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OFFICIAL RECORDS

OF THE

UNION AND CONFEDERATE NAVIES

IN THE

WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF

The Hon. **PAUL MORTON**, Secretary of the Navy,

BY

MR. CHARLES W. STEWART,

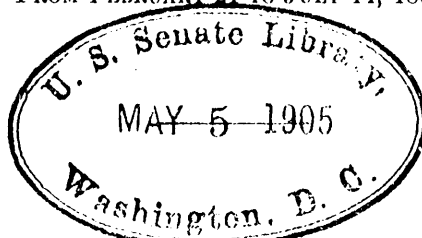
Superintendent Library and Naval War Records.

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

SERIES I—VOLUME 18.

WEST GULF BLOCKADING SQUADRON

FROM FEBRUARY 21 TO JULY 14, 1862.



WASHINGTON:

GOVERNMENT PRINTING OFFICE.

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Serial # 12

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P R E F A C E .

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 Professor 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, under whose able administration volumes 6-14 were published. Professor Rawson was detached and ordered to the U. S. Naval Academy September 20, 1902, and was succeeded by Mr. Charles W. Stewart.

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 only events are immediately followed by the Confederate reports.

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

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

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

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

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

5. Correspondence relating to naval prisoners.

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

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

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

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be 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

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 seventeenth volume of the records (Series I, vol. 17), which has recently been published by the Department, gives the operations of the Gulf Blockading Squadron from December 16, 1861, to February 21, 1862; and the operations of the East Gulf Blockading Squadron from February 22, 1862, to July 17, 1865. The present volume (Series I, vol. 18) gives the operations of the West Gulf Blockading Squadron from February 21 to July 14, 1862.

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.

CHARLES W. STEWART,
Compiler.

NAVY DEPARTMENT,
Washington, D. C., October, 1904.

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

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

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

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

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

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

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

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the Cruisers, 1861-1865.

Union cruisers.

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

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

Confederate cruisers and privateers.

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

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

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

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

Abandonment and destruction of the Norfolk Navy Yard.

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

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

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

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

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

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

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

5. Atlantic Blockading Squadrons, 1861-1865.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

XIV ORDER OF COMPILATION OF NAVAL WAR RECORDS.

6. Gulf Blockading Squadrons, 1861-1865.

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

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

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

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

*UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING
SQUADRON, FEBRUARY 21 TO JULY 14, 1862.*

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
A. Houghton	Fourth ...	326	Bark	27	2
Adolph Hugel	Fourth ...	269	Mortar schooner	31	3
Arletta	Fourth ...	199	do	39	3
Arthur	Fourth ...	554	Bark	86	6
Bohio	Fourth ...	196	Brig	46	2
Brooklyn	Second ...	2,070	Screw steamer	259	25
C. P. Williams	Fourth ...	210	Mortar schooner	35	5
Calhoun	Fourth ...	508	Side-wheel steamer	68	4
Cayuga	Fourth ...	507	Screw steamer	78	6
Clifton	Fourth ...	892	Side-wheel steamer	121	8
Colorado	First	3,425	Screw steamer	525	(*)
Connecticut	Second ...	1,800	Side-wheel steamer	166	12
Corypheus	Fourth ...	100	Yacht	16	.....
Dan Smith	Fourth ...	150	Mortar schooner	30	3
De Soto	Second ...	1,600	Side-wheel steamer	130	9
Fearnot	Fourth ...	1,012	Storeship	45	6
George Mangham	Fourth ...	274	Mortar schooner	35	3
Harriet Lane	Third	619	Side-wheel steamer	100	5
Hartford	Second ...	2,900	Screw steamer	302	26
Hatteras	Third	1,160	Side-wheel steamer	101	5
Henry Jaues	Fourth ...	260	Mortar schooner	35	3
Horace Beals	Fourth ...	296	Barkentine	39	3
Huron	Fourth ...	507	Screw steamer	79	5
Iroquois	Third	1,016	do	123	8
Itasca	Fourth ...	507	do	70	4
J. C. Kuhn	Fourth ...	888	Bark	61	2
John Griffith	Fourth ...	246	Mortar schooner	39	3
John P. Jackson	Fourth ...	787	Side-wheel steamer	99	6
Kanawha	Fourth ...	507	Screw steamer	87	4
Katahdin	Fourth ...	507	do	78	7
Kennebec	Fourth ...	507	do	78	4
Kensington	Third	1,052	do	72	3
Kineo	Fourth ...	507	do	81	4
Kittatinny	Fourth ...	421	Schooner	66	4
Maria A. Wood	Fourth ...	344	Mortar schooner	25	2
Maria J. Carlton	Fourth ...	178	do	28	3
Matthew Vassar	Fourth ...	216	do	29	5
Miami	Third	730	Side-wheel steamer	86	6
Midnight	Fourth ...	387	Bark	70	4
Mississippi	Second ...	1,692	Side-wheel steamer	229	12
Montgomery	Third	787	Screw steamer	66	5
Morning Light	Fourth ...	937	Ship	94	8

* In June, 1861, 46 guns; June, 1862, 28 guns; November, 1862, 50 guns; December, 1862, 51 guns.

UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING
SQUADRON, FEBRUARY 21 TO JULY 14, 1862—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
New London	Fourth	221	Screw steamer.....	47	5
Niagara	First.....	4,582	.....do	387	12
Nightingale	Fourth	1,066	Ship	51	4
Norfolk Packet.....	Fourth	319	Mortar schooner	38	5
Octorara.....	Third.....	829	Side-wheel steamer	102	6
O. H. Lee.....	Fourth	199	Mortar schooner	37	5
Oneida	Third.....	1,032	Screw steamer.....	166	10
Orvette.....	Fourth	171	Mortar schooner	43	3
Owaseo.....	Fourth	507	Screw steamer.....	91	4
Pampetro	Fourth	1,375	Ship	50	4
Para.....	Fourth	190	Mortar schooner	35	3
Pensacola	Second	2,158	Screw steamer.....	269	23
Pinola	Fourth	507	.....do	75	4
Portsmouth	Third.....	989	Ship	161	22
Potomac.....	Second	1,708	.....do	331	34
Preble	Fourth	566	.....do	65	10
Racer.....	Fourth	252	Mortar schooner	36	3
Rachel Seaman	Fourth	303	.....do	13	2
Rhode Island.....	Second	1,517	Side-wheel steamer	157	11
Richmond.....	Second	1,929	Screw steamer.....	261	22
Sachem.....	Fourth	180	.....do	52	5
Santee.....	Second	1,726	Ship	427	50
Sarah Bruen.....	Fourth	233	Mortar schooner.....	35	8
Sciota	Fourth	507	Screw steamer.....	65	3
Sea Foam	Fourth	251	Brigantine	35	3
Sidney C. Jones	Fourth	245	Mortar schooner.....	36	5
Sophonra	Fourth	217	.....do	32	5
South Carolina.....	Third.....	1,150	Screw steamer.....	115	5
Supply	Fourth	547	Ship	74	7
Susquehanna.....	First.....	2,450	Side-wheel steamer	264	15
T. A. Ward	Fourth	284	Mortar schooner.....	38	5
Uncas	Fourth	190	Screw steamer.....	57	3
Varuna.....	Second	1,300	.....do	126	10
Vincennes.....	Third.....	700	Ship	162	19
Westfield	Third.....	822	Side-wheel steamer	116	6
William Bacon	Fourth	183	Mortar schooner.....	32	5
William G. Anderson.....	Fourth	593	Bark	102	7
Winona	Fourth	507	Screw steamer.....	93	4
Wissahickon	Fourth	507	.....do	80	4

CALENDAR.

1862.

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

WEST GULF BLOCKADING SQUADRON.

FROM FEBRUARY 21 TO JULY 14, 1862.

WEST GULF BLOCKADING SQUADRON.

FROM FEBRUARY 21* TO JULY 14, 1862.

Order of the Secretary of the Navy to Commander Porter, U. S. Navy, to proceed to Philadelphia and New York for the selection of vessels for the Mortar Flotilla.

NAVY DEPARTMENT, November 18, 1861.

SIR: Proceed to Philadelphia and New York and examine at those places the schooners purchased by the Government, whether any of them are suitable for bomb vessels. In New York Mr. George D. Morgan, 54 Exchange place, and Commander Henry H. Bell will show you what vessels of that class are already fitting for service. If, in your judgment, none of these is capable of being readily arranged for mortars, you are authorized to purchase six suitable vessels, and Commander Bell will arrange them as you may suggest. Consult with the Ordnance Bureau before you leave Washington relative to the mortars.

You will also examine the ironclad vessels now building at Philadelphia, New York, and Mystic, Conn., and report the result on your return. Upon the completion of this duty you will return to Washington, D. C.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander DAVID D. PORTER, U. S. Navy,
Washington, D. C.

Order of the Secretary of the Navy to Commander Porter, U. S. Navy, to proceed to New York to assume direction of vessels being fitted for the Mortar Flotilla.

NAVY DEPARTMENT, December 2, 1861.

SIR: You will proceed to New York and report to Commodore Paulding for the command of the bomb vessels now being fitted for sea by Commander H. H. Bell.

* The operations of the Gulf Blockading Squadron to February 21, 1862, are given in Series I, volumes 16 and 17. The operations of the West Gulf Blockading Squadron began upon the date that Flag-Officer Farragut assumed command at Ship Island, Miss., February 21, 1862. It has been considered desirable to include in the present volume certain preliminary orders and correspondence relating to the West Gulf Blockading Squadron from November 18, 1861, to February 21, 1862.—COMPILER.

Twenty vessels, each carrying one XIII-inch mortar, and one store vessel have been selected; two of the former are in Philadelphia.

The Navy officers will be immediately ordered to report at New York.

As the vessels approach completion, further instructions will be given.

I am, respectfully, etc.,

GIDEON WELLES.

Commander D. D. PORTER, U. S. Navy,
Washington, D. C.

Order of the Secretary of the Navy to Captain Farragut, U. S. Navy, to report in person at the Department.

NAVY DEPARTMENT, December 15, 1861.

Upon the reporting of Captain Samuel Mercer as a member of the retiring board, you will regard yourself as detached therefrom, and you will proceed to Washington city without delay and report in person at the Department.

I am, respectfully,

GIDEON WELLES.

Captain D. G. FARRAGUT, U. S. Navy,
New York.

Report of Captain Farragut, U. S. Navy, acknowledging receipt of Department's order to proceed to Washington, D. C.

PIERPONT HOUSE,
Brooklyn, December 17, 1861.

SIR: I have the honor to acknowledge the receipt of your communication of the 15th instant, and so soon as Captain Mercer reports for duty I will leave for Washington.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Captain.

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

Order of the Secretary of the Navy to Captain Farragut, U. S. Navy, in view of the division of the Gulf Blockading Squadron.

NAVY DEPARTMENT, December 23, 1861.

SIR: The Department has determined to divide the present Gulf Blockading Squadron, commanded by Flag-Officer McKean, and you will hold yourself in readiness for the command of one division, when divided.

The U. S. steam sloop of war *Hartford*, now preparing at Philadelphia, will be your flagship.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain D. G. FARRAGUT, U. S. Navy,
Washington, D. C.

Order of the Secretary of the Navy to Captain Farragut, U. S. Navy, to assume command of the West Gulf Blockading Squadron.

NAVY DEPARTMENT, *January 9, 1862.*

SIR: You are hereby appointed to command the Western Gulf Blockading Squadron, and you will proceed to Philadelphia and report to Commodore Pendergrast, and when the U. S. steam sloop of war *Hartford* shall be prepared in all respects for sea you are authorized to hoist your flag on board of that vessel.

The Western Gulf Blockading Squadron commences at, but does not include, St. Andrew's Bay, in West Florida, and extends to the Rio Grande. The coasts of Mexico and Yucatan will also be considered within the limits of your command.

Further instructions will be issued before your departure.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain DAVID G. FARRAGUT,
*Appointed to command the Western Gulf
Blockading Squadron, Hastings on the Hudson, N. Y.*

Order of the Secretary of the Navy to Captain Farragut, U. S. Navy, to proceed to Hampton Roads on the U. S. S. Hartford.

NAVY DEPARTMENT, *January 13, 1862.*

SIR: So soon as the *Hartford* is ready for sea, you will proceed with her to Hampton Roads, Virginia, reporting your arrival to the Department, and there await its further instructions.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain D. G. FARRAGUT,
*Appointed to command the Western
Gulf Blockading Squadron, Philadelphia.*

Letter from Captain Farragut, U. S. Navy, to Captain Dahlgren, U. S. Navy, acknowledging receipt of memorandum regarding experiments on boiler iron.

PHILADELPHIA, *January 15, 1862.*

DEAR CAPTAIN: I received your memorandum of the musket firing at the boiler iron just as I was leaving Washington for this city, and had only time to tell the young gentleman to say that I was greatly obliged to you; that it was all I wished. I was gratified to see that but one ball passed through the quarter-inch iron. As that is the lightest, and the firing will seldom be at so short a distance as 40 yards, I have had the iron fitted for my tops of quarter-inch iron, and the same pieces, each being arranged with a port for the boat gun by placing two together on the bow of the boat, lapping the forward edge, it will give the crew of the boat a good shelter in approaching a body of musketeers on shore. This is a little kink of mine, but if it saves one man only, I will consider myself well repaid for the trouble; should a ball occasionally pierce the iron, they must take

their chances. I think it better than to have the iron too heavy and unhandy when the contingencies are rare.

If at your leisure you should try any more experiments, I will be greatly obliged to you for the results.

Very truly, yours,

D. G. FARRAGUT.

Captain DAHLGREN,
Commanding Navy Yard, Washington, D. C.

Letter from Captain Farragut, U. S. Navy, to the Chief of the Bureau of Ordnance, regarding supplies of ammunition.

PHILADELPHIA, *January 18, 1862.*

DEAR CAPTAIN: I find that I will not be able to have a sufficient number of grapeshot prepared here for me before we sail, and I therefore desire to know if I will find them at the Tortugas or Ship Island; and, if not, will you please to have a quantity sent down to me, and also a quantity of shrapnel for the IX-inch guns sent down also.

Very truly, yours,

D. G. FARRAGUT,
Captain, U. S. Navy.

Captain A. A. HARWOOD,
Chief of the Bureau of Ordnance, etc.

Order of the Secretary of the Navy to Lieutenant Queen, U. S. Navy, to proceed to Key West, Fla., for duty in the Mortar Flotilla.

NAVY DEPARTMENT, *January 18, 1862.*

SIR: After supplying the U. S. schooners *George Mangham* and *Adolph Hugel*, at Hampton Roads, with stores, you will proceed with the vessel under your command to Key West, Fla., and there await the arrival of Commander D. D. Porter, to whom you will report for duty as a part of his bomb flotilla.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieut. Comdg. WALTER W. QUEEN, U. S. Navy,
U. S. Schooner T. A. Ward, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Lieutenant Breese, U. S. Navy, commanding U. S. schooner John Griffith, to proceed to duty in the Mortar Flotilla.

NAVY DEPARTMENT, *January 18, 1862.*

SIR: Proceed with the U. S. schooner *John Griffith* to Key West, Fla., and there await the arrival of Commander D. D. Porter, to whom you will report for duty as a part of his bomb flotilla.

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

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant Commanding K. R. BREESE, U. S. Navy,
U. S. Schooner John Griffith, New York.

Instructions from the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, regarding the division of the Gulf Blockading Squadron.

NAVY DEPARTMENT, *January 20, 1862.*

SIR: Upon the arrival of Flag-Officer D. G. Farragut, the Gulf Blockading Squadron will be divided into two squadrons, called, respectively, the Eastern and Western Gulf Blockading Squadron. The Eastern commences at St. Andrew's Bay, inclusive, to the eastward of Pensacola and extends to Cape Canaveral, on the eastern coast of Florida, and also includes the Bahamas and Cuba.

Flag-Officer Farragut is assigned to the Western and yourself to the Eastern Squadron. The vessels composing the latter are as follows:

Niagara,	Huntsville,	Massachusetts,	South Carolina,
Montgomery,	Preble,	Marion,	Water Witch,
Wanderer,	Dart,	Nightingale,	Kingfisher,
Midnight,	New London,	Santiago de Cuba,	Rachel Seaman.
Samuel Rotan,	Mercedita,	Bainbridge,	

I desire you to consult carefully with Flag-Officer Farragut and modify this division, if you both shall think best, retaining in your squadron only enough vessels to blockade the coast indicated.

As your headquarters are at Key West, and you will probably look into Havana occasionally, you will consider the *Santiago de Cuba* immediately under your orders and can carry out her instructions as your judgment dictates.

The Department learns with regret from Commander Alden that the condition of your health requires you to relinquish your command in the Gulf. Your activity and zeal and faithful devotion to the Government have given satisfaction to the Department. A relief will be sent out on board the *San Jacinto*, when you can return north in the *Niagara*. On account of the crowded condition of the New York navy yard, it is desirable that that vessel should go to Boston; but as her condition may not admit of it, you are authorized to go into New York if you do not deem it advisable to push for Boston.

Very respectfully,

GIDEON WELLES.

Flag-Officer Wm. W. McKean,
Commanding Gulf Blockading Squadron, Key West, Fla.

Instructions from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding the operations of the West Gulf Blockading Squadron.

NAVY DEPARTMENT, *January 20, 1862.*

SIR: When the *Hartford* is in all respects ready for sea, you will proceed to the Gulf of Mexico with all practicable dispatch and communicate with Flag-Officer W. W. McKean, who is directed by the enclosed dispatch to transfer to you the command of the Western Gulf Blockading Squadron, composed at present of the following vessels:

Colorado,	Mississippi,	Brooklyn,	R. R. Cuyler,
Santee,	Vincennes,	Richmond,	Potomac,
Ethan Allen,	De Soto,	Hatteras,	Wissahickon,
Maria A. Wood,	Itasca,	Sagamore,	Huron,
Sciota,	Portsmouth,	Winona,	Kittatinny,
Arthur,	Pursuit,	Tahoma,	James L. Davis.
Bohio,	Pensacola,		

Coal vessels.

Fearnot, Pampero, J. C. Kuhn, National Guard.

In addition, there will be attached to your squadron a fleet of bomb vessels, and armed steamers enough to manage them, all under command of Commander D. D. Porter, who will be directed to report to you. As fast as these vessels are got ready they will be sent to Key West to await the arrival of all, and the commanding officers, who will be permitted to organize and practice with them at that port.

When these formidable mortars arrive, and you are completely ready, you will collect such vessels as can be spared from the blockade and proceed up the Mississippi River and reduce the defenses which guard the approaches to New Orleans, when you will appear off that city and take possession of it under the guns of your squadron, and hoist the American flag thereon, keeping possession until troops can be sent to you. If the Mississippi expedition from Cairo shall not have descended the river, you will take advantage of the panic to push a strong force up the river to take all their defenses in the rear. You will also reduce the fortifications which defend Mobile Bay and turn them over to the army to hold. As you have expressed yourself satisfied with the force given to you, and as many more powerful vessels will be added before you can commence operations, the Department and the country will require of you success. Upon consultation with Flag-Officer McKean, and with his consent, you may modify the division of the present squadron as herein ordered, notifying the Department of any change. There are other operations of minor importance which will commend themselves to your judgment and skill, but which must not be allowed to interfere with the great object in view, the certain capture of the city of New Orleans.

Destroy the armed barriers which these deluded people have raised up against the power of the United States Government, and shoot down those who war against the Union, but cultivate with cordiality the first returning reason which is sure to follow your success.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Appointed to Command West Gulf Squadron.

Order of the Secretary of the Navy to the commandant of the navy yard, New York, urging dispatch in the preparation of the Mortar Flotilla.

NAVY DEPARTMENT, *January 21, 1862.*

SIR: The Department desires to call your particular attention to the great importance of getting the bomb fleet to sea at the earliest possible moment. Let the work on them take precedence of all other. Next in importance are the steamers. If you fall short in men, draft them from the *Sabine*, which vessel can wait for the steamers, as was telegraphed you on Tuesday last.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore H. PAULDING,
Commandant, Navy Yard, New York.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding the release of persons captured within the limits of his command.

NAVY DEPARTMENT, *January 22, 1862.*

SIR: You may release such persons from the rebel States as shall be captured within the limits of your command, provided they are not civilians in the rebel service, and are not known to have engaged in any act against the authority of the United States, and are not needed for witnesses.

Before their release they will be required to sign a written parole not to engage in any hostile act against the United States during the present rebellion.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
*Appointed to Command Western Gulf Bldy. Squadron,
Hampton Roads, Virginia.*

Instructions from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, relative to making the blockade effective.

NAVY DEPARTMENT, *January 25, 1862.*

SIR: The importance of a vigorous blockade at every point, to be under your command, can not be too strongly impressed or felt. By cutting off all communication we not only distress and cripple the States in insurrection, but by an effective blockade we destroy any excuse or pretext on the part of foreign governments to aid and relieve those who are waging war upon the Government.

There is a manifest desire, if not determination, in certain quarters to break the blockade, and the apology, therefore, will be, if possible, a want of vigilance or efficiency on the part of our squadrons in guarding the coast in such a manner as to interdict communication. While confiding in your practical knowledge and judgment the disposition of the vessels committed to you, I have felt it my duty to warn you of the difficulty alluded to, and at the same time to suggest that, except when required by pressing necessity, there should not be a concentration of vessels at any given point, but that they should be spread so as to make the blockade effective throughout the whole extent of coast under your supervision. Most of the important points on the coast are well guarded, though occasionally we hear that a vessel has run the blockade in bad weather, or in darkness, or at points least likely to attract attention. Every case of this kind, I have reason to believe, is noted and laid up as evidence that the blockade is not effective and therefore is to be disregarded by those governments whose subjects may become clamorous for supplies from the States blockaded.

The Department is aware of the difficulties you may be compelled to encounter, and in warning you of what may be apprehended from foreign interference, provided there is any want of vigilance or effectiveness in any quarter in keeping up a rigid blockade, I wish to express my confidence that you will bring all your ability and resources into requisition to carry out the policy of the Government, and that, even in this stormy season, you will be able, with the force at your

disposition, to interdict communication at every point under your charge, and thus destroy any pretense for breaking or attempting to break the blockade.

As fast as we can augment our force or spare vessels from other points, we will endeavor to reinforce your command; in the meantime our reliance must be in your own powers and capability in the squadron that you are about to have.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain D. G. FARRAGUT,

*Appointed to command West Gulf Blockading Squadron,
Hampton Roads, Virginia.*

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding the dispatching of a vessel to Tampico, Mexico, for the suppression of traffic with Texas.

NAVY DEPARTMENT, *January 27, 1862.*

SIR: Franklin Chase, esq., the United States consul at Tampico, represents to the Department of State that considerable traffic is carried on between that port and western Texas and suggests that the appearance of an armed vessel of the United States in that quarter occasionally would tend to check this means of affording aid to the rebel cause and would also be beneficial in case protection or assistance should be required by our citizens there on account of the movements of the allied powers against Mexico. The Department mentions this subject to you, so that, on reaching your station, you may exercise your judgment in regard to dispatching a vessel to Tampico when circumstances will permit.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain D. G. FARRAGUT,

*Appointed to Command West Gulf Blockading Squadron,
Hampton Roads, Virginia.*

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding the Confederate naval force at New Orleans.

NAVY DEPARTMENT, *January 29, 1862.*

SIR: A gentleman just from New Orleans gives the following statement of the rebel naval force there:

Ram [*Manassas*], 1 gun; *McRae*, 6 guns; *Ivy* (tugboat), 2 guns, 1 rifled; *Eliza Simmons*, 2 guns; *Grosse Tête*, 2 guns; *Jackson* (condemned), 2 guns; 1 floating battery, made of a dry dock cut down; carries 20 guns; three boats building, to be covered with railroad iron (said to be clumsy); six boats on Lake Ponchartrain and three others building.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain D. G. FARRAGUT,

*Appointed to Command West Gulf Blockading Squadron,
Hampton Roads, Virginia.*

Report of Flag-Officer Farragut, U. S. Navy, of the arrival of the Flagship Hartford at Hampton Roads, Virginia.

U. S. STEAM SLOOP OF WAR HARTFORD,
Hampton Roads, January 29, 1862.

SIR: I have the honor to report the arrival of this ship in Hampton Roads. The ship was detained four or five days by the ice at Fort Mifflin getting her powder and shells on board. The crew suffered very much by the cold weather, but I hope our sick list will soon be reduced by mild weather, the cases being principally colds.

I shall await the reply to this communication, as directed by Mr. Fox.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

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

Report of Flag-Officer Farragut, U. S. Navy, acknowledging the receipt of instructions from the Department.

U. S. S. HARTFORD,
Fortress Monroe, January 30, 1862.

SIR: I have the honor to acknowledge the receipt of your several communications, viz, my special and confidential instructions in relation to my duties as flag-officer of the Western Gulf Blockading Squadron, dated January 20 and 25; also letters of the different consuls of Liverpool, and Havana, and Vera Cruz, the contents of which have all been carefully perused, and I can only say that the wishes of the Department shall be carefully carried out to the best of my ability, and that there shall be no lack of exertion on my part to secure the best results for the Government and the country.

I will dispose of vessels at the different points indicated by your letters the moment I assume the command, and endeavor to close as many of the ports as possible in a most effectual manner.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

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

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, to proceed to the command of the West Gulf Blockading Squadron.

NAVY DEPARTMENT, *January 30, 1862.*

SIR: On the receipt hereof you will proceed with the *Hartford* to the Gulf in pursuance of instructions heretofore given, touching at Port Royal en route.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain D. G. FARRAGUT,
*Appointed to Command West Gulf Blockading Squadron,
Hampton Roads, Virginia.*

Report of Flag-Officer Farragut, requesting the services of a dispatch vessel.

U. S. S. HARTFORD,
Hampton Roads, January 31, 1862.

SIR: I am now getting in the ordnance stores sent down from Annapolis, and will sail to-morrow, if possible. I respectfully request that I may be furnished with a dispatch vessel to ply between the squadron and Key West—such a steamer as the *Henry Brinker* (a propeller steamer of about 100 tons), but a sailing vessel would be of little use, as she could not stem the currents except with a fresh, fair wind, and would be utterly useless in calms.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

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

Order of the Secretary of the Navy to various commanding officers to report with their vessels for duty in the Mortar Flotilla.

NAVY DEPARTMENT, January 31, 1862.

SIR: Report to Commander D. D. Porter at New York for duty as a part of his bomb flotilla. Transmit to the Department before sailing from New York a muster roll of the crew and a separate list of the officers of the *Clifton*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Lieutenant C. H. BALDWIN,
Commanding U. S. S. *Clifton*, New York.

Acting Volunteer Lieutenant WM. FLYE,
Commanding U. S. S. *R. B. Forbes*, *Mutatis Mutandis*, New York.

Commander WM. B. RENSRAW,
Commanding U. S. S. *Westfield*, *Mutatis Mutandis*, New York.

Order of the Secretary of the Navy to Lieutenant Guest, U. S. Navy, commanding U. S. S. Owasco, to proceed to duty under Commander Porter, U. S. Navy.

NAVY DEPARTMENT, February 3, 1862.

SIR: Proceed to Key West, Fla., through the Hole in the Wall passage, with the U. S. S. *Owasco*, and on your arrival there report to Commander D. D. Porter for duty. If you fall in with any of the flotilla schooners endeavoring to make their way through the passage, you will afford them any assistance they may need to enable them to do so and to reach their destination safely. You should be at Key West by the 18th of this month.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant JOHN GUEST,
Commanding U. S. S. *Owasco*, New York.

Order of the Secretary of the Navy to Lieutenant Harrell, U. S. Navy, commanding U. S. S. Miami, to report for duty in the Mortar Flotilla.

NAVY DEPARTMENT, *February 5, 1862.*

SIR: Proceed with all practicable dispatch to Ship Island, touching at Key West, and report to Flag-Officer D. G. Farragut for duty in the bomb flotilla.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant A. D. HARRELL,

Commanding U. S. S. Miami, Hampton Roads, Virginia.

Report of Flag-Officer Farragut, U. S. Navy, of arrival at Port Royal, S. C.

U. S. S. HARTFORD,

Port Royal, February 5, 1862.

SIR: Agreeably to orders, I touched in here to communicate with Flag-Officer Du Pont. One of my men died just as we were coming in. I had him buried on shore.

Finding that much of the coal had been consumed in the Delaware River on the ship's trial trips and getting in her powder, I requested Flag-Officer Du Pont to let me have 50 tons hard and 1½ tons soft coal if he could do so with convenience, to which he readily consented, and as soon as it was hoisted in I left for Havana. The ship performed very well on the way round. She is slow under steam and will do nothing against the wind.

Very respectfully, your obedient servant,

D. G. FARRAGUT, *Flag-Officer.*

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Breese, U. S. Navy, commanding U. S. barkentine Horace Beals, acknowledging orders to duty in the Mortar Flotilla.

U. S. BARKENTINE HORACE BEALS,

Navy Yard, New York, February 7, 1862.

SIR: I have the honor to acknowledge the receipt of your orders of the 3d instant to proceed with this vessel under my command to Key West, Fla., and report to Commander D. D. Porter as a part of his bomb flotilla.

In obedience to this order, I have to report that I left the navy yard at 3 p. m., on my way to its fulfillment.

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant, Commanding, U. S. Navy.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to the Superintendent of the Coast Survey, requesting the services of a steamer in the West Gulf Blockading Squadron.

NAVY DEPARTMENT, *February 8, 1862.*

The operations connected with Flag-Officer Farragut's squadron, which extend from St. Andrew's Bay, in Florida, to the Rio Grande, renders it desirable, in my opinion, that a Coast-Survey steamer, properly equipped in all respects, should be attached to this command.

I am, etc.,

GIDEON WELLES.

Prof. A. D. BACHE,
Superintendent Coast Survey.

Letter from Flag-Officer Farragut, U. S. Navy, to the Chief of the Bureau of Ordnance, regarding stores for the squadron under his command.

U. S. S. HARTFORD,
Havana, February 10, 1862.

SIR: I herewith send a large requisition for ordnance stores, and I hope the Bureau will comply with it and send the articles to Ship Island or the mouth of the Mississippi as soon as possible, and I will leave directions as to the disposition to be made of them. I will want the increased number of 15-second fuzes at the earliest day practicable.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

Captain A. A. HARWOOD,
Chief of the Bureau of Ordnance, Washington, D. C.

Instructions from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, in view of the great responsibilities devolving upon him.

NAVY DEPARTMENT, *February 10, 1862.*

SIR: I enclose to you herewith sketches* from the U. S. Engineers Bureau relative to the works on the Mississippi River; also a memoir prepared by General Barnard, U. S. Army, who constructed Fort St. Philip.

The most important operation of the war is confided to yourself and your brave associates, and every light possible to obtain should be carefully considered before putting into operation the plan which your judgment dictates.

It is reported that 19 feet of water can be carried over the bar. If this be true the frigate *Mississippi* can be got over without much difficulty. The *Colorado* draws about 22 feet. She lightens 1 inch to 24 tons. Her keel is about 2 feet deep. The frigate *Wabash*, when in New York in 1858, drew—without her spar-deck guns, stores, water-casks, tanks, and coal (excepting 30 tons)—aft, 20 feet 8 inches; forward, 16 feet; or on an even keel, 18 feet 4 inches. This would indicate a very easy passage for this noble vessel. And if it is possible to

*Not found.

get these two steamers over, and perhaps a sailing vessel also, you will take care to use every exertion to accomplish it. The powerful tugs in the bomb flotilla will afford the necessary pulling power. The tops of these large steamers are from 30 to 50 feet above the fort and command the parapets and interior completely with howitzers and musketry. The *Wachusett*, at Boston, the *Oneida*, *Richmond*, *Varuna*, and *Dacotah*, at New York, and the *Iroquois*, from the West Indies, are ordered to report to you with all practicable dispatch; and every gunboat which can be got ready in time will have the same orders. All of the bombshells have sailed, and the steamers to accompany them are being prepared with great dispatch. It is believed the last will be off by the 16th instant.

Eighteen thousand men are being sent to the Gulf to cooperate with you in the movements, which will give to the arms of the United States full possession of the ports within the limits of your command. You will, however, carry out your instructions with regard to the Mississippi and Mobile without any delay beyond that imposed upon you by your own careful preparation. A division from Ship Island will probably be ready to occupy the forts that will fall into your hands. The Department relies upon your skill to give direction to the powerful force placed at your disposal, and upon your personal character to infuse a hearty cooperation amongst your officers, free from unworthy jealousies. If successful, you open the way to the sea for the great West, never again to be closed. The rebellion will be riven in the center, and the flag to which you have been so faithful will recover its supremacy in every State.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron, Ship Island.

[Enclosure.]

JANUARY 28, 1862.

Fort Jackson is a bastioned pentagon, with fronts of about 110 yards.

It is built of brick and is in good condition. Its scarp walls are 22 feet high, measured from the offset of the foundation, which is pretty nearly the bottom of the wet ditch. The work is surrounded by a wet ditch, which, at the lowest water of the ditches (the ditch water fluctuates about 16 inches, standing 1 foot higher than low water of river and about 32 inches lower than high water of river, which rises and falls here 5 feet), is 6 feet deep in the middle and about 5 feet at foot of scarp wall. (There is no counterscarp wall, the wet ditch being revetted with timber just up to the edge of the water, from where the earth slopes less than 45 degrees.) Thus the top of the scarp is 16 feet above the surface of water in ditch at low water, and 14 feet 8 inches at high (ditch) water. The ditches are flanked by a 24-pounder howitzer in casemate in each of the 10 flanks.

Owing to the fact that the parapets are not carried around the flanks and faces of the bastions (for fear they would not sustain the weight), there is not much room for musketry fire on the flanks. A half dozen riflemen might be stationed behind the top of the scarp, probably, of each flank.

The faces of the bastions may be lined with infantry, as the bastions are hollowed out, leaving the top of the scarp to serve as parapet.

The backs of the casemate arches interfere very much with this arrangement along the flanks.

The two curtains bearing on the river are casemated for 8 guns each. As the traverse of a casemate gun is but 60 degrees, it follows there is a sector of 12 degrees in front of the central water bastion which is not touched by casemate fire.

The parapets of the two water fronts are arranged to receive 22 channel-bearing guns. The parapets of the other fronts receive 16 more barbette guns, a portion of which bear indirectly upon the channel.

The three land fronts of the work are covered by a glacis coupé with a covert way, having places of arms in front of the curtains. The two terminating branches of this covert way look upon the channel, and are arranged for 8 or 9 guns in each.

The branches of the covert way of the west front bear well upon the channel above the fort, and are arranged to receive 31 guns.

To increase the fire down the * * * and in passing, an external battery has been constructed, communicating with the covert way of east front. The earthwork had been entirely completed, parapets formed, etc., but at the time it went into rebel possession it is believed that neither the breast-height walls were built nor the gun platforms laid. (This work has probably been done since.) It had capacity to receive 25 guns. It is quite likely that the rebels have armed this battery.

The work is arranged, therefore, for armament as follows:

Casemate guns	16
Barbette on two channel-bearing faces of main work	22
Barbette on two extremities of glacis coupé, having the same bearing on the two faces	17
Barbette, covert way of west front (looking up the channel)	31
Barbette, exterior battery	25
<hr/>	
Total channel-bearing guns	111
Add barbette guns on other fronts	16
<hr/>	
Total heavy guns	127

(The 10 flanking 24-pounder howitzers are not included in this summary.)

At the time the work went into the possession of the rebels there were in it, of guns, 16 32-pounder guns, 26 24-pounder guns, 10 24-pounder flanking howitzers; of carriages, 14 24-pounder casemate carriages, 9 24-pounder flank-defense howitzer carriages, 12 24-pounder barbette carriages.

It is supposed the above carriages were in a very bad condition. The sixteen 32-pounders were sent there to go into the casemates, in which 24-pounders had been mounted twenty years ago.

The report that the casemate guns would not fire over the levees is one of those canards which had its flight long ago; is a specimen of what reports, malice, or credulity will originate or entertain, and is quite on a par with some which have been sanctioned by high authority, that certain forts would fall down by a discharge of their artillery.

When I took charge of this work in 1840 the report was that the whole work had disappeared. It had settled probably about a foot. At that time the soles of the embrasures were, say, 6 feet above low water of river and 1 foot above high water. The levee in front (higher

than necessary) was, say, 1 foot 2 inches higher than the sole of the embrasure (about on a level with the muzzle of the gun).

I cut out the embrasures and raised them 1 foot. The work has settled very little, if at all, since then.

The muzzle or rather the axis of a casemate gun should therefore be 1 foot higher than the top of the levee, and by cutting away 1 foot of the levee (which may be safely done at all times) there would be 2 feet difference of level.

The river rises and falls 5 feet, the surface being 7 feet and 2 inches below the top of the levee at low and high water.

Occasionally the river falls 1 foot lower than ordinary low water and rises 6 inches higher than ordinary high water, or has an extreme fluctuation of 6 feet 6 inches.

The glacis-coupé is surrounded by a wide wet ditch. This ditch has but little over 3 feet in it at low (ditch) water, and its bottom is firm enough to bear the weight of a man without sinking very much. Nevertheless it adds very greatly to the strength of the work against assault.

The salient of the north bastion is about 140 yards from the river bank, and, say, 110 yards from the levee, and the river is about 700 yards wide.

In the center of Fort Jackson is a defensive barrack of decagonal shape. It is intended to be made bombproof by covering the 1-foot-square timbers of the ceiling with earth. Probably the rebel garrison have done this. This building will accommodate 400 or 500 men. As there is beside a great deal of bombproof shelter in the casemates and galleries, the garrison is well sheltered from a bombardment.

Fort St. Philip.

Fort St. Philip was partly built by the Spaniards and finished to its present outline by us in 1812-1815. It is very irregular in figure. It occupies a quadrilateral space of about 150 by 100 yards.

The front toward the river (first built) had a bastioned terrace; the other portions have been added to inclose the work and give some semblance to flanking arrangements. The brick scarp was originally of slight relief and imperfectly founded; was found in very bad condition when I took charge in 1841. Under my charge the walls were strengthened by relieving arches, an additional thickness of masonry given to them, the earthen parapets extended all around the work (there having been a mere brick wall as parapet before), and the wet ditch deepened so as to have 6 feet depth at lowest water.

It may be stated in a general way that the scarp wall on land fronts has 16 to 17 feet height (from bottom of ditch) and on water fronts about 14 or 15 feet. The part of the ditch next the scarp walls is not more than 2 or 3 feet deep at low water, the deepest part of the ditch being generally near the counterscarp. (There is no brick counterscarp; merely board revetment, as at Fort Jackson.)

It was intended to arrange a low glacis with covert way and revetted breast-height wall around the work, but I believe this has not been done; if not, one-half of the height of the scarps would be seen from the outside, and it would require little battering to bring them down. There is a postern and drawbridge in the western face and another near the most northern angle of the works.

Two external batteries (earthen) have been built of late years in connection with this work, having wet ditches (6 feet at low water), having parapets 20 feet thick, crest 19 feet above bottom of ditch, which is 20 feet wide (at bottom). These batteries were intended for 22 heavy guns each on water faces and 6 24-pounders on extremities and rear.

The sketch will exhibit the bearing of these batteries and their connection with the main work, It will also exhibit the number of guns of the two forts bearing upon any one point of the river within their range.

The main work of St. Philip is arranged to receive, say, 20 heavy guns bearing directly upon the channel, besides some dozen or more bearing upon the land.

This armament of 72 channel-bearing guns (fort and external batteries) is all *en barbette* and very low at that, the crests (or tops) of the parapets being but 14 feet above low water of the river and 9 feet above ordinary high water.

At Fort Jackson there are but 16 guns in casemate, the remaining 105 channel-bearing guns being *en barbette*. The exterior battery (25 guns) has its crest (same as St. Philip) 14 feet above low water of river. The covert-way batteries (48 guns) have their crest 16 feet above low water, and the crest of parapets of main work (28 channel-bearing guns) is 24 feet above low water.

The two works mount together 177 channel-bearing guns.

Of this armament there was in Fort Jackson (as before stated) when it went into rebel possession 16 32-pounders (without carriages), 26 24-pounders, with 14 casemate and 12 barbette carriages; and at St. Philip 10 24-pounders with carriages, or 52 guns in all, of not very formidable caliber.

Whether they have supplied the full armament or not I can not judge. There were in the Baton Rouge Arsenal 40 32-pounders and 3 8-inch columbiads, which, if all sent to these works, would leave 82 still to be supplied.

Except Baton Rouge, the Norfolk navy yard and their own foundries have been their sources, and, as it is likely their foundries have been mainly taken up with casting field guns, it is probable that Norfolk has been the source from which forts have been supplied.

It is probable, therefore, that, as at Port Royal and Hatteras, the armament, if completed, will contain few guns over 32-pounders.

Such an armament, as much experience has shown, is not very formidable to vessels of war or regular war steamers, unless through the agency of hot shot (and there are furnaces for nearly all the batteries at both forts). Still, it is not a trifling undertaking to pass so large a number of guns at such close quarters. (Fort St. Philip is about 700 yards higher up the river than Fort Jackson; the distance between the nearest salients of the main works is about 1,000 yards.) From a point in the river $1\frac{1}{2}$ miles from the lowest battery of Fort Jackson to another $1\frac{1}{2}$ miles above the nearest upward-bearing batteries we shall find a distance of $3\frac{1}{2}$ miles to be traversed, 2 miles of which under the fire of 100 to 125 guns, and the other $1\frac{1}{2}$ miles under that of from 50 to 100. Now, against the current of the river this distance will not be performed by the majority of steamers of a squadron in less than twenty-five minutes or a half-hour. With hot shot thrown by this armament, even though but 24 and 32 pounders, I should look upon the daylight passage as too hazardous to be undertaken. The lowness

of their barbette batteries is a favorable circumstance. At any time between now and next August our fleet would find the river pretty well up. The river is not apt to be much above low water in February, but a rapid rise usually commences about the 1st of March and the river keeps up till August, and the decks of our large steam frigates would command most of these batteries, within 200 or 250 yards of which they could be laid. But to get such positions the vessels would have to endure $1\frac{1}{2}$ or 2 miles fire (raking) of 100 guns.

Such an attempt should be made at night, when the distant fire must be very uncertain.

From two to four or more vessels for each fort, armed with IX or XI inch guns, laid alongside of Fort Jackson, and firing spherical case or canister (the latter probably preferable), would, I should think, make all these batteries untenable, even those of the casemates. Here is a place where armor-clad vessels become particularly applicable.

Should any obstructions (such as rafts) be anchored in the river (difficult, I think, to maintain in the high or even moderately high stages), the forcing of a passage would become almost impracticable. Here, again, ironclad vessels would be very useful for reconnoitering or destroying rafts.

Would it be prudent, however, supposing these works to be at all formidably armed, to force a passage, leaving them behind intact, while the fleet advanced on New Orleans? I think not, unless, perchance, in conjunction with an attack to be made on the city by a large land force from Lake Borgne or Pontchartrain; but it is as hard to get a land force from these lakes as to take Forts Jackson and [St.] Philip. A fleet can not maintain itself long above those works unless the city of New Orleans is captured and held by us. If it should meet with damage in passing, and serious reverses higher up, it would have to pass the gantlet again in retiring and our loss become very great.

On the other hand, to take these works is to open the navigation of the river up to Memphis to us and to lay open the whole country (as well as to take New Orleans) to the enterprises of our fleets.

It is a key to all the rest, and I believe it is an undertaking which requires as little risk, as small outfit, as any there can be designed in this quarter.

Before indicating how I would operate against these works I will make a few remarks about the topography. It is to be regretted that with all the surveys we have made, and the length of time our officers (myself among others) have been connected with this place, we have such uncertain information as to the exact character of the ground surrounding these works. I state the character to the best of my ability. The river banks everywhere, even down to the mouth, I believe, furnish a margin of firm ground, only overflowed in the higher stages of the river. (Unfortunately during the months of March, April, May, and June we are certain to find the river pretty well up to high-water stage.) This strip of firm ground from Fort Jackson down for about a mile is from 300 to 400 yards, and, except where cleared to open the fire of the guns, is wooded with cottonwood and willow, the latter perhaps from 1 to 2 feet diameter.

Extending 450 or 500 yards below Fort Jackson is an old levee (made at the time of the commencement of the work), having a return or elbow running back to the swamp. (See large map.) This return is near 400 yards long. It serves to protect the rear of the fort from

the backwater of overflow. This levee was repaired, I think, under my directions. It is quite likely that it has been neglected since, and that there are breaches in it, but these could be easily repaired; and the levee would keep the space behind pretty dry, even at high water. The level of the natural soil about Fort Jackson near the river is, say, a little over 3 feet above ordinary low water. The ordinary rise of the river is, say, 5 feet, overtopping the banks, say, 2 feet.

The fort levee proper encloses the works and the grounds (see map), passing within about 100 yards of the northern bastion salient, 150 from the two eastern, and 300 (about) from the two western bastion salients.

Above Fort Jackson the high ground extends farther back (say one-half mile); is leveed and might be kept dry at all stages. (If an attack on these works was feared, and the river up, probably all the levees would be cut, but they are easily repaired.)

Next above Bayou [St.] Denis is cleared and cultivated ground, and next above Bayou des Liards is the Burnt Settlement [Buras], a hamlet of neat residences, with rice fields and orange groves.

The ground immediately around Fort St. Philip is as high, or rather higher, than that about Fort Jackson.

There is quite a large triangular space of high ground between the river and Bayou Mardi Gras (just below the fort), and thence extending along the river and bayou banks. The limit of hardest ground passes about a hundred yards behind the rearmost salient of the fort.

It is called by Lieutenant Smith (who surveyed it) "practicable for infantry, cavalry, or artillery." For several hundred yards farther back, indeed, the ground is passable for footmen, but would be found pretty soft and miry in wet weather, though still supporting footmen.

The banks of the Bayou Mardi Gras are pretty high and firm half-way at least to the Gulf; the bayou itself, though narrow, has 10 to 15 feet of water in it except over its bar. Lime Kiln Bayou has much the same character. The external waters of the Gulf are shoal, and I presume nothing can approach the mouths of these bayous except boats.

With these preliminaries I will give my ideas about the attack. I should consider necessary, first, a powerful fleet, bearing from 300 to 400 guns (as many XI-inch and IX-inch guns as can be had); second, half a dozen ironclad gunboats (or as many more as can be had); third, 10,000 troops. (All these might not be necessary in reducing the works, but they should be with the expedition to take immediate advantage of its success.)

I should hope to reduce the works without regular siege operations, but even if it became necessary to resort to them, the powerful artillery of the fleet would make a large siege train unnecessary. I should judge that a dozen 24-pounder siege guns, a dozen X-inch mortars, and as many field guns (these to be furnished from dismantled batteries attached to the division of troops) would suffice, and the fleet should be accompanied by, say, fifteen or twenty mortar vessels, such as are now being equipped.

The difficulties of regular approaches against these works and the advantages likely to be derived from prompt and bold measures, which may overwhelm the works before the defenders can get time to accustom themselves to a state of siege, are so great that I shall not suggest as a preliminary attack any land batteries. Doubtless, if it was in the month of November or December, it would be an important step to

land troops below, surround Fort Jackson by skirmishers (taking advantage of the levees), and to establish batteries enfilading all the water batteries of this work bearing across and down the river. During the high-water season I doubt the practicability of this and, whether practicable or not, believe that the measure would not justify the discouragements and delays arising.

The plan I would suggest would be based upon the fact that the batteries of the forts are all, except sixteen guns of Fort Jackson, *en barbette*; that they are all very low; that they can be approached to within 200 yards, and, moreover, that while Fort Jackson is a very strong work Fort St. Philip is comparatively weak, and can scarcely be considered as secure against a *coup de main*, and that Fort St. Philip once fallen into our possession, its own batteries enfiladed or taken in reverse, all the downstream bearing barbette batteries of Fort Jackson, and that from a point 200 or 300 yards below Fort St. Philip the remaining barbette batteries of Fort Jackson can be enfiladed and the scarps of the two water fronts breached. From a point marked C, 600 yards from the uppermost batteries of Fort Jackson, to a point marked D, 600 from the lower batteries, is a distance of about 1,600 yards. Along this line I presume twelve vessels can be laid without danger of fouling; and if they averaged ten guns to a broadside they would bring one hundred and twenty guns to bear on the fort, and it will be seen that they will enfilade every barbette battery and take most of them in reverse.

The nearest vessels will be about 200 yards from the work.

The batteries of St. Philip can not be enveloped and enfiladed as can those of Fort Jackson, but they are so extremely low and so near the shore that they are fearfully exposed. Eight vessels could be laid alongside, the most remote 300 yards from the extremes of the two exterior batteries, the central ones within 200 yards of the parapets of the work.

I should not attempt to put all these vessels in position at once. I should select for the Fort Jackson side say four (ironclad if possible), destined for position from A to E. Two of these (ironclad) vessels should be posted directly in front of the two curtains of the water fronts, to contend with the casemate and barbette guns above them; these vessels should have XI-inch guns and fire nothing but canister. Three vessels should likewise be destined to take positions in front of Fort St. Philip.

The operation should commence in the night, so as to get these vessels in position just before daylight—the vessels destined for St. Philip to creep along the left shore; those for Fort Jackson along the right shore. The river is too narrow and the current too strong for maneuvering. The vessels once in position would have to keep them. They should be of such a character that they might be expected to do so, from the number of their guns or from their iron protection. (Ample topmast room should be provided and filled with sharpshooters.) Those on the Fort Jackson side would probably have to make fast to the shore; those on the St. Philip side might anchor.

At early dawn the rest of the fleet should distribute itself along the shores as indicated. The mortar vessels should then seek the most suitable positions. If the fleet can thus silence the fire of the forts once it can keep it silenced, and it should take advantage of its cessation to fire solid shot or shells to injure the guns and walls. (The

walls of St. Philip are, notwithstanding all modern repairs, of the most wretched character and much exposed.) It is likely a more or less practicable breach could be made in front from the vessels. The fire of the works being subdued, part of the transports should pass up and troops be landed on each side (taking immediately proper precautions to prevent being flooded by the levees being cut above), and the two works at least partially invested by skirmishers, to whom the levees would furnish great facilities.

In sketching out an operation of this character it is useless to attempt to mark out beforehand that which must take its shape from the circumstances of the moment. If this naval operation can be made successful I can conceive the possibility, by a prompt display of land force and menace of assault, of obtaining an immediate surrender of Fort St. Philip. This possibility would be founded upon the demoralization produced by the naval assault—the men being driven from guns and unable to return to them, large numbers killed and wounded. In the absence of any bombproof (or fireproof) shelter, a momentary refuge for a small portion of the garrison might be found under the relieving arches of the land fronts; but they are so contracted, so wet and close, that men could not stay in them long. The fact is that the only quarters is a very large pine building, which would probably be fired by shells, and during its burning make the service of guns in any part of the main work impracticable.

It may be remarked, too, that the permanent magazines of the work and external batteries (the only masonry and bombproof buildings there are) would not hold more than 700 or 800 barrels of powder stowed in bulk (not much over 100 rounds of the supposed armaments); that there are no filling rooms, etc.; that there were no other storerooms for provisions or other stores than the wooden building mentioned.

I can conceive it, therefore, possible that the garrison might surrender merely from the effects of the cannonade, accompanied with preparations for landing and assault.

Should it not do so the landing must be made, and we may rely upon the investment and continued cannonade, or we may assault.

A light field gun would destroy the drawbridge and gates on the southwest front, and then skirmishers would advance to keep down any fire from the parapets. A few planks thrown over the drawbridge gap would complete a bridge.

In previous pages I stated that the ditches had 6 feet of water in them. So they had, but I am told by Lieutenant Weitzel that they have since filled up very much; that there is not more than 4 feet now.

They are narrow, varying from 30 to 40 feet. A few guns from land batteries at a distance will see enough of the walls to bring them down (partly filling the ditch), and facines thrown in would do the rest. The fleet, as before said, might breach the river-front walls, etc. Whether the work is taken by one or the other of these means it can not hold out long.

This work taken, its guns and the batteries, we would speedily establish on the river banks below, would enfilade every barbette battery of Fort Jackson, and breach the curtain and flanks of the two water fronts. Our mortar vessels would shower shells upon it and our fleet and land forces would cut off all supplies. (This work, like St. Philip, had not magazine room enough for more than 100 rounds of powder in barrels,

and it would be difficult to find room in other casemates without destroying their efficiency as gun rooms.)

By one means or another the work must soon surrender, and with its surrender New Orleans and Louisiana fall. The Valley of the Mississippi is conquered.

I took up this subject, not foreseeing the conclusions that it would lead to in my mind. If those conclusions are correct, there is no operation the Government can undertake which promises so important results. And, moreover, these results can not be fully obtained without this capture.

To reach New Orleans from St. Louis implies the conquest of the whole valley down; or, in other words, it implies almost the complete triumph of our arms everywhere.

