to burn. The Iron Age also sent in a boat for the same purpose. She was set on fire and completely destroyed. The boat's crew brought off some small articles, including some specie. During the time of firing we expended 19 5-second 32-pounder shell, 2 10-second 32-pounder shell, 28 percussion 20-pounder Parrott shell; 23 5-second 20-pounder Parrott shell, and 25 12-pounder rifled howitzer shell.

November 8.—Blockading off New Inlet. At 2 a.m. saw rockets fired to the northward; stood in for the beach. At 2 beat to quarters. At 2:15 saw the rebel steamer Cornubia and fired at her; she was run ashore. Sent Acting Ensign H. S. Borden with a boat's crew on board; also sent Acting Ensign E. N. Semon in charge of a boat on shore to bring off the boats belonging to the blockade runner, which the passengers and crew had used to land with. The James Adger was in the meantime trying to cow her off, while the Niphon was shelling the beach. At 3:30 a. m. the prize was got afloat. At 4:30 the Cornubia's boats

were brought off from the beach and hoisted to the davits and one towing astern. The boats contained some baggage and clothing left there by those who left the blockade runner. At daylight saw some men on the beach waving a white flag; sent a boat ashore and brought them off. Saw some rebel pickets ashore, whom we shelled and fired at with grape and canister. Expended 2 32-pounder 5-second shell 6,

grape and 2 canister; 6 20 pounder time shell.

November 9.—At 12:25 a.m., being to the northward of the Big Hill. saw a blockade runner close to the beach. Gave chase and beat to quarters. Kept up a continued fire upon her, several shots taking effect. Running along the beach at full speed, sending up rockets all the time. The blockade runner being very fast, was gaining upon us and at last was lost sight of. As the Niphon got within range of the Half Moon battery the rebels opened fire upon us. Nothing more was seen of the steamer nor of any of the blockading fleet. Fire was opened from Fort Fisher. Stood to the northward again and beat the retreat. At 3 saw a steamer, gave chase, beat to quarters, and fired one gun. The steamer stood seaward and was lost sight of. At 5:25 a.m., being off Masonboro Inlet, saw a steamer to the northward, coming down the Gave chase and beat to quarters. At 5:30 opened fire upon She now stood directly for us at full speed, evidently with the intention of running us down. The helm was put hard astarboard, all the starboard guns were fired directly into her, and the vessels were brought nearly side by side, coming in collision at the bows, carrying away our bowsprit and stem, and doing some other damage to the vessel. At the moment of the collision the steamer was boarded, carried, a hawser hove on board and made fast. In five minutes from the time of firing the first gun she was in our possession and a prize to the Niphon, no other vessel being in sight. Stood south and eastward, At 5:55 saw one of the blockaders; made signal 973, which was an swered. At 6:50 the answering vessel proved to be the U.S. S. Shen-The captured vessel was the Ella and Annie, of Charleston, andoah. S. C. At 8 came to an anchor. At 8:30 the Shenandoah came up and let go her anchor. In the collision the kedge anchor was carried away and the barometer knocked down and broken. At 8:30 the captain of the Ella and Annie was brought on board. At 9:15 the Shenandoah signaled the Niphon. Captain Breck went on board the Shenandoah. At 10 the captain of the Ella and Annie was sent on board the Shen-From 12 m. to 4 p. m. the prisoners of the prize were received. A prize crew was sent on board the steamer Ella and Annie. she stood to sea.

November 10.—At 8 a. m. came to anchor in Beaufort Harbor. From 8 to 12 m.: At washing down decks, they were found to leak badly, supposed to be occasioned by the collision with the steamer Ella and Annie. At 2:30 p. m. the prisoners captured on board the Ella and Annie were sent on board the New Berne; the crew were sent away in irons. At 3 sent two pair of hand irons on board the New Berne.

November 15.—At 1:45 p. m. hove up anchor and stood out to sea.

November 20.—Came to off navy yard, Boston.

February 6, 1864.—Blockading off New Inlet, North Carolina. At 1 p. m. boat exercise. At 1:30 spoke the Cambridge, got underway, and stood for Masonboro, and commenced firing into a blockade runner ashore there. At 3:30 ceased firing. Sent a boat in to ascertain what damage the steamer had received. Ammunition expended: 9 32-pounder 5-second and 15 32-pounder 10-second shell, and 2 32-pounder

shot; 15 20-pounder time shell; 9 12-pounder percussion shell. At 5 p. m. the second cutter and second launch boarded the *Dec*, blockade runner, ashore, burning, in charge of Acting Ensign II. S. Borden, executive officer. The boats returned at sundown.

February 7.—At 2 p. m. stood in for the wreck of the steamer Dec. At 3 arrived there and came to by kedge. Sent two boats in to destroy

some lead, etc. The Cambridge also sent in two boats.

February 23.—At 10:30 beat to quarters and stood inshore and fired at some cavalry on the beach. Expended 2 32-pounder 5-second shell and 1 grape; 6 20-pounder time shell and 1 12-pounder percussion shell. At 2 p. m. sent a boat with an armed crew ashore to get some sand. Shelled some horsemen and expended 12 32-pounder shell; 9 20-pounder shell, and 6 12-pounder shell.

March 7.—At 8 p. m. sent two boats to destroy the U. S. S. Peterhoff. At 10:30 p. m. received on board some sails, blocks, etc., from the wreck of the Peterhoff. At 12 midnight the boats took a line to the

wreck. Got up kedge and pulled the gun off the forecastle.

March 11.—At 2 saw a box and barrel floating about; lowered second cutter and second launch and brought them on board. The box contained saddles and the barrel beef. At 4 saw another barrel of beef, which was brought on board.

April 18.—At 8:30 p. m. lowered the second cutter with Acting Ensign II. S. Borden and E. N. Semon, with the pilot and boat's crew, on reconnoitering expedition up Masonboro Inlet. At 10:30 second cutter returned.

April 20.—At 6 a. m. steamed up slowly toward Masonboro Inlet; fleet to the southward. At 9:30 saw mounted rebels on the beach by Big Hill; stood inshore; opened on them with grape and shrapnel, when they retreated toward Fort Fisher. Stood offshore.

April 21.—From 4 to 8 p. m.: Two armed boats came aboard from the Fort Jackson and one from the Howquah. Got underway and stood for Masonboro Inlet, where we arrived at 7 p. m. Sent six armed boats under the command of Acting Volunteer Lieutenant J. B. Breck inshore to destroy the State salt works. At 8:30 p. m. the State salt works were destroyed and the boats returned with prisoners. Three of the boats belonged to the Niphon, two to the Fort Jackson, and one to the Howquah. While the salt works were being destroyed the Howquah shelled the beach to the southward.

April 27.—At 1 p. m. sent a boat inshore to reconnoiter. At 2 boat returned. At 3:30 came to by the kedge, anchored off Masonboro Inlet. At 3:45 the rebels commenced firing at us with light artillery, which fell short. Got underway and answered with 20-pounder Parrott. At 4:30 fired three shells from 20-pounder Parrott in one of their salt works, driving the people into the woods, the rebels keeping up a fire on us with field artillery, which fell short. At 6:30 mustered at quarters and cleared for action. The rebels fired occasionally, which we answered with 20-pounder Parrott.

April 29.—At 5 a. m. got underway and stood along the coast. The rebels opened fire upon us with their Whitworth guns; fired three shot. Fleet to southward. At 9 a. m. saw some rebels on the beach; stood in and shelled them out. At 10 ceased firing. Expended 9 shell from the pivot, 3 from the howitzer, and 11 from the 32-pounders. At 10:20 came to with kedge off Big Hill. At 1 p. m. saw people on the beach by the wrecks north of Masonboro; got underway and stood for them. As we approached, they ran away.

## Abstract log of the U.S.S. Whitehead.

May 7, 1863.—At 12:30 p. m. made a sail, fired at her from the howitzer, and brought her to; took her alongside and continued down the sound. Proved to be the Two Marys, of Edenton. At 7 p. m. the pilot came on board from the Petty Martain and took us up. the Little River some 4 miles. From 8 to midnight: Put up the plating and armed the watch, the Petty Martain having been attacked by guerrillas.

May 8.—At 4 a. m. all hands were called and we proceeded up the river to Nixon's [Nixonton]. At 5 a. m. went to quarters and shelled the woods as we went up; came to anchor and sent some boats on shore. Once in a while threw shell and canister into the woods. Boats came on board bringing 1 prisoner. Engaged in helping Union soldiers removing their families and effects on board their schooner.