To capture New Orleans from the mouth is, without waiting any such problematical result, to take a great stride toward obtaining complete triumph for our arms.

But to pass these works merely with a fleet and appear before New Orleans is merely a raid, no capture. New Orleans and the river can not be held until communications are perfectly established. They are more easily and more perfectly established by the mouths of the river than by the lakes.

The avenues from the lakes can only be reached by light craft, and these are mere bayous through swamps and narrow defiles, along canals easily obstructed, easily defended; and, moreover, these avenues are now all permanently fortified.

The operations against the forts is recommended by the probability that it is not likely they have expected an attempt of this kind.

The prevailing idea with the defenders probably has been and is to prevent the passage of vessels, not so much to defend themselves.

In this project everything depends on the success of the naval part of the plan. Can the Navy do what I assign it? If not with actual means, can it by special preparations, which will not occupy more than a couple of months?

What has been done to these works by Confederates is not known to me, but I should think that the blockading fleet might ascertain with much certainty.

Should there be anything in this memoir worthy of being acted upon, I should desire its submission to the general in chief and to General Totten, Chief Engineer, U. S. Army, whose thorough acquaintance with these works and great experience would make his counsel very desirable.

If the attack is determined upon it would be desirable, if possible, to avoid any retarding preparations, but to collect the squadron and land force at once from means now available.

Respectfully submitted.

J. G. BARNARD,
Brigadier-General and Chief Engineer, Army of Potomac.

P. S.—Two sheets of drawings * accompany this paper, copied from maps in the archives of the Engineer Department.

Whenever the use ceases, these and whatever copies may be taken should be returned by whomsoever possesses them to the Engineer Department.

* Not found.

N. B.—The operations indicated in this memoir should be preceded by a bombardment from the water vessels and XI and IX inch guns mainly upon Fort Jackson. It should be kept up twenty-four hours (if the work does not surrender before that time, which it is quite likely to do) without intermission.

J. G. BARNARD.

Order of the Secretary of the Navy to Acting Lieutenant Woodworth, U. S. Navy, commanding U. S. S. John P. Jackson, to proceed to duty in the Mortar Flotilla.

NAVY DEPARTMENT, *February 10, 1862.*

SIR: The moment the U. S. S. *John P. Jackson* is ready for sea proceed with her with all possible dispatch to Key West, Fla., and report to Commander D. D. Porter for duty as a part of the bomb. flotilla under his command.

Transmit to the Department before sailing from New York a muster roll of the crew and a separate list of the officers of the *John P. Jackson*.

I am, respectfully, your obedient servant.

GIDEON WELLES.

Acting Lieutenant S. E. WOODWORTH,
Commanding U. S. S. John P. Jackson, New York.

Order of the Secretary of the Navy to Lieutenant Wainwright, U. S. Navy, commanding U. S. S. Harriet Lane, to proceed to duty in the Mortar Flotilla.

NAVY DEPARTMENT, *February 10, 1862.*

SIR: You will proceed with all practicable dispatch with the *Harriet Lane* to Key West, touching at Havana for the purpose of delivering the accompanying letter to the U. S. consul-general at that port. On your arrival at Key West you will report for duty in the bomb flotilla under the orders of Commander D. D. Porter.

Transmit to the Department before sailing from Washington a muster roll of the crew and a separate list of the officers of the *Harriet Lane*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant J. M. WAINWRIGHT,
Commanding U. S. S. Harriet Lane, Washington, D. C.

Order of the Secretary of the Navy to Commander Porter, U. S. Navy, giving list of vessels comprising the Mortar Flotilla.

NAVY DEPARTMENT, *February 10, 1862.*

SIR: The following vessels compose the bomb flotilla, and are placed under your orders, viz:

Sailing vessels.

Name of vessel.	Commanding officer.	Ordered.
SCHOONERS.		
Adolph Hugel, [Philadelphia]	Acting Master H. B. Jencks	1862. Jan. 18
Geo. Mangham, [Philadelphia]	Acting Master John Collins	Jan. 18
T. A. Ward	Lieutenant W. W. Queen	Jan. 18
C. P. Williams	Acting Master A. R. Langthorne	Jan. 18
John Griffith	Acting Master H. Brown	Jan. 18
Racer	Acting Master A. Phinney	Jan. 21
Matthew Vassar	Acting Master H. H. Savage	Jan. 24
Sophonra	Acting Master J. A. Darling	Jan. 29
Arletta	Acting Master Thos. E. Smith	Jan. 29
Orvetta	Acting Master F. E. Blanchard	Jan. 28
Sidney C. Jones	Acting Master Robt. Adams	Jan. 29
Henry James	Acting Master L. W. Pennington	Jan. 31
Dan Smith	Acting Master Geo. W. Brown	Jan. 31
Sarah Bruen	Acting Master A. Christian	Feb. 1
Para	Acting Master G. N. Hood	Feb. 1
Maria J. Carlton	Acting Master C. E. Jack	Feb. 1
Norfolk Packet	Lieutenant Watson Smith	Feb. 3
Oliver H. Lee	Acting Master W. Godfrey	Feb. 3
William Bacon	Acting Master W. P. Rogers	Feb. 3
BARKS.		
Horace Beals	Lieutenant K. R. Breese	Feb. 3
A. Houghton	Acting Master Newell Graham	Feb. 10
BRIG.		
Sea Foam	Acting Master H. E. Williams	Jan. 24

Steamers.

Westfield	Commander W. B. Reushaw	Jan. 31
Clifton	Acting Lieutenant C. H. Baldwin	Jan. 31
John P. Jackson	Acting Lieutenant S. E. Woodworth	Jan. 10
Owasco	Lieutenant John Guest	Jan. 21
Miami, [Philadelphia]	Lieutenant A. D. Harrell	Feb. 5
Harriet Lane, [Washington, D. C.]	Lieutenant J. M. Wainwright	Feb. 10
R. B. Forbes	Acting Volunteer Lieutenant Wm. Flye	Jan. 31

The steamer *Octorara*, at New York, has been selected for your immediate command and will be dispatched to you as soon as she can be got ready.

Most of the bomb vessels being on their way to Key West, you will proceed to Washington and take passage in the steamer *Harriet Lane*, with Lieutenant Commanding Wainwright, who has orders to proceed to that port with all practicable dispatch, touching at Havana.

So soon as you can collect your vessels together at Key West you will join Flag-Officer Farragut at Ship Island, to whom you will report for duty with the flotilla under your command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander D. D. PORTER,

Commanding Bomb Flotilla, New York.

[NOTE.—The above-mentioned vessels, excepting *Harriet Lane*, *Miami*, *Adolph Hugel*, and *George Mangham*, sailed from New York.

The *Clifton* and *R. B. Forbes* collided, and the latter was beached near Nag's Head, North Carolina. The *Clifton*, *J. P. Jackson*, and *Miami* were sent to Baltimore for repairs. The Mortar Flotilla sailed from Key West March 6, and was towed across the bar at Pass à l'Outre March 18, 1862.—COMPILER.]

List of vessels of the Mortar Flotilla and their armament.

Name.	Armament.
Norfolk Packet.....	1 XIII-inch mortar, 2 32-pdrs., 2 12-pdr. howitzers of 750 lbs.
Oliver H. Lee.....	1 XIII-inch mortar, 2 32-pdrs. 57 cwt.
Para	Do.
C. P. Williams.....	Do.
Arletta	Do.
William Bacon.....	Do.
Sophronia	Do.
T. A. Ward.....	Do.
Sidney C. Jones.....	Do.
Matthew Vassar.....	Do.
Maria J. Carlton.....	1 XIII-inch mortar, 2 12-pdr. rifled howitzers.
Orvetta.....	Do.
Adolph Hugel	Do.
George Mangham	Do.
Horace Beals	2 32-pdrs., 1 30-pdr. Parrott.
John Griffith	1 XIII-inch mortar, 2 32-pdrs., 2 12-pdr. rifled howitzers.
Sarah Bruen.....	Do.
Racer	Do.
Sea Foam.....	Do.
Henry Janes.....	Do.
Dan Smith	1 XIII-inch mortar, 2 12-pdr. boat howitzers of 750 lbs.

Letter from the Secretary of the Navy to the Superintendent of the Coast Survey, authorizing the purchase of telegraphic outfit for the West Gulf Blockading Squadron.

NAVY DEPARTMENT, *February 11, 1862.*

You are hereby authorized to purchase, for the use of the squadron under command of Flag-Officer D. G. Farragut, 5 miles of telegraphic wires for submerged purposes, with necessary insulators if otherwise used, together with the batteries, and also to employ an operator at the usual rate of compensation.

Respectfully,

GIDEON WELLES.

Professor A. D. BACHE,
Superintendent Coast Survey.

Order of the Secretary of the Navy to Lieutenant Wainwright, U. S. Navy, commanding U. S. S. Harriet Lane, modifying sailing instructions.

NAVY DEPARTMENT, *February 11, 1862.*

SIR: Your sailing instructions of the 10th instant are so far modified that you will touch at Port Royal, S. C., on your passage to Key

West, delivering the accompanying communications to Flag-Officer Du Pont.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant Commanding J. M. WAINWRIGHT,
Comdg. U. S. S. Harriet Lane, Navy Yard, Washington, D. C.

Order of the Secretary of the Navy to various commanding officers to report with their vessels for duty in the Mortar Flotilla.

NAVY DEPARTMENT, *February 12, 1862.*

SIR: Proceed with the U. S. S. *Clifton* with all practicable dispatch to Key West, Fla., and report for duty in the bomb flotilla.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Lieutenant C. H. BALDWIN,
Commanding U. S. S. Clifton, New York.

Acting Volunteer Lieutenant WM. FLYE,
Comdg. U. S. S. R. B. Forbes, Mutatis Mutandis, New York.

Commander W. B. RENSHAW,
Comdg. U. S. S. Westfield, Mutatis Mutandis, New York.

Order of the Secretary of the Navy to Lieutenant Brown, U. S. Navy, commanding U. S. S. Octorara, to report with that vessel to Commander Porter, U. S. Navy.

NAVY DEPARTMENT, *February 18, 1862.*

SIR: As soon as the U. S. S. *Octorara* is ready for sea, proceed in her with all dispatch to the Gulf of Mexico and deliver her to Commander D. D. Porter, who will be found either at Key West or Ship Island.

Transmit to the Department before sailing from New York a muster roll of the crew and a separate list of the officers of the *Octorara*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant GEO. BROWN, U. S. Navy,
U. S. S. Octorara, New York.

Report of Flag-Officer Farragut, U. S. Navy, announcing his arrival at Key West, Fla.

U. S. S. HARTFORD,
Key West, February 12, 1862.

SIR: I have to report my safe arrival at this port yesterday after a passage of nine days, including the stoppage at Port Royal; generally head winds, but no very heavy weather. I found here the U. S. steamers *Pensacola* and *Santiago de Cuba* and six of the bomb vessels of Commander Porter's command. I shall commence coaling to-morrow and then proceed to Havana, and thence to Ship Island, to assume my

command. I regret to learn from the officers that some of the gun-boats are sadly in want of repairs, and it is thought will have to be sent north, and I am further informed that there is not a vessel attached to my command that can do good service in the shallow waters. I can not be too urgent for steamers of less than 6 feet draft. I would then hope very soon to render a good account of the ports east and west of the Delta of the Mississippi. I expect to be ready to commence any heavy work the moment Commander Porter reports his command ready. This ship's crew are perhaps the most inefficient, but I hope that Commander Wainwright will get them in condition to do good service by the time the mortar vessels are ready; both the commander and his officers are doing their utmost, and a short time will accomplish much under good instruction.

I would respectfully suggest that, when a permanent store or hospital ship is sent out to me, a few of the most useful tools, turning lathes, forges, etc., might be sent out in her, as many light repairs to the machinery of the steamers could be made on board of them.

The *Pensacola*, on her way out, ran on Carysfort Reef, where she remained three days, but fortunately got off without injury, except in small matters connected with the engines, all of which are now being repaired, and she will be ready to sail in two weeks for Ship Island; for particulars of which you are respectfully referred to Captain Morris's report.

With respect, I remain your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Flag-Officer Farragut, U. S. Navy, requesting to be furnished with light-draft steamers.

U. S. S. HARTFORD,
Key West, February 12, 1862.

SIR: If the Department would procure and send me two or three steamers of light draft, not to draw over 5 feet of water (and as much less as they please), to be able to carry one or two of Parrott's rifled 20-pound guns, they would be of incalculable service to me in my contemplated operations. There are several places where not more than 5 feet can be carried at any time, and so we have no means of getting at them without a towboat of such light draft.

I am told by Captain Bell, who has made the enquiry, that such vessels are rare, if they can be had at all, in New York, but I think they might be at or near Philadelphia. Captain Bell also informs me that if the Department could spare me two or three of the following-named steamers they might be sufficiently reduced to enter the places most important to me, viz, *Sachem, Uncas, Seneca, Madgie*, and *Patroon*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

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

Letter from a citizen of New York, at Havana, to the Secretary of the Navy, calling attention to the operations of trading vessels at that port.

HAVANA, February 15, 1862.

DEAR SIR: I desire to call your particular attention to the large number of steamers and other vessels that arrive here from Southern ports, mostly from New Orleans.

They bring cargoes of cotton, rice, turpentine, etc., and in return take arms, ammunition, provisions of every description, which are furnished principally by English houses here, who import the same.

I am of the opinion that the great bulk of the rebels' supplies are drawn from this port, and would respectfully suggest that several very fleet and light-draft steamers be put on the lookout for these traders. There have been, since the blockade was declared, over 70 vessels here from the South.

With great respect, your obedient servant.

C. TIERS MYERS,
Of New York.

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

Letter from Flag-Officer Farragut, U. S. Navy, to the Chief of Bureau of Ordnance, regarding the need of ordnance supplies for his command.

U. S. S. HARTFORD,
Havana, February —, 1862.

DEAR SIR: I received all the shrapnel and grapeshot you sent to Fortress Monroe for the ships; also 50 XI-inch shells. I hope you are still going to send the large quantity of ordnance stores and munitions down to the Tortugas for us. We expect to make good use of them, but will certainly require a great quantity, shell or otherwise. So soon as I commence my operations, I shall send over to Tortugas for as much as I can take proper care of. The Tortugas is too far off to supply ourselves quickly, and when we once begin we must keep on, and to send 400 miles for munitions of war will not do, therefore I will try and keep them close at hand.

Very truly, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

Captain A. A. HARWOOD,
Chief of Bureau of Ordnance, Washington, D. C.

Report of Flag-Officer Farragut, U. S. Navy, requesting authority to secure the services of condemned prize vessels for his command.

U. S. S. HARTFORD,
Havana, February 16, 1862.

SIR: While at Key West I had a conversation with Judge Marvin in relation to some of the prize vessels, which might be very serviceable on the blockade. The only difficulty appears to be the manner in

which the value of the vessel is to be secured to the captors and the Government. The judge is anxious that we shall have the vessels, but wants authority from some source to secure that end. There is a schooner, *Beauregard*, taken as a privateer by the bark *Anderson*, with a rifled gun; another little schooner, *Fashion*, of Cedar Keys, only about 4-foot draft, would be very serviceable in sounding out channels, etc., and the latter will not sell for more than \$500 or \$600, they think.

Will the honorable Secretary inform me how I can get these vessels when I think they can be useful (and there is no doubt of their condemnation), or even if I have to await their condemnation?

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

If the privateers captured and sent to Key West are condemned, the Government can purchase.

W.

Report of Flag-Officer Farragut, U. S. Navy, announcing arrival at Havana, Cuba, and advising measures for restricting trade with that place.

U. S. S. HARTFORD,

Havana, February 17, 1862.

SIR: At Key West I took in my coal with all possible dispatch, and sailed for this place on the morning of the 15th and arrived here in the evening. I left at that place the *Pensacola*, Captain Morris, and eight of the bomb vessels of Commander Porter's command; also several small prizes to Flag-Officer McKean's squadron. I was gratified to learn that they had captured the *John Barbour*, one of the vessels in the list of our consul at London, and two of the other prizes are supposed to have portions of cargo of steamer *Gladiator*.

But I regret to learn from our consul here that small vessels loaded with cotton still continue to arrive at this port. One arrived last evening, said to be from Mobile; and depend upon it, sir, there is but one way to stop it, which is by having vessels of light draft and sending up the rivers and capturing the vessels and the cotton in the rivers; a few small steamers, of not over 6 feet draft, will accomplish much, but to stop it altogether may be impracticable. These vessels are necessarily so small that it takes a great many of them to make one decent cargo. I am told that they came out through little places that would not be supposed anything larger than a rowboat could pass.

I am much disappointed about the *Pensacola*. Her getting on shore delays us ten or twelve days at least, and I have great fears that we will not be able to get her over the bar, as I am told by Captain Morris that she drew 16 feet 6 inches before she took in anything but her water; but if she is to be gotten in, she shall be.

Mr. Shufeldt was very anxious for me to remain here a day, as he considered it would have a good effect upon the authorities, with whom he has had a little correspondence in reference to some alleged diffi-

culty between one of the boat's crews of Commander Ridgely and a secession vessel, in which the governor-general took the liberty of using harsh language, amounting to a threat, in case of recurrence; but as he has not replied to Mr. Shufeldt's last communication, in which the whole matter is denied by Commander Ridgely as a base fabrication, the subject has not yet been referred to the Government at home.

There was also a leak in one of my boilers, which occurred yesterday morning while moving the ship up the harbor, that rendered it necessary to work continually on it up to the moment of departure, which will be at 5 p. m., for Ship Island.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Farragut, U. S. Navy, regarding general matters pertaining to his command.

No. 11.]

U. S. S. HARTFORD,

Havana, February —, 1862.

DEAR SIR: Looking over my charts and the work before me, and learning the difficulties with the captains of the chartered vessels, it suggested itself to me that if the Bureau could make their charters with the parties to deliver coal and other stores at Ship Island, or such other place in the neighborhood as the flag-officer of the Western Gulf Blockading Squadron may direct, it would save much trouble and great expense to the Government.

You will perceive how much nearer the mouths of the Mississippi the Isle au Breton is than Ship Island—the latter 60 and the former about 15 miles.

The anchorage (my Coast-Survey assistant informs me) is good and safe at Isle [au] Breton. This would give me great facility in supplying the vessels at the mouths of the river, while Ship Island would be better for other operations to the eastward. This, and the small steamers of light draft, not over 5 feet, are next my heart and give me most anxiety.

Captain Bell tells me that he left at New York the *Sachem*, *Uncas*, *Seneca*, *Madgie*, *Patroon*, and *Victoria*. They would all be of infinite service to me, but two of the lighter draft would be and are almost indispensable.

The Tortugas is too distant to have my munitions of war when I commence operations, and until I get a house I shall put them into one of the vessels, which will answer a better purpose.

You are pleased that I "expressed myself satisfied with the force I had to accomplish my work." I beg you to understand that that observation did not allude to the blockade of the coast, but to a specific work. I find that I have 15 sailing vessels and will have to put them all on the blockade, and you are well aware that they are very inefficient guards against steamers in calm weather, but I promise to do the best I can with them. I will place them to the best advantage

and make them lie there until relieved. I can also use some of these sailing vessels, and will do so wherever they can be advantageously brought in.

I hope to realize your expectations, as well as my own, but I know that there are many difficulties to be met and wish to anticipate them as far as possible. One of the greatest on the Southern coast is the shallow water we have to operate in, and by having vessels of light draft they can almost invariably be circumvented. Du Pont is doing it now, and I can cut off nearly every fort along the coast from their supplies by vessels of less than 6 feet draft.

Medical officers and mechanics are also much needed to insure success. The small steamers, Du Pont informs me, are constantly getting out of order, and I fear our workmen are few and not of the best, so I trust you will do the best you can for me in all these particulars, and believe me,

Very truly and respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

G. V. Fox,

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

Order of Captain Bailey, U. S. Navy, to Lieutenant De Haven, U. S. Navy, commanding U. S. S. Calhoun, to cruise for two days off the coast of Louisiana.

U. S. S. COLORADO,
Off South West Pass, Mississippi River,
February 18, 1862.

SIR: I have manned and armed the prize steamer *Calhoun* as a tender to this ship and placed you in command. You are directed to proceed on a two days' cruise on the coast of Louisiana, first proceeding off the entrance of Barataria Bay and afterwards east and south of Ship Island Shoals.

Should you fall in with the *De Soto* you will ask Commander Walker to put on board of you the six men belonging to this ship and hand him the accompanying letter. I send by you the mail for the gunboat *Hatteras*, in case you communicate with her. Should you take a prize, you will secure the log book and all papers found on board and bring her to this anchorage for examination, being particularly careful that no spoliation of effects found on board take place by the boarding party or others under your command. I necessarily leave you large discretion as to your movements. You will strike at and capture the enemy's vessels and commerce, should you have an opportunity, and return to this anchorage at the end of the time allotted, unless the chase of a suspicious sail prevents.

I am, respectfully, your obedient servant,

T. BAILEY,
Captain.

Lieutenant J. E. DE HAVEN,
U. S. S. Calhoun.

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, giving information regarding the reported movements of steamer Victoria.

NAVY DEPARTMENT, *February 19, 1862.*

SIR: The Department learns from a private source, deemed reliable, that a steamer called the *Victoria* is now being fitted out at New Orleans for privateering purposes.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Ship Island.

Report of Lieutenant Guest, U. S. Navy, commanding U. S. S. Owasco, announcing the arrival of that vessel at Key West, Fla.

U. S. S. OWASCO,

Key West, February 19, 1862.

I have to report that I left New York with the *Owasco* on the 5th instant, in obedience to your order of the 3d February.

On my passage out I fell in with the *Sarah Bruen*, bomb schooner, outside of New York, and with the *Orvetta* in the Providence Channel. Neither of these vessels required any assistance. The *Orvetta*, having a fair wind, kept me in sight through the whole channel, although I was using steam and sail and making my best speed.

I arrived here on the morning of the 15th, having anchored for one night at the Hole in the Wall, as I desired to pass through the channel in the daytime, lest I should miss seeing the bomb vessels.

On my arrival I found nine of the bomb flotilla here under charge of Lieutenant Commanding Queen, of the second division. Up to this date five more have arrived, making the whole number now here fourteen. They are all in excellent condition. I mention thus much to relieve any anxiety the Department may feel with regard to the flotilla, but I do not enter into detail, as I suppose Commander Porter would prefer making his own report. I am in temporary charge of the flotilla by Commander Porter's orders.

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

JOHN GUEST,

Lieutenant, Commanding U. S. S. Owasco.

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

Report of Flag-Officer Farragut, U. S. Navy, announcing his arrival at Ship Island, Miss., and the impaired condition of the vessels there.

U. S. S. HARTFORD,

Ship Island, February 21, 1862.

SIR: I have the honor to report my arrival at this place on the afternoon of the 20th, where I found Flag-Officer McKean and the steamers *Montgomery*, *South Carolina*, and *Sciota*, all of which are so disabled in

their machinery as to be unable to move for some time. The *Huntsville*, the flag-officer informs me, is in a like condition, and that he has already so reported them to the Department. He further represents the most of the absent steamers as requiring more or less repairs. The *Colorado* requires her mainmast to be taken out, but as I only await the arrival of the "bombards" and the *Richmond* and *Pensacola*, I shall not send any of the vessels home for repairs until after my first work is decided for better or worse. I will try and get together four of the gunboats to enfilade Fort St. Philip, and with the bombs and other vessels I hope to accomplish the great end of my first expedition.

I can not be too urgent for the coal, as there are but about 400 tons at present on hand here and scarcely as much at Key West, and several of the vessels require replenishing. I trust the Department will bear in mind my application for some machinery in the way of tools for the repairs of engines to be placed on board the vessel now fitting for our hospital storeship.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Letter from Flag-Officer Farragut, U. S. Navy, to the Assistant Secretary of the Navy, regarding condition of affairs discovered on arrival at Ship Island, Miss.

U. S. S. HARTFORD,
Ship Island, February 22, 1862.

DEAR SIR: I am happy to inform you that I have at last arrived at Ship Island, but regret to say that neither the *Pensacola* nor *Richmond* are here yet, and Flag-Officer McKean gives me a miserable account of the condition of the few vessels now on the station required for my operations. I apprehend that much of the destruction of the boilers and machinery of the steamers must arise from the young and inexperienced engineers. The boilers are burned out and the machinery roughed up, from which I judge that the water was not watched nor the rods and bearings kept well oiled, but I shall keep all the vessels in as good condition as my means will allow until I have made my debut.

I go down to the mouth of the Mississippi to-morrow, when I shall order the *Brooklyn* and one or two of the gunboats up to the Head of the Passes, and that will release some of the vessels from outside blockading and enable me to call in those vessels which I deem most necessary for my first movements, which will be made as soon as Commander Porter and the captains of the *Pensacola* and *Richmond* report themselves. I did intend to undertake Fort Livingston in the meantime, but I find the vessels so scattered, and the necessities to keep their stations so great, that I have deferred it to a more convenient season.

I remain, truly and respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

G. V. Fox, Esq.,
Assistant Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Bailey, U. S. Navy, to cooperate with Coast-Survey officials in buoying South West Pass and Pass à l'Outre.

U. S. S. HARTFORD,
Ship Island, February 22, 1862.

SIR: I have sent Mr. Halter, one of the assistants of the Coast Survey, to sound out and buoy the bar of the South West Pass and Pass à l'Outre, and I wish you to afford him all the assistance you can. I also send Captains Craven and Stellwagen orders to run their ships up the Head of the Passes and lie there until further orders. If there is any other vessel that can pass the bar, send her up also.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain T. BAILEY,
U. S. S. Colorado.

P. S.—I hope to be off the South West [Pass] in a day or two, and may stop at Isle au Breton to make some little preparations for my work.

D. G. F.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, to proceed to the Head of Passes and cut off telegraphic communication with New Orleans.

U. S. S. HARTFORD,
Ship Island, February 22, 1862.

SIR: I herewith send an assistant of the Coast Survey to sound out and buoy the bar of the South West Pass and Pass à l'Outre.

You will pass up the Mississippi to the Head of Passes, seize the telegraphic operator and his apparatus, cut the wires, and effectually cut off the communication with New Orleans. Take all the pilots also and send them to this island. Take with you all the vessels blockading the mouths of the Mississippi that can enter. Anchor close to the shore, keep all ready for action, and take every precaution against surprise, but keep your position until further orders from me. Send down your topgallant masts and keep a lookout during the day from the topmast head, and at night send the gunboat at least 1 mile higher up the river with rockets to give you notice of the approach of the enemy's vessels. Let her have lines with a hook ready to take a fire ship or other annoyance in tow, and tow it off into the river.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain THOS. [T.] CRAVEN,
Commanding U. S. S. Brooklyn.

P. S.—The name of the telegraphic operator is Bohn. His station is on the left bank of the Mississippi going up, opposite Cubitt's house.

D. G. F.

Report of Flag-Officer Farragut, U. S. Navy, regarding an exchange of certain vessels between the two Gulf squadrons.

U. S. S. HARTFORD,
Ship Island, February 22, 1862.

SIR: In consequence of the remote positions of certain vessels in the squadron of Flag-Officer McKean, we have determined, in conformity with the directions of the Department, to exchange them, their qualities being such as not to interfere with the great object in view. They are as follows, viz:

Western Gulf Squadron.	Eastern Gulf Squadron.
Midnight	for Ethan Allen.
Preble	for J. L. Davis.
Montgomery	for R. R. Cuyler.
New London.	

The last-named vessel being absolutely necessary to command the inland passage, and Lieutenant-Commander Read having made her such a terror to the Confederates in this quarter, Flag-Officer McKean and myself determined that justice to the service required me to keep her, and I will hereafter give him some other vessel in her stead.

All of which is respectfully submitted.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Captain Renshaw, U. S. Navy, commanding U. S. S. Westfield, regarding the immediate departure of that vessel for Key West, in obedience to Department's order.

U. S. S. WESTFIELD,
Off Staten Island, February 22, 1862.

SIR: I have the honor to inform you that I will proceed to sea at 5 o'clock this afternoon, in company with the U. S. steamers *Clifton*, *Jackson*, and *Forbes*, and proceed with all dispatch to Key West, agreeably to your instructions.

I have also the honor to herewith forward a muster roll of my crew and a correct list of officers.

Very respectfully, your obedient servant,

W. B. RENSHAW,
Captain, U. S. Navy.

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

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Lowry, U. S. Navy, to assume command of the U. S. S. Montgomery on blockade duty off South West Pass.

U. S. S. HARTFORD,
Ship Island, February 23, 1862.

SIR: You are hereby appointed to command the U. S. S. *Montgomery*, and on her arrival at the mouth of the Mississippi you will assume

your duties on board of her and repair to the South West Pass and assume the blockade in place of the *Roanoke*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Donaldson, U. S. Navy, commanding U. S. S. Sciota.

U. S. S. HARTFORD,
Ship Island, February 23, 1862.

SIR: During my absence you will take charge of everything in the harbor and have a careful eye to the interests of the Government in pursuing everything to the best of your ability.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain EDWARD DONALDSON,
Commanding U. S. S. Sciota.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding the addition of seventeen gunboats to his command.

NAVY DEPARTMENT, *February 24, 1862.*

SIR: Your two dispatches of the 12th instant have been received. The lightest draft vessels obtainable, as Commander Bell will inform you, are those selected by him in New York, drawing on an average 7½ feet of water. These vessels are totally unfit to attack the enemy's works, from the exposure of their boilers and machinery, and therefore will not be sent to you. The Department has, however, ordered 17 of the 23 gunboats authorized by Congress to report for your squadron, and the last one sails in the course of this week. The *Oneida*, *Wachusett*, and *Dacotah* sail before the first of March. The *Kensington*, supply and water steamer, leaves in a few days; also a ship, chartered by the month, loaded with ordnance stores. A large quantity of coal has also been sent down under charter to be delivered where you may require it and allowing a month's detention.

The Department does not desire you to attempt the main object of your mission unless you are well prepared and have every confidence in being successful. Many more vessels have been added to your squadron than was thought could be got ready when you were in Washington. The importance of your undertaking required this effort on the part of the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Ship Island.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Swartwout, U. S. Navy, commanding U. S. ship Portsmouth, for the occupation of Brazos Santiago, Tex.

U. S. S. HARTFÖRD,
Ship Island, February 24, 1862.

SIR: On the first fine day for the purpose you will land a party in your boats with the howitzers and take possession of the point of land which best commands the entrance to Brazos Santiago. If there should be some temporary earthworks thrown up by the Confederates, and you can get near enough, shell them out, or let me know your inability to do so, and I will send a suitable force to do it and take the place. Once taken, you will run down and communicate with Mr. Chase, our consul at Tampico, or send the vessel sent to assist you and learn the best mode of intercepting the trade of the Confederates going on between that place and Texas.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander S. SWARTWOUT,
Commanding U. S. Ship Portsmouth.

Report of Lieutenant Wainwright, U. S. Navy, commanding U. S. S. Harriet Lane, regarding the seizure by that vessel of the schooner Joanna Ward.

U. S. S. HARRIET LANE,
Off the Coast of Florida, February 24, 1862.

SIR: I have the honor to inform the Department that at 1 p. m., this day, in latitude 30° 23' N., longitude 80° 21' W., I boarded a schooner [*Joanna Ward*] under Spanish colors, and found her to be a vessel belonging to the so-called Confederate States of America. I have accordingly seized her as a lawful prize, and, as soon as the necessary preparations can be made, shall dispatch her to the port of New York, under the charge of Acting Master's Mate Charles M. Davis, with a prize crew of seven men. I have placed in his care the documents prescribed by the Department, together with all the papers found on board the vessel.

I am, with great respect, your most obedient servant,

J. M. WAINWRIGHT,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Marston, U. S. Navy, senior officer at Hampton Roads, regarding the condition of the U. S. S. Clifton upon arrival at that place.

U. S. S. ROANOKE,
Hampton Roads, February 25, 1862.

SIR: The U. S. S. *Clifton* arrived here this day from New York, leaking at the rate, even while at anchor, 18 to 20 inches per hour.

Yesterday morning she came in contact with steamer *Forbes* in a fog. This accident, in conjunction with heavy gale of yesterday, is thought by Lieutenant Commanding Baldwin to be the cause of her leaking. I shall order her at once to Baltimore for repairs, at which place Lieutenant Baldwin will wait your orders.

Very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

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

Order of Flag-Officer Farragut, U. S. Navy, to Captain Morris, U. S. Navy, commanding U. S. S. Pensacola, to join the squadron in the Mississippi River.

U. S. S. HARTFORD,
Ship Island, February 25, 1862.

SIR: You will repair to the South West Pass of the Mississippi and report to me if there; but if I am not there, you will find some one of the squadron who will assist you in passing the bar and joining the rest of the squadron.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain H. W. MORRIS,
U. S. S. Pensacola.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Read, U. S. Navy, commanding U. S. S. New London, to continue his duty in Mississippi Sound.

U. S. S. HARTFORD,
Ship Island, February 25, 1862.

SIR: You will remain in Mississippi Sound performing the duty which you have so well performed heretofore until further orders from me.

You will make Ship Island your headquarters for supplies and information and for the purpose of communicating with me at the mouth of the Mississippi, which you will do by every opportunity.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant Commanding ABNER READ,
U. S. S. New London.

*Stations of vessels composing the West Gulf Blockading Squadron
February 25, 1862.*

Name.	Rank.	Station.
Potomac	Capt. L. M. Powell	Frigate; Vera Cruz.
Santee	Capt. H. Earle	Frigate; Galveston.
Rachel Seaman		Galveston; officers and crew borne on books of Santee.
Portsmouth	Comdr. J. W. Hartwout	Ship; Corpus Christi to Rio Grande.
Vincennes	Lt. Comdg. J. Madigan	Ship; South Pass, Mississippi River.
Preble	Lt. Comdg. D. A. McDermet	Ship; North East Pass, Mississippi River.
Arthur	Actg. Master J. W. Kittredge	Bark; Matagorda to Corpus Christi.
Midnight		Do.
Kittatinny	Actg. Vol. Lt. G. E. Welch	Schooner; Sabine Pass.
Maria A. Wood		Schooner; east end Santa Rosa Island.
Fearnot		Should be at Mobile, supplying coal ordered to Ship Island after vessels at Pickens and Mobile.
Pampero	Actg. Master C. W. Lamson	Storeship; Ship Island.
J. C. Kuhn		Key West; coaling.
Nightingale		Coal; Ship Island.
Bohio	Actg. Master W. D. Gregory	Mouth of Mississippi to longitude 92° W.
Mississippi	Comdr. M. Smith	Steamer; Fort Pickens.
De Soto	Comdr. W. M. Walker	Steamer; Barataria; has on board extra bread and ordnance stores.
Hatteras	Comdr. G. F. Emmons	Steamer; Berwick Bay.
Colorado	Capt. T. Bailey	South West Pass, Mississippi River.
Hartford	Comdr. R. Wainwright	Screw; flagship.
Brooklyn	Capt. T. T. Craven	Screw; Pass à l'Outre.
Richmond	Comdr. J. Alden	Screw.
Pensacola	Capt. H. W. Morris	Screw; Key West (on her way).
Varna	Comdr. C. S. Boggs	Screw.
Montgomery		Screw; Mississippi Sound.
New London	Lt. Comdg. A. Read	Do.
Selota	Lt. Comdg. E. Donaldson	Do.
Itasca		Screw; off Mobile.
Wissahickon	Lt. A. N. Smith	Screw; Petit Bois and Horn Island Pass.
Huron		Screw.
Winona	Lt. Comdg. E. T. Nichols	Screw; South East Pass, Mississippi River.
Kanawha		Screw; off Mobile.
Kennebec	Lt. Comdg. J. H. Russell	Steamer; Mississippi Passes.
Kiueo	Lt. G. M. Ransom	Do.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Bailey, U. S. Navy, commanding U. S. S. Colorado, to proceed to Isle au Breton, thence to Mobile to relieve the U. S. steamers Itasca and Kanawha.

U. S. S. HARTFORD,
Ship Island, February 26, 1862.

SIR: You will repair to Isle au Breton and replenish your stores only so far as may be necessary for two months. You will secure your foreyard (as the step of your mainmast appears to be defective) by lashing a topmast under it as a shore for the purpose of taking the masts out of such vessels as may be necessary, and should Commander Porter request it, you will remove the masts of his vessels and let him deposit them on the island, affording him such assistance as he may require.

I have directed the storeship *Pampero* down to Isle au Breton as soon as she has supplied Flag-Officer McKean with his stores, and so soon as you have dismasted the vessels you will repair to Mobile and

relieve the *Itasca* and *Kanawha*, that they may repair to the mouth of the Mississippi River as soon as possible.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Captain T. BAILEY.

*Report of Captain Marston, U. S. Navy, senior officer at Hampton Roads, Va., regarding the arrival of the U. S. S. John P. Jackson in crippled condition and the reported grounding of the U. S. S. R. B. Forbes.**

U. S. S. ROANOKE,

Hampton Roads, February 26, 1862.

SIR: After I had made my report to you yesterday relative to the *Clifton*, and had dispatched her to Baltimore, the steamer *John P. Jackson* arrived in a crippled condition. Her arrival was too late to report to you by the mail. Acting Lieutenant Commanding Woodworth sent me his report to you, and also the report of his engineer, which you will receive with this. I directed Chief Engineer Loring to examine the machinery of the *J. P. Jackson*, and herewith enclose his report to me and also a subsequent report from Lieutenant Woodworth, he finding his steamer more disabled than he at first supposed. I have ordered the *J. P. Jackson* to Baltimore for repairs, and trust my having done so with her, as well as the *Clifton*, will meet your approval.

I sincerely regret to inform you that late yesterday afternoon I received intelligence that the steamer *R. B. Forbes* was on shore about 25 miles south of Cape Henry. I immediately dispatched the tug *Young America* to her assistance, and I trust she arrived in time to do so.

I endeavored to obtain from the quartermaster's department the steamer *S. R. Spaulding*, but did not succeed.

The *S. R. Spaulding* reported seeing the *Forbes* on shore, with her colors union down and her foremast gone.

It is possible, before I send this off, that something may be heard from the *Forbes*; if so, I shall add it.

Very respectfully, your obedient servant,

JOHN MARSTON,

Captain and Senior Officer.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—At the time the *Spaulding* passed the *Forbes* the sea was running too high to render any assistance.

Report of Captain Eagle, U. S. Navy, commanding U. S. ship Santee, regarding the escape of a small river steamer from Galveston.

U. S. FRIGATE SANTEE,

Off Galveston Bar, Tex., February 27, 1862.

SIR: I respectfully inform you that on the 12th instant, at 4 a. m., a small river steamer came out from Galveston over the flats and

*For loss of U. S. S. R. B. Forbes, see Series 1, vol. 6, pp. 664, 672, 673.

stood down the coast to the southward and westward. She was beyond the range of our guns and it was calm at the time.

The schooner gunboat *Kittatinny* returned from the southward and westward on the 22d instant and anchored at 1 p. m. The commander said he saw the steamer at Velasco and understood that she went down for a load of salt, intending to bring it to Galveston.

This is the first and only vessel that has escaped the blockade since this ship anchored off the bar. You must be aware of the importance of having a small steamer at this station. At 9 p. m., the 22d instant, we saw a light to the southward and westward, supposed to be a ship's light, and I ordered the *Kittatinny* to get underway and proceed in that direction. At daylight the 23d she was close in with the land and opposite a three-gun battery. Supposing they were about to fire upon him, her commander was ready to return it, when, at the battery, they hoisted a white flag and the lone-star flag of Texas. Horsemen were seen going to town, as if for reinforcements. The *Kittatinny* returned to this anchorage at 12 m. and her commander gave me this information, and stated that the light seen on the night of the 22d was from a steamer inside the land. The schooner gunboat *Rachel Seaman* left on the 23d instant to cruise between here and Velasco, with orders to return on the 28th to meet the supply steamer. The *Kittatinny* sailed at 1 p. m. the 23d to resume her station, in accordance with your instructions. We are nine men and three marines short of our complement. In the month of May next the term of enlistment of sixty-four of our men will expire.

I am, respectfully, your obedient servant,

HENRY EAGLE,
Captain.

Flag-Officer D. G. FARRAGUT,
Commanding Gulf Blockading Squadron.

Enclosed is a bimensal return of transfers; also of punishments, as required by the Navy Department; also the surgeon's monthly report of weekly average of sick.

H. EAGLE,
Captain.

Report of Commander Porter, U. S. Navy, regarding the arrival at Key West of the U. S. S. Harriet Lane and mortar schooners.

KEY WEST, February 28, 1862.

SIR: I have the honor to report the arrival of the *Harriet Lane* at this port, having been obliged to put in for want of coal; she proceeds to Havana this afternoon. All of the Mortar Flotilla have arrived without accident, excepting the *Norfolk Packet*, the *Oliver H. Lee*, and the *Maria J. Carlton*--the latter is overdue. The *Owasco* is the only steamer that has yet arrived. She is at present cruising between Tortugas and the reefs to intercept some vessels said to have sailed with contraband of war from Havana. The dispatches for Flag-Officer Farragut have been forwarded by the *Richmond*. The appearance and drill of the Mortar Flotilla is very creditable to the officers in charge.

I have the honor to remain, very respectfully,

DAVID D. PORTER,
Commander, U. S. Navy.

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

Report of Commander Porter, U. S. Navy, announcing the arrival at Key West of all the Mortar Flotilla.

KEY WEST, *March 2, 1862.*

SIR: I have the honor to report the arrival of all the Mortar Flotilla. The *Maria J. Carlton* carried away her mainmast in a gale off Cape Hatteras, losing rigging and sails. The captain (Charles E. Jack) stuck to his work and got her in here with no further accident, and with her jury mast she is quite able to join company with the flotilla, which sails to-morrow for Ship Island. None of the steamers belonging to the flotilla has arrived at this port.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Flotilla.

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

Order of Flag-Officer Farragut, U. S. Navy, to Captain Selfridge, U. S. Navy, commanding U. S. S. Mississippi, to attempt to cross the bar at Pass à l'Outre.

U. S. S. HARTFORD,
Ship Island, March 3, 1862.

SIR: On the receipt of this letter you will repair immediately to the Pass à l'Outre, where you will meet a pilot waiting for you, and if possible you will cross the bar. Trim your vessel a few inches by the head, and use every exertion for lightening her as much as possible.

I enclose you a copy of general order.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain T. O. SELFRIDGE,
U. S. S. Mississippi.

Report of Flag-Officer Farragut, U. S. Navy, announcing the arrival at Ship Island, Miss., of the U. S. S. Pensacola in an impaired condition.

U. S. S. HARTFORD,
Ship Island, March 3, 1862.

SIR: I have to inform you of the arrival of the *Pensacola* at this island, by which vessel I received a letter from Captain Alden, of the *Richmond*, by which it appears that he also ran upon Florida Reef, but got off again without damaging his ship otherwise than by the loss of part of his false keel, and hoped soon to join me. Captain Morris, of the *Pensacola*, I am sorry to say, reports his steam engine in a lamentable condition, and his engineer informed me that he was in constant apprehension of its breaking all to pieces, and further stated that it would take three weeks to repair his damages, and ought to have six weeks to do it properly. I have therefore determined to run her down to the river under sail, and if the engines will not perform

the duty of running her up, and I can get her over the bar, I will tow her, for I can not dispense with her battery.

As soon as Commander Porter arrives with his gunboats I shall commence operations, but I can not withdraw the vessels from blockade until that moment, and even then I shall endeavor to avoid taking more than one or two from their stations without relieving them.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Commander Renshaw, U. S. Navy, commanding U. S. S. Westfield, regarding the cruise of that vessel from New York to Port Royal, S. C.

U. S. S. WESTFIELD,
Port Royal, S. C., March 3, 1862.

SIR: I have the honor to report my arrival at this place on the morning of the 28th ultimo, after a passage of five days and twelve hours from New York, encountering a succession of gales and wind from N. W. and S. E., in which the ship sustained so much injury that I was obliged to make this port for repairs.

During the gale on the night of the 25th ultimo we lost sight of the *Clifton, Forbes, and Jackson*. I am making every exertion to prepare the ship for sea, in order to proceed to Key West, in accordance with your instructions.

I have also the honor to enclose the report of the surveying officers.

Very respectfully, your obedient servant,

W. B. RENSHAW,
Commander, U. S. Navy.

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

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, forwarding map of channel around Dauphin Island, Mobile Bay.

NAVY DEPARTMENT, *March 4, 1862.*

SIR: I herewith enclose for your information a map showing the survey of channel around Dauphin Island and also a plan of Fort Gaines.

Lieutenant Weitzel, of the Engineer Corps, who goes out with General Butler, has a plan of Fort Morgan.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, Ship Island.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Madigan, U. S. Navy, commanding U. S. ship Vincennes, to relieve the U. S. S. Mississippi, at Pensacola, Fla.

U. S. S. HARTFORD,
Ship Island, March 4, 1862.

SIR: On receipt of this you will immediately proceed to Pensacola and relieve the U. S. S. *Mississippi* and direct her to report to me at the mouth of the Mississippi River.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant Commanding J. MADIGAN,
U. S. Ship Vincennes.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant McDermut, U. S. Navy, commanding U. S. ship Preble, to relieve the U. S. S. Itasca off Mobile.

U. S. S. HARTFORD,
Ship Island, March 4, 1862.

SIR: On the receipt of this you will immediately proceed to Mobile and relieve the U. S. S. *Itasca* and send her to the mouth of the Mississippi River, with directions to report to me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant Commanding D. A. McDERMUT,
U. S. Ship Preble.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Alden, U. S. Navy, commanding U. S. S. Richmond, to proceed to the mouth of the Mississippi River.

U. S. S. HARTFORD,
Ship Island, March 4, 1862.

SIR: You will proceed immediately with your ship to the mouth of the Mississippi. You will find a pilot at Pass à l'Outre, and I presume the South West Pass Bar will be buoyed by the time you get there. You had better touch at Pass à l'Outre first.

I enclose herewith a copy of general order.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain J. ALDEN,
U. S. S. Richmond.

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, naming a rendezvous.

U. S. S. HARTFORD,
Ship Island, March 4, 1862.

SIR: You will find me at Pass à l'Outre or on the Mississippi, anxiously awaiting your arrival.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander D. D. PORTER,
Commanding Mortar Flotilla.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Caldwell, U. S. Navy, commanding U. S. S. Itasca, to report at the mouth of the Mississippi River.

U. S. S. HARTFORD,
Ship Island, March 5, 1862.

SIR: So soon as the *Preble* or *Colorado* arrives off Mobile, you will repair to the mouth of the Mississippi with all possible dispatch and report to me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

[Lieutenant C. H. B. CALDWELL,]
Commanding U. S. S. Itasca.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Febiger, U. S. Navy, commanding U. S. S. Kanawha, to proceed to the mouth of the Mississippi River.

U. S. S. HARTFORD,
Ship Island, March 5, 1862.

SIR: So soon as the *Preble* or *Colorado* arrives off Mobile you will repair to the mouth of the Mississippi with all possible dispatch and report to me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

[Lieutenant J. C. FEBIGER,]
Commanding U. S. S. Kanawha.

Report of Flag-Officer Farragut, U. S. Navy, regarding preparations for a dash up the Mississippi River.

U. S. S. HARTFORD,
Ship Island, March 5, 1862.

DEAR SIR: The *Pensacola* arrived here on the 2d, just in time to escape a severe norther, which has now been blowing for nearly six

hours. Had she encountered it, God knows when she would have arrived. They represent the engines as perfectly worthless. The engineer is afraid of the lives of his men, and said it would not last an hour longer; that I will test. I have sent Captain Morris down to the mouth of the river under sail, with orders to get over the bar, if possible, and gave him a pilot, but I will be there to help him over, and the moment Captain Porter arrives with his mortar fleet I will collect my vessels, which are pretty close around me, and dash up the river; but I do not wish to make a display before I am ready, as I wish to keep up the delusion that Mobile is the first object of attack. If the *Mississippi* can be gotten into the river she will be a great help in towing the lame ducks, as well as her battery.

I sent on shore at Biloxi the other day and took a great many newspapers from the post-office, dated up to the 25th ultimo, which contained accounts of their defeats at Donaldsonville and the surrender of Nashville, and there is a great fear of everything at New Orleans, so that I think they are becoming very much demoralized, and there could not be a better time for the blow to be struck by us, and you may depend upon its being done the moment the mortar boats arrive.

I will collect all the gunboats within striking distance and replace them as well as I can by sailing vessels. I have directed Captain Craven, some days since, to take his station at the Head of the Passes with the gunboats. I have not heard from there since. I have been waiting here to repair my damages and for the *National Guard*, that had my two IX-inch guns on board, and she and the *Pensacola* arrived the same day. We took the guns in and exchanged the XI-inch gun of the *Pensacola* for one of the *Niagara's*. Flag-Officer McKean has sent the *Potomac* to Vera Cruz, which disappointed me in making her useful in this emergency, for I want her to take the place of vessels which I must have for the river or as a permanent storeship, hospital vessel, etc. For the time being I will have to employ all the sailing and a few of the purchased vessels (steamers) to do the blockading until my work is done.

March 5, 8 p. m.—Since writing the above Captain Alden has arrived, and brings me the report of Commander Porter, from Key West, saying that he will be ready in a few days. In the meantime I will be getting some of the vessels over the bar. I will do all that man can do to get the *Colorado* over. I did not think it possible, but Alden says it is, and I know his energy and industry can accomplish much when aided by such a force. I am delighted to receive such a force, but believe I would have carried out my promise with what I had. I would have been obliged, however, to withdraw my ships from other points. I know all the forces of the Confederates from two deserters who came off from Fort Pike. They have seven companies at Forts Jackson and St. Philip. The deserters tell me they are sending every man they can to the northern army.

I enclose herewith my general order to show you that I have not forgotten the howitzers in the tops. That I will be able to carry out the wishes of the Department I have little doubt if I am spared, and if I am shot someone will, I trust, as I will make provisions for all the contingencies I can. I am greatly obliged for the plans of the forts, although I had obtained all the information I wanted except the

entrances in case I wished to storm it. Permit me to express my thanks and gratitude for your exertions to send me this force.

Very respectfully, and truly, your obedient servant,

D. G. FARRAGUT.

G. V. Fox,

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

General order of Flag-Officer Farragut, U. S. Navy, giving instructions for the preparation of vessels for service in the Mississippi River.

You will prepare your ship for service in the Mississippi River in the following manner:

Send down the topgallant masts, rig in the flying jibboom, and land all the spars and rigging except what are necessary for the three topsails, foresail, jib, and spanker. Trice up to the topmast stays, or land the whiskers, and bring all the rigging into the bowsprit, so that there shall be nothing in the range of the direct fire ahead.

Make arrangements, if possible, to mount one or two guns on the poop and topgallant forecastle; in other words, be prepared to use as many guns as possible ahead and astern, to protect yourself against the enemy's gunboats and batteries, bearing in mind that you will always have to ride head to the current, and can only avail yourself of the sheer of the helm to point a broadside gun more than three points forward of the beam.

Have a kedge in the mizzen chains (or at any convenient place) on the quarter, with a hawser bent and leading through in the stern chock, ready for any emergency, also grappels in the boats ready to hook on to, and to tow off fire ships. Trim your vessel a few inches by the head, so that if she touches the bottom she will not swing head down the river.

Put your boat howitzers in the fore and maintops, on the boat carriages, and secure them for firing abeam, etc. Should any injury occur to the machinery of the ship, making it necessary to drop down the river, you will back and fill down under sail, or you can drop your anchor and drift down, but in no case attempt to turn the ship's head downstream.

You will have a spare hawser ready, and when ordered to take in tow your next astern, do so, keeping the hawser slack so long as the ship can maintain her own position, having a care not to foul the propeller.

No vessel must withdraw from battle under any circumstances without the consent of the flag-officer.

You will see that force and other pumps and engine hose are in good order, and men stationed by them, and your men will be drilled to the extinguishing of fire.

Have light Jacob ladders made to throw over the side for the use of the carpenters in stopping shot holes, who are to be supplied with pieces of inch board lined with felt, and ordinary nails, and see that the ports are marked in accordance with the Ordnance Instructions on the berth deck, to show the locality of the shot hole. Have many tubs of water about the decks, both for the purpose of extinguishing fire and for drinking.

Have a heavy kedge in the port main chains, and a whip on the main yard ready to run it up and let fall on the deck of any vessel you may run alongside of in order to secure her for boarding.

You will be careful to have lanyards on the lever of the screw, so as to secure the gun at the proper elevation, and prevent it from running down at each fire.

I wish you to understand that the day is at hand when you will be called upon to meet the enemy in the worst form for our profession. You must be prepared to execute all those duties to which you have been so long trained in the Navy, without having the opportunity of practicing. I expect every vessel's crew to be well exercised at their guns, because it is required by the regulations of the service, and is usually the first object of our attention, but they must be equally well trained for stopping shot holes and extinguishing fire. Hot and cold shot will no doubt be freely dealt to us, and there must be stout hearts and quick hands to extinguish the one and stop the holes of the other.

I shall expect the most prompt attention to signals and verbal orders, either from myself or the captain of the fleet, who, it will be understood, in all cases, acts by my authority.

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Report of Flag-Officer Farragut, U. S. Navy, promising vigilance in the suppression of blockade running.

U. S. S. HARTFORD,
Ship Island, March 6, 1862.

SIR: I have to acknowledge the receipt of the communications of the Department in relation to vessels supposed to be destined to run the blockade of the Southern ports.

We will be as vigilant as we can. It is much easier to catch them running in than out, but I am greatly pained to see them escaping as often as they do, but it will be soon stopped, I hope, from the Mississippi, as I have ordered the vessels up to the Head of the Passes. Strange to say, they have been lying outside and the vessels intending to run the blockade lie 4 or 5 miles up the river, and when a fog or dark night comes, they run out, and, having both the start and the speed of the blockaders, are soon beyond their reach. Such was the case a short time since at Pass à l'Outre with the *Preble*.

I have also received the detachment of Captain Selfridge, which I will deliver as soon as his relief arrives.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Flag-Officer Farragut, U. S. Navy, urging the necessity for immediate supplies of coal.

U. S. S. HARTFORD,
Ship Island, March 6, 1862.

SIR: The *Richmond*, Captain Alden, and the *Kennebec*, Lieutenant Commanding Russell, arrived here last evening from Key West.

Captain Alden informs me that there is no coal at that place, and there is none here belonging to the Navy. I borrowed 800 tons from the Army, which is all they have, and if a supply is not sent immediately I may be seriously embarrassed. I sent home requisitions the moment I arrived on my station and urged the Bureau to send the coal to Ship Island.

As I understand the squadron is to be increased, our expenditure will, of course, be proportionately greater.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

Coal is constantly going forward to Key West and Ship Island. Since the 3d March 2,800 tons have been shipped to Ship Island and 1,500 tons to Key West. Flag-Officer McKean, in a letter of the 12th March, states that when he supplies the vessels then at Key West he has 600 tons remaining. The orders now being filled are 10,000 tons to Ship Island and 10,000 tons to Key West.

The contractors are shipping from 900 to 1,000 tons per day, and all the vessels are taken up that can be had. I do not apprehend they will fall short.

J. L.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Alden, U. S. Navy, commanding U. S. S. Richmond.

U. S. S. HARTFORD,
Ship Island, March 6, 1862.

SIR: You will remain here until my return, or until further orders.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Captain J. ALDEN,

U. S. S. Richmond.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Swartwout, U. S. Navy, approving the seizure of vessels from Boca Chica and Brazos Santiago.

U. S. S. HARTFORD,
Ship Island, March 7, 1862.

SIR: I have received your communication * to Flag-Officer McKean, a copy of which you sent me, and as it may be important to you to know my opinion, and without meaning to criticise the opinion of my predecessor, being cognizant of the ground on which he based those opinions, I will simply state that I have carefully examined the charts and have come to the conclusion that you were perfectly justified in

* See Series I, volume 17, p. 101.

seizing all vessels and property coming out of Boca Chica and Brazos Santiago, they clearly being entrances into the enemy's country.

With respect to vessels coming out of the Rio Grande, the case is not quite so clear. They may or may not be legitimate traders, under neutral flags and with a friendly country, and although you will be careful not to interfere with the commerce of friendly powers more than you can possibly avoid, you will not permit the unlawful use of such flags for mercenary purposes, to the benefit of our enemies and the injury of our cause, and whenever you are, upon careful investigation, satisfied that such is the case, you will not hesitate to seize and send in for adjudication vessels having on board arms, ammunition, and other contraband of war, for the right of visitation and search obtains in this struggle, and must be rigidly maintained.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander SAMUEL SWARTWOUT,
Commanding U. S. Sloop Portsmouth.

Commendatory letter from Flag-Officer Farragut, U. S. Navy, to Acting Volunteer Lieutenant Kittredge, U. S. Navy, commanding U. S. bark Arthur.

U. S. S. HARTFORD,
Ship Island, March 7, 1862.

SIR: I have to acknowledge the receipt of your several letters * by the *Rhode Island*, and state that your conduct is approved, and I trust that you will continue to act with such zeal and discretion.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Acting Volunteer Lieutenant-Commanding J. W. KITTREDGE,
U. S. Bark Arthur.

Letter from the Superintendent of the Coast Survey to the Secretary of the Navy, announcing the execution of instructions regarding telegraphic outfit for the West Gulf Blockading Squadron.

COAST-SURVEY OFFICE, *March 7, 1862.*

SIR: I have the honor to report that in accordance with authority given in your letter of February 11, to purchase telegraphic wire, with an equipment of apparatus, and engage a telegraphic operator for employ in the expedition under command of Flag-Officer D. G. Farragut, I directed Captain C. P. Patterson, hydrographic inspector of the Coast Survey, to fulfill the order. After consulting fully with Colonel Marshall Lefferts, the able superintendent of the American Telegraph Company in New York, Captain Patterson found that two operators, as well as a telegraphic cable, with the wire, were indispensable for successful working. Colonel Lefferts cheerfully gave his time in selecting the operators and materials for the equipment,

* Not found.

and to his assistance we are indebted for the completeness of the outfit.

As the cable had to be manufactured, some delay was necessary, and some further delay was incurred in consequence of the exchange with the War Department.

Under the terms of the authority given, Captain D. D. Porter, who was also consulted, urged Captain Patterson to procure at least 12 or 15 miles of wire, and as one wire would not answer both for air and water, 20 miles of wire were provided and 12 miles of telegraphic cable. The operators, with all the outfit except the cable, will start for Ship Island this week in one of the naval vessels to leave New York. The cable will follow as soon as manufactured. Its completion is promised by the 13th of the present month.

I enclose copies of letters addressed by Captain Patterson to the operators, who have been sent to Ship Island, and also a copy of his letter to Flag-Officer Farragut in regard to the matter.

Very respectfully, yours,

A. D. BACHE,
Superintendent.

Hon GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

NEW YORK, *February 24, 1862.*

Sir: By direction of Professor A. D. Bache, Superintendent U. S. Coast Survey, acting under authority from the Navy Department, you are hereby appointed as assistant telegraphic operator, under the direction of Mr. E. D. L. Sweet, doing duty in the expedition under the command of Flag-Officer D. G. Farragut in the Gulf of Mexico. You will therefore proceed with and follow the directions of Mr. Sweet, who is in charge of the telegraphic apparatus now being sent from this place.

Your compensation will be \$80 per month, and the Government will retain your services for one year or any less time.

Very respectfully, yours,

C. P. PATTERSON,
Hydrographic Inspector, Coast Survey.

Mr. F. J. GRACE,
New York.

NEW YORK, *February 24, 1862.*

SIR: By direction of Professor A. D. Bache, Superintendent of the Coast Survey, acting under the authority of the Secretary of the Navy, you are hereby appointed as the chief telegraphic operator in charge of the telegraphic wires and apparatus to be used in the expedition under command of Flag-Officer D. G. Farragut in the Gulf of Mexico.

You will proceed with your assistant, taking with you the wires and apparatus, in the first transport, as selected by Professor Trowbridge, to Ship Island, and report to Flag-Officer Farragut for duty; in his absence, to the senior naval officer, seeking an interview as early as possible with Captain D. D. Porter.

Your compensation will be \$80 per month, and that of your assistant

\$80 per month, and the Government will retain your services for one year or any less time.

Very respectfully, yours,

C. P. PATTERSON,
Hydrographic Inspector, Coast Survey.

Mr. E. D. L. SWEET,
New York.

NEW YORK, *February 24, 1862.*

SIR: I have the honor to inform you that by direction of Professor A. D. Bache, Superintendent of the Coast Survey, acting under authority from the Navy Department, granted at the request of Captain D. D. Porter, I have purchased for the use of the expedition under your command 20 miles of telegraphic wire, plain, to be used in the air, and 12 miles of telegraphic cable for submarine or marsh purposes, both of the most approved description, the latter such as is being used between Cape Charles and Fortress Monroe, Va.; with these wires are also all the necessary batteries, insulators, acids, etc.

Accompanying this telegraphic apparatus are two accomplished operators, thoroughly competent for any demands that may be made upon them, and upon whose skill and integrity the most perfect reliance can be placed.

The compensation the operators are to receive, as agreed upon, is \$80 per month, the Government to retain their services for one year or less; their names to be placed upon the books of some vessel of your command.

Captain Porter will make you all the necessary explanations, as it was at his suggestion the arrangement has been made.

The operators have been selected and the whole apparatus has been gotten up by Colonel Marshall Lefferts, Superintendent of the American Telegraph Company, and therefore every confidence can be given to the skill of the first and the completeness of the last.

The whole will proceed to Ship Island by the first transport.

I have the honor to be, your obedient servant,

C. P. PATTERSON,
Hydrographic Inspector, Coast Survey.

Flag-Officer D. G. FARRAGUT,
Commanding Western Blockading Fleet, Gulf of Mexico.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Lowry, U. S. Navy, commanding U. S. S. Montgomery, detaching him from command of that vessel.

U. S. S. HARTFORD,
Ship Island, March 7, 1862.

SIR: Lieutenant Commanding C. Hunter having been ordered by the Department to take command of the U. S. S. *Montgomery*, you are hereby detached from her and will resume your position as first lieutenant of the *Brooklyn*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Hunter, U. S. Navy, commanding U. S. S. Montgomery, to proceed to Tampico, Mexico, for information regarding trade between Texas and Matamoras.

U. S. S. HARTFORD,
Pass à l'Outre, March 7, 1862.

SIR: As soon as your vessel is ready for sea you will convey the accompanying dispatches to Mr. Chase, our consul at Tampico, obtaining all the information you can from him relative to the trade between Texas and Matamoras, and return with his answer to me at the mouth of the river.

You will anchor off the entrance and cross the bar in your boat to communicate with Mr. Chase.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant Commanding C. HUNTER,
U. S. S. Montgomery.

Letter from the U. S. consul at Matamoras, Mexico, to Commander Swartwout, U. S. Navy, commanding U. S. ship Portsmouth, requesting information for the citizens of that place regarding transportation of freight.

CONSULATE OF THE UNITED STATES OF AMERICA,
Matamoras, March 7, 1862.

SIR: The merchants of this city have purchased several steamboats for the transportation of their freight from the vessels lying at the mouth of the river. They will run under the Mexican flag, and they have requested from me a certificate that everything was done in good faith, which I have concluded to do, upon positive evidence that such is the case.

The question with the merchants now is whether you will allow their boats to pass freely upon this certificate. Will you please answer me in writing upon this question, that I may allay their fears, and if cotton brought over by Texans, sold to merchants of Matamoras, and shipped through the custom-house here will be liable to seizure at sea; also, what articles, if any, are prohibited from being landed at Matamoras?

My office with its entire contents having been destroyed by fire during the siege, I have nothing to refer to.

I have, since my arrival here, become acquainted with some of the merchants, and find that most of their merchandise goes to Monterey, San Louis Potosi, and other towns in the interior, Texas being decidedly too poor to buy, unless payment can be made in Confederate paper, which is worth hardly as much here as good wrapping paper.

I will give a certificate for each cargo separately, provided I have positive proof of its being designed for Mexico.

I hope that affairs will soon be settled on this side of the river, so that I can communicate with you freely. If you can name a time and place down the coast where you can receive a dispatch, I will have it there, and can give you all the information asked for through your last messenger.

The young gentleman who takes this to you will bring any document intrusted to him.

Hoping that you will command me in all cases where I can serve you or be useful to our Government,

I remain, very respectfully and truly,

L. PIERCE, JR.,
Consul.

Commander U. S. Ship PORTSMOUTH,
Boca del Rio.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, authorizing the purchase, for Government use, of prizes, after condemnation.

NAVY DEPARTMENT, *March 8, 1862.*

SIR: The Department has received your communications of the 13th, dated at Key West, the 16th and 17th, dated at Havana, and the 22d ultimo, dated at Ship Island.

By numbering your dispatches reference to them will be facilitated. You will also promptly acknowledge the receipt of communications from the Department, not by date only, but by subject. With regard to procuring for the service such of the prizes as may be very desirable that are sold at Key West, you are informed that they can be purchased after condemnation. The *Beauregard* has already been so purchased under the authority of the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Nichols, U. S. Navy, commanding U. S. S. Winona, regarding the landing of prisoners.

U. S. S. HARTFORD,
Pass à l'Outre, March 9, 1862.

SIR: You can stand inshore and anchor for the night and in the morning run up and land the prisoners who have given their parole not to serve by any act against the United States during this rebellion.

You can tell Captain Russell that he can accompany you up to the Head of the Passes. Should you meet any boats or pilots, take them. One of the ships will be at the Pass à l'Outre and also at South West Pass, in case you should wish to fall back from superior force.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant Commanding E. T. NICHOLS,
U. S. S. Winona.

Report of Lieutenant Crosby, U. S. Navy, commanding U. S. S. Pinola, of arrival at Ship Island, Miss., with prize schooner Cora.

U. S. GUNBOAT PINOLA,
Ship Island, Miss., March 9, 1862.

SIR: I have the honor to inform you that I arrived here to-day, and on my way from Key West I captured the British schooner *Cora*, Robert May, master, in latitude $26^{\circ} 41'$ N., longitude $84^{\circ} 45'$ W., from Apalachicola, bound to Havana, with a cargo of 208 bales of cotton. She was formerly the American schooner *William P. Benson*, and according to her papers was sold to an Englishman now residing in Havana. I fired ahead of her three times and once at her before she would heave to, when I placed a prize crew on board of her and ordered the officer in command to follow me to this port, on account of an approaching gale and the lateness of the hour of her capture, it being after sundown, and dark before the return of my boats, one of which was stove and lost alongside, fortunately without injury to her crew. As the flag-officer was not here, but expected every day, I determined to await his arrival for instructions how to dispose of her. Thinking I might be required for immediate service, I deemed it expedient to keep my officers and crew complete until I could hear from him. Prior to leaving Key West, I sent two of my crew to the hospital which the surgeon recommended to be sent home. Accompanying this I send a list of my officers and crew at the time of the capture.

Very respectfully, your obedient servant,

PEIRCE CROSBY,
Lieutenant, Commanding.

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

Letter from Brigadier-General Phelps, U. S. Army, to Adjutant-General Thomas, U. S. Army, regarding the arrival of troops at Ship Island, and preparation for an encampment.

SHIP ISLAND, MISS., *March 9, 1862.*

SIR: The Fourteenth Maine, six companies of the Thirteenth Maine, and the Twelfth Connecticut arrived yesterday. Other vessels are in sight to-day and probably with troops. The ship *Idaho*, containing the men of several batteries, has run aground and we are trying to get her off. * * *

Some days since a party from this command went over to Biloxi and examined the ground there. It is out of the way and not desirable for a military station. Another party went over yesterday to a point nearer Mississippi City. The wharf there is some 3,000 feet or more in length, of a light structure, and has been partly broken up. The reconnoitering party (about 100 men) went but a short distance from the wharf and were fired upon from artillery. Returning to their boat (the steam gunboat *Calhoun*, taken from the enemy), the enemy's shots were replied to by three rounds from the boat. The number of troops there is probably not very considerable; the location would be better for a camp than this is. There are 9 feet of water at the end of the wharf. I wished to send back there to-day to make a further

examination, but both of our steam lighters are broken down and the *Calhoun* is employed in getting off the *Idaho*. * * *

Very respectfully, your obedient servant,

J. W. PHELPS,
Brigadier-General, Commanding.

General LORENZO THOMAS,
Adjutant-General, Washington, D. C.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Alden, U. S. Navy, referring to an unsuccessful attempt to get the U. S. S. Brooklyn through Pass à l'Outre.

U. S. S. HARTFORD,
Pass à l'Outre, March 10, 1862.

DEAR CAPTAIN: I received your note and am sorry that the soldiers have made a failure in Mississippi City, as I supposed it could be taken by 25 men, but you will order the *Calhoun* to repair immediately to Apalachicola to meet Flag-Officer McKean. I don't know what his orders were, but I now find he was at Ship Island when I left, but did not condescend to make his report, by which he might have embarrassed me, and has given me a great deal of trouble, as Flag-Officer McKean is without his vessels and fleet surgeon.

We have been trying Pass à l'Outre for the past two days, and have failed to get the *Brooklyn* in. I am now going to take her to the South West Pass as soon as I can get her off the bar.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain J. ALDEN,
U. S. S. Richmond.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Smith, U. S. Navy, to assume command of the U. S. S. Mississippi.

U. S. S. HARTFORD,
Pass à l'Outre, March 10, 1862.

SIR: You will proceed in the *Wissahickon* to Ship Island and deliver to Captain Selfridge his order of detachment and relieve him in the command of the U. S. S. *Mississippi*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain M. SMITH.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Madigan, U. S. Navy, commanding U. S. Ship Vincennes, to appear at intervals off Mobile.

U. S. S. HARTFORD,
Pass à l'Outre, March 10, 1862.

SIR: You will run over to Mobile and show yourself every few days off the fort, as I can not think there will be much service for

you off Pensacola, and your appearance off Mobile every now and then will have a good effect.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant-Commanding J. MADIGAN,
U. S. Ship Vincennes.

Report of Acting Master Gregory, U. S. Navy, commanding U. S. brig Bohio, regarding the capture of schooner Henry Travers.

U. S. GUN-BRIG BOHIO,
South West Pass, Mississippi River, March 11, 1862.

SIR: On the 8th of March, 1862, at 5:30 a. m., while cruising in latitude $28^{\circ} 00'$ N., discovered a schooner to the north and westward, steering to the northward toward the coast of Louisiana.

I gave chase with the brig under my command. On discovering us bearing down upon him, he made sail and hauled to S. W., the wind blowing from E. S. E., schooner distant 5 miles, bearing from us W. by S. I set the Spanish flag, the schooner set the English flag. I then hauled down the Spanish and set the American flag. At 8 a. m. fired a shot at her; he then hauled down his flag and set gaff-topsail. At 9 a. m. fired another shot at him; he still continued on his course and holding his way with us. At 11 a. m. schooner kept off W. N. W. At 2 p. m. she hove to in latitude $28^{\circ} 14'$ N., longitude $91^{\circ} 58'$ W. On boarding her and examining her papers, found her to be the schooner *Henry Travers*, under a provisional register issued at Nassau, New Providence, on the 18th day of February, 1862. Captain Merrill (captain of the schooner) stated to me that he joined the schooner at Havana and proceeded to Nassau, New Providence, with a British register issued at New Orleans in May, 1862, for six months. Name, residence, and occupation of the owner, John Robinson, of New Orleans, State of Louisiana; on which I seized her (read 1st Vol. Kent, pages 74, 75, 76) and brought her to this anchorage for examination, and forwarded her, with her log book and all other papers found on board, to the U. S. district judge at Key West for adjudication.

I am, very respectfully, your obedient servant,

W. D. GREGORY,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding provisions for repairs and coal.

NAVY DEPARTMENT, *March 12, 1862.*

SIR: Your communication of the 21st ultime, in relation to the condition of certain vessels of the squadron, etc., has been received. Orders have been given to send a workshop to Ship Island, and the commandant at New York has been requested to send out a hoisting

engine. There are about 3,000 tons of coal loading and on the way to the Gulf. Coal is constantly going there. The navy agent at Philadelphia has been directed to ship about 10,000 tons per month, according to your request.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Ship Island.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, enjoining vigilance, in view of the construction of Confederate ironclads at Mobile.

NAVY DEPARTMENT, *March 12, 1862.*

SIR: Recent occurrences at Hampton Roads, and the appearance of the *Merrimack*, clad with armor, render it important that your particular attention should be called to the subject of reported armored steamers at New Orleans and Mobile, which are in the process of construction, if not already complete. Our information on this subject is very indifferent, and not unlikely you have that which is more direct and more accurate.

I would enjoin particular attention to this subject, and if you shall not have already possessed yourself of vessels and New Orleans itself, that you should institute enquiry forthwith in regard to the reported armored vessels, and that you take every precaution to guard against them. No unclad ship can contend, except at great odds, with even a moderately armored vessel. It is not supposed that there is any vessel so formidable as the *Merrimack* in the Mississippi, but we have pretty authentic accounts of some, and that one or two are building at Mobile. It is necessary that these vessels should be captured, and an onward movement, if not already made, will relieve yourself and the country of apprehension in regard to them. But if the blow shall not have been already struck when this communication reaches you, I recommend vigilance and precaution in regard to the armored steamers of the rebels which are being constructed.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Ship Island.

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, expressing surprise at the reported escape of blockade runners through the Passes of the Mississippi River.

NAVY DEPARTMENT, *March 12, 1862.*

SIR: The Department learns of the arrival at Havana on the 23d ultimo of the steamer *Colonel J. Whitman*, 430 tons, and the steamer *Florida*, 429 tons, from New Orleans, with a thousand bales of cotton, and also of the escape from New Orleans of the steamers *Magnolia*, *Tennessee*, and *Vanderbilt*.

The hope and belief had been indulged that the Passes of the Mississippi were effectually blockaded against the entrance and departure

of vessels, and, therefore, the recent escape of so many steamers of such size and importance fills the Department with surprise and regret.

The Gulf Squadron having recently been so much enlarged and divided, the Department trusts that in future it may have no occasion to refer to the fact of vessels having run the blockade, or to urge greater vigilance and the importance of cutting off communication with the rebel ports.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron, Ship Island.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Eagle, U. S. Navy, looking to operations against Galveston, Tex.

U. S. S. HARTFORD,
South West Pass, March 12, 1862.

SIR: I received your dispatch* of the 8th instant in relation to Galveston, for which I am very much obliged to you. The information contained in the newspapers we have had for some eight or ten days, and are now anxiously looking for the fall of Columbus.

Galveston will be looked to at my earliest convenience. I have no doubt that all can be accomplished as you say, but I have not at this moment the vessels to spare from more important duties enjoined upon me by the Government. I do not wish you, however, to either burn or fire on the town unless they fire on you first, but do not hesitate to return the fire for fear of injuring the town. It would be well to notify them of that fact whenever an opportunity occurs, and that you will give them the option of surrendering or having their town destroyed whenever they presume to fire on our vessels.

Very respectfully, your obedient servant,

D. G. FARRAGUT.

Captain H. EAGLE,

U. S. Ship Santee.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Bailey, U. S. Navy, to assemble the gunboats at the mouth of the Mississippi River.

U. S. S. HARTFORD,
South West Pass, March 12, 1862.

SIR: Please direct the gunboats as they arrive at Ship Island to proceed without delay to the mouth of the Mississippi River, touching at Pass à l'Outre and South West Pass, and report to the commanding officer.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Captain T. BAILEY,

U. S. S. Colorado.

* Not found.

Order of Flag-Officer Farragut, U. S. Navy, to Acting Master Gregory, U. S. Navy, commanding U. S. brig Bohio.

U. S. S. HARTFORD,
South West Pass, March 12, 1862.

SIR: You will proceed to Petit Bois [Island] Pass and relieve the *Wissahickon* and remain until further orders.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Acting Master W. D. GREGORY,
[Commanding U. S. brig *Bohio*.]

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Smith, U. S. Navy, commanding U. S. S. Wissahickon.

U. S. S. HARTFORD,
South West Pass, March 12, 1862.

SIR: As soon as relieved by the brig *Bohio* you will proceed to the South West Pass and report to me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant Commanding A. N. SMITH,
U. S. S. *Wissahickon*.

Order of Captain Bailey, U. S. Navy, to Lieutenant Crosby, U. S. Navy, commanding U. S. S. Pinola, to proceed to the mouth of Mississippi River.

U. S. S. COLORADO,
Ship Island, March 13, 1862.

SIR: You will proceed without delay to the mouth of the Mississippi River, touching at Pass à l'Outre and South West Pass, and report to the commanding officer.

Very respectfully, your obedient servant,

T. BAILEY,
Captain.

Lieutenant Commanding PEIRCE CROSBY,
U. S. Gunboat *Pinola*.

Letter from Hon. Ira Harris to the Secretary of the Navy, transmitting letter from the president of Vassar College, giving information regarding the movement of blockade runners to Havana.

SENATE CHAMBER, March 13, 1862.

MY DEAR SIR: I think it worth while to enclose for your perusal a letter received from Rev. Dr. Jewett, a very estimable gentleman, president of the college named at the head of his letter. He formerly resided in Alabama.

Yours, with esteem,

IRA HARRIS.

HON. SECRETARY WELLES.

[Enclosure.]

VASSAR FEMALE COLLEGE,
Poughkeepsie, N. Y., March 10, 1862.

MY DEAR SIR: "Monsieur Tonson come again," but not for himself. I have a word for the Navy Department.

From a source entitled to implicit confidence, I learn that small rebel steamers loaded with cotton are constantly going from Sabine Pass to Havana. The cotton is insured in Galveston, and the shippers have cleared hundreds of thousands of dollars by the speculation. My informant, an entirely trustworthy man, has lately arrived in New York City from Galveston, via Sabine Pass and Havana.

Please do not allow my name to be mentioned in this connection, although I am anxious to aid in stopping this leak.

Thanks for a copy of your speech on Mr. Bright's case.

As ever, most truly, yours, etc.,

M. P. JEWETT.

HON. IRA HARRIS.

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, giving list of vessels fitting in foreign ports for blockade running.

NAVY DEPARTMENT, *March 13, 1862.*

SIR: I enclose herewith for your information copies of dispatches received by the Secretary of State, giving information of the following-named vessels now fitting out at foreign ports with the intention of running the blockade:

Boudicea, Mary Banfield, sailed from Liverpool; *Fanny Lewis, Bermuda*, loading at Liverpool; *Intended, Lycurgus, Fanny* (or *Annie Laurie*), loading at London; *Herald*, said to be a fast sailer; *Maturin Cor*, loading at Havre with cloth.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Commander Bell, U. S. Navy, regarding the movements of the U. S. steamers Winona, Kineo, and Kennebec in the Mississippi River.

U. S. S. HARTFORD,
South West Pass, March 13, 1862.

SIR: On the afternoon of the 11th instant I proceeded in the gunboat *Winona*, Lieutenant Commanding Nichols, to the Head of the Passes, and found there the *Kineo* and *Kennebec*, and shortly a steamer appeared about 4 or 5 miles away, which, after a short time, steamed out of sight. At night anchored at the head of Pass à l'Outre.

Next morning (12th), at 9:40, the fog having lifted somewhat, got the three gunboats underway and stood up the Mississippi River. At 10:45 saw a steamer coming down, and made chase. When she was in the act of turning, someone on board thought he read "Star" on her wheelhouse. Her broadside forward and abaft her wheelhouse looked as if it were barricaded with cotton bales. When off The

Jump she was from $2\frac{1}{2}$ to 3 miles distant, and as we did not appear to gain on her, the *Winona* and *Kennebec* tried the range of their 20-pounder Parrotts on her, firing two shots each; but not seeing where the shot fell, the firing was discontinued. About this time another steamer made her appearance coming down the river, and joined the chased steamer; about 2 miles below the forts she turned round and disappeared behind the bend. In the meantime the *Kineo* made signal "Boiler disabled." She was from 1 to 2 miles astern, and wishing to know the extent of her disability, I turned the *Winona's* head downstream to speak the *Kineo*. Captain Ransom then reported all right, and that her boilers had been foaming. I then returned up the river, proceeding above The Jump, when I sent a boat ashore to cut the wires and thence to destroy a lookout station which was at The Jump; but that lookout had been burned some time before.

From this point observed three large houses on the left bank of the river, about 2 miles higher up, and situate some distance away from the bank; also about 5 miles distant, and over the bend at the forts, saw some houses, also six schooners and six steamers lying against the south bank, three of them having steam up, and another steamer going up the river. Not being able to distinguish the forts, and considering that these three gunboats were the only steamers that you had yet been able to get into the river, I returned to the Head of the Passes, leaving *Winona* and *Kineo* in the head of Pass à l'Outre and anchored the *Kennebec* for an hour in the South West Pass. While lying there, observed the smoke of a steamer up the river and immediately ascended in the *Kennebec* to the Head of the Passes, when the steamer disappeared.

I am, very respectfully, your obedient servant,

H. H. BELL,
Fleet Captain.

Flag-Officer D. G. FARRAGUT,
Western Gulf Blockading Squadron.

Report of Flag-Officer Farragut, U. S. Navy, acknowledging consular information regarding suspicious vessels in foreign ports.

U. S. S. HARTFORD,
South West Pass, March 13, 1862.

SIR: I have to acknowledge the receipt of several documents from the consuls at Liverpool, London, and Marseilles in relation to the *Cambridge*, *Impératrice*, *Vigo*, *James Lopez*, *Monmouth*, *Empress*, *Ella*, and *Economist*, vessels suspected of being destined for the Southern coast.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Commander Porter, U. S. Navy, regarding the arrival of the Mortar Flotilla at Ship Island, Miss.

U. S. S. HARRIET LANE,
Harbor of Ship Island, March 13, 1862.

SIR: I have the honor to inform you that all the mortar fleet have arrived safely and without accident at this place.

I am, with great respect, your most obedient servant,
DAVID D. PORTER,
Commanding Flotilla.

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

Report of Lieutenant Preble, U. S. Navy, commanding U. S. S. Katahdin, of arrival at Key West, Fla., en route to Ship Island, Miss.

U. S. GUNBOAT KATAHDIN,
Key West, March 14, 1862.

SIR: I have the honor to report the arrival of the *Katahdin* at Key West. The enclosed copies of the report of my senior engineer as to the present state of the engines, and of my report of arrival to the honorable Secretary of the Navy, will inform you in full of the incidents of my passage and of the causes and the probable extent of my detention at this port. I shall use every exertion to have the necessary repairs expedited, and hasten to report to you at Ship Island, as ordered. As the *Katahdin* had never moved under steam from the wharf until her final departure, her passage out may be considered a prolonged trial trip, and I think a pretty successful one. I am indebted to the ability and energy displayed by my senior assistant engineer for the accomplishment of the passage to Key West under discouraging circumstances.

He had to be on hand night and day, and had very little assistance from his assistant engineers, two of whom had never worked a marine engine before, and all three being generally seasick during the bad weather we encountered.

I am, very respectfully, your obedient servant,
GEORGE HENRY PREBLE,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT, U. S. Navy,
Commanding in Chief Western Gulf Blockading Squadron.

Report of Flag-Officer Farragut, U. S. Navy, regarding the difficulties in crossing the bar into the Mississippi River.

U. S. S. HARTFORD,
South West Pass, March 14, 1862.

SIR: I herewith enclose the views of Captain Bailey, who, like myself, thinks it impossible to get the *Colorado* over the bar of the Mississippi. I have been working hard at Pass à l'Outre with a good pilot trying to get the *Brooklyn* over the bar, and, after getting her off on the 11th, I gave it up, as we could not get more than 12 feet at the shoalest pass. I then came down to this pass with her, where Mr. Halter, our Coast-Survey assistant, had examined and ably buoyed the

bar, and I am happy to say the *Brooklyn* passed over, only grounding once, but got off in less than an hour. She drew at the time 15 feet water. Captain Craven has been unremitting in his exertions to get his ship over the bar, but we have not found the water formerly carried over these bars, no doubt for the reason that the daily passing of large ships kept the channel open. It does not appear to be the opinion of either Mr. Halter (Coast-Survey assistant) or the pilots that the *Colorado* can possibly pass the bar, and it is very doubtful if the *Mississippi* will be gotten over, but we will soon be able to decide by actual trial. I now have at the Head of the Passes the following force: *Brooklyn* and three gunboats. All intercourse is stopped between the city and bar. All the people are on parole and appear very willing to have nothing to do with the struggle, their great wish being to see the rebellion ended and to have some protection while it lasts, for they say, truly, that they are ill-treated by both parties, being prevented from getting their living. "To sell to us is death by the law of Louisiana;" to convey intelligence to the rebels lays them liable to be deprived of the means of conveyance and their living (their boats) by us. I must keep them in the dark as to our movements in this quarter; the only way they can get any information is by coming down to see, and that they will find hazardous, as I have the Head of the Passes well occupied, and the other vessels I will keep down at Pilot Town, where we have every convenience for storage, hospitals, etc., and after making their preparations for the river, by landing their spars, etc., can relieve each other at the Head of the Passes. Captain Bell has just returned from a reconnoissance of the river up as high as within about 5 miles of the forts, where he saw and chased up two steamers above the forts, where four more steamers and six schooners were lying.

Our flag is now, I hope, permanently hoisted on Louisiana soil.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. STEAM FRIGATE COLORADO,
Off South West Pass, March 9, 1862.

DEAR FLAG-OFFICER: I am most anxious to join you at the Passes, en route for New Orleans. If I had thought it possible to lighten this ship sufficiently to cross the bar I should have asked Commodore McKean's permission to do so long since.

If Captain Alden thinks that he can lighten the *Colorado* and take her over the bar, I beg that you will order him to change ships with me and try it. Then, with the *Richmond*, I shall be most happy to serve as your second in command up the river.

I am expecting you at this pass, agreeably to the tenor of your note, by the *Mercedita*, when I will get your views and proceed as you direct.

I am, very truly, your obedient servant,

T. BAILEY,
Captain.

Flag-Officer D. G. FARRAGUT.

Report of Captain Bailey, U. S. Navy, commanding U. S. S. Colorado, advising the retention in the Mississippi River of the U. S. S. Calhoun.

U. S. STEAM FRIGATE COLORADO,
Ship Island, March 14, 1862.

SIR: I find the steamer *Calhoun* still here. On consultation with Captains Smith, Alden, and Porter, it is the unanimous opinion that in consequence of the loss or detention of the four tug steamers of Captain Porter's fleet, the service of the *Calhoun* is of great importance to you in towing vessels in the Mississippi River, and if you were present you would detain her, having the information that Flag-Officer McKean returned from Apalachicola to Key West.

I shall therefore further detain her until your views are known.

The *Pensacola*, *Mississippi*, and *Richmond* are lightening and preparing for their work.

Captains Alden and Porter have expressed in a letter (a copy of which I enclose) the opinion that the *Colorado* can not be got over either of the bars of the Mississippi River with the depth of water now on those bars.

I am certain she can not, even with a swept hold and the masts out of her.

I enclose a letter from Commander Porter relating to the necessity of detaining the steamer *Calhoun*.

I am, respectfully, your obedient servant,

T. BAILEY, *Captain.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Order of the Secretary of the Navy to Flag Officer Farragut, U. S. Navy, restricting the seizure of vessels off the Rio Grande.

NAVY DEPARTMENT, *March 14, 1862.*

SIR: In the case of the English steamer *Labuan*, recently seized off Boca Chica by the U. S. sloop of war *Portsmouth*, the capture seems to have been made without sufficient cause, and it is not unlikely that the prize court at New York will so decree and may award heavy damages against the Government.

To avoid a repetition of such cases you will instruct the commanding officers of vessels assigned to duty in that quarter to make no more captures of vessels off the Rio Grande, unless the vessels shall be on their way to a port of Texas, after having been properly warned of the existence of the blockade.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Ship Island.

Letter from Brigadier-General Arnold, U. S. Army, to Flag-Officer Farragut, U. S. Navy, requesting naval cooperation in attack upon Town Point, near Pensacola, Fla.

HEADQUARTERS DEPARTMENT OF FLORIDA,
Fort Pickens, March 15, 1862.

DEAR SIR: I have under my command on this island 1,200 volunteers and 600 regular soldiers, but I am perfectly helpless for offensive movements without naval cooperation, being on an island and having no water transportation. If you can spare two or three gunboats to run by the Swash Channel, they, together with the land force that I will furnish, can I think take Town Point, on Live Oak Plantation, which (as reported by some rebel deserters) was defended by five heavy guns behind sand batteries, supported by 2,000 men; but subsequent information derived from runaway negroes leads me to believe that all the guns and men, except one X-inch columbiad and 400 men, have been removed, probably to Mobile.

The rebels have and will have entire control of the bay and inner harbor as long as they hold this point and their line of forts and batteries; but if we can take this point, your gunboats can pass out of range of their heaviest guns from Four Mile Point, on Santa Rosa Island, to Milton, on the mainland, which would enable you to capture or destroy all the rebel steamers and sail vessels in those waters, and more perfectly blockade the harbor of Pensacola.

Town Point is an initial and decisive point necessary to be taken in any future operations for the recapture of the navy yard and their line of defensive works.

I am in hopes you will soon be here, when we can discuss the whole subject.

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

L. G. ARNOLD,

Brigadier-General, U. S. Volunteers, Commanding.

Flag-Officer D. G. FARRAGUT,

Commanding Gulf Squadron.

Report of Flag-Officer Farragut, U. S. Navy, regarding condition of affairs at the Passes of the Mississippi River.

U. S. S. HARTFORD,
Mississippi River, March 16, 1862.

DEAR SIR: I have sent the *Colorado* to Ship Island to be lightened, if possible, to pass the bar, which no one here thinks practicable, as she draws 23 feet and we have had great difficulty in getting the ships over with a draft of 16 feet, and we have been working four days to accomplish getting in the *Brooklyn* and *Hartford*. We tried Pass à l'Outre three days, and none could have worked harder than we did. After lying on the bar seventeen hours at Pass à l'Outre I pulled her off, and then determined to try the South West Pass, where I had directed Mr. Halter (the assistant of Coast Survey) to proceed to sound and buoy, and which, I am happy to say, he did in the best manner. The *Brooklyn* passed in on the first trial, only grounding for an hour, but some distance inside. Next day I took this ship in

and anchored off Pilot Town. The Head of the Passes is now occupied in force, and I hope to hold it permanently. I will return to Ship Island in one of the gunboats to attend to the general duties of the squadron until the other vessels of the "river force" and the mortar fleet are ready. I could not avoid this arrangement for the moment, as I have been compelled to send back to Ship Island the *Colorado*, *Pensacola*, and *Mississippi* to lighten preparatory to crossing the bar, and the river must now be held permanently.

Ship Island, March 19.—I shall take down with me the *Pensacola* and *Mississippi*, sufficiently lightened to get over the bar, I hope, and place the *Colorado* at the South West Pass, to afford a supply of men as a reserve to fill vacancies.

Pilot Town, South West Pass, affords every accommodation for the wounded and also for stores. I hope to sail in two days at farthest. They have a chain across the river at Fort Jackson, sustained by six schooners, each of which is anchored, and the chain lies across their decks. This I propose to remove by blowing their bows out and allowing the chain to sink, although I could pass through at the opposite shore, but they may have obstructions there in the shape of torpedoes; besides, it is farther from the fort than I propose passing with the ships. Porter's fleet has, I presume, all arrived by this time. When I left the Pass yesterday there were 16 mortar boats, gunboats *Harriet Lane*, *Owasco*, *Clifton*, and *Westfield*, and the *Miami* arrived here to-day and goes down immediately, and Captain Harrell informs me that there are two more gunboats belonging to Porter's flotilla at Key West, so that we are likely to have force sufficient for our purposes, although I would have prepared another ship, but I can not spare another from the blockade. I was anxious to take the *Portsmouth* from Matamoras, but had nothing to take her place.

As Alden and Porter and Captain Bailey decided that it was impossible to get the *Colorado* over the bar, I thought of sending her to Mobile to support the *Preble*, but decided that I would give up. The gunboat is indispensable to the security of the Mobile blockade, and so send the *Colorado* to the South West Pass to furnish men to fight the extra guns of the ships and supply vacancies from sickness, wounds, etc.

General Butler has not yet arrived, but General Phelps is ready to render us any assistance in his power.

Very respectfully and truly, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

G. V. Fox, Esq.,

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

Report of Commander Porter, U. S. Navy, regarding the capture by the U. S. S. Owasco of two Confederate schooners, Eugenia and President.

U. S. S. HARRIET LANE,

Pass à l'Outre, March 16, 1862.

SIR: While sailing from Ship Island to Pass à l'Outre with the Mortar Flotilla, Lieutenant Commanding Guest (in the *Owasco*) leading the schooners at night, chased and captured the two Confederate

schooners *Eugenia* and *President*, loaded with cotton and bound for Havana. They escaped through Breton Island Passage [or Isle au Breton], which I am told is a very common way of getting out. The captain of the *Eugenia* (Golding) is a noted blockade breaker; was commander of the *Miramón* when she was captured; gave his word of honor to Commodore McKean to come out of Mobile after getting provisions and leave our waters forever. He broke his word, and in the *Eugenia* has made several successful voyages. I forward a number of letters captured in the schooners which may contain information. I also enclose information given by one of the prisoners captured in the *Eugenia*. I forward also the crew list of the *Owasco* at the capture of the two prizes, which were sent to Key West.

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

DAVID D. PORTER,
Commanding Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Information obtained from a prisoner captured March 16, 1862, by the gunboat Owasco, Lieutenant Commanding Guest, on board the schooner Eugenia.

Name of prisoner, Peter Meals, alias John Allen. Birthplace, Port Mahon, Mediterranean. Residence in and citizen of New York.

Question. When did you leave New Orleans?

Answer. Thirty-four days since.

Question. Where have you been since?

Answer. On board the schooner, loading and waiting to get out.

Question. Where did you sail from, and when?

Answer. From a bay 16 miles inside of Breton Island [or Isle au Breton], on the evening of the 15th.

Question. Are there other vessels there?

Answer. One schooner; it is a common resort for vessels of light draft loading to run the blockade.

Question. Have you ever been to Fort Jackson?

Answer. Never have been below the battery at the Mint.

Question. Are there batteries on the Algiers side?

Answer. None above Fort Jackson.

Question. How are the soldiers satisfied?

Answer. Not well; more than half serve because obliged, and to keep off starvation.

Question. Will they fight, think you?

Answer. A little at Fort Jackson; but when that falls, people in New Orleans think the rich and big men will all clear out and leave the rest.

Question. How are times in New Orleans?

Answer. Very hard; no work except for carpenters—they get \$4 a day working on gunboats. Pay in Confederate notes altogether, and in many stores these will not pass.

Question. What gunboats are there?

Answer. Five in the lake, besides two new ones not yet equipped, and a good many in the river; some went up the river a short time ago with the steam ram and 10,000 soldiers; they are all paddles.

Question. Where do vessels coming in run the blockade?

Answer. To the west, about Berwick Bay, Baratavia, and Atchafalaya.

Question. Are there vessels in the river now trying to get out?

Answer. The *W. H. Webb* is loaded and only waiting a chance to get by; she has cotton, rosin, etc.

Question. Do you know anything of Fort Pike and The Rigolets?

Answer. The guns in Fort Pike are mounted and a strong garrison there; the batteries on the lake at the basins are not manned.

Question. How long have you been in New Orleans?

Answer. Eighteen months; part of the time in the hospital.

Report of Lieutenant Crosby, U. S. Navy, commanding U. S. S. Pinola, of arrival at Ship Island, Miss., and the dispatching of prize schooner Cora to Key West.

U. S. GUNBOAT PINOLA,
Mississippi River, March 17, 1862.

SIR: I arrived here to-day and have reported to Flag-Officer Farragut, bringing with me the prize schooner *Cora*, a detailed account of whose seizure I reported on the 9th instant. By direction of the flag-officer I send her this day to Key West in charge of Master's Mate De Witt C. Kells, of the U. S. brig *Bohio*, with a crew from her, whose accounts have already been furnished the Department. In addition to which I have sent two of my men, a copy of whose accounts will be found enclosed.

Very respectfully, your obedient servant,

PEIRCE CROSBY,
Lieutenant, Commanding.

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

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, informing him of the constant movement of vessels between Sabine Pass and Havana.

NAVY DEPARTMENT, *March 17, 1862.*

SIR: The following is an extract from a letter from a reliable source that has been referred to the Department:

From a source entitled to implicit confidence I learn that small rebel steamers loaded with cotton are constantly going from Sabine Pass to Havana.

The cotton is insured in Galveston, and the shippers have cleared hundreds of thousands of dollars by the speculation. My informant, entirely a trustworthy man, has lately arrived in New York City from Galveston via Sabine Pass and Havana.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Ship Island.

Report of Flag-Officer Farragut, U. S. Navy, regarding condition of affairs at the Passes of the Mississippi River.

U. S. S. COLORADO,
Ship Island, March 18, 1862.

SIR: I regret to state that after learning the condition of the bars at the mouth of the Mississippi it has been deemed perfectly impracticable to get the *Colorado* over either of them, and the idea has therefore been abandoned. I enclose herewith a copy of letter from Captain Bailey on the subject. We have had great difficulty in reducing the draft of the steamers *Pensacola* and *Mississippi* sufficiently to get them over. The latter will be taken to the bar with nothing in her but sufficient coal to accomplish that object, and will then have to be pulled through at least 1 foot of mud by the tugs.

Captain Porter's tugboats *Clifton* and *Westfield* arrived to-night, very much to our relief, as we had feared for their safety.

I find myself very much embarrassed by the want of vessels to accomplish so much, the blockade of all the ports to be maintained, some of which contain a strong force of rebel gunboats, against which the sailing vessels are not eligible to compete, as they will naturally avail themselves of a calm to run out and attack them. Mobile, in particular, has five or six heavy boats, and Berwick Bay two. In the latter port we have no vessel of sufficiently light draft to pursue them into the bay, or they might easily be destroyed; therefore, to guard these points efficiently, my effective force for the river will be materially reduced, unless more vessels arrive out shortly, but, as Captain Porter has arrived with his mortar fleet, I shall push things forward with all possible dispatch. Two of the large ships now occupy the Head of the Passes with four gunboats, and I shall take the remaining three down with me when I leave this place, which will be in a day or two. My presence here has been made necessary to attend to some of the details of the squadron. Preparations have been materially retarded in this quarter by the continuance of heavy winds ever since this month set in, but be assured that every exertion will be made to expedite our work.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Commander Porter, U. S. Navy, announcing the safe crossing of the bar by the Mortar Flotilla.

U. S. S. HARRIET LANE,
Passe à l'Outre, March 18, 1862.

SIR: I have the honor to inform you of the arrival of the *Westfield* and *Clifton*, both in good order, so much so that they were set to work the moment they arrived, and in eight hours we had towed into the river across the bar the 21 vessels in the Mortar Flotilla, the *Harriet Lane* and *Owasco* assisting. The importance of these vessels to the Mortar Flotilla needs no comment. It is very likely that we shall

have to depend on ourselves alone to get from place to place, and shall be called on oftener to give help than obtain it from others. The loss of the *Norbes* and absence of the *Jackson* will be seriously felt by us, and if we could have another good tow vessel attached to the flotilla in place of the *Norbes* it would render us more efficient. It is my desire to be in a position not to hamper any flag-officer under whose orders I may be acting by calling upon him for assistance. So far we have not done so. We arrived here before the flag-officer was ready for us, some of the ships being still at Ship Island, lightening to cross the bar. Permit me to add, sir, I consider that Commander Renshaw and Lieutenant Baldwin deserve more than ordinary credit for bringing safely out here the steamers under their command, against rough and tempestuous weather, and for their promptness in putting themselves to work without letting go their anchors and without making repairs. It is an earnest of what may be expected of them hereafter, and they have their reward in knowing that they have the two most effective vessels in these waters. I regret to say that there is no coal here at present, and that we have on hand but one day's allowance for these steamers.

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

DAVID D. PORTER,
Commanding Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, regarding the cruise of that vessel carrying supplies to naval vessels in United States ports.

U. S. S. RHODE ISLAND,
Hampton Roads, March 18, 1862.

SIR: I have the honor to report the arrival here of this vessel on her way to Philadelphia.

The *Rhode Island* sailed from Philadelphia on the 5th ultimo on her usual voyage to the blockading vessels, and at 10 p. m. on the 28th, reached the sloop of war *Portsmouth* off the Rio Grande, Texas, the extreme limit of the blockade, having touched en route there at all ports in possession of the United States, and leaving the Rio Grande, on her return, the following morning, the 1st instant.

Flag-Officer Farragut, with the *Hartford*, was at Ship Island, Mississippi Sound, on the 6th instant. His early departure for the Passes of the Mississippi was expected. Orders had been issued to various vessels of his squadron to proceed without delay to occupy the Head of the Passes. Flag-Officer McKean, with the *Niagara*, remained at Key West on the 12th instant. Commander Porter, with the Mortar Flotilla, sailed on the 6th instant from Key West. Flag-Officer Du Pont, with the *Wabash*, was off St. Augustine the 15th instant. The forces under his command had occupied St. Simon's, Fernandina, Jacksonville, and St. Augustine, meeting with no resistance. Some Union demonstrations were made by the inhabitants.

On the same day (the 15th instant) the *Rhode Island* was ordered by Flag-Officer Du Pont to proceed to Fernandina and receive from

Commander Drayton the dispatches sent to him the previous day by the *Huron*, to leave the mails for Port Royal at the light ship off that bar, and then to proceed directly to our destination for the purpose of forwarding dispatches to Washington without delay.

The *Rhode Island*, on her return voyage, touched at all ports in possession of the United States as far north as Fernandina, and in pursuance of the above order, having delivered the mails to the light ship off Port Royal, proceeded directly to Hampton Roads and arrived there on the 17th instant at 11 p. m.

Ninety-eight vessels have been supplied by the *Rhode Island* with fresh provisions during her late voyage, being 14 more than on the previous one. The vessels composing the Gulf Squadrons, as far as Key West, were supplied, both going and coming, until the provisions were exhausted.

The cargoes belonging to prizes schooner *Wave* and sloop *Pioneer*, and articles taken from steamer *Labuan*, were received on board the *Rhode Island* from the *Portsmouth* (at the Rio Grande), by order of Commander Swartwout, to be delivered to the judge of the district court of the United States in New York; also, by order of Flag-Officer McKean, the cargo of the prize schooner *J. J. McNeil*.

The remains of the late Assistant Paymaster Hammond, of the U. S. S. *Sciota*, have been brought home in this vessel. The running time, inclusive of additional delays and stoppages and the larger extent of ground gone over, compares most favorably with her previous trips.

I have the honor to enclose the usual abstracts required by the Department of the outward and returning trips of the *Rhode Island*, together with lists of supernumeraries, invalids, prisoners, and passengers from the blockading squadrons.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, announcing his confirmation as flag-officer, commanding West Gulf Blockading Squadron.

NAVY DEPARTMENT, *March 21, 1862.*

SIR: The Department informs you that your nomination for appointment as flag-officer to command the Western Gulf Blockading Squadron was confirmed by the Senate of the United States on the 19th instant.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, Ship Island.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, to send the U. S. ship Santee to Vera Cruz, Mexico.

NAVY DEPARTMENT, *March 21, 1862.*

SIR: So soon as the exigencies of the service will permit, you will send the *Santee* to Vera Cruz, to relieve the frigate *Potomac*, and upon

the arrival of the latter vessel at Ship Island you will cause her to be converted into a store vessel, distributing such of the officers and men as may not be needed for her to duty in the squadron under your command.

You will direct Captain L. M. Powell to return north in the first public conveyance thereafter, reporting his arrival, in writing, to the Department.

I am, respectfully,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Comdg. West Gulf Bldg. Squadron, Ship Island.

Report of Flag-Officer Farragut, U. S. Navy, regarding the detention of the prize steamer Calhoun as a vidette vessel between Ship Island and the Mississippi River.

U. S. S. COLORADO,
Ship Island, March 22, 1862.

SIR: By agreement, I made all the exchanges with Flag-Officer McKean of certain vessels which I mentioned to you in my former letters. The *Calhoun*, a captured vessel, he claimed as his prize, and requested me to order her up to Ship Island to report to him. I did so, but when she arrived there some of her machinery was out of order, and while repairing, Captain Bailey arrived at Ship Island and considered that as his ship made the capture he was entitled to the *Calhoun* in preference to anyone else excepting Flag-Officer McKean, and hearing that he was on his way home, having gone to Key West, Captain Bailey detained the *Calhoun* and wrote me a letter on the subject. When I arrived here I found that vessel, and as she is the only one that can run in to the mainland, or has any speed to contend with the steamers of the rebels, I have determined, as Flag-Officer McKean has been relieved, to detain her here as a vidette vessel between this and the Mississippi, and hope to be able to catch some of their lookout vessels, which are sent down to look at us every day in the river.

I hope that this will meet with your approbation.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Lieutenant Harrison, U. S. Navy, commanding U. S. S. Cayuga, regarding the capture by that vessel of the schooner Jesse J. Cox, March 25, 1862.

U. S. GUNBOAT CAYUGA,
Hampton Roads, May 8, 1862.

SIR: I have the honor to inform you that on the night of the 25th of March I captured the rebel schooner *Jesse J. Cox*, laden with turpentine and cotton. She had run the blockade of Mobile, bound for Havana. This vessel and cargo being required for army use, I turned

her over to General Butler, taking his receipt, and sending all the papers to the district attorney at New York.

She was captured under the rebel flag, and was sailing under rebel papers.

Respectfully,

N. B. HARRISON,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Engagement between the U. S. S. New London and C. S. steamers Pamblico and Oregon, off Pass Christian, Miss., March 25, 1862.

Report of Flag-Officer Farragut, U. S. Navy, transmitting report.