May 9.—At 1 p. m. arrived at the mouth of Alligator Creek [River], came to anchor, and sent on shore an expedition. At 4:30 p. m. fired a shell from Parrott gun, brought the boat to, and took her alongside; stood back to our anchorage when our expedition returned. Stood

across to the opposite side of the river and anchored.

May 11.—Midnight: Sent launch and gig on an expedition with 20 men and 3 officers. At 4:30 a.m. boats returned, bringing 2 prisoners and large canos. Steamed back to Alligator Creek, when we came to anchor. From 8 to meridian: Took another canoe. At 1 steamed down the sound; at 2 p. m. fired two shells from the Parrott gun at a small sloop, brought her to, and towed her down to the entrance to Croatan Sound, when we came to anchor.

May 12.—From 12 to 4 p. m.: Still at anchor in Alligator Creek. At

3:30 p. m. fired a Parrott shell at a boat and brought her to.

May 13.—At 3:30 a. m. an expedition landed and went up the creek, captured 1 boat and had a look about the premises of Mr. Cooper. From 4 to 8 a. m.: Expedition returned and we proceeded down the river. From 8 to meridian: Came to anchor at Alligator Creek, took our boats alongside, and got underway. Steamed across the river; fired 2 Parrott shell at a vessel; did not bring her to. Stood on our way across the river.

May 14.—At 10 a. m. anchored at Powell's Point. At 11 captain left on an expedition. From 12 to 4 p. m. fired 3 10-pound charges, 1 shot, and 2 shell with the Parrott, and 2 shell from the howitzer; did not heave her to. At 5 p. m. went to quarters. At 5:30 a boat loaded with salt came alongside in charge of one of our men; took the salt and sails on board, also 2 prisoners, Mr. John Johnson and Abel Jarvis. At 6:30 the captain returned, bringing a boat with him, the men having escaped.

May 17.—At 4:30 a. m. made a sail; went after her; found her to contain salt, which we took on board.

May 18.—From 8 to 12 m.: Fired a Parrott shell at a boat, brought her to, and took on board her passengers, who were bound to Roanoke Island.

May 19.—From 8 to meridian: Put our prisoners on board the Miami, took on board some soldiers, and took in tow a launch and proceeded up the North River. From 12 to 4 p.m.: Arrived at the canal [Albemarle and Chesapeake]; landed and made a reconnoissance. At 2 p.m. came on board and we started down the river. At 5 p.m. put our launch and soldiers on board the Miami, also the salt we had captured.

May 22.—At 4 a. m. called all hands and started up the Blackwater, having taken on board 25 soldiers. At 7:30 turned about and steamed

down the river. At 3 p. m. entered the Meherrin River and proceeded up. At 4:30 came to anchor at Murfreesboro, landed our soldiers and men, who, with those from the *Valley City*, proceeded to the town. From 6 to 8 took on board a seine and some articles captured ashore.

May 23.—At 1 a. m. soldiers and men returned on board, having captured a large lot of bacon, ammunition, etc., with 15 contrabands. At 2 a. m. started down the river; steamer Commodore Perry ran ashore. We took tow to her, but did not succeed in getting her off. At 2 came into Chowan River and proceeded down. At 5 came to anchor at Hawley's [Holly] Landing. At 8:15 started down the river; anchored at 10 and sent an expedition on shore.

May 21.—At 3 a.m. expedition returned on board, having captured 2 lieutenants and 5 guerrillas. At 5:30 arrived at Plymouth.

May 31.—At 9 p. m. expedition went on shore at mouth of Meherrin River.

June 1.—At 4:30 a.m. expedition returned bringing as prisoner Sergeant White, who was proceeding home on furlough. Put prisoners on board the Massasoit.

June 23.—At 7:30 a.m. proceeded up Chowan River. At 8 discovered a company of rebel cavalry on the banks of the river near Colerain; fired two shots at them from the rifle gun. Expended 2 Parrott shell, 2 10-pound charges. At 5:20 p.m. entered the mouth of the Roanoke River.

July 5.—At 6:35 p. m. got underway and took a scow in tow, loaded with artillery horses, and towed it up river to wharf abreast Ninety-sixth New York Volunteers' camp. Disembarked the horses, returned to Plymouth and loaded scow with artillery and caissons. From 8 to midnight: Engaged during the watch transporting troops and cavalry horses to the Ninety-sixth New York Volunteers' encampment. The Valley City, Commodore Perry, and Southfield proceeded up the river.

July 6.—At 12:45 a.m. started up the river after the gunboats which had preceded us. At 3 came up with the Commodore Perry, Southfield, and Valley City, when we took the advance and proceeded up the river the fleet following. From 4 a.m. to meridian: Proceeding up the river, stopping occasionally, waiting for the gunboats to come up. several reports of artillery down the river. Current in the river running rapidly; much drift stuff. From meridian to 8 p. m.: Proceeded slowly up the river against a strong current, stopping occasionally for the other gunboats to come up. At 3 p. m. arrived abreast of Williams-Saw a large force of rebel infantry and cavalry forming in line of battle in front of the town. At 4:30 p.m. opened fire on the rebel troops. The Commodore Perry and Valley City also opened fire on the rebel troops who had formed in line of battle on the crest of a hill. Shifted anchorage a short distance down the river. At 6:30 p. m. Southfield arrived. At 7 p. m. sent a flag of truce ashore, ordering the women and children out of the town, as the rebels held it in force. At 7:30 fire was opened on the town by the Southfield, Commodore Perry, and Valley City. At 8 ceased firing.

July 7.—From midnight until 4 a.m.: Continued to bombard Williamston during the watch, firing the Parrott gun and the 24-pounder howitzer alternately at intervals of twenty minutes. Fired shrapnel from the howitzer and percussion shell from the Parrott gun. At 4:10 a.m. Captain Flusser ordered to cease firing and left the steamer. The troops then landed and occupied the town under the fire of our boats. At 7 the troops embarked on board and prepared to get underway. At 9:30 weighed anchor and commenced dropping down the river. At

1:30 p. m. hove in the port cable, turned around, and steamed down the river. Overhauled the Valley City which had swung broadside to the current. In trying to avoid a collision we ran against the bank of the river, damaging the dingey, hammock nettings, etc., by the over. hanging trees and limbs. Anchored and let the Valley City precede At 2 p. m. commenced again to drop down the river, and at 2:10 anchored abreast of a farm and Captain Flusser went ashore. At 5 proceeded down the river and came to anchor off Plymouth at 5:55.

July 23.—At 9 p. m. sent a boat with officer and armed boat's crew to the *Umpire* [Emperor]. Landing to watch for boats running the blockade. At 6:40 p.m. entered the Albemarle Sound; lay to off mouth of Roanoke River until dark, when we steered for the Chowan River.

July 24.—At 12:10 a.m. the boat expedition started to cruise the eastern shore for blockade runners. From 4 to 8 a.m.: Lying to off Simon's [Salmon] Creek. At 5:30 saw a dense smoke caused by the burning of a storehouse in the vicinity of Simon's [Salmon] Creek, used by the Confederates. Sent boat expeditions ashore at Colerain, Holly Landing, and Cannon's Fishery. At 7:30 p. m. boats returned.

July 25.—At 6 p. m. boat expedition started off, consisting of one launch with howitzer and two boats with armed crews. Lying off the mouth of Rocky Hawk [Rockahock] Creek. At 9:45 boat expedition

returned, bringing one boat that was captured.

July 26.—At 4:30 a.m. saw a number of transports steering toward Roanoke River. At 6:05 stood for them. At 8:15 a.m. came to anchor about 3 miles off the mouth of Roanoke River. Captain returned from the Valley City with a launch; then went on board the steam transport Escort; returned at 9, got underway, and proceeded up the Chowan From meridian to 4 p.m.; Proceeding up the Chowan River in advance of the fleet, consisting of the Valley City, Commodore Perry, and nine army transports, etc. Major General Foster is on board the Escort. At 2:30 anchored abreast of Winton. The army transports went alongside the wharf and landed the troops and artillery.

July 27.—From 8 to meridian: This morning a large force of our cavalry arrived abreast of Winton from Norfolk. The army boats are

engaged in ferrying the cavalry over the river.