No. 56.]

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 10, 1862.

SIR: I enclose herewith for the information of the Department two reports made to me (dated March 26 and April 5,* 1862) by Lieutenant Commanding Abner Read of two engagements between his vessel and others and some rebel steamers.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Lieutenant Read, U. S. Navy, commanding U. S. S. New London.

U. S. S. NEW LONDON,
Off Ship Island, March 26, 1862.

SIR: On the afternoon of the 25th two rebel steamers were discovered at Pass Christian. The *New London* got underway immediately and stood for that place, and approached as near as practicable on account of shoal water. The rebel boats approached within 2,000 yards, when the engagement began, the *New London* beginning the action, finding the enemy not disposed to come nearer. The fight lasted one hour and fifty minutes. During that time we fired 161 shots of all kinds. There were none injured on board this vessel nor the vessel herself. The vessels of the enemy engaged were the steamers *Oregon* and *Pamblico*. From their movements each of them seemed to be struck two or three times. After the engagement the enemy left for the lakes. We remained on the ground until they were out of sight, and then returned to Ship Island.

I am, very respectfully, your obedient servant,

A. READ,
Lieutenant, Commanding.

Flag-Officer DAVID G. FARRAGUT,
*Comdg. Western Division Gulf Blockdy. Squadron,
Gulf of Mexico.*

* See under event dated April 2-4, 1862.

Report of Lieutenant Dozier, C. S. Navy, C. S. S. Pamlico.

C. S. S. PAMLICO,
Rigolets, Louisiana, March 25, 1862.

SIR: I got underway this morning about 8 o'clock and accompanied the steamer *Oregon* as far as Pass Christian, where I anchored. After discharging her freight the *Oregon* went to the eastward to take a look at the enemy at Ship Island, returning to the Pass about 2 p. m. The U. S. gunboat *New London* followed her in and, when near the Pass, discharged a shotted gun toward us. At 3:10 p. m. I got underway, followed by the *Oregon*, and stood out to meet the *New London*, and when in about a mile of the enemy discharged my rifled gun, to which the *New London* replied. The engagement soon became general, the *Oregon* and *Pamlico* on one side and the *New London* on the other, the distance varying from a half to three-quarters of a mile. Many of the enemy's shot and shell passed over us, many struck near our bow and stern, and some fell short; fortunately none struck us. Our rifled gun was fired 31 times, and a number of our shells passed between his masts, but as a strong breeze was blowing at right angles to the line of fire, and as we were constantly changing our position, it was difficult to attain a very accurate fire. I worked the rifled gun, and, as many of our shell fell very near the *New London*, I am inclined to believe she did not escape untouched. Eight-inch shells were more dangerous to ourselves than to the enemy. Only one out of six which were fired reached the enemy; the others exploded alongside the vessel, a part of one shell striking the corner of the starboard wheel-house, the gun being trained forward of the beam.

After firing about an hour and forty-five minutes a shell got jammed in the rifle gun, a little more than two-thirds of the way down, and having exhausted every effort to draw it or shove it home without success, I then ran alongside of the *Oregon* and informed Captain Myers that I could no longer continue the engagement, when we both slowly withdrew, and stood in to Pass Christian, the *New London* showing no desire to follow, but stood to the eastward, meeting another steamer which had come in from Ship Island.

The concussion of our guns carried away the greater part of the paneling on the gun deck, also the leading chock of the wheel rope on the port side, together with nearly all the window glasses in the vessel. Considering that the *Pamlico* is a mere shell and the *New London* a well-appointed gunboat, I must express myself well pleased at the conduct of both the officers and men.

I am respectfully, etc.,

W. G. D[OZ]IER.

[Lieutenant WASHINGTON GWATHMEY, C. S. Navy.]

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, regarding the successful extrication of that vessel from a shoal upon which it was driven in a gale.

U. S. S. HATTERAS,
At Sea, March 26, 1862.

SIR: I would respectfully report that I have been obliged to come here to replenish my coal and provisions, having been forced to relinquish all I could spare, with two guns, to lighten and extricate the

vessel from a dangerous shoal (not laid down upon my charts) upon which I was driven by the equinoctial gale, and detained from the 19th to the 24th with only 2.8 feet alongside, at low water, the mean rise of the tides being only 2 feet, and the vessel drawing $7\frac{1}{2}$ feet when she struck. This, more than anything else that I can say in a report, will convince you of the efforts that I have made to save this vessel, and I am glad to say that she has sustained no injury, but owing to the frequent transportation of my guns forward and aft over a light spar deck, for the purpose of working her out of the bed she had made for herself on hard gravel, has caused it to leak so that it requires calking.

The two guns left were 32s of 27 hundredweight, with their carriages, which are buoyed, but I could not raise them with my small boats, which were never intended for such heavy work.

I have been continually employed in sounding and endeavoring to obtain such a knowledge of the channels leading into Berwick and Côte Blanche bays as would enable me to cut off an inland communication and commerce that is carried on principally by small steamers drawing from 3 to 5 feet of water, but I have found them seeking channels out of my reach and protected by an armed steamer and lugger that I have twice offered battle to and it has been declined, further than the firing of a few shots that were too distant for effect. But my presence has, I believe, confined them to their shoal navigation, which requires vessels of less draft than this to prevent.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Gulf Blockading Squadron.

Correspondence regarding international questions relative to the enforcement of the blockade of the Rio Grande River, Texas, in connection with the cases of the British steamer Labuan and French steamer Le Tage.

Report of Flag-Officer Farragut, U. S. Navy, transmitting correspondence.

U. S. S. HARTFORD,
Mississippi River, March 27, 1862.

SIR: By the enclosed correspondence between Commander Swartwout, you will perceive that the English and French are not complaining of the laxity of the blockade, but the rigidity of it, and it certainly looks a little singular that a vessel of war should accompany the *Tage* or arrive at Matamoros the very day she did, and that the commander should object to her being boarded by Commander Swartwout, who, it appears, did not know the character of the vessel.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Commander Swartwout, U. S. Navy, regarding his course in attempting to suppress illegal traffic.

U. S. SLOOP OF WAR PORTSMOUTH,
Off Boca Chica, Tex., March 15, 1862.

SIR: Your communication of the 7th instant by U. S. S. *Montgomery* was received on the 12th instant. My position here is a very embarrassing one, and of such a delicate nature that it requires a great deal of tact and diplomacy in order to avoid collision with friendly nations and at the same time to prevent illicit trade by neutral vessels. In my judgment our Government has no legal right to interfere with the free navigation of the Rio Grande, or to interdict neutral vessels from having commerce with Matamoras. If you agree with me in the view I take of this matter, you will doubtless approve of the course I have adopted in order to check if possible illegal traffic by neutral vessels. My course is to board all vessels arriving in this vicinity, and if, after a rigid examination, it appears that their cargoes are intended for Matamoras, and their papers are found to be correct and regular, I require the captains to sign a certificate, pledging their word that their cargoes shall go direct to Matamoras, and not pass through or over the territory of Texas in reaching Matamoras. After receiving this certificate I allow them to discharge their cargoes. In some cases I require certificates as to the honesty of their intentions from the English and American consuls at Matamoras. So far the captains and consuls have all given very cheerfully the certificates required of them. A similar certificate is exacted from the captains and the consuls before these vessels receive any cargoes from the Rio Grande. They all now anchor to the southward of the Rio Grande off the Mexican coast. You will find herewith enclosed a copy of a correspondence with Mr. Pierce, American consul at Matamoras, which is submitted for your perusal. In compliance with instructions from your predecessor, Flag-Officer McKean, I send you requisitions for provisions and other articles required for the use of this ship. As many of these requisitions may appear to be very large for a vessel so recently fitted out, I consider it obligatory upon me to inform you that in fitting out this vessel at the Portsmouth navy yard she has been very much neglected and slighted in almost every department, and, in my opinion, judging from the condition of the ship, she has received no repairs of any consequence since she returned from her last cruise on the coast of Africa. Ever since we sailed from Portsmouth the carpenters and other mechanics of this ship have been almost constantly engaged in repairing defects about the ship, which should have been attended to before she was turned over from the Portsmouth yard.

As you make no reply to that part of my communication forwarded by the U. S. S. *Rhode Island*, in which I request to know where I am to procure fresh water for this ship when required, I presume you have concluded to leave it to my discretion to adopt the most judicious course, in order to obtain this necessary article. Therefore, I propose, the early part of next month, when it will be necessary to fill up with water, to run down to Tampico and procure water there, where, I am informed, water tanks will come out across the bar and supply vessels. This will be the most expeditious plan that I can adopt. The bark *Midnight* might lie at this anchorage during my absence, so as not to leave this part of the coast unblockaded, and the bark *Arthur* could,

in the meantime, blockade the coast to the northward. After my return these two barks might relieve each other and fill up with water in the same way.

Very respectfully, your obedient servant,
S. SWARTWOUT,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding U. S. Naval Force, Western Gulf of Mexico.

Report of Commander Swartwout, U. S. Navy, transmitting correspondence regarding the capture of the British steamer *Labuan*.

U. S. SLOOP OF WAR PORTSMOUTH,
Off Boca Chica, Tex., March 18, 1862.

SIR: I had closed my letter to you of the 15th instant, anticipating the return of the *Montgomery*, when the arrival on the 16th instant of H. M. S. *Phaeton*, from Vera Cruz, makes it necessary for me to write you another note and enclose a copy of a letter addressed to me by Captain Tatham, of that ship, together with my reply, which is herewith submitted for your perusal. Captain Tatham had a conversation with me relative to the capture of the steamer *Labuan*, and also with regard to the course adopted by me in enforcing the blockade near the Rio Grande. The conversation was of a friendly nature, and carried on in a very conciliatory spirit. He admitted from my statements that I had grounds for capturing the *Labuan*, and agreed with me that, as the case of the *Labuan* was before the courts of law, his Government and Commodore Dunlop had no control over the matter. He paid a very high compliment to our Government for the prompt and equitable decisions rendered in several captures of British vessels during the present war. I apprehend no difficulty with any friendly nation growing out of the enforcement of the blockade on this part of the coast, as I shall studiously avoid giving any offense.

I enclose a note from Captain Powell, addressed to me, which I send for your perusal, agreeably to his request, although I can assure you that his fears are groundless and his instincts at fault.

On the 17th instant the French steamer of war *Berthollet* arrived here from Vera Cruz, and the next day her captain addressed me a lengthy communication relative to the blockade of this part of the coast and the Rio Grande, which you will find herein enclosed, together with a second communication from Captain Tatham, of the British frigate *Phaeton*, and my replies, all of which correspondence is submitted for your consideration and instructions in the premises. From my experience here I am satisfied that it is impossible to prevent illicit trade on the Rio Grande unless we can take possession of Brownsville and the American side of the Rio Grande from there to its mouth. And if the commander of a vessel of war blockading this part of the coast of Texas attempts to interfere with what he considers illegal traffic, he is certain to find himself accused of trenching upon some neutral right which the English and French Governments will contend is a violation of treaty stipulations, and which, if persisted in, may bring our country in collision with those two neutral nations.

The commerce on the Rio Grande can not amount to much in consequence of the difficulty of transportation over an almost impassable

bar at its mouth. I, therefore, would suggest the propriety of not extending the blockade to the southward of the Brazos Santiago. This course would prevent the possibility of a breach with England and France, growing out of the rights of neutrals. The trade on the Rio Grande (which is a small affair), in my judgment, had better be abandoned rather than by attempting to interfere with two powerful nations, particularly at this time, when we have such a gigantic rebellion in our country to suppress.

Very respectfully, your obedient servant,

S. SWARTWOUT,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding U. S. Naval Forces, Western Gulf of Mexico.

[Enclosures.]

H. M. S. PHAETON,
Off Rio Grande, March 16, 1862.

SIR: Her Britannic Majesty's consul at Hayana has represented to Commodore Dunlop, C. B., under whose orders I am acting, that the British-screw ship *Labuan* has been captured by a cruiser of the United States.

I am to ask you to furnish me with all the details in your power respecting this capture, that the particulars may be laid before the commodore referred to.

I have, therefore, to request you will be good enough to give me an early reply to this communication, with such other information as you may consider proper respecting the *Labuan* case and the blockade you are enforcing in the vicinity of the Rio Grande.

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

EDWD. TATHAM,
Captain.

Captain SAMUEL SWARTWOUT,
U. S. Ship Portsmouth.

U. S. SHIP PORTSMOUTH,
Off Boca Chica, Tex., March 17, 1862.

SIR: Your communication of the 16th instant has been received, in which you request me to furnish you with the particulars of the capture of the British screw ship *Labuan*, and also such other information as I may consider proper respecting the blockade I am enforcing in the vicinity of the Rio Grande, that this information may be laid before Commodore Dunlop, C. B., under whose orders you are acting. In reply I will state that it will afford me much pleasure to give you the information you solicit.

The steamer *Labuan* was captured by this ship, under my command, on the 1st of February last, whilst lying at anchor to the northward of the Rio Grande, off the territory of Texas, taking in cotton from a steamboat owned by secessionists, or rebels, who are enemies of my Government.

The steamboat was seen by this ship as we approached this anchorage, outside of the Rio Grande, apparently bound to the steamer *Labuan*, but as soon as she discovered us to be an American man-of-war she

stood back and ran into the river again, near to where the rebel flag was flying.

This steamboat, the mate of the *Labuan*, who was the commanding officer on board, informed me, had been engaged loading his vessel with cotton, but that she would not come out again whilst this ship remained here. The steamboat alluded to, although she had the Mexican flag hoisted, was owned by the rebels, as well as all the other steamboats plying on the Rio Grande, of which I have been informed by some of the most respectable Mexican citizens residing at Matamoras, and, indeed, the British vice-consul at Matamoras acknowledged as much to me.

The fact that the steamer *Labuan* was anchored off the territory of Texas, and being loaded with cotton by a rebel steamboat coming out from where the rebel flag was seen flying, and her log book being headed "Barra Santiago," which is the same as Brazos Santiago, was conclusive proof to my mind that she was breaking the blockade and violating her Britannic Majesty's proclamation.

As the town of Matamoras was closely besieged at this time, and for a month previous, it was impossible that this cotton could have been brought from there, and consequently the presumptive evidence is very conclusive that it came from Texas. For the reasons stated, I considered it my duty to capture the *Labuan*. She has doubtless, ere this, arrived at New York, where her case will be adjudicated by the United States district court.

In enforcing the blockade of this part of the coast of Texas it is not my purpose to interfere with neutral vessels in the free navigation of the Rio Grande, or to interdict their legal commerce with Matamoras, but only to prevent as far as practicable any illicit trade with the enemies of my Government, which I presume Commodore Dunlop will neither sustain nor encourage.

Very respectfully, your obedient servant,

S. SWARTWOUT,
Commander.

Captain EDWD. TATHAM,
H. B. M. S. Phaeton.

H. B. M. S. PHAETON,
Off Rio Grande, March 18, 1862.

SIR: I have to acknowledge the receipt of your letter of the 17th, dated off Boca Chica, and to thank you for the clear account you have given me of the *Labuan* capture.

This case is now to be settled by the proper tribunals and our respective Governments.

By the law of nations a belligerent has a right to enforce a blockade of the ports of his enemy, however much the commerce of nations may suffer.

The inconvenience of the blockade, however, naturally forces trade at the adjacent ports, and here the evil should cease to neutrals, and I apprehend the blockading ship should confine her attention to vessels attempting to enter blockaded ports.

Rio Grande is a neutral river, its waters and entrance, neutral for the navigation to Mexican ports, and I regret that the capture of the

Labuan at the mouth of that river on the 1st of February last, and the demand for certificates from her Britannic Majesty's consul at Matamoras, with lists of cargo before vessels are discharged, has been productive of a stagnation to the legal trade of neutrals with Matamoras, and such serious injury to British interests that I do not feel myself competent to make further comment before communication with the British commodore commanding in these waters.

I have to assure you that Commodore Dunlop, C. B., will neither encourage nor sustain the infringement of blockade, and that he will be glad to learn that it is not your purpose to interfere with neutral vessels in the free navigation of Rio Grande.

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

EDWD. TATHAM,
Captain.

Captain SWARTWOUT,
U. S. Ship Portsmouth.

U. S. SHIP PORTSMOUTH,
Off Boca Chica, Tex., March 18, 1862.

SIR: I am in receipt of your letter of this date in which you assert that the *Labuan* was at the mouth of the Rio Grande when captured on the 1st of February last. I can assure you, sir, that you are under an erroneous impression, as she was lying at anchor to the northward of the Rio Grande, off the territory of Texas, which I feel confident will be clearly established on her trial.

The certificates required of her Britannic Majesty's consul at Matamoras was simply a precautionary measure to prevent any difficulty with regard to the commerce of neutral vessels on the Rio Grande, and as he cheerfully acquiesced in my request, I did not suppose it would be viewed in an objectionable light.

Her Britannic Majesty's consul at Matamoras has sent me but one certificate, and long before that reached me I had informed all the vessels at anchor here that I should not interfere with their discharging or taking on board cargoes for or from Matamoras. This was before the siege was raised. You say my requiring the certificate alluded to has been productive of a stagnation to the legal trade of neutrals with Matamoras and of ruinous injury to British interests. I can not understand how this can be, as Matamoras has, since my arrival here, until recently, been closely besieged, and long before the siege was raised all the neutral vessels here were free to discharge their cargoes when they thought proper; no obstacles were thrown in the way by me. I objected to the steamers owned by the rebels coming out here with cargoes, which I believe I have a right to do, but as those steamers have recently been purchased by Mexicans, of course the objection no longer obtains.

I will submit your communications of the 16th and 18th instant to Flag-Officer Farragut for his consideration, and shall request further instructions from him. In the meantime I will offer no interruptions to neutral vessels in their commerce with Matamoras.

Very respectfully, your obedient servant,

S. SWARTWOUT,
Commander.

Captain EDWD. TATHAM,
U. S. Ship Phaeton.

ON BOARD H. I. M. STEAM CORVETTE BERTHOULET,
Entrance of the Rio Grande del Norte, [March 18, 1862].

MONSIEUR LE COMMANDANT: I have the honor to inform you that I have received from the vice-admiral, commander in chief of the French forces in the Gulf of Mexico, instructions to learn from you in what way the blockade of the coasts of the United States in this Gulf is being carried out by the ships of the U. S. Navy, and more particularly at the mouth of the Rio Grande del Norte, which forms the boundary between the territory of the United States and that of the Mexican Republic.

The admiral commanding the French forces does not doubt in the least that the instructions you have received from your Government are based on positive and sincere respect for the rights of neutrals. But the statement that you, captain, might make to me on the subject in general terms does not preclude an examination of certain points that the instructions, however precise, may have passed over in silence. Because, in such complex and delicate matters, where it is impossible to foresee everything, one should suppose that a certain latitude is left to the officers who execute the orders of their Government.

Therefore, captain, from this standpoint, I have the honor to address to you further on some questions and observations to which I beg you will be kind enough to reply, so as to enable me to give to Vice-Admiral Jurien de la Gravière the details he needs to know in the interest of his countrymen. You will not fail to perceive, captain, that these questions pertain to certain principles of international law upon which the Government of his Majesty, the Emperor of the French, lays great stress.

Requesting, therefore, that you inform me, so far as these points are concerned, the course which is laid out by your instructions, or else your personal interpretation of them, I acknowledge your equal right, captain, to know how they are considered by the French Government or by myself. As I am carefully following up each case, I hope to be able to satisfy this very proper desire.

1st question. What character should be attributed, from the neutrality point of view and the rights that result from it, to that part of the sea which surrounds, within a radius of 3 nautical miles, the mouth of the Rio Grande del Norte?

It is universally recognized that the parts of the sea which wash the shore and are called the territorial waters are under the jurisdiction of the nation to whom the shore belongs. Usage and many treaties have fixed at 3 miles the extent of that inviolable zone.

In accordance with this principle, suppose that, from the middle of the narrow pass which serves as the entrance to the river, one draws a perpendicular line to the general direction of the coast—that is to say, a line drawn toward the east—all that part of the sea lying north of that imaginary line, for a distance of 3 miles from the coast, forms a part of the territory of the United States and all the part of the sea lying, under the same conditions, south of said line is Mexican.

This view is the only logical as well as the only practical one. Because, if it is claimed that territorial sovereignty extends for the benefit of the two nations owning the contiguous river banks in the whole of the traced semicircle, with a radius of 3 miles around the mouth of a river, one would come to this result: The same part of the sea would belong at the same time to the United States and to Mexico, which would be absurd.

2d question. Can a neutral vessel be visited (and by the word visit I mean the establishing of her nationality or neutrality) by a belligerent vessel of war when the neutral vessel, being a merchant ship, is at anchor in the territorial waters of a neutral power.

Incontestably no. The exercise of the right of visit, right consequent upon a state of war, is interdicted to a belligerent in a place where hostilities themselves are prohibited—that is to say, in waters subject to the jurisdiction of a neutral nation. This principle is recognized by all nations and by all publicists.

It was therefore a mistake, in my opinion, that you proceeded, captain, yesterday afternoon, 16th March, to visit the French steam merchant ship *Tage*, anchored in Mexican waters at the mouth of the Rio Grande del Norte; and the courteous manner of this visit did not modify, in my eyes, its illegality.

3d question. Has a belligerent cruiser the right of visiting a neutral merchant vessel, even in places where such visit is generally permitted, when a man-of-war of that neutral nation is present?

Here again, captain, the answer can not be doubtful. Each neutral merchant vessel, which is in sight of a ship of war of her own nation, is, by that fact alone, placed under the protection of the flag of that man-of-war, and consequently exempt from inspection. The cruiser which wishes to be assured of the nationality and neutrality of the merchant vessel can only, in that case, address the captain of the man-of-war to obtain the necessary information. The visit made yesterday by one of your officers on board the French steamer *Le Tage*, just as I had anchored near your vessel, was, therefore, illegal from this second standpoint. It infringes upon the dignity of the authority with which I am invested, and I can not allow it to pass without a protest.

4th question. Has a United States cruiser the right to intercept the goods that leave the Rio del Norte on board of neutral ships to be transferred to neutral vessels lying at anchor in the Mexican part of the outer harbor of the river?

The answers given to the first and last questions apply very clearly to this one. The right to intercept does not exist.

But I go still further. I say that unless these goods were contraband of war the cruiser could not intercept them, even when the neutral vessels in question had been anchored beyond the Mexican territorial zone; that is to say, had been in the conditions which authorize the visit of a belligerent cruiser.

To illustrate the case more precisely by an example, my opinion is that an American cruiser has not the right to visit a Mexican steamer going out of the Rio Grande, laden with cotton transporting it to a neutral vessel anchored in the Mexican territorial sea. If this neutral vessel is anchored in the high seas, the cruiser has the right to visit the Mexican steamer; but if the cotton is not contraband of war, the cruiser can not intercept it even should he have ground to believe—let us say should he have the certainty—that the cotton came from the interior of Texas. True, cotton might be intercepted by United States cruisers in the waters of the Rio Grande when it is passed from one bank to the other. But so long as river patrol is not established, cotton, or any other commodity not contraband of war, although coming from the territory of the enemy, shares all the benefits of the neutrality of the vessel which transports it, and of the one to which

It is destined. Outside of this rule one falls inevitably into all the arbitrary vexations of fictitious blockades.

A final result of this opinion is that the Mexican steamers of which I speak should not be compelled by the American cruiser to provide themselves, from the resident consuls at Matamoras, with certificates of origin for the merchandise they carry to the outer roadstead. If the cruiser believes that contraband of war is to be found among inoffensive merchandise his only right is to complain to the Mexican Government of its negligence in respecting, and causing to be respected on its territory and by its citizens, the duties that neutrality imposes, and demand satisfaction.

Such are, captain, the principal points to which I think it my duty, in conformity to my instructions, to call your particular attention.

I hope you will not misunderstand the ground I take. It comes from the friendship that exists between our two nations, and from the sincere desire to see it continue without a cloud.

My sojourn in this roadstead being of short duration, I shall be very much obliged to you, captain, to be kind enough to honor me with a reply before my near departure.

Accept, captain, the assurance of my high consideration.

E. DE JONQUIÈRES,

Commander, Commanding U. S. M. Corvette Berthollet.

[Commander SWARTWOUT.]

U. S. SHIP PORTSMOUTH,
Off Boca Chica, Tex., March 18, 1862.

SIR: Your communication of this day's date has been received, in which you have advanced for my consideration and decision several points of international law bearing upon the blockade of this part of the coast of Texas and the Rio Grande.

As I do not consider myself authorized to decide these delicate questions, without further instructions from the flag-officer commanding the Western Gulf Squadron, I will, with as little delay as possible, forward your communication to him for his advice in the premises. In the meantime commerce by neutral vessels with Matamoras shall not be interfered with by me. With regard to the certificates, to which you take exceptions, they were required by me merely for the purpose of preventing any difficulty, and as the consuls and merchant captains cheerfully acquiesced in my request, I did not suppose any objections would be made to this precautionary measure.

The French steamer *Le Tage* was boarded yesterday by one of the boats belonging to this ship, inadvertently, under a general order to board vessels arriving here, to ascertain their nationality and neutrality, but without the slightest intention to treat your nation with any disrespect or yourself with indignity, both of which I take this occasion to disclaim.

I have given such orders as will in future prevent any similar occurrence of which you complain.

Very respectfully, your obedient servant,

S. SWARTWOUT,

Commander.

Captain [JEAN PHILIPPE] ERNEST DE JONQUIÈRES.

U. S. M. Corvette Berthollet.

ON BOARD THE BERTHOULET,
At anchor before Rio del Norte, March 19, 1862.

MONSIEUR LE COMMANDANT: I have received the answer which you made to the letter which I had the honor to address you yesterday morning, the 18th instant.

The explanations which it contains relative to the visit of the *Tage* are perfectly satisfactory. As to the other points concerning the blockade, I will render an account to the vice-admiral commanding the French forces in Mexico of the manner in which you have practically considered them up to this time (in regard to this I will refer to the conversation we have had together, since your letter contains nothing referring to it); I will say to him that your intention is to submit the litigious question to the examination of the commander in chief of the naval forces of the United States in the Gulf of Mexico, and that until then you will not interfere in any way with the commerce of neutrals at Matamoras.

Accept, monsieur le commandant, the assurance of my high consideration.

THE COMMANDER OF THE BERTHOULET.

Report of Flag-Officer Farragut, U. S. Navy, regarding the purpose for light-draft vessels.

U. S. S. HARTFORD,
Mississippi River, March 27, 1862.

SIR: In your letter of February 24 you speak of not sending me vessels of light draft because they are "not fit to attack the enemy's works." I did not wish them for such purposes, but for the purpose of cutting off their communication through the streams running out of the bays into the Gulf of Mexico up to New Orleans and coastwise, Atchafalaya, Barataria, and all the coast from Brazos Santiago to Mobile. In other words, for blockade, and not for attacking forts, but they are very important auxiliaries.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Lieutenant Madigan, U. S. Navy, commanding U. S. ship Vincennes, regarding the disposition of the passengers and crew of the foundered steamer Black Joker.

U. S. SHIP VINCENNES,
Off Pensacola, March 27, 1862.

SIR: A boat load of 17 persons from the steamer *Black Joker* [or *Vanderbilt*], which foundered on the 15th instant while on the passage from Havana to Matamoras (as said), reached the schooner *Maria A. Wood* at East Pass, Santa Rosa Island, on the 20th instant. These 17 persons comprise a little girl about 5 years of age, two gentlemen passengers, the purser of the steamer, chief engineer, second engineer,

second mate, carpenter, steward, two quartermasters, four firemen, one coal heaver, and one deck hand. I have taken these people on board of this ship in expectation of being able to send them per the steamer *Connecticut* for your decision in the case. The *Black Joker* ran the blockade at Sabine Pass a short time since and was returning, as they say, to Matamoras, under English colors. Her cargo consisted of coffee, zinc, sheet copper, oil, and paper. She left Havana on the 12th instant, and a heavy head sea produced a leak which caused her loss on the 15th. Other boats left the steamer with more of her passengers and crew, whose fate is not known.

I fell in with the *Maria A. Wood* yesterday between Mobile and Pensacola, and she followed me here. She was almost entirely out of provisions. General Arnold has kindly furnished me with some for her, and I have ordered her to her station off East Pass. She will leave here to-morrow morning. This ship's provisions are getting low and I was unable to furnish the *Maria A. Wood* from this ship entirely. Bread, beans, molasses, sugar, etc., were furnished from the fort at my request. I would respectfully represent that the *Maria A. Wood* seems to be passed by the storeships and supply steamers, and that she is in need of provisions, clothing, and small stores. (Her captain informs me that but one steamer has stopped at East Pass in three months.) Also that the *Black Joker's* boat is on board of her, subject to your decision.

Mr. Payne, one of the passengers from the *Black Joker*, is an Englishman, a merchant at New Orleans; Mr. Hart, the other passenger, is an American, also a resident of the same place, and a lawyer by profession.

I left here on Sunday last and arrived at Mobile, after heavy weather, on Tuesday. On Wednesday I returned to this place, having a passage of five and one-half hours.

OFF MOBILE, *March 28, 1862.*

This morning I left Pensacola, outer bar, at 6 and anchored here at 11 o'clock.

I shall return to Pensacola as soon as wind and weather will permit. Your order of the 10th instant to me I received here on Tuesday last. I left Pensacola on Sunday last, to come here in obedience to an order received by the *Itasca*.

General Arnold desired me to say to you, as I was about leaving Pensacola, that from news just received from the rebels, that he would attempt the capture of Pensacola with but one steam gunboat. It is said they have but one regiment at Pensacola on the rebel side; the batteries from the navy yard to Fort McRee, inclusive, are said to have but 300 men.

I forward this by the *Kanawha*, from Mobile; she goes to tow a transport to Ship Island, which is short of provisions and having a very light wind from the southward and westward.

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

JOHN MADIGAN,

Lieutenant, U. S. Navy, Commanding U. S. Ship Vincennes.

Captain D. G. FARRAGUT,

Flag-Officer Gulf Blockading Squadron.

Report of Flag-Officer Farragut, U. S. Navy, stating the cause of the running ashore of the U. S. S. Pensacola.

U. S. S. HARTFORD,
Mississippi River, March 28, 1862.

SIR: I have not been able to have a court of enquiry to investigate the running on shore of the *Pensacola* and other vessels, for the reason that every officer who would be required on the investigation is now employed preparing the respective vessels for the great service now before us.

As to the case of the *Pensacola*, I fully understand it; and although it might have been, and undoubtedly was, bad navigation, still it is of common occurrence. Two years ago I passed along the coast of Florida and found five large cotton-loaded ships on shore near Cape Florida, and in conversation with persons at Key West found that every ship mistook the Florida light for the Double Headed Shot Cays light, and put the helm starboard instead of port and ran their ships on shore. This was owing to the strength of the current in the stream, which had run them ahead of their reckoning. Commander Swartwout makes a similar statement, that the current cut his ship over before he could imagine himself 20 miles from the banks. He found himself on Carysfort Reef, and when he saw the light he put his helm aport and ran on shore, believing that the light was on Cay Sal Bank.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Order of Flag-Officer Farragut, U. S. Navy, to Captain Bailey, U. S. Navy, referring to the unsuccessful attempts to get the U. S. steamers Pensacola and Mississippi over the bar.

U. S. S. HARTFORD,
Mississippi River, March 28, 1862.

DEAR CAPTAIN: We are still tugging at the *Pensacola* and *Mississippi* to get them over the bar, and I am much disheartened by the many trials without success, but live in hopes that a southerly wind will raise the tide on the bar a few inches higher.

Please tell General Butler that we are not yet ready; that he may feel easy as to his being here in time, and he may have some other arrangement in view before coming. Send the *Bearnot* down to the South West Pass as soon as possible, as we are nearly out of coal and the coal vessel *Atamo* has not yet arrived. I feel very uneasy about her, and send all the vessels with coal down as soon as they arrive at Ship Island. I also wish you to send the stores on board the *Pumpero* down in the *Bearnot*, as we are much in want of them, and get the *Pumpero* off to Key West for more, with orders to Captain Huggins to use all possible dispatch to bring an assorted cargo of provisions, small stores, and clothing. Tell the paymaster to purchase all the pieces of cotton he can for bandages and dressings for the wounded.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Flag-Officer.

Captain T. BAILEY,
U. S. S. Colorado.

*Report of Commander Bell, U. S. Navy, regarding a reconnoissance in
Mississippi River.*

U. S. S. HARTFORD,
Head of the Passes, Mississippi [River], March 28, 1862.

SIR: I proceeded to-day in the *Kennebec*, accompanied by the *Wissahickon*, to examine the river and the forts at the bend.

The left (or east) bank, all the way up, is quite clear of trees and bushes, and no houses appear before the salt works are approached. These are abandoned, except by one family. The right (or west) bank is better wooded, and quite thickly, for 4 miles below Fort Jackson; also a few dilapidated houses and some cattle were observed on both banks from the salt works up to the forts.

No steamer appeared in view until the forts became visible. Shortly after the *Star* ran out a little distance below the boom, but speedily retreated above it again, passing up close to the Jackson bank. One 20-pounder rifle was fired at her, but fell very short. She seems to carry no cotton now.

I approached the forts at extreme range of their guns, keeping on the left (or east) bank of the river. Four guns from Jackson and two from St. Philip opened fire upon us, throwing shells which exploded by concussion, very few of them failing. The two guns from St. Philip reached as far down the river as any from Jackson.

The trees and bushes on the right (or west) bank were cleared away from Jackson to the extreme range of their guns down the river.

On the bend below Jackson a point makes out upon which there is something like a mud fort, and I thought to observe there three embrasures, but no guns.

Between this point and Jackson, apparently under the guns of the exterior work, is the starting point of the boom or obstruction, consisting of a raft of logs and eight hulks moored abreast, from 50 to 80 yards apart, and extending across the river to about a half mile below St. Philip. The raft lies between the bank on the Jackson side and the hulks. On shore near the raft are two structures, which I inferred were windlasses for torting the cable. Here the steamers pass through. I could discern nothing extending from hulk to hulk, nor anything like fire rafts.

Observed at the forts two steamers with steam up, two barks, and a schooner. One of the boom hulks, second from left bank (east), had one mast standing; the masts were out of all the others.

The two forts fired from twenty to twenty-five shots at us, well directed, some of them falling within a half cable's length of us. I observed them about a half hour and then turned down the river without firing at them, the range of our guns being no better than theirs.

I am, very respectfully,

H. H. BELL,
Fleet Captain, Western Gulf Blockading Squadron.

Flag-Officer D. G. FARRAGUT,
Western Gulf Blockading Squadron.

Report of Commander Emmons, U. S. Navy, as senior officer, regarding affairs at Ship Island, Miss.

U. S. S. HATTERAS,
Ship Island, March 30, 1862.

COMMODORE: I received as senior officer here your letter by Lieutenant Commanding Nichols, directed to Captain Bailey, and have attended to your commands. I had already so far anticipated them as to direct the captains of the *Fearnot* and *Panpero* to continue their work to-day, Sunday, and as the *Fearnot* has but little coal left in her, I have obtained permission from General Butler to take 150 tons (half that we require to fill our bunkers) from one of his army transports, and the only one, I understand, that has hard coal in her.

I had made out my requisition for six months' stores, but as it appears you may want stores at the river, I have reduced one-half.

Lieutenant Commanding Nichols has asked to blow out his boilers, and as he is to return, I will ask him to give the *Fearnot* a tow down.

Lieutenant Commanding Harrison, of the *Cayuga*, will leave this evening with this, and I have directed him to look for the coal bark *Alamo* (spoken near Pass à l'Outre yesterday) and to take her in tow to the South West Pass.

General Butler desires a vessel to take one of his ships to the Passes, and if there should be none other ready, I will do this service. One Maine regiment arrived last evening—thirty-nine days passage—short of provisions and water.

The smoke of two rebel steamers is in sight this morning up the bay, but out of reach of the *New London*, that has gone up to reconnoiter. I suspect they have troops for New Orleans. We need a lighter-draft vessel here very much.

The *Connecticut* has not yet arrived.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from Major-General Butler, U. S. Army, to Flag-Officer Farragut, U. S. Navy, announcing his readiness for cooperative movement.

HEADQUARTERS DEPARTMENT OF THE GULF,
March 30, 1862.

SIR: I am now ready to put on board ship six regiments and two batteries and will be able to be in the Passes in twelve hours.

I am still of opinion that an effort be made to land above the fort as soon as you can get gunboats by. Its moral, not to say actual, effect would aid the attack, if not compel a surrender.

If the navy is not to be ready for six or eight days, I ought not to sail, as my coal is running short and I can not carry more than eight days for sailing.

May I ask that you send me word so as to reach me by Tuesday morning, and I will be embarked in waiting.

If you prefer, I will be in time to attempt the landing off Isle au Breton.

If I can aid you in any way here, please command me.

I am, with much respect, your obedient servant,

BENJ. F. BUTLER,
Major-General, Commanding.

Flag-Officer FARRAGUT,
Commanding Western Gulf Squadron.

I shall wait your advices. It is of importance that you advise me. Please do not fail.

Report of Acting Lieutenant Woodworth, U. S. Navy, commanding U. S. S. John P. Jackson, regarding the disposition of persons from the foundered steamer Black Joker.

U. S. S. J. P. JACKSON,
Ship Island, March 30, 1862.

SIR: I have the honor to inform you of my arrival at this port from Key West, after a passage of seventy-five hours, having communicated with U. S. ships *Preble* and *Vincennes* off Mobile Bay, taking from the latter some 17 persons, they being a portion of the passengers and crew of the steamer *Black Joker*, which foundered at sea. These persons I turned over to the provost-marshal upon my arrival here.

In the absence of any written instructions, I reported to Captain Emmons, the senior officer in command, for duty, and have been detained by him until instructions are received from Flag-Officer D. G. Farragut, commanding the Gulf Blockading Squadron.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH, U. S. Navy,
Acting Lieutenant, Commanding U. S. S. J. P. Jackson.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Preble, U. S. Navy, commanding U. S. S. Katahdin, stating his opinion of the qualities of the new steam gunboats.

U. S. STEAM GUNBOAT KATAHDIN,
South West Pass, March 30, 1862.

DEAR SIR: You ask my opinion of the new steam gunboats from my experience on board the *Katahdin*.

As cruising men-of-war I consider them complete failures.

First. They have not the speed to chase or maneuver against an equal, nor to escape from a superior force.

Second. From their excessive rolling they can not use with effect or safety, except in smooth or very moderate weather, their XI-inch pivot gun, which is their main dependence.

They may be useful in smooth water, but in a rapid stream, like the Mississippi, their want of speed to stem the current and move rapidly is a serious defect.

The *Katahdin*, under favorable circumstances, good steaming weather, can and does make from 6 to 7 knots, making sixty revolutions of her engines. By increasing the number of revolutions she

can for a time be worked up to 8 or 9 knots under steam, but that speed can not be kept up for any length of time. Either the journals get hot, the pumping apparatus out of order, or she runs down her steam. A few days since, steaming against a Gulf of Mexico sea, off the west Florida coast, with the engines making from sixty to sixty-five revolutions a minute, the vessel was as stationary by our lead lines as though anchored.

We had every kind of weather and a good deal of stormy weather on our passage from Boston to Key West and from Key West to Pass à l'Outre, which enabled me to judge her a safe and buoyant sea boat. Under steam and a close-reefed foresail, with the wind a little on the quarter, we were all charmed with her scudding before a very heavy N. W. gale and sea.

She also lies to well, but drifted fast to leeward, and would not be safe in a continued gale on a lee shore, not having power in her engines or sail sufficient to enable her to work off.

For special service as a gunboat in smooth, shoal water she is an efficient vessel, but for the general service of the Navy she is not of much use. If caught at sea in anything like rough weather she would prove almost defenseless and an easy prey to anything that came along.

With more beam she could easily carry a broadside of light guns in addition to her present armament that would render her much more formidable.

I would add, in crossing the Bahama Banks I exercised at general quarters, and there, where there is scarcely no sea, the water slopped back and forth across the deck.

In conclusion, what she needs is more beam, more speed, and greater stability.

Yours, truly,

GEO. HENRY PREBLE,
Lieutenant, Commanding.

Commander D. D. PORTER,
Commanding Bomb Flotilla, Mississippi River.

Report of Captain Bailey, U. S. Navy, commanding U. S. S. Colorado, regarding the efforts of that vessel to float the U. S. S. Pensacola.

COLORADO, *March 30, 1862.*

DEAR FLAG-OFFICER: I am anchored near the *Pensacola* trying to drag her off. The gunboat *Cuyuga* arrived just now, having in tow the coal bark *Alamo*, and having anchored her, has gone to Pass à l'Outre to tow the *Sportsman*.

She brings news of the abandonment of Manassas and Fredericksburg by the rebels and the occupation of those places by McClellan's army. Fears were entertained that the rebels, by a flank movement, would endeavor to cut off General Burnside, but they think that McClellan has provided against that contingency. The batteries on the Potomac were abandoned at the same time with Manassas. In haste.

Your obedient servant,

T. BAILEY.

Flag-Officer FARRAGUT.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant De Haven, U. S. Navy, commanding U. S. S. Calhoun, to cooperate with the U. S. S. New London at Ship Island, Miss.

MISSISSIPPI RIVER, April 1, 1862.

SIR: You will proceed to Ship Island and assist Lieutenant Commanding Read, of the *New London*, to protect the island from the Confederate gunboats and prevent trade in the Mississippi Sound and the transportation of troops or anything else by the Confederates through that sound. On your arrival you will report to Lieutenant Commanding Read. If Lieutenant Commanding Emmons, of the *Hatteras*, is still there, you will inform him that it is my wish that he returns to his station so soon as his supplies are completed and his repairs made.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

Lieutenant Commanding J. E. DE HAVEN,
U. S. S. Calhoun.

Report of Commander Renshaw, U. S. Navy, commanding U. S. S. Westfield, referring to the loss of the U. S. S. R. B. Forbes.

U. S. S. WESTFIELD,
South West Pass of Mississippi River, April 1, 1862.

SIR: On the 22d day of February last I sailed from New York, accompanied by the U. S. steamers *Clifton*, *Forbes*, and *Jackson*.

Since the arrival of the *Clifton* I have been informed by Acting Lieutenant Baldwin that in a fog on the day following our leaving New York the *Forbes*, Lieutenant Commanding Flye, ran into the *Clifton*, at the time steering some five or six points off her course. The *Clifton* had frequently blown her steam whistle and taken all the precautions necessary to avoid the collision, which I consider might have been avoided had a corresponding degree of care been exercised on board the *Forbes*.

I parted company with all the steamers on the evening of the 23d of February, and by the newspapers first learned of the loss of the *Forbes*, since which I have ascertained from various sources that she was run on shore at Nag's Head, the wind at the time blowing offshore and the night clear, a disaster that could not have occurred, in my opinion, had the lead been kept going.

I have the honor to be your obedient servant,

W. B. RENSHAW,
Commander, U. S. Navy.

Commander D. D. PORTER,
Comdg. Mortar Flotilla, South West Pass, Mississippi River.

Report of Captain Powell, U. S. Navy, commanding U. S. frigate Potomac, regarding international affairs in Mexico.*

POTOMAC,
Vera Cruz, April 1, 1862.

MY DEAR COMMODORE: This will be handed you by Acting Master's Mate J. M. Smalley. He has been sent to your squadron in search of

* For reports of Captain Powell see Series I, volume 1.

active service. He is a bold, resolute, young fellow, of most excellent character, and I commend him to your favor.

I wrote to you by *Phaeton* and *Berthollet*. *Phaeton* has not got back, but Commodore Dunlop received by *Berthollet*, as I judge from what Captain Caldwell, of the *Mersey* (senior), told me yesterday, satisfactory replies to his enquiries. This is well, and the shade of coolness has entirely disappeared. Commodore Dunlop has gone into the interior. Heavy French reinforcements have lately arrived, about 3,500 more. They have now about 9,000. Reports come in that the Mexicans are determined to resist the march of the French, whose object is Mexico. The Spaniards are adverse, and the English forces are withdrawn, gone to Bermuda in the *Donegal*, *Sans Pareil*, *Ariadne*, etc. The English will only negotiate henceforth. The Spaniards want indemnity, and the French intend conquest. This is the best information I can obtain.

Mr. Corwin sends a special messenger by the English mail steamer to-day.

A small rebel schooner came in loaded with cotton ten or a dozen days ago. Draws only $3\frac{1}{2}$ feet water. She is said to have come out of San Luis Pass, Tex. Was fourteen days on her passage, and the master says she drifted back within 12 or 15 miles of the *Santee*.

My people are healthy, but the fever appeared on board the *Jason*.

The French, English, and Spanish are very civil and friendly. My health is tolerable, only. Wishing you every success,

I am, my dear commodore, yours, faithfully,

L. M. POWELL.

Flag-Officer DAVID G. FARRAGUT,
Hartford.

Capture of the U. S. schooner Isabel April 1, 1862.

Report of Lieutenant Harrison, U. S. Navy, commanding U. S. S. Cayuga, regarding the casting off of the schooner *Isabel* under tow for Ship Island.

U. S. GUNBOAT CAYUGA,
Hampton Roads, May 8, 1862.

SIR: I have the honor to inform you that I sailed from Key West for Ship Island on March 20, with the schooner *Isabel* in tow.

I was ordered to carry her down to Flag-Officer Farragut to be used in lightening vessels on the Mississippi bar. I placed on board Acting Master's Mate Charles H. Post and five men. After towing her 160 miles I encountered heavy gales, which obliged me to cast her off. I have since learned that Mr. Post made the land about Mobile, and was captured and carried into that port by a small rebel steamer. I enclose a copy of my instructions to Mr. Post.

Respectfully,

N. B. HARRISON,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

List of men on board the Isabel.—C. H. Post, acting master's mate; Richd. Manson, boatswain's mate; Henry Mohlman, landsman; William Colby, seaman; John Johnson, ordinary seaman; George C. Cross, ordinary seaman.

[Enclosure.]

U. S. GUNBOAT CAYUGA,
Off Tampa Bay, March 22, 1862.

SIR: Considering the impossibility of towing you against the westerly gales which have prevailed and are likely to prevail during this month, and finding your schooner capable of taking care of herself, I have concluded to give you ten days' provision additional and leave you to your own resources. You will take the greatest care of your provisions and water, and should bad weather continue to retard your passage you will put the men on short allowance. Should you be blown on the Florida coast, and be in distress, you can communicate with any of the blockading vessels which are stationed at all the ports along the coast.

I rely on your zeal and energy to get your vessel to her destination without unnecessary delay, and wishing you a speedy passage,

I am, respectfully,

N. B. HARRISON,
Lieutenant, Commanding.

Acting Master's Mate C. H. POST,
Schooner Isabel.

Report of Acting Master's Mate Post, U. S. Navy, commanding U. S. schooner Isabel.

NEW YORK, *October 23, 1862.*

SIR: I arrived home on the 20th, a paroled prisoner from the rebels. I was captured with five men and myself off Mobile, while in charge of the prize schooner *Isabel*, from Key West, bound to Ship Island.

I came in to Key West in the gunboat *Cayuga* on the 15th of March, 1862, and on the 19th I was put in charge of this schooner, and the gunboat was going to tow me over to Ship Island, but on account of heavy gale of wind blowing from the NW., the steamer had to leave me. The gale continued to blow for seven days after the gunboat left me, and hauled to the southward and blew as heavy as before, and not having any chronometer on board I could not tell what land I made, but unfortunately it was Mobile, and the gunboat *Morgan* [Gaines] came off and captured me and took me into Mobile. That was on the 1st of March [April] and I have been a prisoner since that time, and the five men with me.

Yours, very respectfully,

C. H. POST,
Acting Master's Mate.

N. B.—My address: C. H. POST,
Fair Haven, Conn.

Extract from Richmond Dispatch, April 11, 1862.

Captured.—Commander Hunter, of the Confederate gunboat *Gaines*, captured on the 2d instant, off Mobile, the Yankee schooner *Isabel*, from Key West for Ship Island, commanded by Master's Mate Post, U. S. Navy.

Mr. Post missed his reckoning and entered Mobile Bay instead of the sound, near Ship Island. The *Isabel* was formerly the tender *W. R. King*.

Report of Commander Bell, U. S. Navy, regarding the rumored approach of Confederate flag of truce for the probable purpose of gaining information regarding the Federal position and force

HARTFORD, April 2, 1862.

—MY-DEAR FLAG-OFFICER: The *Kennebec* being about to go down the South West Pass for the mails, I hasten to give you the talk up here, but the hour being early, and no one out of their beds, there remains no time before the *Kennebec* departs for me to investigate anything.

First in importance is that Captain Wainwright says the fleet surgeon was informed by Captain Broome, of the marines, that Cubitt remarked to the latter two days ago that Captain Foote is coming down the river (his whereabouts was not said) and a flag of truce will be sent here to-day. Whether it was a joke of Cubitt's remains yet to be seen, as the man is too shrewd to let us know that he is in communication with the rebels. If the flag should come down it should be stopped 5 miles above, where they could see nothing of our armaments or preparations, for, doubtless, they are coming for better information as [to] our position and force here at the Head of the Passes and in the vicinity; also whether the flag-officer is present or not, as his presence would be likely to indicate the presence or nearness of his principal forces.

Lieutenant Thornton reports to Captain Wainwright that he found the wires on the other bank connected with the electric cable and attached to the chain which secures the latter. This was last Sunday's discovery, whilst you were here, and is a mare's nest, I guess, for I saw the wires out there the first day I ascended the Passes.

Everything depends upon dispatch in the work which we have in hand. I trust in God that you will speedily get your ships over the bar.

Yours, most cordially,

H. H. BELL.

Flag-Officer FARRAGUT,
Western Gulf Squadron, U. S. S. Richmond.

P. S.—Captain Wainwright requests me to ask of you to have his guard relieved at Pilot Town by a guard from one of the ships down there, if you could approve it.

Joint retaliatory expedition to Biloxi and Pass Christian, Miss., and capture of steamer P. C. Wallis, April 2-4, 1862.

Report of Commander Emmons, U. S. Navy, regarding the dispatching of the U. S. steamers *J. P. Jackson* and *New London*.

U. S. S. HATTERAS,
Ship Island, April 2, 1862.

SIR: Owing to the frequent delays caused by removing cargo stowed upon the coal in the army transport, I have not yet been able to take on board all they can spare.

My officers and men have been working night and day here, getting vessels off from aground, towing lighters, and trying to dispatch vessels, etc. The *Pampero* is ready to sail to-night.

At the request of General Butler I have to-day sent the *Jackson* and *New London* up the bay, to cooperate with a portion of the army in one of their steamers against the rebels at Biloxi and Pass Christian, for their having fired upon a flag of truce sent up yesterday by the general with the little girl prisoner, that I believe I alluded to in a previous communication.

The *Jackson* will be sent to report to you—taking in tow or convoy the army transport ship *Wilder Farley*—as soon as General Butler is ready, and I believe he is only waiting to hear from you.

Captain Woodhull sent two instead of one master to the *Pampero* by mistake, and I have directed one of them to take passage down in the *Fearnot* and report to you, as I did not feel justified in detailing more than one, although Captain [Charles] Huggins desired two.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Order of Commander Emmons, U. S. Navy, to Lieutenant Read, U. S. Navy, commanding U. S. S. *New London*.

U. S. S. HATTERAS,
Ship Island, April 2, 1862.

SIR: Major-General Butler, U. S. Army, has asked for the cooperation of a naval force to make a demonstration up the bay, and if practicable to rebuke the outrage offered to his flag of truce while doing an act of humanity.

You will therefore hold yourself in readiness to lead and cooperate with the colonel commanding the army, taking with you the gunboat *Jackson*, Lieutenant Commanding Woodworth, who has been told to follow your instructions.

Respectfully, etc.,

GEO. F. EMMONS,
Commander.

Lieutenant Commanding ABNER READ,
Commanding U. S. Gunboat New London.

Order of Commander Emmons, U. S. Navy, to Acting Lieutenant Woodworth, U. S. Navy, commanding U. S. S. *J. P. Jackson*.

U. S. S. HATTERAS,
Ship Island, April 2, 1862.

SIR: You will cooperate with Lieutenant-Commanding Read, of the *New London*, in the demonstration about to be made up this bay by a

portion of General Butler's command, following his instructions and affording such assistance as may be in your power to repair the insult offered to us yesterday.

Respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Acting Lieutenant Commanding S. E. WOODWORTH,
Commanding U. S. S. Jackson.

P. S.—Keep the lead going and run of the tides and recollect the signal, which com[municate] to Lieutenant Commanding Read.

G. F. E.

Order of Major-General Butler, U. S. Army, to Major Strong, U. S. Army, to proceed in command of troops for cooperative expedition.

APRIL 2, 1862.

MAJOR: Taking with you on board the steamer *Lewis* the Ninth Regiment of Connecticut Volunteers and a section of Captain Everett's battery, and, acting in conjunction with the Navy, you will proceed to Biloxi and demand and obtain an ample apology for the firing into a flag of truce upon an errand of humanity under your command upon the 1st instant.

The apology must be an ample one, and you will demand and obtain a guaranty against such occurrences in the future, signed by the mayor, the principal inhabitants, and the colonel commanding the forces there.

You will inform the authorities and the citizens that no flag of truce must be hereafter sent to this island unless accompanied by a commissioned officer, in full uniform, with proper credentials; that civilians can not be received under such flag, or if received they will be detained.

You will land and compel any force there to retire, and take such measures to secure and enforce the foregoing as you may deem best, either by seizing and bringing off the principal inhabitants or whatever else may seem advisable.

You will also proceed to Mississippi City and Pass Christian, if desired by the Navy, and cooperate with it in any demonstrations deemed advisable against those places.

By command of Major-General Butler:

JOS. M. BELL,
Major and Aid-de-Camp.

Major GEORGE C. STRONG,
Assistant Adjutant-General, etc.

Letter from Major Strong, U. S. Army, to the mayor of Biloxi, demanding apology for attack made upon flag of truce.

BILOXI, MISS., *April 3, 1862.*

SIR: I am directed by Major-General Butler, commanding the Department of the Gulf, to call your attention to the fact that on the 1st instant a party of men under my command, bearing a flag of truce

and on an errand of mercy, were fired into in a most cowardly manner while their schooner was aground and just after they had left your shore.

An apology was made by a person claiming to be an officer of the Third Mississippi Volunteers, but General Butler has ordered that the repetition of such or similar outrageous action be the signal for the destruction of your town.

I am directed, moreover, to inform you that all persons in citizens' dress who visit the lines of the United States forces on this coast under a flag of truce will be detained if suspected. All such flags, to be respected, must be accompanied by a military officer in uniform and with proper credentials.

Respectfully, etc.,

GEORGE C. STRONG,
Assistant Adjutant-General.

To the MAYOR OF BILOXI.

Report of Commander Emmons, U. S. Navy, transmitting report of the commanding officer of the U. S. S. *New London*.

U. S. S. HATTERAS,
Ship Island, April 6, 1862.

SIR: In my last communication I believe I mentioned that I had sent the *New London* and *Jackson*, gunboats, up the bay to cooperate with a portion of the army under Colonel [Major] and Assistant Adjutant-General [George C.] Strong, upon the request of General Butler, and what to me appeared to be not only a justifiable movement, but one that the peculiar circumstances made proper for the Navy as well as the Army.

I enclose you herewith the report of Lieutenant-Commanding Read, of the *New London*, in regard to what took place previous to my joining, which I did on the following day, seeing that there was apparently a superior rebel force engaging them, consisting of the *Oregon*, *Pamlico*, and *Arrow*, gunboats.

However, before I could reach them I discovered the rebel boats making off in the direction of New Orleans, and one apparently somewhat disabled. Subsequent reports from shore say that the commander and pilot of one was killed. Each of our gunboats received a shot that produced but little effect further than wounding a captain and two privates on board of the *Lewis*.

Uniting our forces nearly opposite Mississippi City, we ran up to Pass Christian, where, after sounding and buoying the channel, we anchored with springs, and the *Lewis* ran in to land the troops at the wharf; but getting on a bank opposite, some delay was occasioned in sending the soldiers on shore in boats; and as the tide rose she was finally enabled to make the wharf, when the artillery landed, and the remainder of the regiment marched some 4 miles interior to meet the enemy at their encampment, who fired a few random shots and fled, leaving their tents and camp equipage to be destroyed by our forces; all of which having been accomplished, the party returned, drawing their gun through the sand, and reembarked about 9 p. m.

In the meantime a few shells had been fired over the town, a cargo of stores taken on board of the *Lewis* from the wharf, and a boat sent

to cut the telegraph wires across St. Louis Bay, connecting Mobile and New Orleans, which was accomplished by this ship's first cutter, in charge of Master's Mate Hazlitt, and a schooner loaded with wood, captured and brought off.

Before the Army had returned from the interior a steamer was discovered approaching us from the direction of Mobile, and, evidently mistaking us for the three rebel gunboats, became an easy prize after the firing of a few shots from the *Jackson* and *New London*, but not until they had succeeded in throwing overboard some of her cargo, which consisted of lime, rosin, pitch, turpentine, and oil.

As she and the schooner are not suitable vessels to send home, and can be used to great advantage here, I have made arrangements with General Butler to have both transferred to the Army, and the cargo either sold here or transshipped to the United States. There can be no question as to their being anything but rebel property. The prisoners have been temporarily landed on the island by the consent of General Butler, who has afforded me every facility in his power to expedite our various outfits.

A coal vessel having arrived here just as I had received 89 tons from the army, and all they could spare me, I have remained to get a further supply, and in the interim have been interrupted as before described. I sent the brig *Julia* off to-day, to report to you at the South West Pass, with coal from Philadelphia. She reports other vessels coming, and I am glad to say the army have just received a large supply.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Lieutenant Read, U. S. Navy, commanding U. S. S. *New London*, referring to the capture of Steamer P. C. Wallis.

U. S. S. NEW LONDON,
Off Ship Island, April 5, 1862.

SIR: On the afternoon of the 2d instant we left Ship Island in company with the U. S. S. *J. P. Jackson* and the transport steamer *Henry Lewis*, with the Connecticut Ninth Volunteer Regiment on board, to cooperate with the army for the purpose of effecting a landing at Biloxi. The landing was made the evening of the same day, the *New London* and *J. P. Jackson* anchoring off the town. The next day, about 4.30 p. m., the troops embarked, when all got underway and stood for Pass Christian, intending the following day to effect a landing at Pass Christian. At 10 p. m., having taken a favorable position for the night, we came to anchor. On the 4th of April, at 4.40 a. m., three rebel steamers were discovered standing down to make an attack. The action was immediately begun by the *New London*, *Jackson*, and *Lewis* with the rebel steamers *Oregon*, *Pumblico*, and *Carondelet*, and after its continuation of about thirty minutes the *Lewis* was withdrawn on account of the crowded state of her decks; the *New London* and *Jackson* continued the fight for one hour and forty-five minutes, when the enemy withdrew, apparently much injured. About 9 a. m. the U. S. S.

Hatteras joined us, being senior officer, took command. While the landing was being effected at Pass Christian a rebel merchant steamer appeared to eastward, and was immediately pursued by the *New London* and *Jackson*, after a chase of about an hour was captured. She proved to be the rebel steamboat *P. C. Wallis*, loaded with turpentine, rosin, and lime.

Enclosed please find list of officers and crew on board this vessel.

I am, very respectfully, your obedient servant,

A. READ,
Lieutenant, Commanding.

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

Detailed report of Acting Lieutenant Woodworth, U. S. Navy, commanding U. S. S. J. P. Jackson.

U. S. S. J. P. JACKSON,
Ship Island, April —, 1862.

SIR: Since my last report of the 30th instant one of the passengers of the *Black Joker* (a little girl), brought by me from the *Vincennes*, and whose parents were supposed to have been lost, was sent by order to General Butler under a flag of truce to the town of Biloxi to be restored to her relatives residing near that place. After the bestowal of the girl to the care of the judge of Biloxi, the schooner bearing the flag of truce, in her attempt to leave, grounded on the bar, and in this situation was fired upon by rebels on shore. Major Strong and some other officers dispatched a boat to Ship Island for assistance at 12 o'clock at night. We were directed, by order of Captain Emmons, to get immediately underway and proceed in company with the *New London* to their assistance. The schooner succeeded in getting afloat at daylight and returned with us to Ship Island, no person having been injured by the firing.

General Butler, desiring to resent the indignity to his flag, made application to Captain Emmons for naval assistance to cooperate with the army and return immediately to Biloxi and invest the place. By order of Captain Emmons the gunboats *New London* and *Jackson* were directed to convoy the transport *Lewis* having on board the Ninth Connecticut Regiment under command of Major Strong. We reached Biloxi and succeeding in landing the troops without opposition, the gunboats covering the disembarkation, the rebel troops at the place retiring without firing a shot. After making some arrests the troops were again embarked, and we proceeded down the sound opposite Mississippi City and anchored for the night. At 4.30 a. m. of the 4th instant three rebel gunboats supposed to be the *Oregon*, *Pamlico*, and *Carondelet*, attacked us. We weighed anchor and engaged them as soon as possible. By order of Captain Read the transport *Lewis* retired toward Ship Island, not before receiving, however, two shots which wounded two persons. The *New London* and *Jackson* continued to engage the rebel boats until 6 a. m., when they retired toward Shieldsboro, in St. Louis Sound [Bay], having been joined previously at Pass Christian by another steamer. Finding it impossible to proceed farther on account of the cowardice of the enemy and the shallowness of the water we abandoned the chase and returned toward

Mississippi City, when we discovered the steamer *Hatteras* approaching. We received in the engagement two shots from 30-pound rifle projectiles, one striking us on the port guard, completely cutting it in two and carrying away one of our iron sponson braces, the other splintering one of the stanchions of the gallows frame. We do not know what damages were sustained by the enemy. The officers and crew conducted themselves with more coolness and bravery and worked the guns with more skill and expertness than I could have expected, they having had but three days' practice with the guns before the engagement. I am glad to state that no one on our steamer was hurt. By request of Major Strong the *Jackson* recalled the transport *Lewis* for the purpose of making a descent upon Pass Christian and engaging the rebel battery, reported to be situated there. We then proceeded to land our troops, but in so doing we discovered some parties in the act of firing the buildings on the wharf. We fired some shell into their midst and drove them off. The troops were then landed from the *Lewis*, we lying off the town to cover them. During the landing of the troops a boat was sent by the order of Major Strong to cut the submarine telegraph cable across St. Louis Bay, connecting Mobile with New Orleans, which was successfully accomplished, and a small schooner loaded with wood was also taken. While so engaged, the gunboat *New London* made a signal of the enemy in sight to the eastward. We gave chase and succeeded in overhauling and bringing her to by throwing a few shot at her. She proved to be the steamer *P. C. Wallis*, from Mobile, and bound for New Orleans, with a cargo of turpentine, rosin, lime, pitch, and oil. We ran her on board, discovering she had been fired by the captain, and with the aid of the steam pump and hose succeeded in extinguishing the flames. We placed on board a prize officer and crew and removed her passengers and crew to the *Jackson*. Among the former were some women and children. We discovered that three shots had struck her, but fortunately no one was injured. A list of her passengers and crew I herein enclose. The *Hatteras* then came alongside and ordered us to return to Pass Christian and convoy the *Lewis* to Ship Island, she remaining to accompany our prize. At 9 p. m. the *Lewis* succeeded in embarking all her troops, having routed the rebels and burned their whole camp with but two men wounded. We returned to Ship Island safely and anchored at 12 p. m. Herein enclosed find a list of the officers and crew at the time of making the capture. Upon requisition of General Butler, the steamer and a portion of the naval stores being required for the use of the army, were turned over to him, after being appraised by three disinterested parties, selected conjointly by him and the captors. A full and complete inventory of the property is transmitted, together with the captain, mate, and clerk of the prize, and all papers, books, etc., captured with her, in charge of Prize Master A. B. Axtell, acting master's mate, to Boston, where the balance of the cargo has been forwarded upon the U. S. transport *Undaunted* for adjudication.

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

SELIM E. WOODWORTH,

Acting Lieutenant, Commanding U. S. S. J. P. Jackson.

HON. GIDEON WELLES,

Secretary of the Navy.

Receipt given by Major-General Butler, U. S. Army, for certain articles from the prize steamer *P. C. Wallis* at appraised value.

DEPARTMENT OF THE GULF,
Ship Island, April 6, 1862.

Received of steamer *P. C. Wallis*, prize to the U. S. S. *J. P. Jackson*, *New London*, and *Hatteras*, joint captors:

One hundred and eighty-five barrels lime, at \$2 per barrel, as per appraisal.

Twenty-four barrels pitch, at \$8 per barrel, as per appraisal.

Five barrels rosin, at \$7 per barrel, as per appraisal.

To be paid for at the above appraisement.

Whereas upon the 4th day of April, present, a steamer, *P. C. Wallis*, was made prize by the Navy, with the cargo on board, and said steamer and a portion of the cargo is necessary and desirable for the use of this department, and Commander Woodworth, for himself and fellow-captors, are willing to dispose of said vessel and such part of her cargo for such purpose; and whereas said parties have agreed to leave the valuation of such property to the appraisal of Captain Nathl. B. Palmer, Master Henry L. Sturges, and Mr. Moses Bates, and said appraisal have set such valuation at the figures following, to wit, said steamer at \$23,000; rosin, per barrel, \$7; navy pitch, per barrel, \$8; lime, per barrel, \$2—these articles, therefore, are taken at the above appraisement.

BENJ. F. BUTLER,
Major-General, Commanding Department of the Gulf.

[Endorsement.]

I have received the above articles.

J. W. CUSHING, *Lieutenant.*

Names of the passengers and crew of the *P. C. Wallis*.

Mrs. Ellen Scenlen, Mobile; Mrs. Ann Scenlen, St. Louis; Miss Ellen Scenlen, Mobile, 12 years; Miss Bridget Scenlen, Mobile, 7 years; Master M. F. Scenlen, Mobile, 1 year and 5 months; James W. Allman, Mobile, captain, witness; T. E. Cooper, Mobile, first clerk, witness; W. B. Allman, Mobile, second clerk; Jacob Rowles, Mobile, mate, witness; Philip Munch, Ohio, chief engineer; Alexander Willey, Ohio, second engineer; Silas Lawrence, Alden County, Ala., carpenter; William H. Benton, Baldwin County, deck hand; Peter Nelson, Mobile, deck hand; Paul Maedeh, Mobile, deck hand; Corado Dolleur, Mobile, deck hand; A. Tyson, Mobile, wheelsman; Frederick Lewis, Mobile, wheelsman; Charles Peterson, Mobile, fireman; Charles Dobbert, Mobile, fireman; Peter Lewis, Mobile, fireman; George Mitchell, Mobile, fireman; Jeremiah Nobles, Mobile, steward; James Bragand, Mobile, fireman.

The following three named persons, James W. Allman, T. E. Cooper, and Jacob Rowles, who were officers on the prize steamer *P. C. Wallis*, were sent with Prize Master A. B. Axtell as witnesses.

Extract from report of the Secretary of the Navy of the Confederate States, dated August 16, 1862.

* * * * *

On the 25th of March the gunboat *Pamlico*, Lieutenant Commanding Dozier, engaged the U. S. gunboat *New London*, and on the 4th of April the *Carondelet*, Lieutenant Commanding Gwathmey, with the aid of the *Oregon* and *Pamlico*, engaged three of the enemy's gunboats. Both engagements occurred near Pass Christian, and were without material results.

Report of Major-General Lovell, C. S. Army, commanding at New Orleans.

HEADQUARTERS DEPARTMENT NO. 1,
New Orleans, La., April 16, 1862.

SIR: I have the honor to report that on the 3d instant the enemy landed a force of 500 men at Biloxi, having three steamers off the town. We had seven companies of the Third Mississippi Regiment at Handsboro and three at Pass Christian. I arranged with Commodore Whittle that the steamers *Carondelet*, *Pamlico*, and *Oregon* should engage these vessels while we attacked their troops at daylight on the 4th, but their fleet was reinforced by two vessels at night, which reembarked their troops, and having engaged our ships with superior forces, they proceeded to Pass Christian, landed 1,200 men, with several pieces of artillery, and drove away our three companies, burning their camp and destroying a portion of their clothing and stores.

Our men finding themselves greatly overmatched and outflanked, retreated without loss of life to Gainesville. Colonel Deason proceeded with his seven companies of infantry, one of cavalry, and a battery of artillery to Biloxi, which he found abandoned by the enemy. I subsequently ordered the troops to rendezvous at Pass Christian, where they now remain, but on account of the difficulty of supplying them by water, I shall probably bring them to this city.

Respectfully, your obedient servant,

M. LOVELL,
Major-General, Commanding.

General S. COOPER,
Adjutant and Inspector General.

Destruction of the Confederate schooner Columbia, April 5, 1862.

Report of Acting-Master Pickering, U. S. Navy.

U. S. S. MONTGOMERY,
Off' St. Louis [San Luis] Pass, Tex., April 5, 1862.

SIR: In obedience to your order I proceeded with the launch, Paymaster Thomas Niblo accompanying me as a volunteer, and whaleboat, the latter under command of Acting Master's Mate Rob. Barstow, to enter the harbor and capture, bring out, or destroy a large schooner seen from our decks at anchor inside.

I herewith submit report of the expedition:

Left the ship at 6:30 p. m. and crossed the bar safely, though the surf was rolling heavily. We then slackened our speed to pass the fort,

known to be inside, under cover of the night. This precaution failed to avail us, however, for when abreast of it (the fort) they fired, the shot passing through the side of the launch. Without returning the fire, knowing that our success depended on expedition, pulled rapidly for the schooner, which, reaching, was boarded in each waist without firing a shot. We took possession of her, the crew consisting of seven men, being completely surprised; found she was the *Columbia*, of Galveston, loaded with cotton, ready for sea, and bound to Kingston, Jamaica.

Prepared everything for kedging her out, when we discovered a large sloop bearing down on us. Made everything ready for her reception, and on her coming alongside boarded and took possession of her; found she brought the captain of schooner, seven passengers, and stores from Galveston. It was at this time that the only event occurred which could mar the entire success of the expedition, George Rice being seriously wounded by the accidental discharge of a carbine in the hands of one of his shipmates. Secured the prisoners, and for two hours made every effort to warp the schooner out. Finding we had made little if any progress, I gave the order for firing her fore and aft, and I hope the following reasons will justify me in your opinion for so doing.

There was a strong flood tide and head wind, and the alarm having been given I had every reason to suppose an overwhelming force would soon be brought against us, and from the schooner's position she was untenable, being so near the shore that she could be commanded by riflemen as well as the guns in battery.

The sloop, with prisoners, escorted by the whaleboat, then shoved off; the launch, remaining to see the fires would be effective in destroying vessel, then followed, repassing the battery in safety and anchoring inside as near the breakers as possible to await daylight, being too dangerous to attempt, particularly with sloop in tow or overloaded boats, at night. At early dawn, finding the surf still rolling high, was compelled to give up the sloop to prisoners, liberating them, and hurry off to the ship, as we were within range of the enemy's guns. We had been underway but a few moments when we were fired at, the shot luckily falling short, but close to the whaleboat.

I can not in justice omit to mention that to Mr. Barstow and Mr. Niblo I am obliged for their ready aid and prompt furtherance of my orders, and to the crew for their willing obedience and discipline.

Respectfully, your obedient servant,

THOS. PICKERING,
Acting Master.

Lieutenant CHAS. HUNTER,
Commanding U. S. S. Montgomery.

Abstract log U. S. S. *Montgomery*, Lieutenant Hunter, U. S. Navy, commanding.

April 5, 1862.—From meridian to 4 p. m.: Off San Luis Pass. At 12:30 p. m. saw a schooner at anchor inside, ran into 4 fathoms water opposite the bar. Hoisted an imitation of the English flag at the peak—the rebel flag at the fore and a burgee with the name Adolph Hugel in it. At 3 p. m. a boat came off containing 9 people—made prisoners

of them—took their boat and doubled banked her, fitting her for an expedition to cut the schooner out. At 6:15 p. m. sent the rebel boat with an armed crew from this ship under charge of Acting Master Pickering, accompanied by Paymaster Niblo as a volunteer, with a crew as per margin (13 men), and the whaleboat with an armed crew in charge of Master's Mate Robert Barstow to bring out a schooner lying inside the bar, or in case of not getting her out to burn her. At 11:05 p. m. saw a bright light in the direction of the schooner, supposed to be made by boats burning oakum, afterwards steady white light, answered by burning No. 2.

April 6.—From midnight to 4 a. m.: Saw a light several times in the direction of the schooner. At 6 a. m. boats returned. Not being able to bring the schooner *Columbia* out, they fired her, and at daylight she had burned to the water's edge. They had been fired on by a battery on shore with muskets, one of the balls passing through the boat. On the way out while on the bar they fired a gun at the boats; the shot fell short. One of the crew of the "rebel launch" *John Rice*, was wounded by the accidental discharge of a carbine in the hands of one of our own men. Hoisted in boats. At 7 a. m. exchanged two shots with the battery, no effect, distance being too great. Got under-way and stood S. W.

Names of prisoners.—O. W. Edwards, lieutenant, so-called, C. S. A.; Alex. G. Follett, citizen; William Turner, corporal, Fourth Regiment, Company A, Texas Volunteers; James Carville, third sergeant, Fourth Regiment, Company A, Texas Volunteers; Charles H. Westervelt, orderly sergeant, Fourth Regiment, Company A, Texas Volunteers; Henry Metcalf, private, Fourth Regiment, Company A, Texas Volunteers; Patrick Cornyn, private, Fourth Regiment, Company A, Texas Volunteers; Samuel Gibson, private, Fourth Regiment, Company A, Texas Volunteers; Richard Silk, private, Fourth Regiment, Company A, Texas Volunteers.

In this expedition 1 revolver, 2 boarding pistols, and 2 cutlasses were lost.

Abstract log of the U. S. bark *Arthur*, Acting Volunteer Lieutenant J. W. Kittredge, commanding.

April 6, 1862.—Brought on board the *Arthur* from the U. S. S. *Montgomery*, Captain Follett, a Texan, taken prisoner at San Luis Pass, to be released at Aransas on giving his parole.

April 14.—At 5:25 p. m. landed Captain [A. G.] Follett under a flag of truce and held a parley with the commanding officer of the rebel forces at the Bayou Aransas, Major C. G. Forshey.

Report of Captain Ballowe, Thirteenth Texas Infantry.

FORT SAN LUIS, TEX., *April 6, 1862.*

SIR: I have to report to you the capture of Second Lieutenant O. W. Edwards and seven others of my command off this point on yesterday by the Federal screw propeller *Montgomery*, Captain Hunter, under the following circumstances, viz: She appeared off the bar with English colors, with a signal for a pilot, and fired a blank cartridge and anchored. After some time Lieutenant Edwards sent the

life boat out to the bar, with instructions to anchor inside and hoist a white flag and wait for them to meet them with a boat from the steamer. The crew obeyed instructions, but the steamer refusing to send a boat, as expected, they raised anchor and returned to the fort. By this time Mr. A. G. Follett arrived at the fort with the intention of getting a life-boat and a crew and going out to her, and was so well satisfied that she was an English vessel that he induced the lieutenant to take a boat and go out. They went aboard about 3 p. m. I returned to my quarters at 3:30 p. m. and watched their movements until night. About this time I saw one boat leave the steamer and come in the direction of the fort, and as soon as she arrived inside the bar I discovered that there were two instead of one, and supposed their destination to be the schooner *Columbia*, lying in the bay and laden with cotton, or else that they intended an attack on this island. It soon grew so dark, however, that I could not see them, and made my arrangements as best I could with my small force to receive them, but the sentinel placed near the entrance to the canal saw them going to the schooner and fired on them. My first intention was to throw 15 or 20 men on the schooner, but it would have taken all the boats I had to do so, and only left me with about that number of men and no means of retreat in case I should be compelled to do so. Believing it unwise and unsafe to attempt to save her and sustain myself on the island, I concluded to let her go, knowing that it was impossible for them to get her out, the wind and tide both being against them. I had also sent to Major Perry for reinforcements, by the aid of which I hoped to be enabled not only to hold my position, but to take the crew that had been sent to the schooner. As soon as they got possession of her they made a signal light on her, which was answered by the steamer. After about an hour the sentinel nearest the schooner saw three boats leave and pull over near the Galveston shore, returning to the steamer, the signal light still burning on deck, and no evidences of her being on fire, which forced me to the conclusion that they had left a crew on board and went [gone] after a force to attack me.

* * * * *

Lieutenant-Colonel Brown arrived with reinforcements on the opposite side of the channel, on the mainland, about half an hour before day.

At 2:20 o'clock I discovered the schooner to be on fire. I continued on my lines from dark until daylight.

The names of my men taken are as follows: Second Lieutenant O. W. Edwards, a native of Texas; Orderly Sergeant C. H. Westervelt, a native of New York; Third Sergeant James Carville, a native of Indiana; First Corporal William Turner, a native of England; Privates H. Metcalf, Richard Silk, and Samuel Gibson, natives of England, and P. Cornyn, a native of Ireland.

* * * * *

With high respect, your obedient servant,

S. L. S. BALLOWE,

Captain Commanding Post San Luis.

Colonel J. BATES,
Commanding, Velasco, Tex.

Statement of the master of schooner *Columbia*.

GALVESTON, TEX.,

April 6, 1862—1:45 p. m.

I, John Davidson, master of the merchant schooner *Columbia*, when lying at anchor within one-half mile of the fort at San Luis Island, was boarded and taken by the two armed boats from the U. S. S. *Montgomery*, Captain [Charles] Hunter, of 8 guns and 180 men, at 7:30 p. m. on the 5th of April, 1862.

I certify to the truth of the foregoing statement.

JOHN DAVIDSON,

Late Master of Schooner Columbia.

John Davidson, master of the *Columbia*, informed me that the *Montgomery* hoisted a Confederate flag at the fore and an English ensign at the peak and that the fort sent a boat with a lieutenant and ten men under a white flag to her, and that the lieutenant, boat, and men were captured and detained on board the *Montgomery*. John Davidson and his crew were taken on board their boat, in charge of the enemy, and anchored on the bar and kept there until daylight and then sent on shore with their boat, at liberty.

Lieutenant Pickering, the officer in command of the boat, threatened Mr. Davidson to induce him to pilot his vessel outside of the bar, which he refused to do.

The enemy stole a watch, \$445 in money, and a revolver from the mate and a passenger. Mr. Davidson informs me that this was done within half a mile of the fort at San Luis Island. The schooner was found by the enemy at 8:30 p. m.

[W. W. HUNTER.]

The *Columbia* belonged to R. and D. G. Mills, Mr. Thomas Dixon, H. A. Brower, all citizens of the Confederate States, as I am informed by Mr. John Davidson, master of schooner *Columbia*.

Order of Commander Boggs, U. S. Navy, to Lieutenant Preble, U. S. Navy, commanding U. S. S. Katahdin, to proceed to the Head of the Passes.

U. S. S. VARUNA, April 4, 1862.

SIR: You will immediately get underway with the vessel under your command and proceed to the Head of the Passes and report to Captain Craven or the senior officer present.

Respectfully, your obedient servant,

CHARLES S. BOGGS,

Commander and Senior Officer Present.

Lieutenant Commanding GEORGE H. PREBLE,
Gunboat Katahdin.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Crosby, U. S. Navy, commanding U. S. S. Pinola, to proceed to Ship Island for delivery of letter to Major-General Butler, U. S. Army.

FLAGSHIP WISSAHICKON, April 7, 1862.

SIR: You will proceed to Ship Island and deliver the enclosed letter to General Butler, and if there are any coal vessels at Ship Island,

order them down here immediately, as we are nearly paralyzed for want of it. If the *Kuhn* is not there, go along the coast and look for her up to Apalachicola, where she was last seen, and I was told that Captain Drake was taking coal out of her. Send her here immediately and take her in tow if the weather will permit. Leave orders for all coal vessels to be sent down with all haste. Return as soon as you can.

Very respectfully,

D. G. FARRAGUT,
Flag-Officer.

Lieutenant Commanding PEIRCE CROSBY,
U. S. Gunboat Pinola.

Tell Captain Drake that I was informed that he was intending to land coal for his supply. If he has, I will report him to the Department.

Report of Flag-Officer Farragut, U. S. Navy, regarding the successful crossing of the bar of the U. S. steamers Mississippi and Pensacola.

No. 43.]

U. S. FLAGSHIP HARTFORD,
Mississippi River, Head of the Passes, April 8, 1862.

SIR: I am happy to be able to announce to the Department at last that the *Mississippi* and *Pensacola* are over the bar and are now preparing for their work up the river. The bomb flotilla are moving up, to be in readiness to take their positions.

General Butler paid me a visit last evening from Ship Island, and offered me coal to facilitate my movements, and I now find that our own vessels are beginning to arrive, so that my alarms on that account are dissipated, and so soon as the vessels can coal and get their stores and munitions of war on board we will be ready to proceed up the river.

I regret to say that I feel worse prepared for such service in the medical department than any other, as the surgeons inform me that there is not material enough to dress the wounds of 200 men in the whole fleet. I have taken good houses at Pilot Town for hospital purposes and installed temporarily Surgeon Wales, of the *Colorado*, as hospital surgeon, and ordered Assistant Surgeon Burbank from the *Santee* to assist him.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Commander De Camp, U. S. Navy, commanding U. S. S. Iroquois, regarding operations in the Mississippi River.

IROQUOIS, *Off The Jump, April 8, 1862.*

DEAR COMMODORE: Last night we came in contact with the *Katahdin*, and while neither of us are hurt to any extent, still we are patching up. My nose is smashed and the gunboat has some planks cut; the fault was entirely ours. The engineer is preparing his machine, and I hope to be able to show it to you shortly. I agree

with you entirely as to not firing on the forts or exposing our light vessels. Night before last I went up to the chain with the *Kineo*, leaving the *Iroquois* and other vessel at The Jump. We kept the starboard shore close aboard, so close that our eyes were in danger from the bushes. Three miles below the chain, on the starboard shore, there is a most dangerous raft of logs anchored about 100 yards from shore, strongly bolted and chained together.

Yesterday morning four steamers rushed out at us, but I rang four bells (being about 2 miles ahead of the two gunboats), and after getting nearly up to the point below Fort Jackson, the enemy turned round and took refuge behind the chain. Last night, when the rebel steamer hove in sight, we were at The Jump. I got underway with this ship alone, leaving the gunboats at anchor, and we chased her back to the forts. I remained upstream until after sunset, but no attempt was made to molest me. In fact, I am of opinion now that had I but one gunboat up here they would not dare attack me.

As to going downstream, I have to remark that we are not in the least fatigued, and I will come down when I want those nines.

Your orders to me were to anchor on The Jump shore, and so we did; but it is a bad place, strong tide, deep water, and floating logs. So we are now on the opposite shore.

I remain, sir, most truly, your friend,

J. DE CAMP.

Flag-Officer D. G. FARRAGUT, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

Letter of Flag-Officer Farragut, U. S. Navy, to Brigadier-General Arnold, U. S. Army, responding to request for cooperation against Pensacola.

U. S. FLAGSHIP HARTFORD,
Mississippi River, Head of the Passes, April 8, 1862.

DEAR GENERAL: Nothing would give me more pleasure than to cooperate with you in your designs against Pensacola, but you must be aware that I am on the eve of attacking New Orleans, and my orders are such that I can not look at any other place until I succeed or fail in this. If I succeed, Pensacola comes in turn, but not the first. Still, I hope to be able to gratify your wishes soon.

Until then, I remain, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Brigadier-General [L. G.] ARNOLD,
Commanding Fort Pickens, Florida.

Orders and report relating to indignities shown to Captain Cloué, of H. I. M. S. Milan, by Commander De Camp, U. S. Navy, commanding U. S. S. Iroquois.

Order of Flag-Officer Farragut, U. S. Navy, to all United States officers to assist communication between Captain Cloué and French consul at New Orleans.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 8, 1862.

In accordance with the friendly relations existing between our two countries, at the request of Captain Cloué, of the French man-of-war

steamer *Milan*, he is permitted to pass up the river to a short distance below the forts for the purpose of communicating with his consul at New Orleans by telegraph.

Very respectfully,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

To all UNITED STATES OFFICERS.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Alden, U. S. Navy, to convene a court of enquiry to investigate the conduct of Commander De Camp, U. S. Navy.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 9, 1862.

SIR: You are hereby appointed a member of a court of enquiry, ordered to convene on board the *U. S. S. Brooklyn* on the 10th instant at 10 o'clock in the forenoon, at which time and place you will report yourself to Captain Thomas T. Craven, senior member of the court.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander JAMES ALDEN,
Commanding U. S. S. Richmond.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, appointing him senior member of the court of enquiry.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 9, 1862.

SIR: A court of enquiry is hereby ordered to convene on board the *U. S. S. Brooklyn*, at 10 o'clock in the forenoon on the 10th day of April, 1862, of which you are hereby appointed senior member, and Commanders Henry H. Bell and James Alden members, and A. Vanden Heuvel, flag-officer's secretary, judge-advocate.

You will ascertain all the facts connected with Commander John De Camp's visit to the vicinity of Fort Jackson; his reasons for hoisting a flag of truce and pursuing Captain Cloué, of *H. I. M. S. Milan*, to make him prisoner, or to compromise his neutral character, which that officer, as well as myself, had been so anxious to avoid, and which I had hoped my orders were sufficiently clear to prevent any mistake in.

You will report the result of your investigation as early as possible, stating clearly the causes which led to this extraordinary conduct of Commander De Camp.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain THOMAS T. CRAVEN,
Commanding U. S. S. Brooklyn.

Order of Flag-Officer Farragut, U. S. Navy, to Commander De Camp, U. S. Navy, to furnish an explanation of his conduct.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 9, 1862.

SIR: You will return to this anchorage with the *Iroquois* and make me a written statement of your conduct, and the reasons which induced you to act in such a remarkable manner as you did, by compelling Lieutenant Commanding Nichols to hoist the flag of truce and go up to Fort Jackson and communicate with the rebel steamers and have on board the *Winona* two or three rebel officers for upward of an hour; and all without the slightest authority from me. Lieutenant Commanding Nichols informs me that you said you had orders from me, and that you were determined not to allow the French captain to pass up; while my orders to you were to permit Captain Cloué to pass.

I shall await your explanation with great impatience, and hope that you have some show of reason for this extraordinary proceeding that I am at present at a loss to conceive.

I have heard Lieutenant Commanding Nichols's statement with great mortification and surprise.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Present.

Commander JOHN DE CAMP,
U. S. S. Iroquois.

Detailed report of Flag-Officer Farragut, U. S. Navy, regarding the circumstances connected with the expedition of Captain Cloué.

No. 57.]

U. S. FLAGSHIP HARTFORD,
Mississippi River, Head of the Passes, April 11, 1862.

SIR: I have to inform the Department that H. I. M. S. *Milan* arrived here on the 6th instant. Captain Cloué requested permission to communicate with his consul by telegraph from Fort Jackson, to which I readily consented, and offered him the services of one of the gunboats to tow his boat up to within 3 or 4 miles of the fort, which he accepted, but desired that she should not go too near the fort, as he did not wish to compromise his own neutral character, or myself, by going near enough for observation.

I, accordingly, on the morning of the 8th, gave the captain a pass and sent the commanding officer of our advance station (about 5 miles below the forts) a special note to let the captain pass. He passed up with the gunboat *Winona*, Lieutenant Commanding Nichols, and when they arrived at the advance station Lieutenant Commanding Nichols informed Commander Boggs, the commanding officer, of his orders. The latter directed him to hoist a flag of truce, to which Lieutenant Commanding Nichols replied that the flag-officer had given him no such orders, but simply to tow the boat to within 2 or 3 miles of the fort. Commander [Boggs], however, insisted that so long as the French captain remained with him he would hoist the flag of truce. Captain Cloué, by this order, was made very uncomfortable, and in a short time left the vessel in his boat and pulled up for the fort. Lieutenant Commanding Nichols hauled down his flag and returned to the advance post.

In the meantime Commander Boggs had come down the river to have some repairs made, and Commander De Camp had become the senior officer; ordered Lieutenant Commanding Nichols to take him back to the fort and to hoist a flag of truce, saying that he was determined to catch that Frenchman and not permit him to go up. Lieutenant Commanding Nichols remonstrated with him against his proceeding, told him that the captain had my pass to go to the forts to telegraph to his consul, and tried by every means in his power to deter Commander [De Camp] from proceeding, but to no effect. So soon as the vessel arrived within the line of fire, the fort fired a blank cartridge and Lieutenant Commanding Nichols insisted upon stopping. Commander De Camp then got into his boat and continued to pull up, when they fired a shot over him. He then stopped, and a rebel steamer with a flag of truce came out to him, and he went alongside of her. Soon afterwards he left the rebel steamer with Lieutenant John Wilkinson, formerly of the U. S. Navy, an army officer, and a civilian, and took them on board the *Winona*, where he showed them the battery of said vessel and told them who commanded here. They remained on board the *Winona* upward of an hour, and informed him in return that they had just gained a great victory over us at Corinth, in which we had sustained a total defeat and lost four generals and many thousands of men, all our gunboats, etc. The rebel officers finally made the move to depart, themselves, and Lieutenant Commanding Nichols returned and made me the above report.

The next morning Captain Cloué returned on board in his boat, full of chagrin and mortification, and informed me that, in consequence of the movement of the flag of truce by the *Winona*, he had been imprisoned, and kept so until a few hours before, when he was permitted to depart. As the rebels insisted upon it that it was through his means that our vessels had come up and made their observations and caused them to lose a steamer, which they had run ashore and burned, being outside of the chain, and not observing the flag of truce hoisted on the vessel, they believed that they would be captured, so set fire to the vessel and fled to the shore. I expressed to Captain Cloué my deep mortification that he should have suffered such inconvenience from the misconduct of any officer under my command, but that I had already had the officer relieved and instituted a military investigation of his conduct, the proceedings of which I have the honor to enclose herewith.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Flag-Officer Farragut, U. S. Navy, to Commander De Camp, U. S. Navy, regarding the decision of the court of enquiry.

HEAD OF [PASSES], MISSISSIPPI RIVER, *April 12, 1862.*

SIR: The court of enquiry assembled to enquire into your conduct on the 10th of April has concluded its investigation, and the record has been forwarded to the Department; and as the court has failed to

show cause for your conduct on that occasion, but rather left the inference that it proceeded from a "misconception of my letter, and a desire to serve your country by gaining information of the rebel batteries, etc.," all of which was most unjustifiable under a flag of truce, one of the most sacred of all institutions, as its object is purely one of humanity, and therefore respected by all the nations of the earth, even the most remote and barbarous, it is even difficult to conceive how one so long in the service and of your intelligence could think he had a right to avail himself of such an occasion as the visit of the French captain to violate the usages of war, and at the same time offer an indignity to the officer of a friendly power whom you were ordered to pass up the river by your commander in chief, the circumstances of which were fully explained to you by Lieutenant Commanding Nichols. But as there is a possibility of your conduct being the result of a misconception or an error of judgment, I shall await the decision of the Government in your case instead of taking further action, as I should have done if the court had left any other inference.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

Commander JOHN DE CAMP,
Commanding U. S. S. Iroquois, Mississippi River.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Lee, U. S. Navy, to facilitate communication between Captain Cloué and French consul at New Orleans.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 12, 1862.

SIR: The French officer belonging to H. I. M. S. *Milan* has permission to pass up to Fort Jackson for the purpose of receiving a communication from his consul in New Orleans. You will therefore afford him any facility going or coming that he may desire, but you will not permit the vessel to go within gunshot of the fort, nor hoist a white flag while he is on board or in tow.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

Commander S. PHILLIPS LEE,
Or the Senior Officer at the Advanced Guard.

Report of Captain Morris, U. S. Navy, commanding U. S. S. Pensacola, regarding the charter of the schooner Charles P. Stickney, employed for lightening that vessel to pass the bar.

U. S. S. PENSACOLA,
Pilot Town, Mississippi River, April 9, 1862.

SIR: At Ship Island I received an order from Flag-Officer D. G. Farragut to lighten my ship, so as to enable her to get over the bar at the South West Pass of this river. To do this I found it absolutely necessary to charter the schooner *Charles P. Stickney*, of Philadelphia, Samuel Beaton, master, to receive on board such freight as it

was necessary for me to put out for this purpose. I accordingly made a charter party with him, agreeing to pay him for the use of his vessel the sum of \$40 per day during the period of his detention.

Having lightened my ship, I took the schooner in tow and brought her to the South West Pass, where I arrived on the 24th of March. I only succeeded in getting over the bar yesterday, having failed in five previous attempts by reason of grounding on it. I have taken my freight on board again from the *Charles P. Stickney*, and have this day discharged her.

I enclose herewith a copy of the charter party, with the copy of the certificate of discharge, and the number of days she has been detained under it, and the amount due for her detention, which, by the terms of it, is payable by the navy agent at Philadelphia or the Navy Department at Washington within thirty days after the presentation of the certificate of discharge.

Very respectfully,

HENRY W. MORRIS,
Captain.

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

P. S.—I have drawn three drafts for the sum specified to be due in the certificate of discharge, which I respectfully request the Department to order the navy agent at Philadelphia to pay on presentation.

HENRY W. MORRIS, *Captain.*

Order of Captain Bailey, U. S. Navy, commanding U. S. S. Colorado, to the executive officer of that vessel for the transfer of men and guns to vessels preparing to attack the defenses of the Mississippi River.

U. S. STEAM FRIGATE COLORADO, *April 9, 1862.*

SIR: As it has been decided that this ship can not be got over the bar into the Mississippi River to participate in the attack upon the forts, and applications having been made to me by the commanders of different vessels to lend them the assistance of men and guns, you will send 40 men under Midshipman Bridgman to the *Richmond*, 51 under Acting Master Sherrill to the *Pensacola*, 10 to the *Mississippi*, and a IX-inch gun's crew to the *Oneida*, and the same to the *Iroquois*.

I shall take with me my aid, Midshipman Higginson, and Gunner Borton, together with a boat and crew, and assume the duties of second in command of the squadron in the river. You will be left in charge of the *Colorado*, and order up all gunboats and coal or store-ships that may arrive. Lighten the ordnance vessel *Sportsman* so that she can pass the bar to Pilot Town, and have a general supervision of matters at the mouth of the river, acting in all cases as if I were present.

I am, respectfully, your obedient servant,

T. BAILEY,
Captain.

Lieutenant JOHN L. DAVIS,
*1st Lieut. and Executive Officer U. S. S. Colorado,
South West Pass, Mississippi River.*

Instructions from Flag-Officer Farragut, U. S. Navy, to Commander Lee, U. S. Navy, commanding U. S. S. Oneida, regarding the command of the advance station in the Mississippi River.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 9, 1862.

SIR: You will proceed to the advance station of the squadron and relieve the officer in charge.

Your duty will be to prevent the enemy's vessels from coming down the river for the purpose of making observation, or for any other purpose. Should they wish to communicate with the commanding officer and send down a flag of truce you will stop it at your station and receive the communication and send it down to me by one of the vessels composing your force. But you will hold no intercourse with the enemy except at his instance, as above stated, by a flag of truce.

Should the enemy show himself in the river below the chains you will, when there is a reasonable chance of bringing him to action, give him chase. In such matters you will, however, use your discretion, the principal object being to keep him from passing. You are to injure him all in your power when an opportunity offers. But I do not wish the vessels run under the fire of the forts until we are ready to make the general attack.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander S. PHILLIPS LEE.
Commanding U. S. S. Oneida.

Capture of schooners Southern Independence, Victoria, Charlotte, and Cuba, April 9-10, 1862.

Report of Lieutenant Febiger, U. S. Navy, commanding U. S. S. Kanawha.

U. S. GUNBOAT KANAWHA,
Ship Island, April 11, 1862.

SIR: I have the honor to report the capture and arrival in this port of four schooners, three laden with cotton and resin, the other with an assorted cargo.

At 10:30 p. m. on the night of the 9th instant, with Sand Island light bearing about N. W., distant between 12 and 14 miles, discovered three schooners standing to the southward and eastward; gave chase, and at 12:25 (10th) boarded and took possession of the schooner *Southern Independence*, from Mobile, with 318 bales cotton, 50 barrels resin, and 640 pipe staves. At 1:50 a. m. boarded and took possession of the schooner *Victoria*, from Mobile, with 252 bales cotton, 50 barrels resin, and 1,883 pipe staves. At 7:15 a. m. boarded and took possession of schooner *Charlotte*, showing English colors, from Mobile, laden with 160 bales cotton. At 3:10 p. m. discovered a schooner standing N. N. W.; gave chase; when within a mile or two the schooner hove to and hoisted English colors, union down. At 4:20 boarded her, she proving to be the schooner *Cuba*, the captain stating that he was bound to Matamoras, was short of provisions, and was running to speak the blockading vessels off Mobile to obtain some. Upon

examination of papers was found a warning, signed by Lieutenant Commanding Winslow, off coast of Cuba, to keep off from all blockaded ports in the United States. The vessel had been recognized by the captain of the *Charlotte* while 2 or 3 miles distant, he stating that she had left Mobile about four weeks since with over 200 bales of cotton. Her cargo consists of such articles as are most needed in Mobile, 288 packages in all; took possession as good prize. I propose shipping the cargoes of all the vessels in the transport ship *Undaunted* for Boston for adjudication. The *Southern Independence*, *Charlotte*, and *Victoria* I do not consider seaworthy, and in the case of the *Cuba* I am desirous that evidence should be given by the captain of the *Charlotte* and others, who are well acquainted with the character of the captain and vessel.

I have called upon General Butler to-day and proposed, in case he needed the vessels, to turn them over to him after a valuation. He has not yet decided to take them. In case he does not do so, I will leave them here under charge of a master's mate and two men until I can receive your instructions in regard to them. They would be of little value if sold North, and it would disable this vessel to furnish prize crews for them.

I hope in two or three days to have all matters in relation to the prizes arranged and to be once more off Mobile Bay.

I left the *Vincennes* and *Preble* there night before last, and since the date of my last report (April 3) none of the enemy's gunboats has appeared outside the fort.

I enclose a verbatim extract from log book connected with captures, an abbreviation of clearances, and have also given to General Butler, who will hand them to you, late newspapers found on board.

Very respectfully, your obedient servant,

JOHN C. FEBIGER,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant Febiger, U. S. Navy, commanding U. S. S. Kanawha.

U. S. GUNBOAT KANAWHA,
Ship Island, Mississippi, April 17, 1862.

SIR: I have the honor to report the capture, on the 10th instant, off the port of Mobile, Ala., of the schooners *Southern Independence*, *Victoria*, *Charlotte*, and *Cuba*, the first three laden with cotton to the aggregate of 730 bales, weighing about 400,000 pounds; also 100 barrels resin and a quantity of pipe staves, from Mobile, bound to Havana; the latter laden with an assorted cargo, amongst which is gunpowder and lead, 288 packages in all, from Havana, with clearance to Matamoros, Mexico.

At 10:30 p. m., on the 9th instant, with Sand Island light-house bearing about N. W., distant between 12 and 14 miles, discovered three schooners standing to the southward and eastward. Gave chase, and at 12:25 a. m. (10th) boarded and took possession of schooner *Southern Independence*, from Mobile, bound to Havana, laden with 318 bales cotton, 50 barrels resin, and 640 pipe staves. At 1:50 a. m. boarded

and took possession of the schooner *Victoria* from Mobile, bound to Havana, laden with 252 bales of cotton, 50 barrels resin, and 1,883 pipe staves. At 7:15 a. m., boarded and took possession of schooner *Charlotte*, showing English colors, from Mobile, bound to Havana, laden with 160 bales of cotton.

At 3:10 p. m. discovered a schooner standing N. N. W.; gave chase; when within a mile or two the schooner hove to and hoisted English colors, union down. At 4:20 p. m. boarded her, she proving to be the schooner *Cuba*, the captain stating that he was bound to Matamoros (Mexico), was short of provisions, and was running to speak the blockading vessels off Mobile to procure a supply. Upon an examination of papers I found her cargo to consist of gunpowder, lead, medicines, coffee, and such other articles as are mostly needed in Mobile; aggregate of packages, 288. Took possession as good prize.

Not deeming the vessels seaworthy for a long passage, with their heavy deck loads, and it being impossible to place prize crews on board without disabling this vessel, I have concluded to forward all the cargoes, per transport ship *Undaunted*, to Boston, Mass., in charge of Acting Master's Mate Edwin L. Hubbell, who will have all the necessary papers and instructions to bring the cases to adjudication.

The schooner *Southern Independence*, at the request of General Butler, has been turned over to him for military purposes, also a quantity of sperm oil, sheet iron, medicines, letter paper, block tin, and calfskins, part of the cargo of the British schooner *Cuba*. The schooners *Victoria*, *Charlotte*, and *Cuba* I will retain here under charge of an officer and a sufficient number of men to take care of them, subject to the instructions of the flag-officer, or to be turned over, after an appraisalment, to the commanding army officer, should he deem them necessary for military purposes. The powder (5,250 pounds) taken from the *Cuba* I have deposited on board the army powder vessel, subject to the orders of Flag-Officer Farragut.

Enclosed herewith are the muster rolls of the crew and officers entitled to share in the captures, also duplicate receipts and estimates for the schooner *Southern Independence* and such portion of the cargo of the *Cuba* as have been taken for army purposes.

Hoping that my disposal of these cases may meet with your approbation, I remain,

Very respectfully, your obedient servant,

JNO. C. FEBIGER, U. S. Navy,
Lieutenant, Commanding.

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

[Enclosure.]

Extract from the log book of the U. S. gunboat Kanawha.

April 9, 1862.—From 8 to midnight, clear and pleasant. At 10:30 p. m., Sand Island bearing N. W. by W., 12 miles distant, saw three schooners to the westward, steering to the S. S. E. Immediately gave chase and called all hands to quarters. At midnight the three schooners were dividing, one keeping to the eastward, one steering S. E., and one steering south, the one nearest being 1 mile distant.

April 10.—Comes with fine, clear weather; ship in chase of three schooners apparently out from Mobile. At 12:15 a. m. fired a shell

from the rifled gun. The schooner steering to the eastward immediately hove to; at 12:25 spoke her. She proved to be the *Southern Independence*, from Mobile, loaded with cotton. Sent Mr. Partridge in the first cutter to take possession of her, and kept away to the southward after the others. At 1:50 a. m. spoke another of the schooners and ordered her to heave to. She proved to be the *Victoria*, from Mobile, with cotton. Sent Mr. Mason in the second cutter to take possession of her; then kept off again after the third schooner, of whom we had just lost sight. At 2:40 passed a large steamer steering to the westward. From 4 to 8, weather as per column. At 6 a. m. could see nothing of the chase. Kept off and steered to the northward. At 6:30 saw the chase bearing N. W. by W.; steered for her. At 7:15 fired a shot at her from the rifled gun which brought her to and hoisted English colors. Sent a boat on board of her; she proved to be the *Charlotte*, from Mobile to Havana, with cotton. Put Mr. [Robert B.] Smith in charge of her with a prize crew and directed him to follow us. Eight to 12, as per column. At 10 saw a schooner bearing N. N. E., steering N. W. Steered after her. Meridian, fine clear weather. From meridian to 4 p. m., weather as per column. At 1 p. m. spoke the schooner *Charles Rodgers*, from Philadelphia for Ship Island, with coal. Steered to the S. W. At 3 spoke the prize schooner *Charlotte* and directed Mr. Smith to steer for Ship Island. At 3:10 saw a schooner to the E. N. E., steering N. N. W.; steered for her. At 4 the *Charlotte* hoisted English colors, union down, and hove to. At 4:20 spoke the English schooner *Cuba*, from Havana for Matamoras. Sent Mr. Dunn on board to examine her papers. At 4:30 boat returned with the captain of the schooner and his papers. The captain reported that, being short of provisions, he had steered in to speak the blockading squadron at Pensacola. Sent Mr. Hubbell on board with prize crew and took the schooner's crew on board this ship. Directed Mr. Hubbell to follow us. Saw another to the N. W.; gave chase to her, but lost sight of her as night came on, being obliged to slow down for half an hour on account of a hot bearing. From 8 to midnight, weather as per column. At 8:50 saw the *Vincennes* and *Preble* off Mobile, bearing W. N. W. At 9:05 rounded to near the *Vincennes*. Found the prize schooners *Southern Independence* and *Victoria* at anchor here, their provisions having been transferred to the *Vincennes*. Received all the prisoners on board this ship and directed Mr. Partridge, in the *Independence*, and Mr. Mason, in the *Victoria*, to get underway and proceed to Ship Island. At 10:25 steered to the eastward to speak the *Cuba*. At 10:45 spoke the *Cuba* and directed Mr. Hubbell to steer for Ship Island; turned around and shaped our course for Ship Island.

April 11.—Comes in with fresh breezes and passing clouds. At 1 a. m. spoke the U. S. gunboat *Pinola*, from the Mississippi Passes, for Pensacola. From 4 to 8: Cloudy at daylight; made Horn Island, bearing north. At 6 saw Ship Island. At 8 the west end of Ship Island bore N. W., distant 3 miles. From 8 to meridian, weather as per col. At 8:20 came to anchor at Ship Island in 4 fathoms of water, 30 fathoms chain. Found the prize schooner *Charlotte* at anchor here. At 9 the prize schooner *Victoria* came in and anchored. At 9:30 the prize schooners *Independence* and *Cuba* came in and anchored.

I certify the above to be a correct copy.

THOS. C. DUNN,
Acting Master.

Schooner *Southern Independence* captured, latitude 29° 53' N., longitude 87° 24' W.

Schooner *Victoria* captured, latitude 29° 37' N., longitude 87° 21' W.