July 29.—At 11:30 a. m. Captain Flusser came on board, weighed At 11:50 entered the Meherrin anchor, and proceeded up the river. At 12:30 p. m. put up the iron plating, called to quarters, and ran the howitzer out. At 2:40 arrived and anchored abreast of Murfrees. boro. Captains Flusser and French landed with an armed party. A company of soldiers landed from the Valley City and marched to the town. Acting Master [John R.] Dickinson landed with a party and destroyed the bridge by setting it on fire. From 4 to 6 p. m.: The gig came alongside bringing a Confederate soldier, a prisoner, who was taken from the hospital, convalescent. Mr. Dickinson still absent burning bridge. At 6:15 p. m. the expedition returned on board. Proceeded to the bridge, put a hawser to it, and pulled it down. Anchored abreast of Cooper's plantation and brought off 25 negroes and their furniture.

July 30.—The cavalry expedition has returned, and the army boats

are ferrying them across the river.

August 5.—At 5 a. m. proceeded up the Pasquotank River, following the Miami. At 8:30 went on board the Miami and took on board from her 120 soldiers and some sailors, and proceeded up the river to a bridge 3 miles above Elizabeth City. Landed the forces, with 13 men

and an officer from this vessel, when they marched into Camden County on an expedition. Laid at anchor at the floating bridge until 2 p., when we proceeded down the river. At 3:30 came to anchor near the Miami, abreast the Five Mills. From 4 to 6 p. m.: Saw a large fire in the rear of Five Mills, which proved to be the headquarters of a party of guerrillas that was set on fire by our troops. Assisted in embarking the soldiers and sailors from the shore in boats. Weighed anchor and proceeded up the river, following the Miami. From 6 to 8 p. m.: When near Elizabeth City, went alongside the Miami and took on board the soldiers and went to the wharf at Elizabeth City, where the soldiers were landed. Sent a number of armed boats to capture and destroy small boats and canoes. At 8 troops returned on board. Went alongside the Miami and put troops aboard of her. At 10 the Miami started down the river, but got aground a short distance from her anchorage.

August 6.—At 9 a.m. went alongside the Miami and took the soldiers on board and proceeded up the river to the bridge, 3 miles above Elizabeth City. Landed the soldiers, who marched to Camden Court-House. At 11:40 expedition returned. Started down the river.

August 7.—At 2 p. m. anchored off Powell's Point and sent a boat expedition ashore. At 3:30 boat expedition returned; weighed anchor and steered for Alligator River. From 4 to 6 p. m.: Overhauled a boat by firing a 5-second shell from howitzer; took her in tow and proceeded up the Alligator River in chase of a boat; chased boat ashore; came to anchor at 7 and sent an armed boat's crew after her. At 9 p. m. the captured boat came alongside in charge of one of the boat's crew.

August 8.—Cruising in the Alligator River after blockade runners.

August 10.—Midnight to 4 a.m.: Lying at anchor in Edenton Bay. Sent a boat with armed crew down the bay to watch for boats running the blockade. At 5:30 a.m. boat returned with a large canoe in tow, which she had captured. At 9:35 a.m. came to anchor outside the bar in the mouth of the Scuppernong River. Sent an expedition up the Scuppernong River consisting of two boats from the *Underwriter* and two from us, with armed crews. At 11 the dingey returned with a captured canoe. At 1 p. m. the expedition returned with two large boats. Returned the canoe captured in the morning to the owner.

August 14.—From 6 to 8 p. m.: Fitted out and sent on shore an expedition consisting of two boats, with armed crews and a party of soldiers, under the command of Captain French and Colonel Cullen.

August 15.—At 6:45 a.m. the expedition returned, bringing 8 prisoners, 3 of whom were confined in double irons on board. The soldiers and 5 prisoners were landed and the boats returned.

August 16.—At 3 p. m. came to anchor about 4 miles above Elizabeth City. Landed troops and 10 men, who marched off on an expedition. From 4 to 6 p. m.: Lying to an anchor with guns trained on the roads. At 6:10 the expedition returned, having captured 38 muskets and 76 cartridge boxes and belts, 25 bayonets, 6 bayonet scabbards, 10 cap boxes. Proceeded down the river; came to anchor at 9:20 at mouth of the Pasquotank.

August 17.—At 9:30 sent a boat expedition up the Currituck Canal. From 4 to 6 p. m.: The expedition returned having captured nine

boats, three with corn on board.

November 6.—From 8 to meridian: Proceeding up the Chowan River in company with the Miami, the fleet of steam transports following. At 11:20 passed Holly Landing. At 11:45 called all hands to quarters and put up the iron plating. The Miami signalized for us not to fire until ordered.

November 7.—At 11 a. m. all hands to quarters and cleared for action. Saw nothing of the enemy. At 11:45 steamed back up the river again. At 12:30 p. m. arrived abreast of Winton and was ordered to proceed up the river, the Delaware following, with Captain Flusser and General Peck on board. At 1 p. m. called all hands to quarters and prepared for action. At 3 p. m. fired 100 pounder rifle shell at some rebel pickets at Reddick's Landing. At 3:30, when a short distance below the mouth of the Blackwater, turned round and proceeded down the river. At 5:45 let go anchor off Winton.

January 28, 1864.—Proceeding up Roanoke River.

February 5.—At 9:10 a. m. passed the light house at the mouth of Pamlico River and proceeded on up. At 1 p. m. spoke the Miami at anchor off Hill's Point battery; then proceeded up the river. At 2:15 p. m. ran aground near Washington; got off with the assistance of the steamer Trumpeter. At 2:35 proceeded down the river and came to anchor off Rodman's Point. From 4 to 6 p. m.: Proceeding down the river until steamer Trumpeter overtook us and ordered us to Moothes [Maul's?] Point, to remain there until further orders from Commander Renshaw. From 6 to 8 p. m.: At anchor off Moothes [Maul's?] Point, firing port howitzer and Parrott gun alternately at intervals of thirty minutes apart, using shrapnel from howitzer and shell from Parrott, From 8 to midnight: Throwing shell at intervals of an hour on the point to prevent the erection of a battery. Expended 2 Parrott percussion shell and 2 shrapnel, 22 10-pound charges.

March 1.—From meridian to 4 p. m.: Proceeding up the Chowan River, the Southfield following. At 6:15 p. m. the enemy opened fire upon us from the bluff with artillery at the distance of 700 yards. Returned the fire effectually with shrapnel and percussion shell. At 6:45 the enemy were silenced. Proceeded down the river in company with the Southfield; concealed all lights and anchored for the night. Ammunition expended: 5 percussion shell, 10 shrapnel, I shell, howitzer; 5 10-pound charges. One seaman wounded by recoil of Parrott gun.

March 2.—From meridian to 4 p. m.: Firing shell from Parrott gun on the bluffs where the enemy were last seen. Occasionally a shot from howitzer, but no reply from them; the Southfield firing also. At 4:30 p. m. the Bombshell hove in sight, coming down the river. As the Bombshell arrived without being fired at coming down the river, she went alongside the Massasoit, which took her in tow, and we all proceeded down the river, throwing a shell occasionally on the bluffs as we passed down. Ammunition expended during the day: 37 percussion shell, 2 15-second shell, rifle; 17 shrapnel, howitzer; 37 10-pound charges. From 8 to midnight: Running down the Chowan River, crossed the sound, and proceeded up the Roanoke River. At 10 p. m. came to anchor at the upper station.

March 4.—Proceeded up the river (Chowan), the army steamer Bombshell following. When about a mile below Petty Shore discovered a squad of rebel pickets on a road. Fired several rounds at them from howitzers and then proceeded up the river to the bluff at Petty Shore. Expended 2 shrapnel, 1 shell, howitzer; 1 percussion Parrott shell, 1 10 pound charge.

March 27.—Lying at anchor abreast Hyman's Ferry. At 7:30 a.m. the steamers Massasoit and Bombshell came up the [Roanoke] river with six hulks in tow, and proceeded up the river above us for the purpose of making a blockade by sinking the hulks across the river. At

8:30 p. m., the hulks being sunk, our working party returned on board. At 9 shifted our anchorage farther up the river, nearer the blockade.

April 16.—At 6:30 a.m. discovered a Confederate battery of 6 guns at Sharp's place. At 6:45 opened fire on the battery, from which they returned our fire by sending us some twenty-five shots, which all fell short. At 9:20 a.m. weighed anchor and proceeded down the [Chowan] river. As we passed Colerain we fired a shell at the bank, but got no reply. Expended 4 percussion shell, 1 15-second shell, and 5 10-pound

charges for rifle gun.

April 18.-At 5 a. m. heavy firing was heard in the direction of Plymouth and was continued during the watch. At 9:15 beat to quarters and mustered the crew. At 9:30 a colored man arrived from up the river with important news concerning the enemy. At 10 proceeded down the river below Hyman's Ferry, then returned to our anchorage. Firing was heard at intervals during the forenoon. From meridian to 4 p. m. heard heavy firing in the direction of Plymouth. At 4:30 p. m. a boat arrived from the Ceres, having come through the Thoroughfare, and then returned down the river again. During the latter part of the watch there was very heavy firing heard in the direction of Plymouth. From 6 to 8 p. m. heard heavy firing in the direction of Plymouth. At 8:10 p. m. discovered lights from two steamers coming down the river. Immediately slipped our cable and slowly dropped down the river, waiting for the ram and Cotton Plant to make their appearance below the blockade, which they soon did. When we saw them we sent up a rocket to alarm Captain Flusser at Plymouth, which the ram answered, supposing it came from their party. When we came to the upper Thoroughfare we ran in, and in so doing we ran aground; ran a line and succeeded in getting her off. Then we started for the blockade, in which we stuck, and just at that time the ram and steamer made their appearance. As we lay we could not get our guns to bear, and consequently made up our minds if they saw us to set fire to her and leave in the boats. They went on down without seeing us and we proceeded on.

April 19.-At 12:30 a.m. arrived off Plymouth and came to anchor near the Miami and Southfield. Captain Barrett reported to Captain Flusser that the ram was coming down to Warneck [Warren Neck]. Steamers Miami and Southfield were laid alongside of each other and secured with chains in that position. At 3:15 a.m. the Ceres came down the river and reported the ram coming, she having passed Fort Gray and the obstructions in the river. At 3:30 she struck the South. field and became wedged between her and the Miami, both vessels firing solid shot, which the ram returned with musketry. The Southfield sank in a few moments. We then proceeded slowly down the river in company with the Miami and Ceres. At 5 a.m. stopped at the mouth of the river; it was then daylight. Signal was made from the Miami. Captain then went on board; then proceeded over to Edenton Bay. At 7 a.m. received information that Captain Flusser was killed in the engagement with the ram. At 8 stopped off Edenton. At 8:30 the remains of Captain Flusser were put on board the Ceres and sent to New Berne. At 9 a. m. Captain French came on board. We got underway and proceeded across the sound and anchored at the buoy at the mouth of the Roanoke River. Sent a boat ashore in charge of Mr. Nelson, who brought off several ladies who had left Plymouth when it was attacked, they having been all night in the woods. At 11:05 got underway and proceeded toward Edenton in company with steamer Miami. At 9:15 p. m. stopped off the mouth of the Roanoke River and

lay to under steam to watch for the rebel ram if she came down the river.

April 20.—At 7 p. m. sent the gig, with armed crew and officer, fitted out for an expedition, to the U. S. S. Tacony. Ran the guns out and armed the watch. At 9:30 p. m. the boat expedition returned in great haste, having, as they supposed, seen the rebel ram and Cotton Plant coming down the river. All hands to quarters, weighed anchor, and ran a short distance out in the sound, in company with the Tacony and

Miami: returned and stopped near the buoy.

April 29.—12 until 4 a. m.: Lay to under steam below Sandy Point, At 3: 45 a. m. the Cercs gave the signal of alarm, which was answered. Shortly afterwards the Miami made signal to follow her down the sound. Running down the sound until 5 a. m., when we all turned round and proceeded back up the sound. Ran into Edenton Bay, in company with the Massasoit, and remained there until the other steamers came in, when we anchored. At 10:30 a. m. the rebel ram was seen coming out of the Roanoke River. Weighed anchor at 10:40 and proceeded toward Roanoke River. At 11 a. m. was ordered to take position on the starboard side of the Miami, when we proceeded down the sound, the ram following. From meridian to 4 p. m.: Proceeding down the sound in company with the Miami and Ceres, the rebel ram following. At 10:30 p. m. proceeded down to Croatan Sound, following the Miami.

May 1.—From 6 to 8 p. m.: At anchor off Roanoke Island. Received information of the ram being at Alligator River.

May 2.—At 11 a. m. stopped in Albemarle Sound about a mile above Croatan light. At 11:30 a. m. brought a sail boat alongside containing refugees from East Lake, Alligator River, who reported that the rebel ram had returned up the sound in company with a steamer and several

barges loaded with corn.

May 5.—At 3 p. m. flagship made signal. Weighed anchor and proceeded up the Albemarle Sound, following the flagship. From 4 to 6 p. m.: Proceeding up the sound, following the flagship. Saw near the Roanoke River three rebel steamers, viz, the ram, Cotton Plant, and Bombshell; the latter was captured from us at the fall of Plymouth. At 4:30 the ram opened fire on the fleet. Went to quarters and steamed rapidly toward them and opened on the ram with rifled 100-pounder at long range. At 5 p. m. the Bombshell surrendered to the fleet. The fleet continued nearing the ram and firing as fast as possible. At 5:30 the steamer Sassacus received a shot from the ram which disabled her; she withdrew from the action. The whole fleet was now firing very rapidly at the ram, hitting her nearly every shot, but apparently with no effect. From 6 to 8 p. m.: The rebel ram commenced to retreat by steaming toward the Roanoke River. The commodore then ordered the fleet to advance in line and endeavor to cut off her retreat. We steamed ahead rapidly and soon took the advance, followed closely by the Commodore Hull, keeping the ram on our starboard beam. kept up a steady fire with solid shot from the 100-pounder rifle at close range. Ran ahead and across the bows of the ram, making a complete circuit around her. At 7:45 the ram had reached the mouth of the Roanoke River in spite of our exertions to prevent her. At 7:50 ceased firing and anchored off the mouth of the Roanoke River. Expended 17 10-pound charges and 17 solid shot.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Order of the Secretary of the Navy to Commander Jones, C. S. Navy, to proceed to duty at Selma, Ala.

OFFICE OF ORDERS AND DETAIL, C. S. Navy Department, Richmond, May 9, 1863.

SIR: You are hereby detached from the command of the C. S. naval works at Charlotte, [N. C.], on being relieved by Commander Richard L. Page, and you will be pleased to proceed to Selma, Ala., and take charge of the naval work shops in that place, to be governed by instructions to be issued from the Office of Ordnance and Hydrography. By command of the Secretary of the Navy.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL, Commander in Charge, etc.

Commander C. AP R. JONES, C. S. Navy, Commanding Naval Works, Charlotte, N. C.

Letter from Major-General Whiting, C. S. Army, to the British acting consul at Charleston, S. C., regarding the blockade-running schooner Harkaway.

HEADQUARTERS DISTRICT OF THE CAPE FEAR, Wilmington, May 11, 1863.

SIR: I have received your letter of this date relating to the schooner Harkaway, alleged to belong to a British subject, engaged in running the blockade, and seized in this port by the military authorities of the Confederate States of America.

I am not aware that my Government has recognized you as the representative of her Britannic Majesty. Her Britannic Majesty's Government has certainly not recognized the Government of the Confederate States. I decline, therefore, to discuss the subject with you or to release the vessel, but will forward your communication to the Secretary of State and await orders.

In the meantime, as her Britannic Majesty's Government does not recognize the jurisdiction of the Confederate States here, and the United States Government claims it, perhaps it would be as well to apply to the latter.

Very respectfully,

W. H. C. WHITING, Major-General.

II. P. WALKER,

Her Majesty's Acting Consul for the States of North Carolina and South Carolina, at Charleston.

[Yologram.]

AUGUST 25, 1863—11:05 a.m.

The gunboat is in Chickahominy River. She lay at Lambert's Wharf last night. Has bales of hay aboard for protection. About 150 troops on board. No gunboat above Hog Island.

HARKEY, Lieutenant.

11:10 a.m.

The fleet off Newport News consists of three schooners and one brig. One gunboat off Hagan's [Pagan ?] Creek.

WOODLEY, Lieutenant.

Captain LEE.

Letter from the Secretary of the Navy to the Secretary of War, transmitting extract of letter regarding the impracticability of an attack upon Forts Fisher and Caswell by the enemy.

> NAVY DEPARTMENT, C. S. A., Richmond, September 23, 1863.

SIR: I have the honor to enclose herewith for your information an extract from a letter of Flag-Officer W. F. Lynch, C. S. Navy, commanding naval defenses of North Carolina.

I am, very respectfully, your obedient servant,

S. R. MALLORY, Secretary of the Navy.

Hon. James A. Seddon, Secretary of War.

#### [Enclosure.]

HALIFAX, N. C., September 12, 1863.

\* \* After a careful examination of a chart of the coasts of North and South Carolina, I am persuaded that you will concur with me in thinking an attack upon the forts defending the entrances to the Cape Fear River by ironclads impracticable for months to come.