Schooner *Charlotte* captured, latitude 29° 12' N., longitude 87° 30' W.

Schooner *Cuba* captured, latitude 29° 47' N., longitude 87° 41' W.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Febiger, U. S. Navy, commanding U. S. S. *Kanawha*, commending him for the captures.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 15, 1862.

SIR: I was much gratified to hear of your success in making the four captures recently, but was greatly mortified that the *Isabel* was permitted to be captured off Mobile, where there were stationed two or three blockading vessels, and I wish you would inform the commanders of the *Vincennes* and *Preble* that I sincerely hope that such a thing will not occur again, and I anticipate that it will bring a rebuke to me, as well as themselves, from the Navy Department.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant Commanding JOHN C. FEBIGER,
Commanding U. S. Gunboat Kanawha.

Report of Flag-Officer Farragut, U. S. Navy, replying to the Department's warning against ironclad vessels reported to be under construction at New Orleans.

No. 50.]

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 10, 1862.

SIR: In reply to the communication of the Department of the 12th of March last, in relation to the reported armored steamers at New Orleans and Mobile, I have to inform the Department that we have no definite knowledge of the ironclad steamers in New Orleans or Mobile. That they have partially clad vessels there is no doubt, but we will endeavor to deal with them to the best advantage.

One of the greatest deficiencies we have is in solid shot; there are none out here, except a few in the *Richmond*. We only require them for the ironclad vessels.

My ships are all prepared to the best advantage in our power, and I hope to commence operations on the 15th instant.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Flag-Officer Farragut, U. S. Navy, regarding escaped blockade runners.

No. 51.]

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 10, 1862.

SIR: I have the honor to inform the Department, in reply to its communication of 12th of March last, in reference to the arrival at Havana of the steamers *Colonel J. Whitmore* and *Florida* from New Orleans with a thousand bales of cotton, and also to the escape from New Orleans of the steamers *Magnolia*, *Tennessee*, and *Vanderbilt*, that the *Magnolia* has been captured, the *Vanderbilt* foundered, and the *Tennessee* is at New Orleans.

These three vessels all attempted to run at the same time. The *Magnolia* led the way, being very swift, but was headed off by the *South Carolina* and caught. The *Vanderbilt* escaped to Cuba, and foundered on her way back, under the name of *Black Joker*, and the *Tennessee* could not pass the bar and is now at New Orleans.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Order of Commander Emmons, U. S. Navy, to Acting Lieutenant Woodworth, U. S. Navy, commanding U. S. S. J. P. Jackson, to proceed on towing duty to the Mississippi Passes.

U. S. S. HATTERAS,
Ship Island, April 10, 1862.

SIR: You will hold yourself in readiness to accompany the forces of General Butler to the Mississippi Passes, taking in tow the army transport ship *Great Republic* and reporting your arrival there to the flag-officer.

Very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Acting Lieutenant Commanding S. E. WOODWORTH,
Commanding the U. S. Gunboat Jackson.

Letter from the Secretary of the Navy to flag-officers of the East and West Gulf Squadrons, forwarding information from the Department of State regarding blockade runners.

NAVY DEPARTMENT, *April 10, 1862.*

SIR: I herewith enclose for your information a copy of a letter* received from the Secretary of State relative to small vessels loaded

*Not necessary to publish.

with cotton arriving at Havana from Mobile and the mouths of the Mississippi.

Very respectfully,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Ship Island.

Flag-Officer W. W. MCKEAN,
Comdg. East Gulf Blockading Squadron, Key West, Fla.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Hunter, U. S. Navy, commanding U. S. S. Montgomery, to proceed to blockade duty on the coast of Texas.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 11, 1862.

SIR: You will take the place of the *Portsmouth*, Commander Swartwout, in the blockade of the coast of Texas, from the mouth of the Rio Grande up to Aransas Pass. Commander Swartwout will give you a copy of his orders, together with a copy of my instructions. We do not claim a right to interfere with the legal trade of neutrals in the Rio Grande and with Matamoras, but as we know that great frauds are daily practiced by vessels sailing under foreign flags, the Government of the United States adheres to the right of visit and search in this rebellion as the only means by which such frauds can be detected, and where there is no fraudulent evidence found, there will be no cause for detention or capture.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant-Commanding CHARLES HUNTER,
Commanding U. S. S. Montgomery.

Letter of Flag-Officer Farragut, U. S. Navy, to Commander Porter U. S. Navy, regarding the duty of surveying vessel.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 11, 1862.

SIR: I did not know what vessel it was that arrived, but supposed it was the surveying vessel. As she was ordered out for you, of course I have no objections to your employing her as you desire. I have no employment for her in that way. I applied for her and her sister vessels to cruise in the sounds on this coast.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander D. D. PORTER,
Commanding Bomb Flotilla, U. S. S. Harriet Lane.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Swartwout, U. S. Navy, commanding U. S. ship Portsmouth, to join the attacking fleet.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 11, 1862.

SIR: If you can get your vessel over the bar, come up here and we will take you into the attack on the forts.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander SAMUEL SWARTWOUT,
Commanding U. S. Ship Portsmouth.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Bailey, U. S. Navy, for the relief of the U. S. ship Portsmouth from the Texas blockade.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 11, 1862.

DEAR CAPTAIN: I have determined to take the *Portsmouth* up with us, if you can get her over the bar. Please send Captain Hunter the enclosed order to take the place of the *Portsmouth* in the blockade of Texas.

Very respectfully, etc.,

D. G. FARRAGUT,
Flag-Officer, etc.

Captain T. BAILEY,
U. S. S. Colorado.

Report of Flag-Officer Farragut, U. S. Navy, regarding the suppression of trade with Matamoras, Mexico.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 11, 1862.

SIR: You will perceive by the correspondence * between Commander Swartwout and the French Commander Jonquières that our position at the mouth of the Rio Grande is an extremely delicate one. I saw very recently in a Confederate paper that the English commodore had been up to Brownsville and was treated with great attention, and that he had remarked that the Rio Grande should not be blockaded; that their vessels of commerce should trade freely with Matamoras. They contend, both the English and French, that so long as the papers of the vessels are in conformity with the laws, and the vessels are lying in the waters of Mexico, that our vessels of war have no right to interfere with them, and Commander Swartwout, as you will perceive by the enclosed letter, has satisfied them for the present, by referring the question to me and the Government, and to await the result of that reference. You will therefore perceive that all the vessels fitting out in Europe and elsewhere are bound for Matamoras. There are no

* See p. 77.

less than 17 vessels lying there at this moment. Commander Swartwout being almost entirely out of water, his men being reduced to 2 quarts of water for each man per day, left his station and repaired to the Mississippi for the purpose of replenishing; he is lying at the Southwest Pass now. I had sent him water by the *Montgomery*; she passed him on the way up, and as he was so near the Mississippi he deemed it best to continue on, and the *Montgomery* gave her water to the other vessels blockading the coast of Texas.

It was my original plan to bring the *Portsmouth* into the Mississippi as a part of my attacking force, but finding the river current so strong, and the steamers such feeble tugs, I have become doubtful as to the propriety of my taking her up the river. Should I do so, however, I shall send the *Montgomery*, Lieutenant Commanding Hunter, to take her place on the blockade. All of which is respectfully referred.

Very respectfully,

D. G. FARRAGUT,
Flag Officer Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Farragut, U. S. Navy, regarding the escape of blockade runners.

No. 57.]

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 12, 1862.

SIR: In reply to your dispatch of the 12th of March, in relation to the vessels running the blockade from the Mississippi, I beg to inform you that the facts were as follows, and occurred before I arrived on the station:

There were three or four steamers in Pass à l'Outre ready to run the blockade. The *Magnolia*, being the fastest, ran out first, and the blockaders *Brooklyn* and *Mercedita* pursued her. While in pursuit, the *Whitmore* and *Florida* got out. The *Magnolia*, with 1,500 bales of cotton, was captured by the *South Carolina*, who headed her off. The *Tennessee* could not venture, as the water on the bar was low, and she has since returned to New Orleans and is one of their gunboats.

That vessels will make their escape is certain, until we have light-draft vessels to run the sounds. One of the vessels for which I applied, the *Uncas*, arrived here yesterday as a surveying vessel. She would be invaluable in Mississippi Sound, to aid Lieutenant Commanding Read in the *New London*, and were it not for the prize steamer *Calhoun*, which I was compelled to keep for that purpose, I should be compelled to detach another gunboat.

I have only six of the small gunboats with me in the river, but hope to collect two or three more before the 15th. We only await the preparations of the *Pensacola* to commence.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Order of Flag-Officer Farragut, U. S. Navy, to Acting Volunteer Lieutenant Trathen, U. S. Navy, commanding U. S. bark Midnight, to visit Velasco and San Luis passes, as desired.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 12, 1862.

SIR: Your dispatch* of the 1st instant has been received.

You will occasionally look in at Velasco [Brazos River] and San Luis passes, as you have requested, for the purposes named.

I will send you an acting master as soon as I can possibly do so. You can run up to Galveston and get your ironwork repaired on board the *Santee*.

I send by the *Portsmouth*, or her relief, the articles required by you.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Acting Volunteer Lieutenant JAMES TRATHEN,
Commanding U. S. Bark Midnight.

Report of Lieutenant Lovry, U. S. Navy, regarding interview with owner of plantation regarding the attitude of the citizens toward the Confederate Government.

U. S. STEAM SLOOP BROOKLYN,
Off Belle View Plantation, La., Mississippi River, April 12, 1862.

SIR: In obedience to your order, I proceeded on shore to the plantations near this anchorage for the purpose of communicating with the owners or residents, and of obtaining some fresh provisions for the officers and crew. On arriving at the levee I was met by a large crowd of negroes, of all ages and sexes, who seemed happy and contented. On making enquiry, I ascertained that the plantation, with five neighboring ones, belonged to a Colonel J. Acklin [Ackland?], who was on his resident plantation, some 3 miles distant. I dispatched a messenger for him and in a short time he came up on horseback, met me very cordially, indeed warmly, expressing great pleasure at seeing us. He was laboring under intense excitement caused by having just received an imperative order from a captain of an irregular band of militia to burn his cotton within five days or to run the risk of having it burned for him, with the additional threat of hanging him for noncompliance. I stated to him my mission, which was to procure fresh beef and vegetables, for which we would pay a fair market price, and at the same time assured him that private property, life, and honor were safe under the protection of the United States naval forces, as long as not held by persons in armed rebellion against the Federal Government. He replied to the former that he had no provisions; that he had over 1,000 negroes to feed and clothe; that such was the scarcity of all kinds of food that his people greatly suffered; that they had had no meat of any kind for three weeks; that his negroes had liberty to raise their own poultry, vegetables, etc., which they had his free permission to sell to us. In reply to the latter, he gave me a history of his persecutions and sacrifices in and for the so-called Confederate States Government. He

* Not found.

stated that the men of substance had been constantly pressed by that Government and its troops for money, provisions, teams, wagons, and negroes, and that he had been ordered to burn his cotton time after time, which he had steadily and resolutely refused to do. He represented to me that he raised from 5,000 to 6,000 bales of cotton a year; that he had all of last year's crop unsold, and for the sale of it he depended for supplying his slaves with food and raiment, and that every principle of right, law, and justice forbid him to burn it. That though he was a Southern man, with large Southern interests, perhaps the wealthiest man in Louisiana, he had every confidence that the North was actuated according to their own ideas with the principle of justice and civilization, and were, in a word, gentlemen. That he had taken no active part in the rebellion, but had been on his plantation the whole year—separated from his family who resided in Nashville—taking care of his property and slaves. Much that this gentleman said will go to show the loyal men of the North under what a system of tyranny our unhappy countrymen of the South have been brought to by the wicked acts of the few demagogues who have inaugurated and led this most unnatural revolt. Colonel Acklin said that the people had been driven into this war by misrepresentations of the acts and intentions of the North against the South. That men who had nothing to lose were intent on lowering to their own positions all who had. He represented that in the Red River country Davis would never get another man or dollar for the war. That if things went on as they were now going, a reaction would soon take place, which would end in fearful bloodshed, and that the leaders who had misled and ruined them would yet meet with public vengeance. He denounced in no measured terms Governors Moore, of Louisiana, and Pettus, of Mississippi, as having had a most baneful influence upon the people in their States. I have given the sum of this gentleman's remarks in brief, and altogether his description of transactions during the year, with the notice just served on him to wantonly destroy his property, made up a picture of misery, political degradations, and military despotism almost incredible. Incredible that men born under a free government, with the right of speech and suffrage, should in so short a time be brought under the iron heel of a remorseless and cruel tyranny. The suffering of this planter, I was led to understand, was not an isolated case. Nearly all the cotton which had been destroyed on this river since our occupation, on the grounds of preventing its falling into our hands, has been so destroyed under coercive threats, with promises from those in power to remunerate the owners by the Confederate Government at the end of the war and the recognition of the independence of the South. I received information that large bodies of men, though badly fed, clothed, armed and disciplined, had been crossing the river near this place from the Red River country. These men were making their way to Corinth, but since the appearance of our naval forces all travel had been stopped, and troops had ceased to cross. A large number of river steamers were up the Red River. It was represented to me that it was absolutely necessary, to preserve the lives of the inhabitants of the plantations on the river banks, that supplies of beef, bread, flour, bacon, etc., should arrive speedily, and I was implored to represent that the opening of the commerce, or river trade, would be hailed with joy and satisfaction. I was led to understand that numerous guerrilla bands were forming in the hill country back of the river. These bands were

marauding and levying upon the planters. Should our army prove victorious at Corinth, and the rebel army be destroyed or dispersed, great numbers of lawless soldiers will no doubt swell these bands and for a long time keep the country in a distracted state. A rigid administration of martial law to a few ringleaders would have a wholesome effect. In conclusion, with an apology for expressing my sentiments, in what should perhaps be strictly an official report, I beg leave to say that I gathered sufficient information to convince me that little resistance will be made to the laws of the United States and the Constitution by the people of wealth and weight in the Southern community. A false notion of what their honor and dignity might exact would perhaps prompt them to hold out in the maintenance of their principles, but that the return to peace, plenty, and security in life and property of all kinds that the power and virtue of our beloved Government would secure, will be hailed with secret joy by all who have anything to lose by the privation of those elements of human happiness, I have not the slightest doubt. The offer of armed protection to Colonel Acklin was courteously declined on the ground that it would subject him to the fury of the mob after the force was withdrawn; but he assured me that he would protect his property against the "Davis emissaries" with his life. After offering a number of late Northern newspapers, with General Butler's proclamation, which were politely and gratefully received, our interview ended, and I left this gentleman with the melancholy reflection that his vast estates and great wealth were no protection to him in a region where all government had ended, and only the unbridled passions of men ruled the hour, and more convinced of the necessity of the United States Government extending its protecting arms over its offending yet deluded and helpless children, to save them from utter ruin and degradation.

I am, very respectfully, your obedient servant,

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

Captain THOS. T. CRAVEN,
Commanding U. S. S. Brooklyn, Mississippi River.

Letter from Commander Emmons, U. S. Navy, to Major-General Butler, U. S. Army, announcing intended departure from Ship Island for Mississippi Passes.

U. S. S. HATTERAS,
Ship Island, April 13, 1862.

DEAR SIR: I contemplate leaving for the Mississippi Passes this evening; I shall be most happy to take any dispatches you may wish to send in that direction.

I thank you for many acts of kindness and accommodation while here, which with my limited means I have endeavored to reciprocate.

I leave for our mutual protection here, besides the two gunboats, the U. S. ship *Morning Light*, carrying eight 32s of 57 cwt., and the bark *Kuhn*, carrying four 32s of 33 cwt.; should these be withdrawn, I presume the flag-officer will substitute some other armed vessel, etc.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Major-General B. F. BUTLER,
Commanding, etc.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, U. S. Army, proposing a movement toward Fort Jackson.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 14, 1862.

DEAR GENERAL: We hope to get the vessels up to-morrow in the vicinity of Fort Jackson. If you desire to be on here with us, you will be in time by coming directly down.

I made a reconnoissance yesterday, and Captain Porter is now getting his positions for his mortar fleet.

I have been more fortunate than I supposed in getting coal. Our vessels are nearly all coaled and we are only deficient a few hundred tons.

Very respectfully and truly, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blackading Squadron.

Major-General BUTLER,
Commanding U. S. Troops at Ship Island.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Walker, U. S. Navy, commanding U. S. S. De Soto, to blockade Atchafalaya and Baratavia bays.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 14, 1862.

SIR: Return to your station as soon as possible, and you will blockade both Atchafalaya and Baratavia and have the schooner *Kittatinny*, now at Baratavia, to assist you. I learn with great regret that several vessels loaded with cotton have run the blockade of Atchafalaya within the last week.

Very respectfully,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander W. M. WALKER,
Commanding U. S. Gunboat De Soto, Key West.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, of arrival in the Mississippi River en route westward, bringing mail and articles for the squadron.

U. S. S. HATTERAS, *April 14, 1862.*

SIR: I have touched here on my way west with a mail and some articles for the squadron, and will ask you to approve requisitions for some things that I could not obtain for this vessel at Ship Island. The medicines and money are most wanted.

Previous to leaving Ship Island I dispatched ten coal vessels and two vessels loaded with ordnance stores to report to you at the Mississippi Passes, leaving the bark *Kuhn*, with coal, at Ship Island, upon the representation of her master, embodied in his report, which I enclose to you.

The arrival of the U. S. ship *Morning Light* from New York, Acting Lieutenant [H. T.] Moore, enabled me to furnish, upon requisition,

provisions to the brig *Bohio*, Master [Wm. D.] Gregory, that came in short; also to the gunboat *Jackson* and this vessel, leaving her with three months' supply. And in consideration of her draft, and having a battery of eight 32s of 57 hundredweight, I thought it advisable she should remain here until further orders from you, as, in the absence of the gunboats, the shipping and Government property here has but little protection.

The *Bohio* was ordered to return to her station as soon as she supplied herself with water.

The *Kanawha*, Lieutenant Commanding Febiger, brought in four prize schooners, took in coal from the *Great Republic* (at General Butler's request), and will return to her station as soon as she dispatches her prize cargoes and provisions.

The *New London* has taken another prize in the sound—a schooner from New Orleans loaded with sugar and molasses. I will transship the cargo in one of the army transports bound to Boston.

The *Great Republic* and the ship *Idaho* were driven on shore in the late gale, and, aided by the *Jackson* and *Calhoun*, I got them afloat the following morning, but not without serious damage. The *Great Republic*, however, can go to sea.

I am, very respectfully, your obedient servant,
GEO. F. EMMONS,
Commander.

Flag-Officer D. G. FARRAGUT,
Comdg. Western Division of the Gulf Blkdg. Squadron.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, regarding his station off Atchafalaya Bay.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 14, 1862.

SIR: Why are you so long in getting back to your station? More vessels have escaped from Atchafalaya since you left there than all the rest of the coast. I sent the *Cayuga* down to take your place as soon as I knew the fact that you had left, and she would have been there sooner if you had done as you ought, by reporting to me as you passed the South West Pass.

The *Cayuga* has now returned for want of coal and is now broken down, and you have had ample time, I should have supposed, to get to your station if nothing new has happened to your vessel. I am crippled at the very moment when I want every vessel here. I am obliged to send them off to blockade. If it is possible you will repair immediately to your station on the receipt of this and relieve the vessel I may send there in the interim.

Very respectfully, your obedient servant,
D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander GEORGE F. EMMONS,
Commanding U. S. S. Hatteras.

Order of Flag-Officer Farragut, U. S. Navy, to Acting Volunteer Lieutenant Moore, U. S. Navy, commanding U. S. ship Morning Light, to remain at Ship Island for its protection.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 15, 1862.

SIR: The U. S. ship *Morning Light*, under your command, and the *Kuhn*, Acting Master [R. G.] Lee, commanding, will remain at Ship Island until further orders from me, and will render all the assistance in your power for the protection of that place. You will please show this order to the commanding officer of the *Kuhn*, Lieutenant-Commander Read, of the *New London*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Acting Volunteer Lieutenant H. T. MOORE,
U. S. Ship Morning Light.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Lee, U. S. Navy, to expedite communication of British naval officers with their consul at New Orleans.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 15, 1862.

SIR: Captain Preedy and Captain Malcolm, of the British navy, will pay a visit to the advance guard in the *Barracouta*, and will go from thence in their boats to Fort Jackson for the purpose of communicating with their consul at New Orleans. You will give them every facility in getting up and down.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander S. PHILLIPS LEE,
Commanding Officer.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Hunter, U. S. Navy, commanding U. S. S. Montgomery, to proceed to blockade duty on the Texas coast.

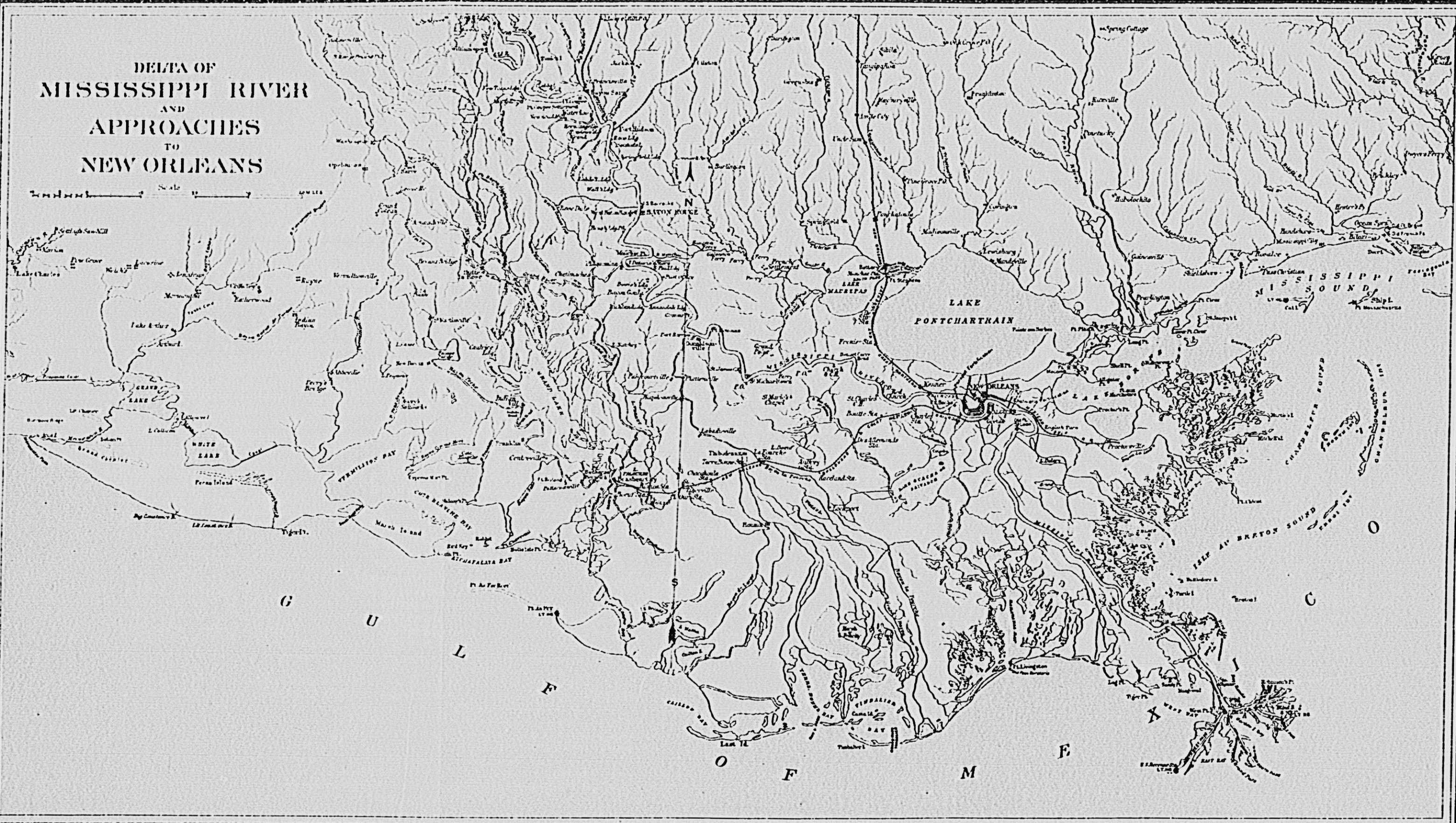
MISSISSIPPI RIVER, *April 16, 1862.*

SIR: As soon as your ship is coaled you will proceed to the coast of Texas and take the station of Commander Swartwout in the *Portsmouth*. Your cruising ground will be more immediately in the vicinity of Brazos Santiago, Boca Chica, and the mouth of the Rio Grande.

With respect to the Rio Grande, you will be governed by my former instructions, viz:

All vessels leaving or attempting to leave these ports, except Matamoras, or attempting to enter them, shall be subjected to seizure, those from and to Matamoras to visitation and search. The cargoes of all vessels leaving Matamoras shall be seized if belonging to our enemies, and of those entering or attempting to enter, shall be seized if contraband of war, and destined for the aid and comfort of our enemies. But

DELTA OF MISSISSIPPI RIVER AND APPROACHES TO NEW ORLEANS



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it is not the intention of our Government that we should interfere with or molest neutrals in their legitimate commerce with Matamoras more than is indispensably necessary to comply with the above instructions; that is, to ascertain the true ownership of cargo, and that it is not contraband of war destined for the aid and comfort of our enemies.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant Commanding CHARLES HUNTER,
Commanding U. S. S. Montgomery.

Operations under the immediate command of Flag-Officer Farragut, U. S. Navy, against the defenses of New Orleans, April 16 to May 1, 1862, including the passage of Forts Jackson and St. Philip, April 24, and occupation of New Orleans, April 25, 1862.

General order of Flag-Officer Farragut, U. S. Navy, to guard vessels.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 17, 1862.

The guard vessels of the night will give notice to the flag-officer of all approaching dangers by signal, if possible, so as not to caution the enemy; but if the danger is great and immediate, the guard vessel will fire a gun, as well as make the Coston signals. If the danger is the approach of the enemy, he will attack him, but fall back on the fleet as he fires, if he thinks the enemy is too strong for his force. If the danger is a fire raft, the guard vessel will run close to the weather end, say 40 or 50 feet, or less of it, fire a shell through it, send his boats with grapnels and take the line to his vessel and tow it gently to the bank of the river, and while so towing it, play water on it from his fire hose and buckets in the boats; also, to throw water on the end to which he is hooked on, both to prevent it from burning out his grapnel and to put out the fire. Fire rafts in such a current as this are easily managed if conducted with coolness and boldness. There is no danger in approaching it on the weather side, and would be none in running it down on that side, being well prepared with your fire engine and pumps in case of accidental ignition.

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

General order of Flag-Officer Farragut, U. S. Navy.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 17, 1862.

1. In cases of alarm no vessel will get underway until so ordered by the flag-officer, unless the danger is imminent and the commander has reason to think the flag-officer is not aware of its existence.
2. Vessels in the fleet will discontinue the practice of firing on all occasions without authority from the flag-officer, and when they have such authority, to be certain that they do not fire in the direction of any of the other vessels of the fleet.
3. All commanders will be careful to see that all lights are concealed from outboard observation during the night.

4. When the guard vessels give notice, by firing a gun or other signal, of the approach of the enemy every preparation will be immediately made for getting underway into action and extinguishing fire, and await the further orders of the flag-officer. Much danger and confusion will unavoidably ensue unless this order is strictly observed.

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Circular.

FLAGSHIP HARTFORD, *April 17, 1862.*

The commanders of the gunboats will immediately have their smokestacks marked with the number herein assigned them. The figures will be painted white, 6 feet long, near the top of the smokestack, on the starboard and port sides, viz:

Sciota	1	Pinola	6
Winona	2	Itasca	7
Kineo	3	Katahdin	8
Wissahickon	4	Cayuga	9
Kennebec	5		

H. H. BELL,
Fleet Captain.

Instructions of Flag-Officer Farragut, U. S. Navy, to Captain Bailey, U. S. Navy, commanding first division of gunboats in attacking force.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 17, 1862.

SIR: You will consider yourself as the divisional commander of the first division of gunboats, and the second in command of the attacking force.

Your command will consist of the following vessels, viz:

Oneida, Commander S. P. Lee.

Varuna, Commander Boggs.

Katahdin, Lieutenant Commanding Preble.

Kineo, Lieutenant Commanding Ransom.

Wissahickon, Lieutenant Commanding A. N. Smith.

Cayuga, Lieutenant Commanding Harrison.

Your general duty will be to keep your vessels in their proper order of sailing, which, in this current, will ordinarily be a line ahead, both underway and at anchor. Your specific duty, when the attack is made, will be to follow and support the second division of ships in the attack on Fort St. Philip; but we will not fire on the forts until the order is given or the battle commenced by the flagship.

In the event of any accident happening to the flag-officer, you will assume the command of the fleet and conduct the attack and prosecute the orders of the Department to the best of your abilities, until you reach the invading forces from the upper Mississippi, under the command of Flag-Officer Foote and General Halleck.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain T. BAILEY,

*Second in Command of the Attacking Force against
Fort Jackson, New Orleans.*

Instructions of Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, commanding second division of gunboats in attacking force.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 17, 1862.

SIR: You will consider yourself the divisional officer of the second division of gunboats of the attacking force in the Mississippi River.

Your general duties will be to keep your division in order of sailing, as directed by the flag-officer from time to time, which, in this current, will ordinarily be a line ahead. Your specific duty in the attack on the forts will be to pass the forts, delivering your fire and run up the river during the general attack by the ships and first division of gunboats, the great object being to get a sufficient force of gunboats above the forts to secure the landing of the troops above Fort St. Philip, to act in concert with the fleet, and at the same time to enfilade the forts from above, in case they should not surrender at the first bombardment.

Should you once pass the forts, you will continue to pioneer up the river and keep the enemy's gunboats from descending with succor for the forts, and await the arrival of the rest of the fleet above the forts.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander HENRY H. BELL,
Comdg. Second Division of Gunboats of the Attacking Forces.

General order regarding fire rafts.

When the mortar vessels are in position the following precautions should be observed to keep off the fire and other rafts which may be sent down by the enemy:

The sixty boats of the mortar vessels will be kept in readiness alongside, to move off by signal or order for the fire rafts, and will be provided with axes, hatchets, fire buckets, and light towlines and grapnels to bend on to the raft. I have seen very large rafts in the Mississippi brought to the shore from mid-channel by two or three men in a small boat by running out a line to the shore and checking it until the raft landed. In case of fire rafts it will be desirable to keep the raft in mid-channel while the vessels should all lie close in to the shore on either side. For this service the gunboats are well adapted. They can, with a boat, run out a line to the rafts and keep them in mid-channel until past the ships and mortar vessels, when they should be destroyed to prevent them from drifting onto our storeships below. The tendency of logs and driftwood generally to keep the mid-channel will facilitate these operations.

Fogs may be selected to send down rafts. Gunboats should be kept underway, above the vessels, passing to and fro across the channel, and making signal when danger is descried, taking hold of the raft at once and working at it until further assistance can be secured.

The rafts in this instance will likely be made of a foundation of solid logs, with flatboats filled with incendiary stuff on top. A hole knocked in the rear of the flatboat will let in water and extinguish the fire. Every ship and steamer should keep as many of her boats as possible to enable them to carry out the above suggestions.

When rafts (not fire rafts) can be secured in time they should be hauled inshore above the vessels and secured firmly to the shore or trees. They offer a great security against rams and other rafts that may be sent down. They can be moored at an angle offshore and will cant anything that may run against them.

Propellers should be cautioned against drifting nets or small pieces of wood tied together with ropes. These would foul the propeller effectually, and when a vessel runs onto them she should stop the propeller at once, to avoid fouling. The best and safest plan is not to run into anything drifting, even though it may appear to be of no consequence. If doubtful, let it be examined by a boat.

A reconnoissance should be made on the left bank going up, above where the mortar vessels will lie, to see if there exist any rifle pits, and if any they should be destroyed. Guns fired at intervals into the bushes at this spot would tend to keep them clear of rebels.

Finally, the programme of operations should be marked out so plainly that the commander of every ship should understand what is expected of him and be ready to perform it.

D. G. FARRAGUT.

Report of Flag-Officer Farragut, U. S. Navy, regarding the opening of the bombardment of Fort Jackson.

No. 62.]

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 21, 1862.

SIR: We commenced the bombardment of Fort Jackson on the 16th, which was the earliest day possible after the arrival of coal. On the first day the citadel was set on fire and burned until 2 o'clock the next morning. On the 17th we made but little apparent impression on the fort. On the 18th we dismounted one of their heavy columbiads and otherwise appeared to damage them, and drove the men from the parapet guns, so that they only appeared occasionally when the gunboats took part in the bombardment to draw the fire from the bomb vessels. On the 19th a deserter came to us from the fort and gave the information that I have stated above, and much other information in relation to the armament of the forts and their general condition.

The wind was blowing from the northwest, and chilly, the current running with great strength, so that the ships, when underway, could scarcely stem it, so that I shall await a change of wind and a consequent less violent current before I attack the forts, as I find great difficulty in avoiding collision among the vessels. Two of the gunboats, *Katahdin* and *Sciota*, have been seriously damaged by getting across-hawse of the ships and running into each other. We lose a great many anchors and cables, and those articles are very much wanted in the squadron. The *Hartford* is almost the only ship that has not lost both.

On the first day's fire of the enemy they put a shot through one of the mortar vessels and killed one man, but did not destroy her efficiency. The second day they sunk one with a rifle shot, but hurt no one materially. They have sent down five fire rafts; none produced any effect on the fleet except the last, which only caused the collision of the *Sciota* and *Kineo*, both of which vessels dragged across the bows of the *Mississippi* and carried away the mainmast of the first and

damaged them both very much otherwise; but the raft was turned clear of all the vessels of the fleet, but, as the wind and strong current were peculiarly favorable, it gave us more trouble than on any former occasion.

I sent up Commander Bell last evening to destroy the chain and raft across the river, but the current was so strong that he could accomplish but little in consequence of one of his gunboats getting on shore, and she was only saved by great exertion, as the enemy were firing on them all the time. Commander Porter, however, kept up such a tremendous fire on them from the mortars that the enemy's shot did the gunboats no injury, and the cable was separated and their connection broken sufficiently to pass through on the left bank of the river. The petard operator failed to fire his petards, owing to the breaking of his wires, which prevented the full destruction of the chain and the vessels, but great allowance is to be made for the violence of the current, which exceeds anything we have had to contend with since our arrival in the river.

In conclusion, I regret to say that the fleet is in want of all the essentials to carry on our work. Shells, fuzes—15-second and 20-second—serge and yarn to make cartridge bags, grape and canister shot, for all of which I made large requisitions, and the articles may be on their way out. The medical department is miserably supplied for the care of the wounded. General Butler has offered to share with us, in fact, everything he has, which will supply many of our wants; but justice to myself requires me to say that I required all these supplies some time before I left Hampton Roads and others immediately on my arrival at Key West or Ship Island, and I presume accidental causes have stopped them on their way out here. My coal arrived just in time.

All of which is respectfully submitted by
Your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Unfinished report of Flag-Officer Farragut, U. S. Navy, regarding lack of supplies.

[From Farragut papers.]

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 20, 1862.

SIR: I have the honor to inform the Department that we commenced the bombardment of Fort Jackson on the morning of the 18th with twenty-one mortar boats under Commander Porter and some of the gunboats, the latter only to draw the fire from the former. The mortars were played on the works with good effect. The first day they set fire to the citadel of the fort, and it burned until 4 o'clock the next morning. Their gunboats come down and fire at us occasionally, but are soon driven off up the river. The second day we dismounted one of the columbiads and destroyed one of their furnaces for heating shot. On the third morning a deserter came off to us and gave us the above

information. On the second day one of the mortar boats was sunk by a shot from the fort, and two X-inch columbiad solid shot struck the *Oneida*, which wounded 5 or 6 men, 2 seriously and the others rather slightly. All had to be sent down to the hospital. The *Oneida* had a bad day of it, but did faithful service and escaped in a most miraculous manner the shot and shells that were flying around her. One shot lodged in her starboard waterway and the other struck on the port bulwark and directly in front of the after pivot gun, wounding 9 men; only dented the deck and composition plate circle; all of which was soon repaired and the ship ready for action. Captain Bailey is on board the *Oneida* as my second in command, and has six gunboats under him. I have divided the gunboats into two divisions of six guns each, and have given Captain Bailey one and Commander Bell the other. One of the mortar boats had a shot through her the day before, which killed a man but did not put the vessel out of service.

The officers do their duty well, but I regret to say that I do not find myself half supplied with anything. My shells, fuzes, cylinder cloth and yarn to make the cylinders are all out, and [I] should be at this moment entirely unable to continue the bombardment, so far as my squadron is concerned, were it not for the fuzes, etc., sent to Commander Porter. I have been on the parish.

General Butler arrived yesterday evening and told me that he would supply me with some articles. The surgeons have not the means to dress little w[ounds] but for the Army, and we have no material to make cylinders for another day's firing, so that I have to keep the gunboats out of action as much as possible. I took the precaution to make requisition on the Medical Bureau before I left home for appliances for the wounded, yet there is not a piece of muslin in the squadron. I asked for the shells I wanted and other ordnance stores, and I am told that my demand is out of the question, and now I find myself dependent upon the Army for everything; and General Butler has been most generous—he gives everything in his power. I mention these facts to show I am driven to the alternative of fighting it out at once or waiting and resuming the blockade until supplies arrive.

I expect to destroy the raft and chain to-night, which duty is assigned to Commander H. H. Bell with two or three gunboats, whose masts I have taken out for the special purpose; and so soon as the weather is propitious I will attack the forts.

My own idea is that we should pass the forts and take the troops in above, by way of the Gulf [of Mexico]; but time presses, and we have not the means to put it off. I have not a solid shot in my ship, and none in the squadron except a few on board the *Richmond*. We have only a few grape and canister; the fuzes of sufficient length were fired away during the first day, and we have been whittling down the bomb fuzes ever since. One-half of them explode the shell on leaving the gun, because they do not fit tightly in the fuze hole.

The Chief of Bureau thought my requisition extravagant, and the past proves I did not ask for enough of anything except coal, which has arrived just in time to enable me to go ahead; but at one time I was alarmed for fear of not being able to move. General Butler again came forward and gave me 1,700 tons, but my supply arrived in time.

My gunboats' crews, after fighting all day, have to sit up making cylinders and filling charges all night, and have barely enough cotton

in the squadron to sew up the bags. But the truth is that we have so little experience in such undertakings that the necessary requisitions frighten the bureaus and they think that we are ignorant of what we require; but depend upon it we are rather prone to be short of the mark rather than exceed it.

In conclusion, sir, we are in want of everything in the line of munitions of war; shells and fuzes, 15-second and 20-second, grape, canister, serge for cylinders, worsted to make them [Rest of letter illegible.]

Letter from Captain Bailey, U. S. Navy, to Lieutenant Davis, U. S. Navy, regarding the operations of the U. S. S. Oneida, under fire of the forts.

ONEIDA, *April 20, 1862.*

DEAR DAVIS: Yesterday I was under the concentrated fire of Forts Jackson and St. Philip for three hours—two in the forenoon and one hour in the afternoon. I was ordered with this gunboat, supported by the *Sciota* and *Pinola*, to take position in advance of the bomb fleet and engage the forts so as to draw their fire from the bomb fleet.

The fact of the *Oneida*, Captain Lee, having my distinguishing flag flying, and engaging in advance of the *Sciota* and *Pinola*, drew all their fire upon us. Captain S. P. Lee handled this vessel with great coolness and judgment in the midst of a continued shower of the enemy's projectiles, from which cause the small damage and loss is to be attributed. We were hit only three times, one 32-pounder disabled, and our XI-inch after pivot partially so. Six men were severely injured and 3 slightly by splinters. The shot that came on board were X-inch solid, and did considerable damage to the vessel.

This morning we are relieved by the *Iroquois* and two other gunboats.

Very truly, yours,

T. BAILEY.

Lieutenant J. L. DAVIS.

Report of Captain Bailey, U. S. Navy, transmitting report of Captain Lee, U. S. Navy, commanding U. S. S. Oneida.

U. S. STEAM GUNBOAT ONEIDA,
Mississippi River, April 20, 1862.

SIR: I have great pleasure in reporting to you that in covering and drawing the fire from Captain Porter's mortar fleet yesterday this ship was three hours under the fire of Forts Jackson and St. Philip, the injuries and casualties being astonishingly small, considering the perfect rain of the enemy's projectiles. I can not too strongly express my admiration of the cool judgment with which Commander S. Phillips Lee handled his ship during the engagement, and the able assistance he received from his executive officer and all under his command. Enclosed is the report of Captain Lee of the engagement and casualties.

The reports of the commanders of the *Pinola* [and] *Sciota* will be made directly to you.

I am, respectfully, your obedient servant,

T. BAILEY,
Commanding Division of the Red.

Flag-Officer FARRAGUT.

Instructions from Commander Bell, U. S. Navy, regarding the removal of boom obstructing the Mississippi River.

U. S. S. HARTFORD,
Mississippi River, April 20, 1862.

The flag-officer having designated Lieutenant Commanding Caldwell, in the gunboat *Itasca*, Lieutenant Commanding Ransom, in the *Kineo*, and Lieutenant Commanding Crosby, in the *Pinola*, to destroy the boom to-night which obstructs the passage of the river, those officers will hold their vessels ready for that service at 8 p. m. of to-day, and for moving under — pounds of steam; every vessel having 2 barrels of powder, of 100 pounds each, slung with 3-inch rope and pierced in one head for slipping a portfire tightly in, and secured against fire with putty around the orifice, one stick of portfire, with quick and lucifer matches for lighting portfire at a given signal. Also two pieces of canvas or tarpaulin for covering over the barrels and effectually concealing the flame of portfire. Also crowbars, sledges, cold chisels, hammers, and steel saws for breaking the chain if possible. Also heavy grappels or kedges with hawsers bent and on deck and clear for making fast, and an ax for cutting.

There are two chains to be broken—one extending across the forward part of the hulks, and the other across amidships; these must be broken and the vessels sunk.

The *Pinola* will receive on board the submarine operator and his apparatus and petards, and assign him the best assistance he can, and will take on board 1 barrel of powder, with portfire, matches, etc.

Commander Bell will be in the *Pinola* to direct all the movements of the vessels. The three vessels will move up abreast, keeping near the south bank and within once their length of each other, the *Pinola* on the left, the *Kineo* in the middle, and *Itasca* on the right. The *Pinola* will lay her bow on the port quarter of the second hulk from Fort Jackson, and Captain Crosby will have one petard suspended over the bow of that hulk and the other petard fixed on to the chain cable forward by the operator, while his men will lash the barrel of powder, prepared as directed, to the chain crossing amidships, and seeing all ready there.

At the same time the *Kineo* and *Itasca* will lay themselves on the port quarters of the third and fourth hulks, keeping themselves steadily alongside until they shall have completed their preparations.

They will, as quickly and quietly as possible, lash a barrel of powder to each of the cables on the hulk as directed, and send every person, except one reliable man to each barrel of powder, who will await the signal for igniting, carefully concealing their fires. A loggerhead, heated, shall also be ready and kept covered for applying to the portfires. All being ready, Commander Bell will show a red light; the portfires will be then ignited and the gunboats dropped quietly astern by backing or dropping down with the current, if there be danger of fouling.

During these operations the boats must be kept in readiness for boarding the vessels with the powder, if practicable.

The success of this enterprise depends on silence and celerity, and it is expected that the utmost vigilance will be observed.

If we are discovered and fired upon by the forts before the gunboats reach the hulks, they will retire, but not without.

Very respectfully, your obedient servant,

H. H. BELL.

List of ordnance stores required.

APRIL 21, 1862.

SIR: There is required for the use of the Western Gulf Blockading Squadron the following ordnance stores, viz:

- 4,500 XI-inch shells, filled, bouched, and fuzed.
- 4,500 XI-inch sabots and straps.
- 1,000 X-inch shells, filled, bouched, and fuzed.
- 1,000 X-inch sabots and straps.
- 18,666 IX-inch shells, filled, bouched, and fuzed.
- 18,666 IX-inch sabots and straps.
- 11,666 VIII-inch shells, filled, bouched, and fuzed.
- 11,666 VIII-inch sabots and straps.
- 1,200 32-pounder shells, filled, bouched, and fuzed.
- 1,200 32-pounder sabots and straps.
- Nails for strapping shells.
- 1,000 shells and shot for 80-pounder rifles, percussion.
- 3,000 shells and shot for 30-pounder rifles, percussion.
- 3,000 shells and shot for 20-pounder rifles, percussion.
- 3,000 shells, assorted, for 24-pounder howitzers, fuzes assorted.
- 2,000 shells, assorted, for 12-pounder howitzers, fuzes assorted.
- 25,000 15-second fuzes, metal stocks.
- 10,000 20-second fuzes, metal stocks.
- 1,000 XI-inch stands of grape.
- 200 X-inch stands of grape.
- 5,000 IX-inch stands of grape.
- 3,500 VIII-inch stands of grape.
- 1,000 32-pounder stands of grape.
- 300 breechings for IX-inch guns.
- 250 breechings for VIII-inch guns, 63 hundredweight.
- 1,500 XI-inch cartridges filled with 15 pounds cannon powder.
- 500 X-inch cartridges filled with 12½ pounds cannon powder.
- 1,000 cartridges filled for 80-pounder rifle.
- 5,000 IX-inch cartridges filled with 10 pounds powder.
- 5,000 VIII-inch cartridges filled with 9 pounds powder.
- 3,000 32-pounder cartridges filled with 9 pounds powder.
- 1,500 30-pounder cartridges.
- 2,000 20-pounder cartridges.
- 750 XI-inch shrapnel.
- 2,000 IX-inch shrapnel.
- 100 X-inch shrapnel.
- 10,000 15-second fuzes, paper case.
- 5,000 20-second fuzes, paper case.
- 1,500 empty cartridge bags for XI-inch.
- 500 empty cartridge bags for X-inch.
- 5,000 empty cartridge bags for IX-inch.
- 5,000 empty cartridge bags for VIII-inch.
- Worsted yarn for tying cartridge bags.
- 33,000 primers for great guns.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Captain A. A. HARWOOD,

Chief of the Bureau of Ordnance and Hydrography,

Washington, D. C.

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, regarding the firing of the gunboats.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 22, 1862.

SIR: Your communication* of this day's date has been received, and in reply I have to say that I entirely agree with you in your present views of the gunboat firing, but I certainly understood it to be your wish in the beginning that the gunboats should go out and draw the fire of the forts, and I consequently gave that order. But that they kept too much in a line with your mortar boats I was sensible of, and ordered them several times to move farther ahead when they fired, and found fault with them for not going clear of the mortar boats before they fired, and they invariably said they did so. I will find out which of the vessels fired through your mortar boats most, and enquire into the circumstance.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander D. D. PORTER,
Commanding Mortar Fleet.

General order of Flag-Officer Farragut, U. S. Navy.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 22, 1862.

The vessels will proceed to take their relative positions in the second order for ascending the river, and they will so continue unless compelled to drop out by accidental circumstances, when they will resume it again as soon as possible, and be in readiness to get underway.

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Order of Flag-Officer Farragut, U. S. Navy, to Commander De Camp, U. S. Navy, to permit a reconnoissance by Lieutenant Caldwell, U. S. Navy, for examination of obstructions.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 23, 1862.

SIR: I have given Lieutenant Commanding Caldwell instructions to proceed up in one of the ship's boats to make an examination of the chains and satisfy himself that all is the same as he has represented it. Therefore you will please to allow him to proceed in his own way, as he considers the steamer too unmanageable for the purpose.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander JOHN DE CAMP,
Commanding U. S. S. Iroquois.

* Not found.

Order of Flag-Officer Farragut, U. S. Navy, to Commander De Camp, U. S. Navy, to avoid drawing fire upon the mortar vessels.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 23, 1862.

SIR: In taking the guard to-day, I wish you to avoid as far as possible drawing the fire upon the bomb vessels, as well as keeping your vessels as much out of their range as possible. Nor do I wish you to risk the vessels more than you can help, except when steamers come down within the possibility of your getting a shot at them.

You can try the range of your Sawyer gun to-day for a half dozen shots at the forts and at the vessel having the mast in, where they appear to be fixing up something for our annoyance. But as it is my intention to pass up to-night, I do not wish you to risk your vessels or waste your ammunition.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander JOHN DE CAMP,
Commanding U. S. S. Iroquois.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Swartwout, U. S. Navy, commanding U. S. ship Portsmouth, to enflade Fort Jackson.

U. S. FLAGSHIP HARTFORD, *April 23, 1862.*

SIR: If Captain Porter will aid you in taking the position just below the line of casemate fire, you will do so and assist in enflading the Fort Jackson, but you will be very particular not to fire on our fleet, and therefore it will be necessary to cease firing as soon as you find that we are getting in a line.

I will apply to Captain Porter to give you a tow and place you in position at the same time he places his own gunboats.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

Commander SAM'L SWARTWOUT,
U. S. Sloop Portsmouth, Mississippi River.

General order of Flag-Officer Farragut, U. S. Navy.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 23, 1862.

The *Colorado's* distinguishing signal, two perpendicular red lights, will be hoisted at the peak of this ship when I wish the fleet to get underway, and when underway to proceed up the river.

The division led by the flag-officer will be the red, that led by Captain Bailey blue, and that of Commander Bell red and blue.

The leading division will not use their port guns, and the flag-officer's division will not use their starboard guns in ascending the river, for fear of firing into each other.

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, commanding second division, to cut off telegraphic communication with New Orleans.

U. S. FLAGSHIP HARTFORD,
April 24, [1862.]—2:30 a. m.

SIR: If signal No. 7 is not made you will continue on with your division of gunboats to the quarantine and cut the telegraphic wires so as to cut off the communication with New Orleans as soon as possible.

Very respectfully,

D. G. FARRAGUT,
Flag-Officer.

Commander H. H. BELL, U. S. Navy,
Commanding Second Division of Gunboats in the Mississippi.

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, regarding the destruction of the C. S. ram *Manassas*, and other operations.

FLAGSHIP HARTFORD, *April 24, 1862.*

DEAR PORTER: We had a rough time of it, as Boggs will tell you; but thank God the number of killed and wounded was very small considering. This ship had only 2 killed and 8 wounded. We destroyed the ram, a single combat between the old *Mississippi*, but the ram flunked when he saw the *Mississippi* coming at him so rampant, and he dodged her and ran on shore; whereupon Smith put two or three broadsides through him and knocked him all to pieces. The ram pushed a fireraft on me. In trying to avoid it I ran the ship on shore and he then pushed the fire raft on to me and got the ship on fire all along one side. I thought it was all up with us, but we put it out and got off again and proceeded up the river fighting our way. We have destroyed all but two of the gunboats, and those will have to surrender with the forts. I intend to follow up my success and push for New Orleans and then come down and attend to the forts; so you hold them in statu quo until I get back or make. I think if you send a flag of truce and demand their surrender, they will do it, for their intercourse with the city is cut off. We have cut the wires above the quarantine and are now going ahead. I took 300 or 400 prisoners at quarantine. They surrendered and I paroled them not to take arms again. I could not stop to take care of them. If the general will come up to the bayou and leave a few men, or as many as he pleases, he will find two of the gunboats there to protect him from the gunboats that are at the forts. I wish to get to the English Turn, where they say they have not placed a battery yet, but have two above, nearer New Orleans. They will not be idle, and neither will I. You supported us most nobly.

Very truly, yours,

D. G. FARRAGUT.

Captain D. D. PORTER,
Commanding Mortar Fleet.

Report of Commander Porter, U. S. Navy, regarding his summons for the surrender of Fort Jackson.

MORTAR FLOTILLA, *April 25, 1862.*

DEAR SIR: Captain Boggs has arrived. I congratulate you on your victory. I witnessed your passage with great pleasure. My hopes and predictions were at last realized. You left at the forts four steamers and the famous ironclad battery; they are mounting guns on it, and 1,000 men are at work on it. She is unhurt and moves about with the stream. How fast she is, I don't know. One of the steamers is ironclad on the bow. The *McRae* is also at the fort. I sent a summons to surrender, but it was politely declined. As we have used up all our shells in the schooners, and wishing to be unhampered with the mortar vessels, sent everything down and collected boats and spars.

They are moving all their heavy guns upon the riverside. You will find the forts harder to take now than before, unless their ammunition gives out. I threw bombs at them all day, and tantalized them with rifle shot, but they never fired a gun. I hope you will open your way down, no matter what it costs. I am sending some of the schooners down to blockade back of Fort Jackson to prevent their escaping by way of Barataria.

D. D. PORTER.

[Flag-Officer FARRAGUT, U. S. Navy.]

Letter from Lieutenant Wainwright, U. S. Navy, to Commander Porter, U. S. Navy, regarding the attack upon the forts.