Within a week, in all probability, we shall have the equinoctial gale, after which the weather becomes unsettled and is frequently tempes-

tuous.

From Bald Head light, at the southwest and principal entrance\* of the Cape Fear, to Bull's Bay, in South Carolina, the first harbor in a southerly direction for any but vessels of a light draft is a distance of 60 miles, and from New Inlet entrance to Beaufort, N. C., the nearest in that direction of sufficient draft of water is 80 miles.

The Ironsides may ride out the gales which spring up so suddenly and with such force in the vicinity of Frying Pan Shoals, but the monitors can not, and therefore would scarce venture an attack during the forth-

coming season.

If the south end of Smith's Island be as much neglected as was the south end of Morris Island, the enemy may transport guns to and erect batteries upon it; but I think that General Whiting has not overlooked the importance of that position.

[Endorsement.]

SEPTEMBER 28, 1863.

Returned with acknowledgments to honorable Secretary of the Navy. General Whiting concurs in reference to naval attack, but dreads effort to assail by land.

J. A. Siddon, Secretary.

<sup>\*</sup> Note on original: Heretofore most important, but now with less water on its inner bar or rip than at New Inlet.

Order of the Secretary of War to Major-General Whiting, C. S. Army, regarding the placing of obstructions in the Roanoke River.

CONFEDERATE STATES, WAR DEPARTMENT, Richmond, Va., October 5, 1863.

GENERAL: The President has directed that obstructions be placed in the Roanoke River, and Lieutenant F. L. Hoge, C. S. Navy, has been detailed by the Secretary of the Navy for that service. You are requested to furnish such assistance and protection as may be needed and can be spared, and also such material and transportation as can be conveniently supplied from your department. Lieutenant Hoge will receive all the aid that can be given by the Engineer and other Bureaus here.

Very respectfully, yours,

J. A. SEDDON, Secretary of War.

Major-General W. H. C. Whiting, Commanding, etc., Wilmington, N. C.

Order of the Secretary of the Navy to Lieutenant Hoge, C. S. Navy, regarding preparations for special service.

C. S. NAVY DEPT., OFFICE OF ORDERS AND DETAIL, Richmond, Va., October 17, 1863.

SIR: You are hereby authorized to call upon Lieutenant J. H. Parker, special service, C. S. Navy, or on Commander Robb, commanding navy yard, Rocketts, to furnish you with any two boats in their charge that will answer the "special service" specified in your requisition of the 16th instant.

You are also authorized to call upon Flag-Officer Forrest, commanding James River Squadron, for crews for the above boats, to be composed of reliable Southern men and who should be otherwise suitable for the service on which they are to be employed.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL.

[Lieutenant F. L. Hoge, C. S. Navy.]

Extracts from the report of the Secretary of the Navy, dated November 30, 1863, regarding vessels completed and under construction.

NAVY DEPARTMENT, C. S. A., Richmond, November 30, 1863.

Sir: I have the honor to report to you the operations of this Department since the date of my last report, January 10, 1863.

VESSELS IN COMMISSION.

James River, under command of Flag-Officer F. Forrest.

Richmond, ironclad sloop, 4 guns, Commander R. B. Pegram. Hampton, steam gunboat, 2 guns, First Lieutenant J. S. Maury. Nansemond, steam gunboat, 2 guns, First Lieutenant J. H. Rochelle. Beaufort, steam gunboat, 2 guns, First Lieutenant William Sharp. Raleigh, steam gunboat, 2 guns, Lieutenant M. T. Clarke.

School ship Patrick Henry, 4 guns, under command of Lieutenant William H. Parker.

Tender Drewry, Master L. Parrish.

Steamer Torpedo, 1 gun, Lieutenant Commanding Davidson, in charge of submarine batteries.

Cape Fear River, under command of Flag-Officer W. F. Lynch.

North Carolina, ironclad sloop, 4 guns, Commander W. T. Muse. Arctic, floating battery, 3 guns, Lieutenant C. B. Poindexter.

VESSELS COMPLETED AND UNDER CONSTRUCTION.

### Richmond, Va.

Ironclad steam sloop Fredericksburg, 4 guns, completed and waiting

Ironclad steam sloop Virginia, 4 guns, now receiving her machinery and armor; will soon be ready for service.

Two ironclad steam sloops under construction, now in frames.

### Wilmington, N. C.

Ironclad steam sloop North Carolina, 4 guns, completed and in commission.

Ironclad steam sloop Raleigh, 4 guns, nearly completed, her iron armor being put on and machinery ready.

One wooden gunboat of 1 gun, for a tender to ironclads, nearly completed.

Two long cutters, to mount 1 gun each and carry 50 men, completed.

#### Roanoke River, North Carolina.

One ironclad gunboat of 2 guns has been launched and is now receive ing her armor and machinery.

One ironclad floating battery launched and ready for armor.

#### Neuse River, North Carolina.

One ironclad gunboat of 2 guns has been launched and now ready for her machinery and armor.

### Drewry's Bluff.

The naval command at Drewry's Bluff, composed of seamen and marines, is in a high state of efficiency, and the river obstructions are believed to be sufficient, in connection with the shore and submarine batteries, to prevent the passage of the enemy's ships.

An active force is employed on submarine batteries and torpedoes.

Order of Flag-Officer Forrest, C. S. Navy, to Lieutenant Clarke, C. S. Navy, designating the tug Roanoke as flag-of-truce boat.

## COMMANDANT'S OFFICE, Richmond, December 9, 1863.

SIR: At the request of Major Ould, the steamer Roanoke, under your command, will take the place of the steamer Schultz to run as flag of truce boat to and from City Point, and you will be pleased so to inform Ould.
I am, very respectfully, your obedient servant,
F. FORREST, Major Ould.

Flag-Officer, Commanding James River Squadron and Station, Lieutenant Commanding M. T. CLARKE, C. S. Navy,

Steamer Roanoke.

Letter from the Secretary of the Navy to the Secretary of War, requesting the opening of the obstructions at Drewry's Bluff, for the passage of the C. S. steamers Richmond and Fredericksburg.

> NAVY DEPARTMENT, C. S. A., Richmond, January 2, 1864.

SIR: I have the honor to request that orders may be given to the engineer officers in charge of the construction of the obstructions in the James River to open those at Drewry's Bluff sufficiently to permit the passage of the ironelads Richmond and Fredericksburg. I deem it highly important to the defenses of the river that these vessels should be below the obstructions.

I beg leave to suggest for your consideration the expediency of constructing a suitable caisson to hold in readiness to be sunk in the space made for these vessels, and which can be made by the time the obstructions are removed.

Very respectfully, your obedient servant,

S. R. MALLORY, Secretary Navy.

Hon, JAMES A. SEDDON, Secretary of War.

Order of the Secretary of the Navy to Commander Cooke, C. S. Navy, to superintend the completion of the C. S. S. Albemarle.

> NAVY DEPARTMENT, C. S. A., Richmond, January 15, 1864.

SIR: You have been ordered to Halifax to take charge of the completion of the gunboat Albemarle. This charge has been made upon representations to the Department that your acquaintance with the people and resources of the district in which the vessel is being built renders you peculiarly qualified for the duty, and because the Depart. ment is anxious to adopt any measure which looks to an early completion of the vessel.

To one so familiar with the whole subject it is needless to dwell upon the great importance of the most prompt and energetic action in getting the vessel ready, and you are expected to leave nothing undone to effect this object. That your judgment may be untrammeled, you are relieved from duty under Flag-Officer Lynch, and will correspond directly with this Department.

Notwithstanding it is reported that there are as many men employed as can work to advantage, I have this day sent Acting Constructor Graves with 21 men to report to you, believing that their services will be

important. You have been requested to keep these men together, not only with the view of stimulating the work on the vessel by their com. petition with those already there, but that they may return here at the

proper time.

You are expected to command the Albemarle, and you will push on all parts of the work upon and for her as far as practicable at the same time. Consult with Constructor Graves, who has charge of the work, and read him so much of this letter as you may deem necessary to secure his energetic cooperation.

Your ladders, gratings, hatches, racks, hammock cloths, hooks, eye. bolts, magazine work, etc., should all be looked after at once. Your

guns will be got in readiness here.

You will make a weekly report of your progress, and you will not hesitate to adopt any measure necessary to the prompt completion of the work.

Under Constructor Porter's arrangement with Mr. Elliott, employing him and his force by the day, it is clearly his interest to protract the work, a circumstance which you will not fail to note.

I am, respectfully, your obedient servant,
S. R. MALLORY,

Secretary of the Navy.

Commander James W. Cooke, C. S. Navy, Halifax, N. C.

Order of Flag-Officer Forrest, C. S. Navy, to Lieutenant Maury, C. S. Navy, regarding the return to the navy yard of boats employed by Commander Wood.

> COMMANDANT'S OFFICE, Richmond, February 11, 1864.

You will be pleased, with the Hampton under your command, to tow the boats used by Commander Wood on his late expedition up to the navy yard at Rocketts and deliver them to Commander Robb, after which you will return to your anchorage at the bluff.

The boats are said to be now at Drewry's Bluff.

I am, very respectfully, your obedient servant,

F. Forrest,

Flag-Officer, Commanding James River Squadron and Station. Lieutenant Commanding Jno. S. Maury, C. S. Navy, Steamer Hampton.

Unofficial letter from Commander Wood, C. S. Navy, to Commander Jones, C. S. Navy, regarding naval affairs.

RICHMOND, February 26, 1864.

MY DEAR CAPTAIN: Many thanks for your kind expressions and wishes. I hardly deserve them. As regards promotion, I have opposed it; one step at a time; the affair does not deserve it. Simms has been relieved from his orders. I don't know who takes his place.

I am sorry to learn such accounts from Mobile. The admiral reports his inability to move the Tennessee, his want of men, officers, etc. The ship, however, must be gotten over the bar if possible; take everything

out of her and try it.

The two vessels on the Roanoke and Neuse are coming on rapidly and will soon be ready for work. Cooke commands one, Loyall the other. An effort should now be made to get possession of the waters of North Carolina. The enemy as yet have no ironclads in the sounds.

On this river we have three vessels ready, or nearly so. The last, Graves', is a fine ship, with 8 inches of iron forward, 6 aft and on broadside. Brooke designs giving her one 8 inch rifle, two 7 inch, and one XI inch smoothbore. She has an engine of nearly 500 horses. I hope before long they will move down the river.

Wilkinson is going out to bring Carter's vessel (Coquette). Whether Carter will return to Europe or not is not settled. Mitchell, Brooke, Porter, Williamson, Pegram, and myself are on a board to report upon the best form of construction, shield, battery, etc., for ironclads. At your leisure (if you have any) let me know your views.

Morris has taken Barney's place on the *Florida*; the latter is sick. The prospect of getting more ships out is not encouraging. The corvettes in France will be ready in the spring.

Remember me kindly to Simms and wife.

Yours, truly,

J. TAYLOR WOOD.

[Commander Catesby AP R. Jones.]

Report of Flag-Officer Forrest, C. S. Navy, requesting the assignment of Lieutenant Rochelle, C. S. Navy, to command C. S. S. Nansemond.

COMMANDANT'S OFFICE, Richmond, February 27, 1864.

Sir: I had the honor to address a communication to the Department on the 9th instant, requesting that Lieutenant J. H. Rochelle might resume his position on board the Nansemond. This vessel has been without a commander since the transfer of Lieutenant J. Pembroke Jones. By a recent letter from Lieutenant Rochelle, I learn that he is attached to the receiving ship Indian Chief, at Charleston, and that Lieutenant Dozier is also attached to her. I beg leave to renew my application, particularly as Lieutenant Rochelle is anxious to be again under my command and as I have never received a reply to my original application.

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

Flag-Officer, Commanding James River Squadron and Station.

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

Order of the Secretary of the Navy to Commander Pegram, C. S. Navy, to superintend the trial of the C. S. S. Richmond.

COMMANDANT'S OFFICE, Richmond, March 3, 1864.

Sir: The Secretary of the Navy requests that you will make a trial of the Richmond as early as practicable, to ascertain her best speed,

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with and against the tide, and report to the Department. This information is desired for a specific purpose, so you will please be particular in making the trial.

I am, very respectfully, your obedient servant,

F. Forrest,

Flag-Officer, Commanding James River Squadron and Station.

Commander R. B. PECRAM, C. S. Navy, Flagship Richmond.

P. S.—Report when ready for the trial, as the engineer in chief desires to be on board.

Letter from the Secretary of the Navy to Colonel Stevens, C. S. Army, regarding the probable time of completion of the C. S. S. Virginia.

NAVY DAPARTMENT, C. S. A., Richmond, March 10, 1864.

SIR: An earlier reply to your letters of the 29th ultimo, which were received by me on the 3d instant, has been delayed by the want of information as to the ability of the Tredegar Works to furnish certain iron plating.

I am now advised by the constructor that the Virginia will be ready

to pass the obstructions in six weeks.

In reference to enquiry as to the building of a caisson at the navy yard here the chief constructor states that "We can not conveniently build a caisson at the navy yard just now; our sawmill is down, undergoing repairs, and we have just furnished a large amount of timber to rebuild the boat bridges. The gun-carriage maker will require one month from date to complete the carriages of the *Fredericksburg*."

I am, respectfully, your obedient servant,

S. R. Mallory, Secretary of the Navy.

Colonel W. H. STEVENS,

Engineer Corps, Department North Virginia.

Extract from the report of the Secretary of the Navy regarding the loss of the steamer Helen, March 10, 1864.

Intelligence has reached the Department of the loss at sea in a gale of wind, on the 10th of March last, of the steamer *Helen*, from Charleston for Nassau, with a cargo of cetton. She was commanded and manned by naval officers and men, but two of whom are known to have escaped. Her commander, Lieutenant Porcher, was one of the most efficient officers of the service, and his loss is deeply deplored.

Letter from the Secretary of the Navy to the Secretary of War regarding the delayed transportation of iron plates for vessels under construction at Kinston and Halifax, N. C.

NAVY DEPARTMENT, C. S. A., Richmond, March 11, 1864.

SIR: I beg leave to call your attention to the enclosed extracts from letters of Flag-Officer Lynch and Lieutenant Loyall, C. S. Navy, dated

the 8th instant, and respectfully request that instructions may be given to have the iron plates referred to transported to Kinston and Halifax at the earliest moment. The gunboats at those points are completed with the exception of the iron plating, and the mechanics are delayed in their work waiting for it. The work upon these vessels has been delayed for months by the want of transportation, and now that they are very near completion I respectfully urge that no further delay on this account may be had, for unless completed at an early day the detention of the boat at Kinston by the fall of the Neuse River will be disastrous and may cause her destruction. The subject is of so much importance that I suggest the detail by the Quartermaster-General of an officer specially charged with it.

I am, respectfully, your obedient servant,

S. R. Mallory,
Secretary of the Navy.

Hon. James A. Seddon, Secretary of War.

[First endorsement.]

MARCH 12, 1864.

Quartermaster-General, for enquiry and remarks.

J. A. SEDDON, Secretary.

[Second endorsement.]

QUARTERMASTER GENERAL'S OFFICE, March 15, 1861. Respectfully returned to honorable Secretary of War. At present forage and food necessary for our armies in the field

demand our entire transportation.

A. R. LAWTON, Quartermaster General.

[Third endorsement.]

Inform honorable Secretary.

J. A. SEDDON, Secretary of War.

[Enclosure.]

Extract from Flag-Officer Lynch's lotter of the 8th instant to Secretary of the Navy.

Fourteen carloads of plate iron arrived last evening, and for a week past we have had two carloads waiting transportation to Kinston and Halifax. The whole rolling capacity of the road, except passenger trains, has been monopolized by the Army, and I fear the completion of the gunboats at those places will be delayed. Besides my own occasional visits to the depot, a reliable officer is detailed to be there twice every day and apply for and report the prospects of obtaining transportation. The rights of the Navy are not respected, its wants are utterly disregarded, and it is in the power of an acting assistant quartermaster to cause our transportation to be set aside at will. The importance of speedily completing the ironclad on the Neuse and Roanoke does not seem to be comprehended.

Extract from Lieutenant Loyall's letter to the Secretary of the Navy of the same date.

Flag-Officer Lynch telegraphs me to-day that he can not procure transportation for me from Wilmington. We are in want of it here.

Letter of Secretary of the Navy to the Secretary of War transmitting letter of instructions to Lieutenant Wilkinson, C. S. Navy, and asking army cooperation.

NAVY DEPARTMENT, C. S. A., Richmond, March 12, 1864.

SIR: Herewith I have the honor to enclose for your information a copy of the instructions to Lieutenant Wilkinson, referred to in my letter of the 5th instant, and to ask that such instructions be given to the military authorities at Wilmington as will best secure their aid in this important work. I renew my request for a transfer of such men as may be required, not exceeding seventy.