U. S. S. HARRIET LANE,
Ship Island, June 1, 1862.

SIR: In reply to your communication of the 29th ultimo, I have to state that on the afternoon of April 22 a signal was made from the flagship *Hartford* for all commanding officers to repair on board. Though not positive that the signal was intended to apply to the officers attached to the Mortar Flotilla, I determined to present myself in obedience thereto, which I accordingly did. I found assembled all the commanding officers of the fleet, with the exception of those attached to the Mortar Flotilla, myself being the only representative of that branch of the squadron.

Upon repairing to the cabin of the flag-officer I was laughingly told that I was looked upon as an outsider, and that the signal was not intended for me. Perhaps it would have been more delicate in me to have retired, but as I felt that the objects of the meeting had a common interest for all, I determined to remain, supposing that no objection to my presence could exist, admitting that there was no necessity for it.

The flag-officer then proceeded to state the reason why the officers had been summoned, which was to give his plan for passing the forts, and the disposition that he proposed to make of the forces under his command. He premised by saying that Captain Porter had submitted a plan of operations, which embraced ideas similar to his own, and with which he entirely agreed. He then proceeded to state his plans and invited the opinion of the officers there assembled.

The prevailing opinion seemed to be adverse to making the attempt to pass the forts at that time; that it was premature; that the forts had not yet been sufficiently reduced by the fire of the mortar vessels, and that the risk of the loss of too many vessels was too great to be run. The question was freely asked why the mortar vessels could not continue the bombardment for a length of time, the idea of which appeared to be rather indefinite, unless it was expected that the reduction of the forts should be owing to the mortar vessels entirely, when the ships would be able to pass in comparative safety.

The flag-officer said he agreed in the main with what had been said, but that Captain Porter urged very strongly the attempt being made, not only on the grounds of its probable success, but from the fact that the fire of the mortar vessels could not be sustained for a much longer period; that the ammunition was becoming scarce and difficult of supply, the vessels shaken by constant concussion, and the men fagged out with a continued bombardment, which had already lasted for more than six days and seven nights. On these accounts the flag-officer said he had determined to make the attack the same night.

From the tone of the remark I inferred, should a mishap occur, that the chief blame would be laid at your door, as I informed you on my return to this vessel. I did not remain during the whole conference, which terminated by the plan of attack having been finally decided upon.

The proposed attempt did not take place at the time specified, in consequence of the absence of the carpenter's crew of two of the vessels, the captains of which objected to moving without them, and the advance of the fleet was delayed twenty-four hours for this reason.

That evening the flag-officer came on board the *Harriet Lane* and expressed to you, in my presence, his mortification at the delay, after he had appointed the time to move. The flag-officer repeatedly visited the ship during the progress of the bombardment, and though unaware of all that passed between you, I was cognizant of enough to impress me very strongly with the idea that he relied with great confidence on your opinion and advice, and derived great comfort from your assurances of success, grounded as they were on your masterly conception of the whole matter at issue.

In conclusion, you ask my opinion whether you "were justified by results in advocating so strenuously the advance of the fleet, and what might and would have been the result had your counsel, which was deemed premature, been disregarded?" Having been more intimately associated with you, and probably more conversant with your plans and expectations than any other officer in the squadron, I am enabled to say that the brilliant result most completely vindicated the wisdom of your counsel and soundness of your views. By the light of knowledge obtained subsequent to the surrender of the forts, it is plain that delay in the attack would have been fatal to us.

Had the defense been as vigorously and gallantly conducted by the naval portion of the forces opposed to us as it was by the army, the chances are that the mortar vessels would have been obliged to retire before the fire of the ironclad battery *Louisiana*, which was to have taken up a raking position below the mortar battery of Fort St. Philip, and under the protection of the guns of both forts.

Fortunately for us, the supineness of the rebel naval officers left us undisturbed, but it can not be conceived, had the attack been

delayed a day or so longer, that the enemy would have failed to make use of so formidable an adjunct to his means of defense.

I am, with great respect, your obedient servant,

J. M. WAINWRIGHT,

Lieutenant, Commanding.

Commander DAVID D. PORTER, U. S. Navy,

Commanding Mortar Flotilla.

Report of Flag-Officer Farragut, U. S. Navy, transmitting proposition of Commander Porter, U. S. Navy, regarding the plan of attack upon the forts.

No. 198.]

FLAGSHIP HARTFORD,

Pensacola, Fla., September 13, 1862.

SIR: I herewith submit a proposition of Commander D. D. Porter, relative to the attack on Forts Jackson and St. Philip, etc. I deem it advisable that this document should be placed on record in the Department, as it is referred to in my general order of April 20, 1862, but was in some way mislaid when the other documents were forwarded, and is also referred to by Commander D. D. Porter.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Proposition of Commander D. D. Porter.*

When the ships are over the bar, guns mounted, coal bunkers filled, sick on shore, hospital arrangements made for wounded, the fleet should move up, mortar fleet all in tow. The chain across the river to remain untouched for the present, or until after the mortars get their position and open their fire. It is a good defense on our side against fire ships and rams which may be sent down the river, and our ships can so command the opening that nothing can pass down. As the mortar vessels are somewhat helpless, they should be protected on all points by the vessels of war, which should be ready at a moment's notice to repel any attack on them by rams, floating torpedoes, or fire ships, the two latter to be towed out of the way, the rams to be run down by the heavy ships, while such vessels as the *Westfield* and *Clifton* attack them, end on, with cannon, while your boats try to force them to the shore. When everything is ready for the assault a demand for surrender should be made, in language least calculated to exasperate, and of such a nature to encourage those who might be disposed to return to their allegiance. There is evidence of a strong Union feeling in New Orleans, and everything should be done (without losing by delay) to prevent a counter feeling.

When it is evident that no surrender of the forts will be made, the mortars should open deliberate fire; keeping two shells in the air all the time, or each mortar vessel fire once in every ten minutes. Fort

*This paper is not dated.—COMPILER.

Jackson being casemated, should receive the largest share of the bombardment, three or four vessels being employed against Fort St. Philip, firing as often as they can coolly and conveniently load and point. In the meantime preparations should be made to destroy, at a moment's notice, the vessels holding up the chain, or the chain itself, which can be done by applying a petard to the bobstays of the vessels, or to the chain itself, all of which petards are prepared, and a man accustomed to the business with galvanic battery. In my opinion there are two methods of attack—one is for the vessels to run the gantlet of the batteries by night, or in a fog, the other to attack the forts by laying the big ships close alongside of them, avoiding the casemates, firing shells, grape and canister into the barbette, clearing the ramparts with boat guns from the tops, while the smaller and more agile vessels, throw in shrapnel at shrapnel distance, clearing the parapets and dismounting the guns in barbette. The large ships should anchor with 45 fathoms of chain, with slip ropes; the smaller vessels to keep underway, and be constantly moving about, some to get above and open a cross fire; the mortars to keep up a rapid and continuous fire, and to move up to a shorter range. The objection to running by the forts are these: It is not likely that any intelligent enemy would fail to place chains across, above the forts, and raise such batteries as would protect them against our ships. Did we run the forts, we should leave an enemy in our rear, and the mortar vessels would have to be left behind. We could not return to bring them up without going through a heavy and destructive fire. If the forts are run, part of the mortars should be towed along, which would render the progress of the vessels slow, against the strong current at that point. If the forts are first captured, the moral effect will be to clear the batteries on the river and open the way to New Orleans, whereas if we do not succeed in taking them, we will have to fight our way all up the river. Once having possession of the forts, New Orleans would be hermetically sealed, and we could repair damages and go up on our own terms, and in our own time. Nature points out the English Turn as the position to be strongly fortified, and it is there that the enemy will most likely make his strongest stand and last effort to prevent our getting up. If this point is impassable, there is solid ground there, and troops can be brought up and landed below the forts and attack them in the rear, while the ships assail them in the front. The result will doubtless be victory for us. If the ships can get by the forts, and there are no obstructions above, then the plan should be to push on to New Orleans every ship that can get up there, taking up as many of the mortar fleet as can be rapidly towed. An accurate reconnoissance should be made, and every kind of attainable information provided, before any movement is made.

Nothing has been said about a combined attack of army and navy; such a thing is not only practicable, but if time permitted should be adopted, for St. Philip can be taken with 2,000 men covered by the ships, the ditch can be filled with fascines, and the wall is to be easily scaled with ladders. It can be attacked in front and rear.

Respectfully submitted.

DAVID D. PORTER,
Commander, U. S. Navy.

Letter from Flag-Officer Farragut, U. S. Navy, to Captain Bailey, U. S. Navy, granting permission to return home, and expressing appreciation of his services.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 27, 1862.

SIR: You can return to the *Colorado* and from thence to New York, in order that you may receive that attention which your situation requires. And in taking leave of you, permit me to express my sincere thanks for the ready and able assistance you have given me as my second in command during the expedition up the Mississippi. I trust that the remainder of your days may be days of peace and pleasantness, and that your services may be fully appreciated by your country.

Wishing you a pleasant passage home, and a happy meeting with your family,

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

[D. G. FARRAGUT,]

Flag-Officer Western Gulf Blockading Squadron.

Captain T. BAILEY,
Commanding U. S. S. Colorado.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Bailey, U. S. Navy, commanding U. S. S. Colorado, to proceed with other vessels to Mobile, in preparation for attack upon that place.*

U. S. FLAGSHIP HARTFORD,
Off City of New Orleans, April 29, 1862.

SIR: You will prepare your ship in all respects and proceed to Mobile as soon as you are ready, and take with you the *Mississippi* and *Brooklyn*, also four of the gunboats; and on your arrival off Fort Morgan, keep your vessels ready to meet the floating batteries and rams said to be there. I will be with you in a day or two and we will commence an attack on the forts.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Captain T. BAILEY,
Commanding U. S. Steam Frigate Colorado.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Bailey, U. S. Navy, to proceed as bearer of dispatches to the Secretary of the Navy.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 29, 1862.

SIR: You are hereby detached from the command of the U. S. steam frigate *Colorado* and you will proceed to Fortress Monroe in the U. S. gunboat *Cayuga* as bearer of dispatches to the honorable Secretary of the Navy, to whom you will report in person with the dispatches.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Captain T. BAILEY, U. S. Navy,
Late Commanding U. S. S. Colorado.

* See following order.

Report of Flag-Officer Farragut, U. S. Navy, regarding the sending of Captain Bailey, U. S. Navy, as bearer of dispatches for the Department.

No. 66.]

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 29, 1862.

SIR: I have the honor to inform you that I have sent home Captain Bailey as bearer of dispatches in the gunboat *Cayuga*, Lieutenant Commanding Harrison. His services, as well as his health, I think, justify me in the selection of him as the bearer of my dispatches.

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

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Order of Flag-Officer Farragut, U. S. Navy, to Commander Boggs, U. S. Navy, to proceed north and report to the Department.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 29, 1862.

SIR: You will proceed to the North in the U. S. gunboat *Cayuga* and upon your arrival report in person to the honorable Secretary of the Navy, who I trust, for your gallant services in so nobly defending your vessel to the last, will bestow upon you a command that will be more able to contend with your enemies, and do justice to your own merits.

Wishing you a pleasant passage, I remain,
Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander C. S. Boggs,
Late Commanding U. S. S. Varuna.

Report of Flag-Officer Farragut, U. S. Navy, announcing the occupation of Forts Jackson and St. Philip and of New Orleans.

No. 65.]

U. S. FLAGSHIP HARTFORD,
At anchor off the City of New Orleans, April 29, 1862.

SIR: I am happy to announce to you that our flag waves over both Forts Jackson and St. Philip, and at New Orleans over the custom-house. I am taking every means to secure the occupation by General Butler of all the forts along the coast. Berwick Bay and Fort Pike have been abandoned; in fact, there is a general stampede, and I shall endeavor to follow it up. As soon as I see General Butler safely in possession of this place I will sail for Mobile with the fleet.

I am bringing up the troops now as fast as possible. We have destroyed all the forts above the city, four in number, which are understood to be all the impediments between this and Memphis.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Letter from Captain Bailey, U. S. Navy, to the senior officer at Key West, announcing the victorious operations in the Mississippi River.

U. S. GUNBOAT CAYUGA,
Off Key West, May 3, 1862.

SIR: I was directed by Flag-Officer Farragut to leave the enclosed letter for Consul Shufeldt, with the request that it be forwarded to Havana with dispatch. I have also the pleasure to announce the result of two great battles on the Mississippi. In the face of casemated forts, fire rafts, ironclad steam rams, and a fleet of gunboats, we have swept the Mississippi of its defenses as far as Baton Rouge and perhaps Memphis. The United States flag waves over Forts Jackson, St. Philip, Livingston, and Pike, and also the city of New Orleans. We fought two great battles; that of the passage of the forts and encounter with the ironclads and gunboats has not been surpassed in naval history. We have done all this with wooden ships and gunboats. All honor and an admiral's commission for Flag-Officer Farragut.

The steam ram *Manassas* and ironclads *Louisiana*, of 20 guns, and *Mississippi*, intended to mount 20 guns, are destroyed, with eleven steam gunboats.

When I left General Butler's troops were passing up the river to occupy New Orleans, before which city the squadron had been anchored since the 25th instant.

We lost but one vessel, the *Varuna*, Commander Boggs, which was butted twice by the iron-prowed steamer *Governor Moore*, late the *Charles Morgan*, of the New Orleans and Texas line. Our loss is 36 killed and 119 wounded, among which are two officers, a midshipman and master's mate killed.

I am, respectfully, your obedient servant,

T. BAILEY,

Captain and late Second in Command of Attacking Forces.

SENIOR NAVAL OFFICER AT KEY WEST.

P. S.—I forgot to mention I had the honor to lead the van of the attacking column of ships in both battles in the little *Cayuga* and am now bound home with dispatches.

[Telegram.]

FORT MONROE, *May 8, 1862.*

(Received 8 p. m.)

SIR: I have the honor to announce that in the Providence of God, which smiles upon a just cause, the squadron under Flag-Officer Farragut has been vouchsafed a glorious victory and triumph in the capture of the city of New Orleans, Forts Jackson, St. Philip, Livingston, and Pike, the batteries below and above New Orleans, as well as the total destruction of the enemy's gunboats, steam rams, floating batteries, ironclads, fire rafts, and obstruction booms and chains. The enemy have with their own hands destroyed from eight to ten millions of cotton and shipping.

Our loss is 36 killed and 123 wounded. The enemy lost from 1,000 to 1,500, besides several hundred prisoners. The way is clear and the rebel defenses destroyed from the Gulf to Baton Rouge and probably to Memphis.

Our flag waves triumphantly over them all. I am bearer of dispatches.

THEODORUS BAILEY,
Capt. and Second in Command Attacking Forces, Gunboat Cayuga.

HON. GIDEON WELLES,
Secretary Navy.

[Telegram.]

U. S. STEAM GUNBOAT CAYUGA,
Hampton Roads, May 8, 1862.

I am bearer of dispatches from New Orleans, which, with its defenses, are ours. The brave Lee, your relative, of the *Oneida*, is safe and well. In the great conflict he came to my relief in the nick of time. I had more rebel steamers engaging me than I could attend to without support, when Lee and Boggs came dashing up, delivering a refreshing fire. The enemy were so thick that it was like duck shooting; what missed one rebel hit another. With their aid we cleared the kitchen. Please inform his wife.

T. BAILEY.

HON. MONTGOMERY BLAIR,
Postmaster-General.

Report of Lieutenant Harrison, U. S. Navy, commanding U. S. S. Cayuga, giving list of passengers.

[U. S. S. CAYUGA,
Fortress Monroe, May 8, 1862.]

Captain T. Bailey, bearer of dispatches to the honorable Secretary of the Navy.

Commander Charles S. Boggs, bearer of dispatches to the honorable Secretary of War.

B. F. Munroe, Captain Bailey's clerk.

R. E. Halter, Coast Survey.

E. W. Kinnan, from Texas, en route for Washington.

B. S. Osbon, flag-officer's clerk.

J. Warren Newcomb, Herald reporter.

William Ward, artist for Frank Leslie.

Respectfully,

N. B. HARRISON,
Lieutenant, Commanding.

To the SECRETARY OF THE NAVY.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, to furnish names of vessels and commanding officers which participated in the attack upon the forts.

NAVY DEPARTMENT, *May 13, 1862.*

SIR: You will furnish the Department, with all practicable dispatch, a complete list of all the vessels who participated in the reduction of Forts Jackson and St. Philip and the destruction of the rebel gun-

boats, rams, etc., with the names of their respective commanding officers, including also those of the mortar fleet under Commander D. D. Porter.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Flag-Officer Farragut, U. S. Navy, giving list of vessels and their commanding officers which participated in attack upon the forts.

No. 99.]

U. S. FLAGSHIP HARTFORD,
At Anchor off New Orleans, May 31, 1862.

SIR: In obedience to the order of the Department of the 13th May, instant, I herewith transmit a list of the vessels, with their commanders, engaged in the attack upon Forts Jackson and St. Philip, etc. Having never been furnished by Commander Porter with a list of the vessels, with their commanders, composing the bomb flotilla, I have directed him to furnish the same to the Department.

First Division, ships.—*Hartford*, Commander R. Wainwright; *Brooklyn*, Captain T. T. Craven; *Richmond*, Commander James Alden.

Second Division, ships.—*Pensacola*, Captain H. W. Morris; *Portsmouth*, Commander Samuel Swartwout; *Mississippi*, Commander M. Smith.

First Division, gunboats.—*Oneida*, Commander S. P. Lee; *Varuna*, Commander C. S. Boggs; *Katahdin*, Lieutenant Commanding G. H. Preble; *Kineo*, Lieutenant Commanding G. M. Ransom; *Wissahickon*, Lieutenant Commanding A. N. Smith; *Cayuga*, Lieutenant Commanding N. B. Harrison.

Second Division, gunboats.—*Sciota*, Lieutenant Commanding Ed. Donaldson; *Iroquois*, Commander John De Camp; *Kennebec*, Lieutenant Commanding, J. H. Russell; *Pinola*, Lieutenant Commanding P. Crosby; *Itasca*, Lieutenant Commanding C. H. B. Caldwell; *Winona*, Lieutenant Commanding E. T. Nichols.

The first division of gunboats was commanded by Captain T. Bailey, of the *Colorado*, and the second division of gunboats by Commander H. H. Bell, fleet captain.

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

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

General order of commendation from Flag-Officer Farragut, U. S. Navy.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 26, 1862.

Of all the duties of a commanding officer, none is so gratifying as that of meting praise to those under his command.

The flag-officer announces to the fleet that the conduct of both officers and men during the trying events of the mornings of the 24th and 25th

instant met his highest admiration. Their steadiness, courage, and intrepidity could not have been surpassed, and, I apprehend, have rarely been equaled; and however much we may deplore the loss of our brave shipmates who so gloriously fell in the discharge of their duty, we can but derive pleasure from the knowledge that our chances were equal, and that their families and friends will derive benefit from the glorious part they bore in the conflict.

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

General order of Flag-Officer Farragut, U. S. Navy, appointing an hour of thanksgiving.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 26, 1862.

Eleven o'clock this morning is the hour appointed for all the officers and crews of the fleet to return thanks to Almighty God for His great goodness and mercy in permitting us to pass through the events of the last two days with so little loss of life and blood.

At that hour the church pennant will be hoisted on every vessel of the fleet, and their crews assembled will, in humiliation and prayer, make their acknowledgments therefor to the great Dispenser of all human events.

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Report of Flag-Officer Farragut, U. S. Navy, regarding the passage of the forts and occupation of New Orleans.

U. S. FLAGSHIP HARTFORD,
At Anchor off New Orleans, April 25, 1862.

SIR: I have the honor to inform the Department that on the 24th instant, at about half past 3 a. m., I attacked Fort St. Philip and Fort Jackson with my little fleet, while Commander Porter most gallantly bombarded them, and besides took them in the flank with his steamers, aided by the *Portsmouth*. Such a fire I imagine the world has rarely seen, but thank God we got past the forts with a loss of only 24 killed and 86 wounded; but as I have not heard what became of the three gunboats, *Kennebec*, *Itasca*, and *Winona*, I fear they were lost in passing, and the *Varuna* was run into by two of the rebel steamers and finally sunk. I took and burned eleven steamer gunboats and 200 troops or upward. I then pushed up for the city of New Orleans, leaving two gunboats to aid General Butler in landing at the Quarantine, and sent him a communication by Commander Boggs, requesting him to come up at once. I came up to within 6 or 7 miles of the city, when two forts opened on us, but we silenced them in fifteen or twenty minutes, although it was warm work while it lasted. I have not yet heard of the killed and wounded. We only lost one man and none wounded, although Captain Bailey, in the *Cayuga*, with Lieutenant Commanding Harrison, and this ship stood the first brunt of the action before the other vessels could get up. We drove them from their guns and passed up to the city in fine style, and I now send this notice of our having taken possession of the city at meridian or a few minutes p. m.

But I must say I never witnessed such vandalism in my life as the destruction of property; all the shipping, steamboats, etc., were set on fire and consumed. The new ironclad ram, just finished but without her machinery, went floating by us, while I am finishing this report. Captain Bailey was sent to demand the surrender of the city to me in the name of the United States.

I shall now send down with this letter Commander Smith, in the *Mississippi*, to look after General Butler and a ram, which it appears we left behind at Fort Jackson, as it might be more than a match for the two gunboats I left behind.

In conclusion, I hope I have done all I proposed to do, which was to take the city of New Orleans, and I will now, in conjunction with the army, General Butler, reduce the forts and take care of the outlet from the west, and purpose immediately to ascend to meet Flag-Officer Foote.

The conduct of the officers and men has been such as to command my highest admiration, and shall hereafter be a subject of more special commendation.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Semiofficial report of Flag-Officer Farragut, U. S. Navy, regarding the passage of the forts and occupation of New Orleans.

U. S. FLAGSHIP HARTFORD,

Off the City of New Orleans, April 25, 1862.

DEAR SIR: In the excitement of the last two days you must not be surprised if I leave undone many things which I ought to do, and one was to write you on the occasion of my taking this city, but, thank God, it has been done, and in what I consider a handsome style. I had two Union men on board who had been forced into the Confederate service at Fort Jackson as laborers or mechanics. They informed me that there were two forts near the city, and as we approached the locality I tried to concentrate the vessels, but we soon saw that we must take a raking fire for 2 miles, so we did not mince the matter, but dashed directly ahead. They permitted us to approach to within a mile and a quarter before they opened on us. Captain Bailey, in the *Cayuga*, Lieutenant Commanding Harrison, was in advance of me and received the most of the first fire, but although the shooting was good, they did not damage his little vessel much. He fell back and the *Hartford* took her place. We had only two guns, which I had placed on the topgallant fore-castle, that could bear on them until we got within half a mile. We then sheered off and gave them such a fire "as they never dreamed of in their philosophy." The *Pensacola* ran up after awhile and took the starboard battery off our hands, and in a few minutes the *Brooklyn* ranged up and took a chance at my friends on the left bank, but they were silenced in, I should say, twenty minutes or half an hour; but I can not keep a note of time on such occasions. I only know that half of the vessels did not get a chance

at them. The river was too narrow for more than two or three vessels to act to advantage, but all were so anxious that my greatest fear was that we would fire into each other, and Captain Wainwright and myself were hallooing ourselves hoarse at the men not to fire into our ships. This last affair was what I call one of the little elegancies of the profession; a dash and a victory, but the passing of the forts, Jackson and St. Philip, was one of the most awful sights and events I ever saw or expect to experience. The smoke was so dense that it was only now and then you could see anything but the flash of the cannon and the fire ships, or rafts, one of which was pushed down upon the *Hartford* by the ram *Manassas*, and in my effort to avoid it, ran the ship on shore, and then the fire raft was pushed alongside and in a moment the ship was one blaze all along the port side, halfway up to the main and mizzen tops, but thanks to good organization of the fire department by Lieutenant Thornton, the flames were extinguished, and at the same time we backed off and got clear of the raft; but all this time we were pouring the shells into the forts and they into us, and every now and then a rebel steamer would get under our fire and receive our salutation of a broadside. At length the fire slackened, the smoke cleared off, and we saw, to our surprise, that we were above the forts, and here and there a rebel gunboat on fire. As we came up with them, trying to make their escape, they were fired into and riddled so that they ran them on shore, and all who could made their escape to the shore. I am told, I don't know how truly, that General Lovell had gone down that evening, to make an attack with thirteen gunboats, a large ram of eighteen guns, and the *Manassas*. The *Manassas* and the *Mississippi* made a set at each other at full speed, and when they [were] within 30 or 40 yards, the ram dodged the *Mississippi*, and ran on shore, when the latter poured her broadside into her, knocked away her smokestacks, and then sent on board of her, but she was deserted and riddled, and after awhile she drifted down the stream full of water. She was the last of the eleven we destroyed, but the large ram was still at Fort Jackson, but they say here that she was sent down before she was ready, and that she can not stem the current. She will have to surrender with the forts, which I hope will be to-day or to-morrow. I will give them my attention so soon as I can settle the affairs of the city.

I demanded the surrender of the city yesterday of the mayor, through Captain Bailey as the second in command; his reply was that the city was under martial law and he would consult General Lovell; his lordship said that he would surrender nothing, but at the same time he would retire and leave the mayor unembarrassed. This morning the mayor sent his secretary and the chief of police to see me and say that he would call the city council together at 10 o'clock and give me an answer; that the general had retired and that he had reassumed the duties of his office as mayor and would endeavor to keep order in the city and prevent the destruction of property. I sent him by his secretary the letter No. 1, copy enclosed. I also sent him a letter demanding the surrender of the city in conformity with the demand made by me yesterday through Captain Bailey--copy No. 2. This morning at 6 a. m. I sent to Captain Morris, whose ship commanded the mint, to take possession of it, and hoist the American flag thereon, which was done, and the people cheered it. At 10 I sent on shore again and ordered Lieutenants Kautz, of the Navy, and Broome, of the marines,

with a marine guard, to hoist the flag on the custom-house, but the excitement of the crowd was so great that the mayor and councilmen thought it would produce a conflict and great loss of life. At 11 a signal was made to the fleet for divine service under a general order—copy No. 3.

April 26.—In the afternoon, having been informed that there were two forts 8 miles above the city at a place called Carrollton, I determined to take a look at them and demolish them. We accordingly ran up, but to our surprise we found the gun carriages all on fire, and upon examination found the guns all spiked. It was a most formidable work for Foote to encounter on his way down, but we took it in the rear. They had also a long line of defenses extending back from the river to Lake Pontchartrain, both above and below the city, on which were twenty-nine and thirty guns each.

Immediately on my getting above the forts I sent Captain Boggs, who is now deprived of a command by the sinking of his ship (which he had so nobly defended), down to Captain Porter, through the bayou at Quarantine, directing him to demand the surrender of the forts. His demand was at first refused, but the soldiers told their officers that we were in their rear and that they would not be sacrificed, so this morning, the 29th, the gallant Bailey brought us the intelligence in the *Cayuga*, Captain Harrison, that the forts had surrendered, the ram blown up, and that the American flag floats over both forts. I have sent down for General Butler's troops to come up and occupy this city, and will soon be off for Mobile. Depend upon it, we will keep the stampede up on them. I send Captain Bailey home as bearer of dispatches. He has done his work nobly, and that while suffering under an infirmity which required attention and repose.

I am, very truly and respectfully, your friend and obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

G. V. Fox, Esq.,

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

Detailed report of Flag-Officer Farragut, U. S. Navy, regarding the passage of the forts and the occupation of New Orleans.

No. 86.]

U. S. FLAGSHIP HARTFORD,

At Anchor off the City of New Orleans, May 6, 1862.

SIR: I have the honor herewith to forward my report in detail of the battle of New Orleans:

On the 23d of March [sic] I made all my arrangements for the attack on and passage of Forts Jackson and St. Philip. Every vessel was as well prepared as the ingenuity of her commander and officers could suggest, both for the preservation of life and of the vessel, and perhaps there is not on record such a display of ingenuity as has been evinced in this little squadron. The first was by the engineer of the *Richmond*, Mr. Moore, by suggesting that the sheet cables be stopped up and down on the sides in the line of the engines, which was immediately adopted by all the vessels. Then each commander made his own arrangements for stopping the shot from penetrating the boilers or machinery that might come in forward or abaft, by hammocks,

coal, bags of ashes, bags of sand, clothes bags, and in fact every device imaginable; the bulwarks were lined with hammocks by some, by splinter nettings made of rope by others; some rubbed their vessels over with mud to make their ships less visible, and some whitewashed their decks to make things more visible by night during the fight; all of which you will find mentioned in the reports of the commanders. In the afternoon I visited each ship, in order to know positively that each commander understood my orders for the attack and to see that all was in readiness. I had looked to their efficiency before. Everyone appeared to understand their orders well, and looked forward to the conflict with firmness, but with anxiety, as it was to be in the night, or at 2 o'clock a. m.

I had previously sent Captain Bell, with the petard man, with Lieutenant Commanding Crosby in the *Pinola* and Lieutenant Commanding Caldwell in the *Itasca*, to break the chain which crossed the river and was supported by eight hulks, which were strongly moored. This duty was not thoroughly performed, in consequence of the failure to ignite the petards with the galvanic battery and the great strength of the current. Still it was a success, and under the circumstances a highly meritorious one. The vessel boarded by Lieutenant Commanding Caldwell appears to have had her chains so secured that they could be cast loose, which was done by that officer, and thereby making an opening sufficiently large for the ships to pass through. It was all done under a heavy fire and at a great hazard to the vessel, for the particulars of which I refer you to Captain Bell's report, marked "A." Upon the night preceding the attack, however, I dispatched Lieutenant Commanding Caldwell to make examination, and to see that the passage was still clear, and to make me a signal to that effect, which he did at an early hour. The enemy commenced sending down fire rafts and lighting their fires on the shore opposite the chain about the same time, which drew their fire on Lieutenant Commanding Caldwell, but without injury.

At about five minutes of 2 o'clock a. m., April 24, signal was made to get underway (two ordinary red lights, so as not to attract the attention of the enemy), but owing to the great difficulty in purchasing their anchors the *Pensacola* and some of the other vessels were not underway until half past 3. We then advanced in two columns, Captain Bailey leading the right in the gunboat *Cayuga*, Lieutenant Commanding Harrison, he having been assigned to the first division of gunboats, which was to attack Fort St. Philip, in conjunction with the second division of ships, and the *Hartford* the left, Fleet Captain Bell leading the second division of gunboats in the *Sciota*, Lieutenant Commanding Donaldson, to assist the first division of ships to attack Fort Jackson, as will be shown by the general order and diagram sent herewith. The enemy's lights, while they discovered us to them, were at the same time guides to us. We soon passed the barrier chains, the right column taking Fort St. Philip and the left Fort Jackson. The fire became general, the smoke dense, and we had nothing to aim at but the flash of their guns; it was very difficult to distinguish friends from foes. Captain Porter had, by arrangement, moved up to a certain point on the Fort Jackson side with his gunboats, and I had assigned the same post to Captain Swartwout, in the *Portsmouth*, to engage the water batteries to the side and end of Fort Jackson, while his mortar vessels poured a terrific fire of shells into it. I discovered

a fire raft coming down upon us, and in attempting to avoid it ran the ship on shore, and the ram *Manassas*, which I had not seen, lay on the opposite side of it, and pushed it down upon us. Our ship was soon on fire halfway up to her tops, but we backed off, and through good organization of our fire department, and the great exertions of Captain Wainwright and his first lieutenant, officers, and crew, the fire was extinguished. In the meantime our battery was never silent, but poured in its missiles of death into Fort St. Philip, opposite to which we had got by this time, and it was silenced with the exception of a gun now and then. By this time the enemy's gunboats, some thirteen in number, besides two ironclad rams, the *Manassas* and *Louisiana*, had become more visible. We took them in hand, and in the course of a short time destroyed eleven of them. We were now fairly past the forts and the victory was ours, but still here and there a gunboat making resistance. Two of them had attacked the *Varuna*, which vessel, by her greater speed, was much in advance of us. They ran into her and caused her to sink, but not before she had destroyed her adversaries, and their wrecks now lie side by side, a monument to the gallantry of Captain Boggs, his officers, and crew. It was a kind of guerrilla; they were fighting in all directions. Captains Bailey and Bell, who were in command of the first and second divisions of gunboats, were as active in rendering assistance in every direction as lay in their power. Just as the scene appeared to be closing, the ram *Manassas* was seen coming up under full speed to attack us. I directed Captain Smith, in the *Mississippi*, to turn and run her down. The order was instantly obeyed by the *Mississippi's* turning and going at her at full speed. Just as we expected to see the ram annihilated, when within 50 yards of each other, she put her helm hard aport, dodged the *Mississippi*, and ran ashore. The *Mississippi* poured two broadsides into her and sent her drifting down the river a total wreck. Thus closed our morning's fight.

The Department will perceive that after the organization and arrangements had been made, and we had fairly entered into the fight, the density of the smoke from guns and fire rafts, the scenes passing on board our own ship and around us (for it was as if the artillery of heaven were playing upon the earth), that it was impossible for the flag-officer to see how each vessel was conducting itself, and can only judge by the final result and their special reports, which are herewith enclosed, but I feel that I can say with truth that it has rarely been the lot of a commander to be supported by officers of more indomitable courage or higher professional merit.

Captain Bailey, who had preceded me up to the Quarantine Station, had captured the Chalmette regiment, Colonel Szymanski, and not knowing what to do with them, as every moment was a great loss to me, I paroled both officers and men, and took away all their arms, munitions of war, and public property, and ordered them to remain where they were until the next day. I sent some of the gunboats to precede me up the river to cut the telegraph wires in different places.

It now became me to look around for my little fleet, and to my regret I found that three were missing, the *Itasca*, *Winona*, and *Kennebec*. Various were the speculations as to their fate, whether they had been sunk on the passage or had put back. I therefore determined immediately to send Captain Boggs, whose vessel was now sunk, through the Quarantine Bayou [Bay] around to Commander Porter,

telling him of our safe arrival, and to demand the surrender of the forts, and to endeavor to get some tidings of the missing vessels. I also sent a dispatch by him to General Butler, informing him that the way was clear for him to land his forces through the Quarantine Bayou in accordance with previous arrangements, and that I should leave gunboats there to protect him against the enemy, who I now perceived had three or four gunboats left at the forts—the *Louisiana*, an ironclad battery of 16 guns; the *McRae*, very similar in appearance to one of our gunboats and armed very much in the same way; the *Defiance*, and a river steamer transport.

We then proceeded up to New Orleans, leaving the *Wissahickon* and *Kineo* to protect the landing of the general's troops. Owing to the slowness of some of the vessels, and our want of knowledge of the river, we did not reach the English Turn until about 10:30 a. m. on the 25th, but all the morning I had seen abundant evidence of the panic which had seized the people in New Orleans. Cotton-loaded ships on fire came floating down, and working implements of every kind, such as are used in shipyards; the destruction of property was awful. We soon descried the new earthwork forts on the old lines on both shores. We now formed and advanced in the same order, two lines, each line taking its respective work. Captain Bailey was still far in advance, not having noticed my signal for close order, which was to enable the slow vessels to come up. They opened on him a galling fire, which caused us to run up to his rescue. This gave them the advantage of a raking fire on us for upward of a mile, with some 20 guns, while we had but two IX-inch guns on our fore-castle to reply to them. It was not long, however, before we were enabled to bear away and give the fort a broadside of shells, shrapnel, and grape, the *Pensacola* at the same time passing up and giving a tremendous broadside of the same kind to the starboard fort, and by the time we could reload, the *Brooklyn*, Captain Craven, passed handsomely between us and the battery and delivered her broadside and shut us out. By this time the other vessels had gotten up and ranged in, one after another, delivering their broadsides in spiteful revenge for their ill-treatment of the little *Cayuga*. The forts were silenced, and those who could run were running in every direction. We now passed up to the city and anchored immediately in front of it, and I sent Captain Bailey on shore to demand the surrender of it from the authorities, to which the mayor replied that the city was under martial law, and that he had no authority. General Lovell, who was present, stated that he should deliver up nothing, but, in order to free the city from embarrassment, he would restore the city authorities and retire with his troops, which he did. The correspondence with the city authorities and myself is herewith annexed. I then seized all the steamboats and sent them down to Quarantine for General Butler's forces. Among the number of these boats is the famous *Tennessee*, which our blockaders have been so long watching, but which you will perceive never got out.

The levee of New Orleans was one scene of desolation; ships, steamers, cotton, coal, etc., were all in one common blaze, and our ingenuity much taxed to avoid the floating conflagration.

I neglected to mention my having good information respecting their ironclad rams, which they were building. I sent Captain Lee up to seize the principal one, the *Mississippi*, which was to be the terror of the seas, and no doubt would have been to a great extent, but she soon came floating by us all in flames, and passed down the river. Another

was sunk immediately in front of the custom-house; others were building in Algiers, just begun.

I next went above the city 8 miles, to Carrollton, where I learned there were two other forts, but the panic had gone before me. I found the guns spiked and the gun carriages in flames. The first work, on the right, reaches from the Mississippi nearly over to Pontchartrain, and has 29 guns; the one on the left had 6 guns, from which Commander Lee took some 50 barrels of powder, and completed the destruction of the gun carriages, etc. A mile higher up there were two other earthworks, but not yet armed. We discovered here, fastened to the right bank of the river, one of the most herculean labors I have ever seen, a raft and chain to extend across the river to prevent Foote's gunboats from descending. It is formed by placing three immense logs of not less than 3 and 4 feet in diameter and some 30 feet long; to the center one, a 2-inch chain is attached, running lengthwise the raft, and the three logs and chain are then frapped together by chains from one-half to 1 inch, three or four layers, and there are 96 of these lengths composing the raft; it is at least three-quarters of a mile long.

On the evening of the 29th Captain Bailey arrived from below with the gratifying intelligence that the forts had surrendered to Commander Porter and had delivered up all public property, and were being paroled; and that the navy had been made to surrender unconditionally, as they had conducted themselves with bad faith, burning and sinking their vessels while a flag of truce was flying and the forts negotiating for their surrender, and the *Louisiana*, their great iron-clad battery, blown up almost alongside of the vessel where they were negotiating; hence their officers were not paroled, but sent home to be treated according to the judgment of the Government.

General Butler came up the same day, and arrangements were made for bringing up his troops.

I sent on shore and hoisted the American flag on the custom-house, and hauled down the Louisiana State flag from the city hall, as the mayor had avowed that there was no man in New Orleans who dared to haul it down, and my own convictions are, that if such an individual could have been found, he would have been assassinated.

Thus, sir, I have endeavored to give you an account of my attack upon New Orleans, from our first movement to the surrender of the city to General Butler, whose troops are now in full occupation, protected, however, by the *Pensacola*, *Portsmouth*, and one gunboat, while I have sent a force of seven vessels, under command of Captain Craven, up the river to keep up the panic as far as possible. The large ships, I fear, will not be able to go higher than Baton Rouge, while I have sent the smaller vessels, under Commander Lee, as high as Vicksburg, in the rear of Jackson, to cut off their supplies from the west.

I trust, therefore, that it will be found by the Government that I have carried out my instructions to the letter and to the best of my abilities, so far as this city is concerned. Which is respectfully submitted.

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

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

General order of Flag-Officer Farragut, U. S. Navy, regarding plan of attack.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 20, 1862.

The flag-officer, having heard all the opinions expressed by the different commanders, is of the opinion that whatever is to be done will have to be done quickly, or we will be again reduced to a blockading squadron without the means of carrying on the bombardment, as we have nearly expended all the shells and fuzes and material for making cartridges. He has always entertained the same opinions which are expressed by Commander Porter—that is, that there are three modes of attack, and the question is, Which is the one to be adopted? His own opinion is that a combination of two should be made, viz: The forts should be run, and when a force is once above the forts to protect the troops, they should be landed at Quarantine from the Gulf side by bringing them through the bayou, and then our forces should move up the river, mutually aiding each other, as it can be done to advantage.

When, in the opinion of the flag-officer, the propitious time has arrived, the signal will be made to weigh and advance to the conflict. If, in his opinion, at the time of arriving at the respective positions of the different divisions of the fleet we have the advantage, he will make the signal for "Close action," No. 8, and abide the result—conquer or to be conquered—drop anchor or keep underway, as in his opinion is best. Unless the signal above mentioned is made, it will be understood that the first order of sailing will be formed after leaving Fort St. Philip, and we will proceed up the river in accordance with the original opinion expressed.

The programme of the order of sailing accompanies this general order, and the commanders will hold themselves in readiness for the service as indicated.

[Enclosure.]

*Order of Fleet.**2nd Division - Gunboats,
Captain Bell Commanding.**1st Division of Ships.*○ *Winona, Lieutenant Commanding Nichols;*○ *Itasca, Lieutenant Commanding Caldwell;*○ *Pinola, Lieutenant Commanding Crosby;*○ *Kennebec, Lieutenant Commanding Russell;*○ *Iroquois, Commander DeCamp;*○ *Sciota, Lieutenant Commanding Donaldson.*○ *Richmond, Commander Alden;*○ *Brooklyn, Captain Craven;*○ *Hartford, Commander Wainwright.**1st Division - Gunboats,
Captain Bailey Commanding.**2nd Division of Ships.*○ *Wissahickon, Lieutenant Commanding A. Smith;*○ *Kineo, Lieutenant Commanding Ransom;*○ *Katahdin, Lieutenant Commanding Preble;*○ *Varuna, Commander Boggs;*○ *Oneida, Commander Lee;*○ *Cayuga, Lieutenant Commanding Harrison.*○ *Mississippi, Commander M. Smith;*○ *Pensacola, Captain Morris.*

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

General order of Flag-Officer Farragut, U. S. Navy, regarding plan of attack.

[From Alden papers.]

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 20, 1862.

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The programme of the order of sailing accompanies this general order, and the commanders will hold themselves in readiness for the service as indicated.

First division of ships.—Hartford, Flag Commander Wainwright; Brooklyn, Captain Craven; Richmond, Commander Alden.

Second division of ships.—Pensacola, Captain Morris; Portsmouth, Commander Swartwout; Mississippi, Commander Smith.

First division of gunboats.—Captain T. Bailey, second in command; Onida, Commander Lee; Varuna, Commander Boggs; Katahdin, Lieutenant Commanding Preble; Kinco, Lieutenant Commanding Ransom; Wissahickon, Lieutenant Commanding Smith; Cayuga, Lieutenant Commanding Harrison.

Second division of gunboats.—Commander Bell, captain of the fleet; Iroquois, Commander De Camp; Sciota, Lieutenant Commanding Donaldson; Kennebec, Lieutenant Commanding Russell; Pinola, Lieutenant Commanding Crosby; Itasca, Lieutenant Commanding Caldwell; Winona, Lieutenant Commanding Nichols.

[Enclosure.]

○ Winona.		○ Winona.
○ Itasca.	<i>2nd Division-Gun Boats.</i>	○ Itasca.
○ Pinola.		○ Pinola.
○ Kennebec.		○ Kennebec.
○ Iroquois.		○ Iroquois.
○ Sciota.		○ Sciota.
○ Wissahickon.		○ Wissahickon.
○ Kineo.	<i>1st Division-Gun Boats.</i>	○ Kineo.
○ Katahdin.		○ Katahdin.
○ Varuna.		○ Varuna.
○ Oneida.		○ Oneida.
○ Cayuga.		○ Cayuga.
○ Portsmouth.	<i>2nd Division-Ships.</i>	○ Portsmouth.
○ Mississippi.		○ Mississippi.
○ Pensacola.		○ Pensacola.
		○ Richmond.
		○ Brooklyn.
		○ Hartford.

2nd Division-Gun Boats.

2nd Division-Gun Boats.

*Second Order of Fleet.
1st Division-Ships.*

*First Order of Fleet - Line ahead.
1st Division-Gun Boats.*

1st Division-Gun Boats.

1st Division-Gun Boats.

2nd Division-Ships.

2nd Division-Ships.

1st Division-Ships.

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

[Enclosure.]

Order of the fleet from Farragut papers.

Order of the fleet on the morning of the 24th of April, 1862, 2 o'clock A.M., on proceeding up to the attack and passage of Forts Jackson and St. Philip.

The first and leading division under the command of Captain Theodorus Bailey, as follows:—



Distinguishing Pennants, Red.

- O. Gayuga, divisional flag-gunboat, Lt. Com. N. B. Harrison.*
- O. Pensacola, Capt. H. W. Morris.*
- O. Mississippi, Capt. M. Smith.*
- O. Oneida, Com'd'r S. P. Lee.*
- O. Varuna, " Chas. S. Boggs.*
- O. Katahdin, Lt. Com'd'g G. H. Preble.*
- O. Kineo, " " Ransom.*
- O. Wissahickon, " A. N. Smith.*

Centre division, Admiral Farragut, following:—

Distinguishing Pennants, Blue.

- O. "Hartford," flag-ship, Com'd'r Wainwright.*
- O. Brooklyn, Capt. T. T. Craven.*
- O. Richmond, Com'd'r James Alden.*

Third division following; under command of H. H. Bell.

Distinguishing Pennants, Red and White.

- O. Divisional flag-gunboat, Lt. Com'd'g Donaldson.*
- O. Iroquois, Commander De Camp.*
- O. Kennebec, Lt. Com'd'g Russell.*
- O. Pinola, " " P. Crosby.*
- O. Itasca, " " Caldwell.*
- O. Winona, " " Nichols.*

The Mortar fleet, under Commander Porter remained below the forts to operate from that direction, also the Sloop of War, "Portsmouth," Commander S. Swartwout.

Attest:

Rear Admiral.

Letter from Admiral Farragut, U. S. Navy, to the Secretary of the Navy, transmitting a corrected diagram.

NEW YORK, *May 24, 1869.*

SIR: My attention having been called by Rear-Admiral Bailey to an incorrect sketch which accompanied my report of May 6, 1862, upon the passage of Forts Jackson and St. Philip, I have the honor to forward herewith a corrected diagram, showing the position of the vessels at the time they passed through the obstructions after the chains had been separated. This will demonstrate that Rear-Admiral then Captain—Bailey led the fleet in the *Coyuga* up to the attack on the forts, as had been previously ordered, he taking St. Philip with his division, while I reserved Jackson for the remainder of the squadron under my command.

The skeleton lines show how the vessels moved up from the original position of two lines into the line ahead.

This correction has not been made before because I was not aware of the existence of the mistake, the diagram being evidently a clerical error, and in opposition to the text, in which I distinctly state that Rear-Admiral Bailey not only led, but performed his duty with great gallantry, to which I called the attention of the Department.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Admiral, U. S. Navy.

Hon. A. E. BORIE,
Secretary of the Navy, Washington.

[Endorsement on following page.]

NAVY DEPARTMENT, *2d June, 1869.*

Certified to be a true copy.

HOLMES E. OFFLEY, *Chief Clerk.*

[Enclosure.]

Order of the fleet from Bailey papers.

*Order of the Fleet in passing up to the attack of
Forts Jackson and St. Philip, April 24, 1862.*

*First Division
leading under command
of Capt. Theodorus Bailey.*



- ◊ - Cayuga, Lt. Com'dr Harrison, Flag Gun Boat.
- - Pensacola, Capt. H.W. Morris.
- - Mississippi, " M. Smith.
- - Oneida, Com'dr S.P. Lee.
- - Varuna, " C.S. Boggs.
- - Katahdin, Lt. Com. G.H. Preble.
- - Kineo, " " Ransom.
- - Wissahickon " A.N. Smith.

Centre Division, Admiral Farragut.

- Hartford, Com. Hainwright.
- Brooklyn, Capt. T.T. Craven. ○
- Richmond, Com. J. Alden. ○

Obstructions.

*Third Division,
Capt. H.H. Bell.*

- Sciota, Lt. Com. Donaldson. ○
- Iroquois, Com. DeCamp. ○
- Kennebec, Lt. Com. Russell. ○
- Pinola, " " P. Crosby. ○
- Itasca, " " Caldwell. ○
- Winona, " " Nichols. ○

Original position of Captain
Bailey's division in line abreast.

Very respectfully,

D. G. FARRAGUT, Admiral.

Letter from Admiral Farragut, U. S. Navy, to Rear-Admiral Bailey, U. S. Navy.

NEW YORK, *May 24, 1862.*

MY DEAR ADMIRAL: I am obliged to you for returning the diagram which I had corrected, sending a new one to the Department, and showing by dotted lines the original position of the fleet in line abreast, and the manner in which the vessels passed through the obstructions.

With kind regards to Mrs. B. and the young ladies,
I am, very truly, yours,

D. G. FARRAGUT,
Admiral, U. S. Navy.

Rear-Admiral T. BAILEY, U. S. Navy.

Report of Flag-Officer Farragut, U. S. Navy, testifying to the merit of the commanding officers.

No. 88.]

U. S. FLAGSHIP HARTFORD,

Off the City of New Orleans, May 6, 1862.

SIR: I will bear testimony to the merit of the commanders, and let them bear testimony to the conduct of those under their commands. I am unwilling that any meritorious individuals should be passed by in silence, but they must look to their immediate commanders for special notice, except when they come under my eyes.

I shall always be ready to bear testimony to the good conduct of Commander Wainwright and his first lieutenant, whose good organization of the fire department saved this ship, and to his officers and crew, whose energy and courage in extinguishing the fire, and keeping up the fire of the great guns could not be surpassed, and those who were around me, the signal officer, my clerk, Mr. Osbon, Messrs. Bache and Wardell, captain's clerks, and Master's Mate Allen, who had charge of the 20-pounder rifle gun (an apprentice boy), all did their duty well, particularly Mr. Allen, whose energy and courage was always marked; and had he a better education I should certainly recommend him for promotion, but I trust that his conduct will be remembered by the Department.

In conclusion permit me to say that every provision possible was made in advance of our fight for the comfort of the wounded, by the fleet surgeon, Doctor Foltz, who was indefatigable in his exertions to ameliorate their sufferings and dress their wounds; in fact, all whom it was in my power to know anything about did their duty to the utmost of their ability.

As to the commanders of the three gunboats who failed to get through, the Department must take their own statements, as I never saw them after we left our anchorage; but their conduct previous to the fight had induced me to form a high estimate of their characters, and Lieutenant Caldwell's conduct in breaking the barrier chain gave an earnest of intention to do all in his power on the day of trial. I am sure that the mortification they sustained by their failure has been the severest of punishments, and they will never rest until it is removed.

All of which is respectfully submitted by
Your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Commander Wainwright, U. S. Navy, commanding U. S. S. *Hartford*, regarding the operations of that vessel, and transmitting reports from heads of departments.

U. S. FLAGSHIP *HARTFORD*,
Off City of New Orleans, April 30, 1862.

SIR: I have the honor to submit the following report of the part taken by this ship in the actions of the mornings of April 24 and 25, instant, off Forts Jackson and St. Philip and below the city of New Orleans.

At 3:30 a. m. on the morning of the 24th got underway, and at 3:55 the *Hartford* opened fire from bow guns, engaging Fort Jackson, and receiving galling fire from both forts. At 4:15 grounded on shoal near Fort St. Philip, in the endeavor to clear a fire raft which was propelled by a ram on our port quarter, setting fire to the ship, the flames bursting through the ports and running up the rigging, endangering the ship as much from fire, if not more, than from the guns of the enemy; went to fire quarters, extinguished flames, and backed off, a heavy fire being kept up by both forts upon us all the time, we continuing to fire in return upon them until out of range. Passed and fired into several rebel steamers on our way up the river.

On the 25th instant, steaming up the river, cleared ship for action at 9:30 a. m., and at 11:30 a. m. discovered two batteries, one on each bank of the river, which commenced firing. We then opened fire with bow guns, and shortly were in position to use both batteries, and at first fire of port battery drove the enemy on the right bank from his guns. After passing were fired on by riflemen, but without injury.

The ship was much riddled, receiving thirty-two shots, some of them of a serious nature; there were also two guns disabled by the enemy's fire.

I herewith enclose the reports of the heads of the different departments.

We have to mourn the loss of 3 of our brave crew, and also had 10 wounded.

The guns were well worked and served, and when officers and men behaved with such courage and coolness I consider it a credit to the ship to say that it is impossible for me to individualize.

On April 26, at 3:25 p. m., proceeded up the river to attack some batteries. At 5 went to quarters, and at 5:35 discovered two batteries, both of which, however, had been evacuated and gun carriages set on fire. Sent a boat to battery on left bank and spiked twenty-nine guns.

Respectfully, yours,

R. WAINWRIGHT,
Commander, U. S. S. Hartford.

Flag-Officer FARRAGUT,
Commanding Western Gulf Blockading Squadron.

[Enclosures.]

U. S. S. *HARTFORD*,
Off New Orleans, April 25, 1862.

SIR: In obedience to your orders of the 25th instant, I respectfully submit the following report of damages done to rigging during the actions of the 24th and 25th instant, having made a careful examination of the same:

Three mizzen shrouds, one starboard and two port, cut away.

Two fore-topmast stays cut away.