I am, respectfully, your obedient servant,

S. R. Mallory, Secretary of the Navy.

Hon. James A. Seddon, Secretary of War.

[Endorsement.]

MARCH 13, 1864.

Give the requisite orders, only there should be the detail, not transfer, of the men (not exceeding seventy).

J. A. S. Secretary.

[Enclosure.]

NAVY DEPARTMENT, C. S. A., Richmond, March 11, 1861.

SIR: You are detailed for special duty under the immediate orders of this Department at Wilmington, N. C., and on the Cape Fear River and its entrances. You will without delay establish and preserve in operation such lights at Bald Head, the Mound, and at other places as, in your judgment, will best aid trading vessels to enter and depart from the Cape Fear River. In connection with this subject you will establish day and night signals and sailing directions for all such vessels; determine from time to time any changes in the depth of water of the entrances; examine the qualifications of pilots and give them certificates of such examinations. You will also exercise such a general supervision over vessels engaged in trade, and on board of which cotton is being shipped, as will enable you to determine whether, in character and condition, as well of the vessel as of the officers and crews, they justify the shipment by them of Government cotton. You will also establish such port regulations necessary to facilitate and exclusively connected with the exportation of cotton and importation of Government supplies, and not inconsistent with the rights of the State of North Carolina, as you may deem necessary. Your duties are very important, and you will on all proper occasions invite the cordial cooperation of the military authorities in command. You will be allowed a writer at a fair per diem compensation, and will keep a log or record of your proceedings, embracing all arrivals and departures, wrecks, movements of the enemy, and other matters of public interest immediately connected with your duties, reporting to and corresponding with this Department.

In addition to the duties before mentioned, you will procure boats and will render such aid in saving life and Government stores from stranded vessels as your means and opportunities may admit. To aid in the execution of these duties, I have requested the Secretary of War to order a transfer of such men as you may require from the military

force at or near Wilmington; and I have supposed that 20 men for your lights and signals and 50 for other duty would meet your wants, and you will designate the men you require. The agent of this Department at Wilmington will import for you oil and such other necessary articles as you may need and as you may not be able to procure in the Confederacy, and you are requested to enter upon your duties at once, prosecute them with vigor, and promptly to call upon the Department for all necessary aid. Vessels departing from Wilmington will carry out at least half their cargo on Government account, and hence the importance of facilitating them in every possible manner, and of seeing that this cargo is not embarked in inefficient carriers, whether ineflicient from the character of the vessel, officers, or crew. You will, of course, confer freely with the military authorities, do all in your power to secure harmony of action, especially on the subject of lights and signals, and guard against the use or abuse of them by the enemy. On your arrival at Wilmington you will exhibit your instructions to the military officers in command.

I am, respectfully, your obedient servant,

S. R. MALLORY,

Secretary of the Navy.

Lieutenant John Wilkinson, C. S. Navy, Richmond, Va.

Letter from the Secretary of War to commanding generals regarding the transfer of men from the Army to the Navy.

RICHMOND, VA., March 22, 1864.

GENERAL: To man efficiently, and at once, the vessels of the Navy, it has become necessary to transfer 1,200 men from the armies. To this end the honorable Secretary of the Navy has detailed officers with instructions to proceed to the headquarters of each army for the purpose of selecting and designating the men so to be transferred. From the Army of Northern Virginia, not including General Elzey's command, 390 men will be designated, whom you are requested to transfer to the Navy upon the written request of the naval officer sent to your command, and under his direction to send them to Richmond.

You will please forward a list of the men so transferred to this office

without delay.

By command of the Secretary of War:

S. Cooper,
Adjutant and Inspector General.

General R. E. LEE, Commanding Department of Northern Virginia.

Similar letters sent to Generals Johnston, Whiting, Beauregard, Maury, Polk, Longstreet, Pickett, and Elzey.

Order of Flag Officer Forrest, C. S. Navy, to Lieutenant Clarke, C. S. Navy, regarding a pilot for the C. S. S. Fredericksburg.

COMMANDANT'S OFFICE, Richmond, March 22, 1864.

Sir: A good pilot being required to take the steamer Fredericksburg down to an anchorage at Drewry's Bluff, you will be pleased to detail

Mr. Young for that purpose. Should he be too unwell to perform this duty, you will direct Mr. Skinner to do so, reporting himself on board to Lieutenant Shepperd, her executive officer and present commander.

1 am, very respectfully, your obedient servant,

F. FORREST.

Flag-Officer, Commanding James River Squadron and Station. Lieutenant Commanding M. T. CLARKE, C. S. Navy,

Steamer Roanoke.

Unofficial letter from Lieutenant Minor, C. S. Navy, to Commander Jones C. S. Navy, regarding various officers and their commands.

NAVAL ORDNANCE WORKS,

Richmond, Va., March 23, 1864.

My DEAR SIR: \* \* \* There is but little navy news affoat. Captain Page was selected, I hear, by the President to command all the heavy batteries at Mobile. You know that he has been made a brigadier-general, I suppose. S. S. Lee gives up Drewry's Bluff to Major Terrett, of the Marines, and takes Page's place at Charlotte. I hear he does not fancy it much. The sailors from the bluff will man the ironclad Fredericksburg, commanded by Frank Shepperd. She is now fitting out at Rocketts. Wood will probably see service in her, with other vessels under his command. His last affair at New Berne was the feature in the attack, and though not attended with all the results he had cause to expect, still it was a gallant act, well planned and boldly executed. He is surely one of our rising men, and I say Godspeed to him. "Dave" made an attempt on the Minnesota not long since with his torpedo, but it failed, though it was not his fault. Read, Alexander, Glassell, and some of our other fellows are looked for by the next flag of truce. They have had a hard time of it, and I hear that Glassell was at first rather harshly treated. You know that he has been made a commander, and deservedly so, I say. John Wilkinson has charge of the blockade runners at Wilmington. Lynch and Whiting, you know, had a blow up there, and I hear that the President had them both here for a while. Bad boys, to be growling in school! Ben Loyall commands the ironclad Neuse, of two 6.4s, at Kinston, N. C. Cooke has the Albemarle, a similar vessel, at Halifax, N. C. No one has yet been ordered to the Virginia here. She will soon be ready for her officers and is perhaps the best and most reliable ironclad in the service. If you were not on more important duty, I am inclined to believe that you would have command of her. Captain Matt. Maury writes to me, under date of January 21, that we have nothing to look for from England that money can't buy. His letter is rather gloomy in its tone. Charley Morris has the Florida, Barney being sick. William L. Maury had asked to be relieved from the Georgia on the score of ill health. loch is still doing good service in England and France. Bob Carter lately brought the navy steamer Coquette into Wilmington with a cargo composed of two fine marine engines, etc. He goes out in her again to Bermuda. Maffitt commands the blockade [runner] Florrie, but I see by a late Northern paper that he had to put into Halifax, N. S., for repairs. Murdaugh at last accounts was in Paris.

Speaking of Halifax reminds me of our late expedition, which, I suppose you have heard, failed through the treachery of a Canadian who was in our secret. We worked hard and had victory, and such a victory, almost in our grasp when the chicken-hearted fellow, alarmed at the ultimate bearing which our success would have on his individual fortunes and fearing to lose his high position, with exile and perhaps a long imprisonment, informed on us, and just as we were about to embark for Johnson's Island to board the Michigan and under her guns to compel a surrender of the garrison, with afterthoughts of a short but very brilliant cruise on the lake, the storm burst over us, and with Yankees and John Bull both on the lookout for us our raid was over, and our poor fellows still hard and fast in the bay of Sandusky!

Van Zandt is here, en route for Selma. Where we are to get officers for the ironclads is beyond my ken. Tidball says we will have to organize the Provisional Navy, but this will hardly officer the ships. There is no talk of promotion, and very few officers seem either to think of or care for it. All hands seem to look forward to an early peace (though I can hardly see a glimmer of it) for the creation of a Navy, forgetting that war is the time to create a love for the service which will make it popular in peace, and I begin to fear that our opportunity has passed and unimproved, though I hope not, for we have the elements of a splendid navy in the Confederacy, and it only requires zeal, pluck, and dash to bring it to the surface.

Very truly, yours,

R. D. MINOR.

[Commander Catesby AP R. Jones.]

Order of Flag-Officer Forrest, C. S. Navy, to Lieutenant Means, C. S. Navy, to attend upon the C. S. S. Virginia until completed.

COMMANDANT'S OFFICE, Richmond, April 9, 1864.

Sir: Lieutenant John H. Parker having been instructed by the Secretary of the Navy to place the *Virginia* below the bar, and one of the vessels of the squadron being considered necessary to attend upon her until completed, you will be pleased, with the *Beaufort* under your command, to report to Lieutenant Parker for such service, to leave Rocketts at 7 a. m. and return at 6 p. m.

I am, very respectfully, your obedient servant,

F. Forrest,

Flag-Officer, Commanding James River Squadron and Station.

Lieutenant Commanding E. J. MEANS, C. S. Navy, Steamer Beaufort.

Letters of General Beauregard, C. S. Army, to General Bragg, C. S. Army, concerning the C. S. S. Neuse, in the Neuse River.

WELDON, April 23, 1864.

General Corse telegraphs on 22d as follows:

Gunboat started this afternoon, and soon after grounded fast off the town. Water falling fast.

G. T. BEAUREGARD.

General B. Bragg, Richmond, Va.

WELDON, April 24, 1864. (Received 25th.)

General Corse telegraphs to-day as follows:

Can you send me an engineer officer who can contrive some plan to get the gunboat affoat? I fear she will be materially injured if not floated soon. The water has fallen 7 feet in the last four days, and still falling.

I have no officer that I can send. Can not one be sent from Richmond?

G. T. BEAUREGARD,

General.

General Braxton Bragg, Commander in Chief, Richmond, Va.

Report of the Colonel Commandant C. S. Marine Corps, submitting a return of his command.

HEADQUARTERS C. S. MARINE CORPS, Richmond, Va., April 28, 1864.

SIR: I have the honor to submit herewith a return of the Marine Corps, showing its strength and disposition on the 31st ultimo. Since that date some addition has been made to its strength by recruits, with a fair prospect of further increase.

The marines are on duty with the naval forces at Mobile, Savannah, Charleston, Richmond, and at Drewry's Bluff, on the James River. There is also a marine guard at sea on board of the C. S. S. Alabama.

The discipline and efficiency of the corps are such as to reflect much credit upon the captains and subordinate officers. In this connection, I beg leave to enclose herewith a copy of a letter\* addressed to me by Colonel J. Taylor Wood, who commanded the expedition which boarded and captured the U.S. armed steamer Underwriter off New Berne, N. C., under the fire of the enemy's shore batteries. Captain [Thomas S.] Wilson therein referred to commanded a detachment of marines, and in boarding the Underwriter had 1 man killed and 3 wounded.

Very respectfully, your obedient servant,

LLOYD J. BEALL, Colonel, Commanding C. S. Marine Corps.

Hon. S. R. MALLORY,

Secretary of the Navy.

Report of Lieutenant Hudgins, C. S. Navy, regarding the movement of the C. S. S. Albemarle down the Koanoke River.

NAVAL HEADQUARTERS, Plymouth, N. C., April 29, 1864.

SIR: Captain Cooke started down the river a few hours before your note arrived. I opened it, but as the carpenter of the *Albemarle* left his tools behind and a boat had been sent after them, I was able to forward your communication. The above mentioned movement on the part of the *Albemarle* was for the purpose of convoying a steamer captured by the army on Alligator River. If everything goes well I think

you will receive cooperation. The *Pare* [sic] has not been raised yet, but I hope to have her ready for you when you want her. Captain Wilson somewhat better, but the doctor is still doubtful. I do not wish to complain, but would respectfully request speedy orders. If I can help it I will never have anything to do with launches again. Hoping and praying for your success,

I am, very respectfully, your obedient servant,

A. G. Hudgins, Lieutenant, Commanding.

Lieutenant Commanding R. D. MINOR.

Extract from the report of the Secretary of the Navy giving information regarding vessels in commission and under construction.

C. S. NAVY DEPARTMENT, Richmond, April 30, 1864.

SIR: I have the honor to report to you the operations of this Department since the date of my last report, November 30, 1864 [1863].

VESSELS IN COMMISSION.

James River, under command of Flag-Officer F. Forrest.

Richmond, ironclad sloop, 4 guns, Commander R. B. Pegram. Hampton, steam gunboat, 2 guns, First Lieutenant J. S. Maury.

Nansemond, steam gunboat, 2 guns, First Lieutenant J. H. Rochelle.

Beaufort, steam gunboat, 2 guns, Lieutenant E. J. Means.

Raleigh, steam gunboat, 2 guns, Lieutenant M. T. Clarke.

School-ship Patrick Henry, 4 guns, under command of Lieutenant William H. Parker.

Tender Drewry, Master L. Parrish.

Steamer Torpedo, 1 gun, Lieutenant-Commander Davidson, in charge of submarine batteries.

Inland waters of North Carolina, under command of Commander R. F. Pinkney.

Albemarle, ironclad sloop, 2 guns, Commander J. W. Cooke. Neuse, ironclad sloop, 2 guns, First Lieutenant B. P. Loyall.

Cape Fear River, under command of Flag-Officer William F. Lynch.

North Carolina, ironclad sloop, 4 guns, Commander W. L. Maury. Raleigh, ironclad sloop, 4 guns, First Lieutenant J. Pembroke Jones. Arctic, floating battery, 3 guns, First Lieutenant C. B. Poindexter. Yadkin, steam gunboat, 1 gun, First Lieutenant W. A. Kerr.

VESSELS COMPLETED AND UNDER CONSTRUCTION SINCE MY LAST REPORT.

#### Richmond.

The steam sloops Fredericksburg and Virginia, completed and now awaiting their armaments, which are nearly ready.

Two ironclad steam sloops under construction, planked up and decks laid, and working on shields; machinery for one completed.

Four torpedo boats under construction.

Wilmington, N. C.

The ironclad sloop *Raleigh*, completed and in commission. Steam gunboat *Yadkin*, completed and in commission. Two torpedo boats under construction.

Roanoke and Neuse Rivers.

The two ironclad vessels, Albemarle and Neuse, completed and in commission.

Drewry's Bluff.

The demand for seamen to man the vessels of the Navy has compelled the withdrawal of the seamen heretofore stationed at Drewry's Bluff, and the transfer of that post to the Marine Corps.

Letter of General Beauregard, C. S. Army, to Major General Hoke, C. S. Army, regarding proposed movements of the C. S. S. Albemarle.

HDQRS. OF NORTH CAROLINA AND SOUTH VIRGINIA, Kinston, N. C., May 1, 1864.

GENERAL: \* \* \* There are three methods of attacking New Berne: First, by surprise and assault; second, by assault without surprise; third, by regular approaches. The first and last methods are impracticable at the present, for the enemy must be aware of your intentions, and we have not sufficient time to execute the last; the second plan is, therefore, the only one which can now be carried into effect. It can, however, be made to partake more or less of a surprise, and with the assistance of the ironelad gunboat Albemarle from Plymouth, the attack should meet with complete success. I regret to say that no hope need be entertained of the cooperation of the ironclad ganboat now aground in the Neuse near this place, for it is not probable it can be got affoat again or be made to pass over the bars and sand banks below its present position without a considerable rise in the river, an event which is not likely to take place until next rainy season. The attack on New Berne should be so made as to capture or destroy the separate forces of the enemy before they could be concentrated. For that purpose the Albemarle, immediately after having sunk the two or three wooden gunboats aiding in the defense of the town, should destroy the long bridge across the Trent, so as to isolate the troops now stationed on its south side. The Albemarle should then take such a position in the Neuse as to cut off from New Berne the communication of the forces on the north side of that river, and it should also cooperate with General Hoke's attack by taking in flank and rear the works and lines extending from the Neuse to the Trent, defending the direct approach to the city.

Respectfully, your obedient servant,

G. T. BEAUREGARD, General, Commanding.

Major-General R. F. Hoke, Commanding Expedition against New Berne. Letter from Major-General Hoke, C. S. Army, to Lieutenant Minor, C. S. Navy, proposing cooperative movement to Trent River.

MAY 3, 1864.

Captain: I have just gotten a dispatch from Commodore Pinkney. Cooke found the boat to do a great deal better than he had expected, and will cooperate. Will be around on Thursday. I think you and your party could be of service in this case, and suggest, if you think the time can be taken in accordance with orders from the Secretary of the Navy, that you take them to Free Bridge, on Trent River, 15 miles from Kinston, on the Upper Trent road, where they can be crossed, and proceed down to the point where they may be wanted. Inform me of any move you take by my courier, and which will connect with me from Kinston on the Upper Trent road.

Yours,

R. F. HOKE, Major-General.

Captain MINOR,
Commanding Boat Party.

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