One fore-topmast staysail stay.
 One mizzen topmast jackstay on which mizzen topsail halliards run.
 One shroud in main rigging (slightly).
 One main topsail brace cut away.
 One crossjack yard lift cut off.
 One mizzen topsail sheet cut off.
 One mizzen top burton cut off.
 One mizzen pendant tackle cut off.

Very respectfully, your obedient servant,

JAMES WALKER,
Boatswain, U. S. Navy.

Captain R. WAINWRIGHT,
Commanding U. S. S. Hartford.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, April 28, 1862.

SIR: In obedience to your order of the 25th instant, I respectfully submit the following report of damages sustained by this ship in the actions of the 24th and 25th instant:

Two shot holes on starboard bow, one on starboard side bowsprit, carrying away bees.

One on starboard side abreast of mainmast, entering and tearing down armory, staterooms, bulkheads, etc.

One in main chains, entering and tearing up starboard steerage.

Two under main chains, tearing away clamps, etc.

Two between main and mizzen chains, tearing up planking and main rail.

Three on starboard buttock, cutting three planks entirely off.

One on starboard quarter, cutting away planking clamps, entering and breaking up poop cabin.

One through mainmast.

One striking main yard, carrying away one quarter band.

One through starboard waist boat.

One port side port buttocks, entering ship, cutting away three planks.

One through port bow, carrying away washroom, entering and tearing part of sick bay bulkhead and dispensary.

One breaking up port quarter beat.

Very respectfully, your obedient servant,

JAS. H. CONLEY,
Carpenter, U. S. Navy.

Captain R. WAINWRIGHT,
Commanding U. S. Flagship Hartford, off New Orleans.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, April 25, 1862.

SIR: In obedience to your order of the 24th instant, I respectfully submit the following report of damages done to battery, losses in small arms, and miscellaneous articles in ordnance department in the actions of the 24th and 25th instant:

One IX-inch Dahlgren gun, No. 224, struck by the enemy's shot, knocking off a portion of the muzzle; 1 20-pounder rifle gun, struck

by the enemy's shot; 1 20-pounder rifle gun carriage, disabled from the enemy's shot; 1 elevating screw damaged, 12 Jocelyn rifles, 4 saber bayonets, 5 rifle muskets, 8 bayonets, 10 cutlass frogs, 10 pistol and revolver frogs, 14 bayonet scabbards, 6 cutlasses, 4 saber bayonet scabbards, 26 waist belts, 10 musket cartridge boxes, 10 rifle cartridge boxes, 5 revolvers, 18 bullet moulds, 50 cone picks, 2 lamp scissors, 10 lamp chimneys, 10 Jocelyn wipers, 10 wiper rods, 2 revolvers, 1 pistol, 6 single sticks, 2 9-inch rammers, 2 9-inch sponges, 10 gun-lock strings, 4 battle axes, 2 lamp feeders.

Very respectfully, your obedient servant,

JOHN DUNCAN,
Acting Gunner, U. S. Navy.

Captain RICHARD WAINWRIGHT,
Commanding U. S. S. Hartford, off New Orleans.

Report of Flag-Officer Farragut, U. S. Navy, regarding services of Chief Engineer Kimball, U. S. Navy.

No. 219.]

FLAGSHIP HARTFORD,
Pensacola Bay, October 16, 1862.

SIR: I enclose herewith a communication from Chief Engineer James B. Kimball, of this vessel, in which he asks that he may not be deprived of his proper rank by being placed below those officers over whom he has served as senior for some time past, whose dates and classes are below his.

These decisions of the Department are matters which I know nothing of, but I do know that no man could do his duty with greater fidelity, energy, and success than Mr. Kimball has done since he has been attached to this ship, and we are as much, or more, indebted to his promptness and exertions for the safety of this ship when she was on fire and aground opposite Fort St. Philip than to any other one person, and I am pleased to have it in my power thus to place it on record in the Department. I should be much pained to see one who has done his duty so faithfully lose, rather than gain, in rank.

When, in trying to avoid the fire raft, I ran this ship on shore, and the ram *Manassas* pushed the fire raft down upon us, and the ship took fire all along the portside, I ordered the ship "backed with all speed," which was done with such effect that the propeller threw both the ram and fire raft forward and on shore, while the ship slid off. The fire was then soon extinguished. I hope this conduct, together with Mr. Kimball's uniform conduct and character, will secure him his rank.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Bailey, U. S. Navy, commanding first division of gunboats.

U. S. GUNBOAT CAYUGA,
Off New Orleans, April 25, 1862.

FLAG-OFFICER: Your boldly conceived and splendidly executed plan of battle having resulted in perfect success, leaves me time to make up

the report of my division. You will find in Lieutenant Commanding Harrison's report an accurate outline of the noble part taken by the *Cayuga* under his command, and bearing my divisional flag. We led off at 2 a. m. in accordance with your signal and steered directly up stream, edging a little to starboard in order to give room for your division. I was followed by the *Pensacola* in fine style, the remainder of my division following in regular and compact order. We were scarcely above the boom when we were discovered, and Jackson and St. Philip opened on us. We could bring no gun to bear, but steered directly on. We were struck from stem to stern. At length we were close up with St. Philip, when we opened with grape and canister. Scarcely were we above the line of fire when we found ourselves attacked by the rebel fleet of gunboats; this was hot, but more congenial work. Two large steamers now attempted to board, one on the starboard bow, the other astern; a third was on our starboard beam. The XI-inch Dahlgren being trained on this fellow, we fired at a range of 30 yards. The effect was very destructive. He immediately sheered inshore, ran aground, and burned himself up. The Parrott gun on the fore-castle drove off the one on the bow, while we prepared to repel boarders, so close was our remaining enemy. About this time Boggs and Lee came dashing in and made a finish of the rebel boats, 11 in all. In the gray of the morning discovered a camp with rebel flag flying. Opened with canister. At 5 a. m. received the sword and flag of Colonel Szymanski and his command of five companies, arms, and camp equipage. While engaged at this point observed the *Varuna* in conflict with a number of gunboats. She had been butted by one of them and sunk, but with his forward guns still above water he was bravely maintaining the fight, driving off his enemies and saving his crew. Informing Captain Lee of the *Oneida*, who had also been engaged with the enemy, of the *Varuna's* situation, he instantly steamed up and made a finish of the rebel boats. The remainder of the fleet now came up. The *Mississippi* had been detained below with the *Manassas* and another ironclad. After this everything passed under your own observation.

The pleasant duty now remains of speaking of the *Cayuga* and her brave officers and crew. From first to last Lieutenant Commanding N. B. Harrison displayed a masterly ability in steering his vessel past the forts under a hurricane of shot and shell, and afterwards in maneuvering and fighting her among the gunboats. I can not say too much for him. He was gallantly sustained by Lieutenant George H. Perkins and Acting Volunteer Master Thomas H. Morton. These officers have my unbounded admiration. I must, in conclusion, express the pleasure which I experienced in witnessing the seamanlike manner in which all the ships were handled. The reports of the divisional captains will inform you of the particular part borne by each ship.

Respectfully, your obedient servant,

THEODORUS BAILEY,
Captain, Commanding Division of the Red.

Flag-Officer D. G. FARRAGUT,
Commander in Chief, etc., off New Orleans.

Later report of Captain Bailey, U. S. Navy, commanding first division of gunboats.

U. S. GUNBOAT CAYUGA,
At Sea, May 7, 1862.

SIR: Having found it impossible to get the *Colorado* over the bars of the Mississippi, I sent up a large portion of her guns and crew, filling up the deficiencies of both in the different vessels, and with my aid, Acting Midshipman Higginson, steward, and boat's crew, followed up myself, hoisting by authority of the flag-officer my red distinguishing flag as second in command, first on the *Oneida*, Commander Lee, and afterwards on the *Cayuga*.

The brave, resolute, and indefatigable officer, Commander D. D. Porter, was at work with his mortar fleet throwing shells at and into Fort Jackson, whilst General Butler, with a division of his army in transports was waiting a favorable moment to land.

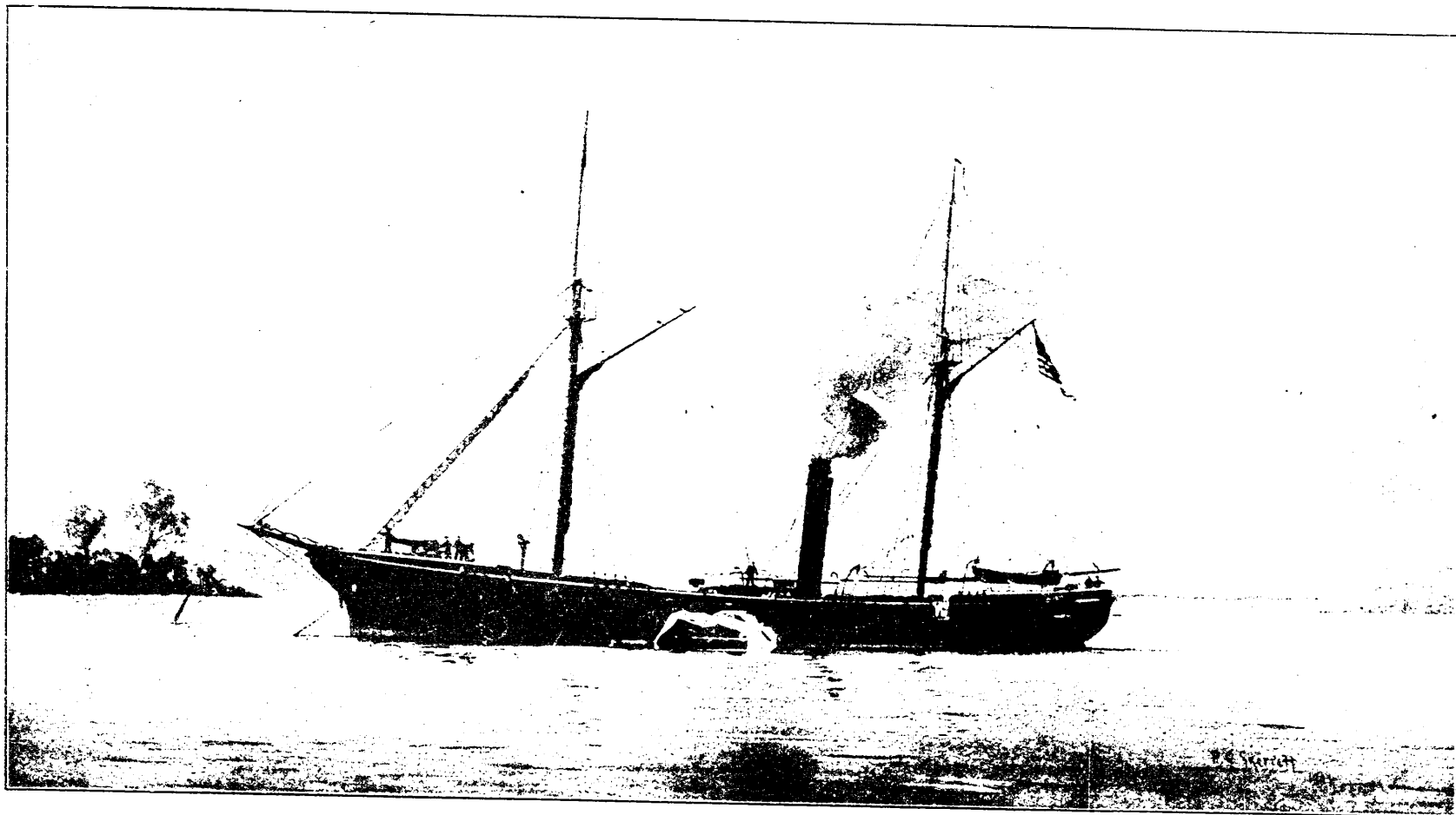
After the mortar fleet had been playing upon the forts for six days and nights without perceptibly diminishing their fire, and one or two changes of programme, Flag-Officer Farragut formed the ships into two columns, "line ahead." The column of the Red under my orders being formed on the right, and consisted of the *Cayuga*, Lieutenant Commanding Harrison, bearing my flag and leading. The *Pensacola*, Captain Morris; the *Mississippi*, Commander M. Smith; *Oneida*, Commander S. P. Lee; *Varuna*, Commander C. S. Boggs; *Katahdin*, Lieutenant Commanding Preble; *Kinco*, Lieutenant Commanding Ransom, and the *Wissahickon*, Lieutenant Commanding A. N. Smith.

The column of the Blue was formed on the left, heading up the river, and consisted of the flagship *Hartford*, Commander R. Wainwright and bearing the flag of the commander in chief, Farragut; the *Brooklyn*, Captain T. T. Craven; *Richmond*, Commander Alden; the *Sciota*, bearing the divisional flag of Fleet Captain H. H. Bell, followed by the *Troquois*, *Itasca*, *Winona*, and *Kennebec*.

At 2 a. m. on the morning of the 24th the signal to advance was thrown out from the flagship. The *Cayuga* immediately weighed anchor and led on the column. We were discovered at the boom, and a little beyond both forts opened their fire. When close up with St. Philip we opened with grape and canister; still steering on; after passing this line of fire encountered the Montgomery flotilla consisting of 18 gunboats, including the ram *Manassas* and iron battery *Louisiana*, of 20 guns.

This was a moment of anxiety, as no supporting ship was in sight. By skillful steering, however, we avoided their attempts to butt and board, and had succeeded in forcing the surrender of three, when the *Varuna*, Captain Boggs, and *Oneida*, Captain Lee, were discovered near at hand. The gallant exploits of those ships will be made known by their commanders. At early dawn discovered a rebel camp on the right bank of the river. Ordering Lieutenant Commanding N. B. Harrison to anchor close alongside, I hailed and ordered the colonel to pile up his arms on the river bank and come on board. This proved to be the Chalmette Regiment, commanded by Colonel Szymanski. The regimental flag, tents, and camp equipage were captured.

On the morning of the 25th, still leading and considerably ahead of the line, the Chalmette batteries, situated 3 miles below the city, opened a cross fire on the *Cayuga*. To this we responded with our two guns. At the end of twenty minutes the flagship ranged up ahead and silenced the enemy's guns.



UNITED STATES STEAMER CAYUGA.

From this point no other obstacles were encountered, except burning steamers, cotton ships, fire rafts, and the like. Immediately after anchoring in front of the city I was ordered on shore by the flag-officer to demand the surrender of the city, and that the flag should be hoisted on the post-office, custom-house, and mint. What passed at this interview will be better stated in the flag-officer's report. On the 26th I went with the flag-officer some 7 miles above the city, where we found the defenses abandoned, the guns spiked, and gun carriages burning. These defenses were erected to prevent the downward passage of Captain Foote. On the 27th a large boom, situated above these defenses, was destroyed by Captain S. Phillips Lee. On the 28th General Butler landed above Fort St. Philip under the guns of the *Mississippi* and *Kinco*. This landing of the army above, together with the passage of the fleet, appears to have put the finishing touch to the demoralization of their garrisons (300 having mutinied in Fort Jackson); both forts surrendered to Commander Porter, who was near at hand with the vessels of his flotilla.

As I left the river General Butler had garrisoned Forts Jackson and St. Philip and his transports with troops were on the way to occupy New Orleans.

I can not too strongly express my admiration of the cool and able management of all the vessels of my line by their respective captains.

After we had passed the forts it was a contest between iron hearts in wooden vessels and ironclads with iron beaks—and the iron hearts won. On the 29th the *Cayuga*, Lieutenant Commanding Harrison, was selected to bring me home as bearer of dispatches to the Government.

I have the honor to be, very respectfully, your obedient servant,
 THEODORUS BAILEY,
Captain.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Harrison, U. S. Navy, commanding U. S. S. *Cayuga*.

U. S. GUNBOAT CAYUGA,
Mississippi River, April 24, 1862.

SIR: The following extract from the log will present to you in the briefest form the part borne by this ship in the conflict of this morning with Forts Jackson and St. Philip and the rebel gunboats:

At 2 a. m., in obedience to the flag-officer's signal, weighed anchor and led the advance column toward the barrier. At 3:30 passed the barrier and steered upstream, close to Fort St. Philip. At 3:45 both forts opened their fire. At 3:50 opened on Fort St. Philip with grape and canister. At 4 passed the line of fire of Fort St. Philip and encountered some eleven gunboats; no supporting ships in sight. At 4:25 one steamer surrendered and two more were driven on shore. At this moment discovered the *Varuna* and *Oneida* dash gallantly into the fight. At 5 anchored in front of Camp Lovell and received the submission of Colonel Szymanski and his command.

We were struck 42 times. Both masts are so badly hurt as to be unfit for further service. Our Dahlgren XI-inch carriage struck, but still fit for duty. The smokestack perforated, but not materially injured. All other damages have been repaired. I regret to add that

6 of our crew have been wounded, but so far the surgeon has made but one amputation.

It is needless for me to inform you, who had us under your own eye, that all did their duty fearlessly and well, but I must commend to your especial notice my executive officer, Lieutenant George H. Perkins. The remarkable coolness and precision of this young officer while aiding me in steering the vessel through the barrier and past the forts, under their long and heavy fire, must have attracted your attention. Of Volunteer Acting Master Thomas H. Morton I must speak in terms of high praise. He fought the Parrott gun, and his daring example had a most happy effect on the crew. I am indebted to Assistant Surgeon Edward S. Bogert not only for his rapid and skillful attention to the wounded, but for his general officer-like bearing. My clerk, Mr. Charles M. Burns, jr., was of material assistance in communicating my orders. Our engines, although generally unreliable, were on this occasion worked successfully by Second Assistant George W. Rogers and his assistants.

In conclusion, I must mention with praise the good conduct of the following men:

Charles Florence, captain of XI-inch gun; William Young, captain of Parrott gun; William Parker, at the wheel; Edward Wright, at the lead.

Respectfully,

N. B. HARRISON,
Lieutenant, Commanding.

Captain T. BAILEY,
Commanding Van Division of the Red.

APRIL 25.

SIR: I continue this report through the battles of to-day. At 11 a. m., being at that moment some half mile in advance of the flagship, the batteries on either shore opened on us at short range. Being pivoted to port, I edged off with the port helm, and responded with our XI-inch and Parrott, slowly, but with great precision of aim. This unequal contest lasted just fifteen minutes, when the flagship ranged up in splendid style, diverting their fire and silencing the battery on the right bank.

We are again repeatedly hulled and much cut up in spars and rigging, the iron stock of the port anchor cut away. I lost no men. This I attribute to an order which I gave for the men to lie flat down during the time in which we could bring no gun to bear.

To speak again of the constancy and devotion of my brave officers and crew would be to repeat an old story.

Respectfully,

N. B. HARRISON,
Lieutenant, Commanding.

Report of Commander Bell, U. S. Navy, commanding second division of gunboats.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 26, 1862.

SIR: On the night of the 23d instant I went on board of the U. S. gunboat *Sciota*, Lieutenant Commanding E. Donaldson, the leading vessel of the second division of gunboats, which you did me the honor to assign to my command, for the ascent of the river.

At 4 a. m. of the 24th the *Sciota*, accompanied by the division, followed in the wake of the *Richmond* for passing Forts Jackson and St. Philip.

Having run safely through the batteries of the forts and rebel steamers, Captain Donaldson set fire to and burned two steamboats (one loaded with gun carriages, the other with rosin and combustible materials). He also sent a boat's crew to take possession of an armed steamer which surrendered to him, to bring her up the river, but finding her hard and fast ashore and under the guns of the fort the boat returned without her. This delayed the movements of the *Sciota* and brought her within a half mile of the ram *Manassas*, whence I witnessed the decided manner in which the noble old steamship *Mississippi*, Commander Melancton Smith, met that pigmy monster. The *Mississippi* made at her, but the *Manassas* sheered off to avoid the collision and landed on the shore, when her crew escaped over her roof into the swamp. The *Mississippi* pelted her meanwhile with her heavy guns. After a while she slipped off the bank and was last seen by some of the officers floating down the stream, passing the *Mississippi* without smokestack.

I counted nine of the enemy's steamers of all kinds destroyed, all but two being well armed on the bow and stern.

Upon the assembling of the fleet at Quarantine, I observed for the first time that the gunboats *Nasca*, Lieutenant Commanding C. H. B. Caldwell; *Winona*, Lieutenant Commanding Ed. T. Nichols, and *Kennebec*, Lieutenant Commanding John Russell, belonging to the second gunboat division, were missing. As they were the three rearmost vessels of the fleet, it is apprehended that the fire of the forts and of the enemy's steamers were concentrated upon them after the passage of the larger vessels, which had attracted and divided the fire of the enemy while they were in sight.

I am happy to report none killed and only 2 slightly wounded in this brilliant dash of the fleet. The *Sciota* next preceded the fleet up to English Turn, and was the fourth vessel ahead in the attack and capture of the forts at the city of New Orleans on the 25th and the third in passing up in front of the city. She has shared in all the active operations of the fleet to this date.

The immediate objects of the expedition having been gained I hauled down my pennant at 1 p. m. to-day, to resume my duties as fleet captain on board the *Hartford*, having no further casualties to report.

Throughout the trying scenes of this dashing expedition, and which is second to none on record, Captain Donaldson and his officers and crew were conspicuous for their coolness, intrepidity, and good conduct. Her guns were well and skillfully handled by their crews under the direction and careful instruction of Lieutenant H. A. Adams, Midshipman Woodward gallantly working the rifle on the topgallant forecastle, and Acting Master Foster the XI-inch pivot gun. Acting Master McFarland was always at the "con" and acquitted himself zealously and handsomely in the discharge of that duty.

I am, very respectfully, your obedient servant,

H. H. BELL,

Captain of the Fleet, West Gulf Blockading Squadron.

Flag Officer D. G. FARRAGUT,

West Gulf Blockading Squadron, off the City of New Orleans.

Report of Flag-Officer Farragut, U. S. Navy, transmitting lists of casualties.

No. 68.]

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 29, 1862.

SIR: I have the honor to forward herewith lists of the killed and wounded on board the vessels of this fleet during the engagements of the 24th and 25th instant.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

[Enclosures.]

FLAGSHIP HARTFORD,
Mississippi River, April 24, 1862.

SIR: The following is a list of the killed and wounded on board this ship in the engagement this morning with Forts Jackson and St. Philip and the rebel steamers:

Killed.—Joseph Lawrence, seaman; William Brown, landsman.

Wounded.—Philip Morgan, seaman, head and hand; Charles Banks, landsman, severely; Theodore Douglas, officer's steward, severely; Randall Taliaferro, landsman, severely; Henry Manning, ordinary seaman; Henry King, marine, severely; Sebina Doane, seaman, slightly; George White, marine, slightly; Mr. Conley, carpenter, severely; Mr. Heisler, lieutenant marines, slight concussion.

So far as heard from there were 24 killed and 86 wounded in the fleet. So soon as the returns are complete I will report the total casualties in the action.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Flag-Officer DAVID G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

FLAGSHIP HARTFORD,
New Orleans, La., April 28, 1862.

SIR: The following is a list of casualties in the fleet from the commencement of the bombardment of Forts Jackson and St. Philip on the 18th instant to the 24th, viz:

Killed, April 18.

Name.	Rank.	Vessel to which attached.	Remarks.
1. James Laver.....	Ordinary seaman.	U. S. schooner Arletta.	Bomb flotilla, action 21st. Carried away right thigh and wounded left thigh; round shot.
2. Robert M. Bryant.....	do.....	Gunboat Katahdin.	Killed by fall from masthead.

Wounded, April 18.

Name.	Rank.	Vessel to which attached.	Remarks.
1. Henry Clarke.....	Captain of fore-castle.	U. S. S. Iroquois..	Foot, slightly.
2. William Galbraith..	Seaman	do	Do.
3. Joseph Judd	First-class fire-man.	do	Rifle ball, knee joint, severely.

Wounded, April 19.

4. Michael Brady.....	Carpenter's mate.	Norfolk Packet..	Mortar fleet. Struck by fragment of shell in right leg.
5. Jonathan A. Miller.	Seaman	U. S. S. Oneida ..	Amputated left hand.
6. Charles D. Murphy.	Ordinary seaman.	do	Fractured foot.
7. John Moir	Seaman	do	Severely.
8. George Scott	Ordinary seaman.	do	Contusion.
9. Richard Graham....	Seaman	do	Do.
10. Edward Perry	do	do	Do.
11. Henry Cooper	Marine	do	Slightly.
12. Robert Woodruff...	Landsman.....	do	Do.
13. John A. Martin.....	do	do	Do.

Wounded, April 22.

14. John J. Winn.....	Quartermaster....	Oneida	Amputated left arm and left thigh; shell.
15. John R. Libby.....	Ordinary seaman.	do	Slightly.
16. Oliver Crommelin ..	do	do	Do.
17. Francis Douglas....	Seaman	do	Do.
18. John J. Earle, jr....	Master's mate	do	Do.
19. Frederick J. Naile..	Midshipman	do	Do.
20. Dennis Disney.....	Ordinary seaman.	Hartford	Severe injury of the chest and abdomen.
21. Geo. H. Mellen	Landsman.....	do	Fracture of forearm.
22. Thomas O'Conner ..	do	do	Severe.
23. Moses Semmons	Ordinary seaman.	do	Slight.
24. John D. Barnes....	First-class fireman	do	Do.

Total killed 2, wounded 24.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Flag-Officer DAVID G. FARRAGUT,
Commanding Western Division, Gulf Blockading Squadron.

FLAGSHIP HARTFORD,
New Orleans, La., May 1, 1862.

SIR: I have the honor to report the following list of killed and wounded in the fleet during the brilliant engagement with Forts Jackson and St. Philip, and the batteries below the city of New Orleans, on the 24th and 25th of April, viz:

Killed, April 24 and 25.

Name.	Rank.	Vessel to which attached.	Remarks.
1. Joseph Lawrence ..	Seaman	Flagship Hartford	Round shot.
2. William Brown	Landsman	do	Shell.
3. Augustus Thomas....	Captain fore-castle	do	Do.
4. Mr. John Anderson.	Midshipman.....	Brooklyn.....	Struck and knocked overboard by cannon shot.
5. Wm. Lenahan.....	Marine	do	
6. Daniel McEmory ..	Boy.....	do	

Killed, April 24 and 25--Continued.

Name.	Rank.	Vessel to which attached.	Remarks.
7. Barney Sands.....	Quartermaster....	Brooklyn.....	
8. Thomas White.....	Captain maintop	do.....	
9. Henry H. Roff.....	Marine.....	do.....	
10. Andrew Rourke.....	Seaman.....	do.....	
11. Dennis Leary.....	Ordinary seaman	do.....	
12. John Wade.....	Seaman.....	do.....	
13. Theodore Myers.....	Seaman.....	Pensacola.....	
14. James Murray.....	Ordinary seaman	do.....	
15. Thomas Gunning.....	Landsman.....	do.....	
16. Nelson Downing.....	do.....	do.....	
17. John B. Bradley.....	Acting master's mate.	Richmond.....	Born in Brownsville, N. Y.; aged 19 years; rifle ball. Aged 23.
18. William Brady.....	Ordinary seaman	do.....	
19. James Phillips.....	Seaman.....	Troquois.....	
20. Alexander Van Vredenburg.....	Ordinary seaman	do.....	
21. Maurice Murphy.....	do.....	do.....	
22. Edwin R. Parsells.....	Boy.....	do.....	
23. Jacob Schoenfeldt.....	Marine.....	do.....	
24. Geo. W. Cole.....	Master's mate.....	do.....	
25. Thomas Kelly.....	Captain forecastle	Pinola.....	
26. Robert H. Johnson.....	Landsman.....	do.....	
27. John Nolte.....	do.....	do.....	
28. Andrew A. Smith.....	do.....	Varuna.....	
29. Charles Hartford.....	Seaman.....	do.....	
30. Daniel McPherson.....	Ordinary seaman	do.....	
31. George Sanderson.....	Corporal of marines.	Mississippi.....	
32. Wm. H. Woods.....	do.....	do.....	
33. Alex. Tyler.....	Boatswain's mate.	Winona.....	
34. John Disney.....	Ordinary seaman	do.....	
35. Wm. Brown.....	do.....	do.....	
36. Michael Fitzgerald.....	Landsman.....	Mortar Flotilla (Harriet Lane).	

Wounded on April 24 and 25.

1. Philip Morgan.....	Seaman.....	Flagship Hartford	Severely.
2. Chas. Banks.....	Landsman.....	do.....	Do.
3. Theodore Douglas.....	Officers' steward.....	do.....	Do.
4. Randall Talferro.....	Landsman.....	do.....	Amputated thigh.
5. Henry Manning.....	Ordinary seaman	do.....	Severely.
6. Henry King.....	Marine.....	do.....	Do.
7. Sebina Doane.....	Seaman.....	do.....	Slightly.
8. George White.....	Marine.....	do.....	Do.
9. Mr. Conley.....	Carpenter.....	do.....	Severely.
10. Mr. Heister.....	Lieutenant of marines.	do.....	Slightly.
11. Mr. James O' Kane.....	Master.....	Brooklyn.....	Severely.
12. Mr. James Stafford.....	Acting master.....	do.....	Slightly.
13. Mr. E. S. Lowe.....	Master's mate.....	do.....	Do.
14. Wm. McBride.....	Ordinary seaman	do.....	Severely.
15. Lorin Heath.....	Marine.....	do.....	Slightly.
16. Thomas Griffin.....	Landsman.....	do.....	Severely.
17. John Willoughby.....	Ordinary seaman	do.....	Amputated hand.
18. John Chase.....	Seaman.....	do.....	Slightly.
19. Edward Blanchard.....	Ordinary seaman	do.....	Severely.
20. J. R. Saunders.....	Marine.....	do.....	Contusion.
21. Wm. Wells.....	Seaman.....	do.....	Severely.
22. Robert Harrison.....	Ordinary seaman	do.....	Do.
23. John Hassett.....	Landsman.....	do.....	Do.
24. George Coventry.....	Quarter gunner.....	do.....	Do.
25. Leonard Killon.....	Marine.....	do.....	Slightly.
26. Cornelius Martin.....	Ordinary seaman	do.....	Probably mortal.
27. James H. Powell.....	do.....	do.....	Slightly.
28. H. P. Bucklin.....	do.....	do.....	Do.
29. John Widdis.....	do.....	do.....	Do.
30. John Dayerlin.....	Landsman.....	do.....	Do.
31. James Webby.....	Captain mizzen top	do.....	Very severely.
32. Alexander Anderson.....	Landsman.....	do.....	Severely.
33. James Buck.....	Quartermaster.....	do.....	Slightly.
34. Joseph Dixon.....	Seaman.....	do.....	Do.
35. John Griffith.....	Captain after-guard.	do.....	Do.
36. James Williams.....	Captain maintop.....	do.....	Do.
37. John Ryan.....	Quartermaster.....	Pensacola.....	Mortally.
38. George Murray.....	do.....	do.....	Amputated leg.
39. Jonathan Roberts.....	Ordinary seaman	do.....	Do.
40. Michael McManu.....	Landsman.....	do.....	Do.

Wounded on April 24 and 25--Continued.

Name.	Rank.	Vessel to which attached.	Remarks.
41. Gustavus Mason	Landsman	Pensacola	Amputated leg.
42. Thomas Kelly	Boatswain's mate	do	Do.
43. Edward Brown	Captain after-guard.	do	Do.
44. John Sherlock	Ship's cook	do	Do.
45. John Jenkins	Ordinary seaman	do	Do.
46. James O'Donnell	Seaman	do	Do.
47. Samuel Cooper	Ordinary seaman	do	Slightly.
48. David Andrews	do	do	Do.
49. Stephen Collins	do	do	Do.
50. Asa Gifford	do	do	Do.
51. Jno. Steward	do	do	Do.
52. Samuel Randolph	do	do	Do.
53. Patrick McKay	Landsman	do	Do.
54. Edward Bowman	do	do	Do.
55. Michael Noonan	do	do	Do.
56. Edward Lee	First-class boy	do	Do.
57. Henry A. Stambaugh	Sergeant of marines.	do	Do.
58. George Perkins	Marine	do	Do.
59. Michael O'Byrne	do	do	Do.
60. Frederick Davy	do	do	Do.
61. Francis Pepper	do	do	Do.
62. John Brogan	do	do	Do.
63. Mr. John C. Harris	Lieutenant of marines.	do	Do.
64. Mr. Gerhard Schultze	Acting master	do	Do.
65. Mr. John C. Huntly	Third assistant engineer.	do	Do.
66. Mr. Nelson Goodrich	Boatswain	do	Do.
67. Mr. Joseph E. Cox	Carpenter	do	Do.
68. Mr. Alfred Reynolds	Master's mate	do	Do.
69. Mr. George Dolliver	do	do	Do.
70. John Gordon	Seaman	Richmond	Severely.
71. Chas. A. Benson	do	do	Slightly.
72. Edward Collins	Ordinary seaman	do	Do.
73. John Ford	Seaman	do	Do.
74. James Nolan	do	Iroquois	Mortally; since dead.
75. Walter J. White	Corporal marines.	do	Do.
76. Robert Lewis	Armorer	do	Severely.
77. George Clark	Quarter gunner	do	Do.
78. Robert Greenleaf	Seaman	do	Do.
79. John Smith	Boy	do	Do.
80. Martin Winter	Boatswain's mate	do	Slightly.
81. John Brown	Captain maintop	do	Do.
82. John Conway	Ship's corporal	do	Do.
83. Geo. Higgins	Seaman	do	Do.
84. Benj. Rockwell	do	do	Do.
85. William Pool	Ordinary seaman	do	Do.
86. Henry Walters	do	do	Do.
87. Wm. Wogan	Landsman	do	Do.
88. Thomas Kealy	do	do	Do.
89. Owen Campbell	do	do	Do.
90. Alfred Greed	Boy	do	Do.
91. Alfred Jackson	Marine	do	Do.
92. James Boland	Seaman	do	Do.
93. James McCumsky	Ordinary seaman	do	Do.
94. Thomas Francis*	do	do	Do.
95. Mr. Frank K. Hain	Third assistant engineer.	do	Do.
96. Thomas Foster	Ship's cook	Pinola	Severely; arm amputated.
97. Thomas Ford	Landsman	do	Severely.
98. Thomas H. Jones	Officer's steward	do	Do.
99. Henry Stokely	Officer's cook	do	Do.
100. Wm. Ackworth	Quartermaster	do	Slightly.
101. Thos. L. Smith	Coal heaver	do	Do.
102. James A. Bashford	Ordinary seaman	do	Do.
103. John Lawson	Landsman	Cayuga	Severely.
104. Fredk. O. G. Finke	do	do	Amputated arm; severely.
105. Francis Nersall	Ordinary seaman	do	Slightly.
106. John Dunphy	Coal heaver	do	Do.
107. James Smith	Landsman	do	Do.
108. John Titus	Wardroom cook	do	Do.
109. Francis Moriere	Seaman	Sciota	Do.
110. J. Harrington	do	do	Severely.
111. M. Rigan	Ordinary seaman	Varuna	Slightly.
112. T. Johnson	do	do	Do.
113. Wm. Joice	Landsman	do	Do.
114. T. Gordon	Marine	do	Severely.

* Belongs to U. S. S. Colorado.

Wounded on April 24 and 25—Continued.

Name.	Rank.	Vessel to which attached.	Remarks.
115. D. McLaughlin	Marine	Varuna	Slightly.
116. Wm. Perkins	Ordinary seaman	do	Do.
117. D. McGinness	Boy	do	Do.
118. J. Logan	Marine	do	Do.
119. J. McGulre	do	do	Do.
120. John Ward	Seaman	Mississippi	Do.
121. Richard C. Carman.	Marine	do	Do.
122. Robert White	Ordinary seaman	do	Do.
123. Cyrus D. Murray	Muselman	do	Do.
124. Albert Ashley	Ordinary seaman	do	Do.
125. Mr. King	Master	do	Do.
126. Michl. O. Holland	Seaman	Wisoma	Amputation of arm.
127. Leonard Minnart	Captain fore-castle	do	Severely.
128. Thomas Travers	Landsman	do	Do.
129. Wm. Wood	Seaman	do	Do.
130. John McGowan	Coal heaver	do	Do.
131. Richard Kane	Captain of hold	Husca	Do.
132. Thomas Sparrow	Boy	do	Do.
133. Owen Kaney	Coal heaver	do	Do.
134. Isaac Meguyer	Fireman	do	Do.

Wounded, Mortar Flotilla.

135. George Huston	Seaman	Harriet Lane	Amputated thigh; severely.
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Total, 36 killed; 135 wounded.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Flag-Officer DAVID G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Additional Report of Fleet Surgeon J. M. Foltz.

FLAGSHIP HARTFORD,
Natchez, Miss., May 18, 1862.

SIR: I respectfully report the following additional killed and wounded during the engagements of the 24th and 25th of April, the official reports from medical officers of those vessels having just been received, viz:

Killed on Kineo, on the 24th April.—No. 37, Charles H. Kelly, captain afterguard.

Wounded on Kineo, on the 24th April.—No. 136, Samuel Walker, seaman; 137, John Lewis, coxswain; 138, Albert Smith, seaman; 139, Henry H. Chase, seaman; 140, John P. Tibbits, landsman; 141, John Quinn, landsman; 142, Zelotes Eldridge, ordinary seaman; 143, S. Wilkins Cragg, second assistant engineer.

Wounded on Oneida, on 24th April.—No. 144, John Dyer, seaman, slightly; 145, Thomas Grey, seaman, severely; 146, Robert Watson, seaman, slightly.

Wounded on Portsmouth, on 24th April.—No. 147, John Hancock, severely.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Flag-Officer DAVID G. FARRAGUT,
Commanding Western Gulf Blockading Squadron

FLAGSHIP HARTFORD,
New Orleans, La., April 26, 1862.

SIR: The following is a list of the killed and wounded on board this ship in the engagements with Forts Jackson and St. Philip and the batteries below the city on the 24th and 25th instant, viz:

Killed.

Name.	Rank.	Vessel to which attached.	Remarks.
1. Joseph Lawrence	Seaman	U. S. S. Hartford	Round shot.
2. William H. Brown	Landsman	do	Shell.
3. Augustus Thomas	Captain of fore-castle.	do	Do.

Wounded.

1. Philip Morgan	Seaman	U. S. S. Hartford	Severely.
2. Charles Banks	Landsman	do	Do.
3. Theodore Douglas	Officer's steward	do	Do.
4. Randall Taliaferro	Landsman	do	Amputated thigh.
5. Henry Manning	Ordinary seaman	do	Severely.
6. Henry King	Marine	do	Do.
7. Sebina Doune	Seaman	do	Slightly.
8. George White	Marine	do	Do.
9. Mr. Conley	Carpenter	do	Severely.
10. Mr. Heisler	Lieutenant of marines.	do	Slightly.

Total killed, 3; wounded, 10.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Commander RICHARD WAINWRIGHT,
Commanding U. S. S. Hartford.

U. S. S. HARRIET LANE, *April 29, 1862.*

SIR: I have to report the following casualties resulting from the action at Forts Jackson and St. Philip, April 24, 1862:

Killed, 1.—Michael Fitzgerald, landsman, aged 21; born in Ireland; was killed by a piece of brass 6 inches in length (shot from hand rail upon bridge), which was driven through the lower part of abdomen.

Seriously wounded, 1.—George Huston, seaman, aged 23; born in Maine; compound comminuted fracture of femur, requiring amputation. The operation was performed April 25.

I am very respectfully, your obedient servant,

~~THOS. N. PENROSE,~~
Assistant Surgeon, U. S. Navy.

J. M. WAINWRIGHT,
Lieutenant, Commanding.

MISSISSIPPI RIVER, *April 24, 1862.*

SIR: I have to report the following casualties resulting from the action in passing Forts Jackson and St. Philip and from the attack on the gunboats of the rebel forces in the Mississippi River on the morning of 24th April, 1862:

Killed, 4.—Theodore Myers, seaman; James Murray, ordinary seaman; Thomas Gunning, landsman; Nelson Downing, landsman.

Mortally wounded, 1.—John Ryan, quartermaster.

Dangerously wounded, 4.—George Murray, quartermaster, left leg amputated; Jonathan Roberts, ordinary seaman, left arm amputated; Michael McMann, landsman; Gustave Mason, landsman.

Slightly wounded, 28.—John C. Harris, lieutenant marines; Gerhard Schultze, acting master; John C. Huntly, third assistant engineer; Nelson Goodrich, boatswain; Joseph E. Cox, carpenter; Alfred Reynolds, master's mate; George Dolliver, master's mate; Thomas Kelly, boatswain's mate; Edward Brown, captain afterguard; John Sherlock, ship's cook; John Jenkins, ordinary seaman; Samuel Cooper, ordinary seaman; David Andrews, ordinary seaman; Stephen Collins, ordinary seaman; Asa Gifford, ordinary seaman; John Steward, ordinary seaman; Samuel Randolph, ordinary seaman; Patrick McKay, landsman; Edward Bowman, landsman; Michael Noonan, landsman; Edward Lee, first-class boy; Henry Stambaugh, sergeant marines; George Perkins, marine; Michael O'Byrne, marine; Frederick Davy, marine; Francis Pepper, marine; John Brogan, marine.

Very respectfully, your obedient servant,

J. WINTHROP TAYLOR.

Captain HENRY W. MORRIS,

Commanding U. S. Steam Sloop Pensacola.

Report of Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, transmitting reports from heads of departments of that vessel.

U. S. STEAM SLOOP BROOKLYN,
Mississippi River, Before New Orleans, April 26, 1862.

SIR: Herewith I have the honor to enclose reports from the executive officer, surgeon, gunner, carpenter, and boatswain relating to the occurrences, casualties, expenditure of ammunition, and damages on board of this ship on the mornings of the 24th and 25th instant.

It becomes my duty to add that on the morning of the 24th, soon after the action between our fleet and the Forts St. Philip and Jackson commenced, in consequence of the darkness of the night and the blinding smoke, I lost sight of your ship, and when following in the line of what I supposed to be your fire I suddenly found the *Brooklyn* running over one of the hulks and rafts which sustained the chain barricade of the river. For a few moments I was entangled and fell athwart the stream, our bow grazing the shore on the left bank of the river. Whilst in this situation I received a pretty severe fire from Fort St. Philip. Immediately after extricating my ship from the rafts her head was turned upstream, and a few minutes thereafter she was feebly butted by the celebrated ram *Manassas*. She came butting into our starboard gangway, first firing from her trapdoor when within about 10 feet of the ship, directly toward our smokestack, her shot entering about 5 feet above the water line and lodging in the sandbags which protected our steam drum.

I had discovered this queer-looking gentleman while forcing my way over the barricade, lying close in to the bank, and when he made his appearance the second time I was so close to him that he had not an opportunity to get up his full speed, and his efforts to damage me were completely frustrated, our chain armor proving a perfect protection to our sides. He soon slid off and disappeared in the darkness a few moments thereafter, being all this while under a raking fire from Fort Jackson. I was attacked by a large rebel steamer. Our

port broadside, at the short distance of only 50 or 60 yards, completely finished him, setting him on fire almost instantaneously. Still groping my way in the dark, or under the black cloud of smoke from the fire raft, I suddenly found myself abreast of St. Philip and so close that the leadsmen in the starboard chains gave the soundings "Thirteen feet, sir." As we could bring all our guns to bear, for a few brief moments we poured in grape and canister, and I had the satisfaction of completely silencing that work before I left it, my men in the tops witnessing in the flashes of their bursting shrapnel the enemy running like sheep for more comfortable quarters.

After passing the forts we engaged several of the enemy's gunboats, and being at short range—generally from sixty to a hundred yards—the effects of our broadsides of grape must have been terrific.

This ship was under fire about one hour and a half. We lost 8 men killed and had 26 wounded, and our damages from the enemy's shot and shell are severe.

I should not have been so particular, sir, in recording so many of the incidents of the morning of the 24th had I not been out of my proper station; but justice to my officers and crew demand I should show that the *Brooklyn* was neither idle nor useless on that never-to-be-forgotten occasion.

In conclusion, I must here beg leave to add that my officers and crew, all, without a single exception, behaved in a most heroic manner. Indeed, I was surprised to witness their perfect coolness and self-possession as they stood at their guns while the rebels were hailing shot and shells upon us for nearly a half hour before I gave the order to open fire.

I have to congratulate myself in being so ably assisted by my executive officer, Lieutenant R. B. Lowry. He was everywhere, inspiring both officers and crew with his own zeal and gallantry in the performance of their duty.

Lieutenant James O'Kane, who had charge of the first division, was severely wounded soon after we commenced the action, but not until he had himself primed, sighted, and fired two guns, and from loss of blood fallen to the deck, would he consent to be carried below. Lieutenant James Forney, commanding the marines, had two guns assigned him, and with his men fought most gallantly.

I was early deprived of the services of my signal officer and aid, Acting Midshipman John Anderson, by a shot which cut him and the signal quartermaster, Barney Sands, nearly in two. Young Anderson was a most promising and gallant young gentleman, and had only a few days previously volunteered from another vessel, which had been detailed for other duty, to join this ship; he was knocked overboard and killed instantly. Immediately afterwards my young clerk, Mr. J. G. Swift (who had been meanwhile taking notes), asked me to let him act as my aid, and the prompt, self-possessed manner in which he performed his duty in conveying my orders elicited my highest admiration.

The conduct of Quartermaster James Buck, stationed at the wheel, merits particular mention. Early in the fight he received a severe and painful contusion by a heavy splinter, but for seven hours afterwards he stood bravely at his post and performed his duty, refusing to go below until ordered positively to do so, and on the morning of the 25th, without my knowledge, he again stole to his station and steered the ship from early daylight until 1:30 p. m., over eight hours.

I beg particularly that you will bring this man's conduct to the especial notice of the Navy Department.

Of the part taken in the attack on the two batteries on the morning of the 25th by this ship you can bear witness, and it is unnecessary for me to write.

In conclusion, sir, permit me to congratulate you upon this most brilliant success. The attack by our squadron upon two strong and garrisoned forts, steaming within grape and canister range, and partially silencing them, and the pursuit and destruction of almost their entire fleet of gunboats has not been surpassed, if equaled, by any navy in the world. Under the providence of Almighty God we have achieved a most glorious victory.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Captain.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant Lowry, U. S. Navy, executive officer of the U. S. S. Brooklyn.

U. S. STEAM SLOOP BROOKLYN,
Off' New Orleans, La., April 25, 1862.

SIR: I have to report that in the action of the morning of the 24th instant, from 3 a. m. to 4:50 a. m., against the rebel Forts Jackson and St. Philip, masked and water batteries, and some sixteen rebel gunboats, this ship engaged the enemy at 3 a. m. with shell, grape, and canister, of which 105 rounds were fired from the IX-inch guns in broadside, at one time within 150 yards of Fort St. Philip. Great difficulty was experienced in discharging the 80-pounder Dahlgren rifle. This gun is defective in its vent.

The conduct of the men and officers was under your own eye. I can say with pride that they fully met my own expectations in their drill and efficiency, and although the action was fought mostly in total darkness, still nothing could exceed the rapid and precise firing, the prompt readiness to repair damages, and the care for the dead and wounded which was evinced by every person at the gun divisions.

I regret to report the loss of 7 most valuable men, viz, Barney Sands, signal quartermaster, killed by your side; John Wade, captain after guard; Thomas White (coxswain), captain of No. 9 gun; Andrew Rourke (seaman), first loader of pivot gun; Daniel McEmory (boy), powder boy of pivot gun; Henry Roff (marine), of the marine gun's crew No. 1; Wm. Lenahan (marine), of the marine gun's crew No. 2. Midshipman Anderson, your aid, was carried overboard early in the action by a round shot.

No. 9 gun had, by the striking of a 32-pound shot against the iron boat davit on port side, and breaking into fragments, immediately followed by a bursting shell in the same place, first captain killed, second captain badly wounded, and 9 men badly disabled, making 11 men out of the crew of 17; still, the remaining 6 fought the gun most gallantly until the end of the action. Our wounded amounts to 30, as per surgeon's report. No. 1 gun port was disabled by having the forward axletrees shot away. We encountered the boom chain and broke it adrift by running over it and dislodging the anchored

hulks—this close to Fort St. Philip. We also had an encounter with an ironclad ram, which struck us in the starboard gangway, but the chain armor to a great extent received the blow and saved the frame of the ship. The ship was badly struck and cut up in various parts. A report from Mr. Toy, the carpenter, I herewith enclose. Both mainstays and much of the running gear were cut by shot.

As your executive officer it becomes my duty, as it is my pride, to call attention to the excellent bearing of every officer and man on board the ship. The advancing and victorious squadron, in succession, ran down, sank, blew up, or fired by shells eleven of the enemy's sixteen gunboats. One, the *Warrior*, a three-masted propeller, placed herself under the port broadside of the *Brooklyn*, when eleven 5-second shells were exploded in her, actually driving her on the bank and instantly setting her on fire. A second three-masted propeller escaped annihilation from our starboard battery from her resemblance to the *Troquois*, which caused us to hold our fire until the current had drifted her down astern of us, when her true character was ascertained, but too late for us to destroy her.

Mr. O'Kane, acting second lieutenant, in charge of the forward divisions, was wounded in the middle of the action and disabled, after most gallant service. I ordered Midshipman Bartlett to take charge of this battery, which he did promptly and efficiently. In conclusion, I, without hesitation, assert that the attack of our squadron upon two strong and garrisoned forts, coming within grape and canister range, and to a great extent silencing their fire, and afterwards overtaking and destroying nearly all of the enemy's fleet, is not to my knowledge surpassed, if equaled, on the record of any navy in the world. In the action of this morning, against the batteries near the city, we engaged at a close canister and grape range, and following closely the *Sciota*, which gunboat dashed gallantly into close quarters with the battery on the right bank, but between us and the battery, so that we had to hold our fire. We finished her work by a sweeping discharge of grape and canister, driving the rebels pellmell out of their works.

Midshipman Bartlett fought the 80-pounder pivot very skillfully, firing 21 shots into the battery on the left bank with great rapidity and precision, and in a great measure redeemed the character of the gun.

I am happy to state that though we were struck a number of times in the hull, and some rigging cut, we had no loss of life or blood. One man, Dennis Leary, ordinary seaman, fell overboard by his own carelessness and was drowned.

The howitzers in the fore and main tops were well served by Coxswain Hamilton and Captain Maintop Williams, throwing shrapnel and canister very effectually into the enemy on both banks. Without officers to command them, the crews of these guns are worthy of especial notice. I should mention that the engine, berth deck, and powder divisions were well served by their respective officers and men, and that the most perfect order was maintained, while the numerous wounded were transferred to the surgeon promptly and carefully. Third Assistant Engineer J. Morgan stood at the bell and executed your orders promptly throughout the action.

I have to thank you, sir, for the splendid example you gave us of coolness and masterly handling of this vessel in both actions, and I close this hasty report by recommending to especial notice Quartermaster Buck, who, on the first morning, though wounded, stood bravely at the

wheel for seven hours, and to-day again took his post and steered the ship from early daylight until 1:30 p. m.—over eight hours.

I am, very respectfully, your obedient servant,

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

Captain THOS. T. CRAVEN,

Commanding U. S. S. Brooklyn, off New Orleans, La.

Expended in action of 24th instant: 35 IX-inch shell, 60 IX-inch grape, 10 IX-inch canister, 4 shell for 80-pounder, 3 shell for Parrott, 4 shrapnel for howitzer (heavy), 3 canister for howitzer (heavy), 4 canister for howitzer (light)—123 discharges.

Expended in action of 25th: 5 IX-shell, 20 IX-canister, 10 IX-grape, 22 6-inch Hotchkiss, 7 shrapnel, 7 shell, 8 canister.

R. B. LOWRY,
Lieutenant and Executive Officer.

Report of a board of officers regarding injuries sustained by the U. S. S. Brooklyn.

U. S. S. BROOKLYN,
Off New Orleans, La., April 28, 1862.

SIR: In obedience to your order, we, the undersigned, have examined the ship as to the extent of injuries we received in our engagements with the forts and vessels in the river on the 24th instant, and with the batteries below the city on the 25th instant, and make the following report:

1st. A shot on starboard bow, cutting through the plank timber and ceiling, passing through the store room, shattering the fore-and-aft piece and the deck beam, and striking the lodger knee and breaking it badly, destroying in its progress three coils of large rope and the interior work to considerable extent, and shattered the waterway below the berth deck and lodged there.

2d. A shot on starboard bow, coming through the plank timber and iron bracing, passing through the marines' store room, destroying a quantity of clothing and other stores, and lodged on the port side between the knees and deck, breaking one of the main beams amidships.

3d. A shell struck the starboard bow near the wood ends and exploded, making a large hole and shattering the plank to a considerable extent. We can not ascertain the extent of the injury it has done, as it is impossible to get at it at present.

4th. A shot on starboard side just abaft forechannels, came through, destroying two lodger knees, crossed the deck, striking and shattering one of the hanging knees, and struck the side and fell on deck.

5th. A shot just forward of the mainmast came through, cutting off the iron brace, which is 6 inches wide and 1 inch thick, and lodged in some bags of sand placed to protect the steam drum. This shot was fired from the ram.

6th. A shot on the quarter came through the plank timber, iron brace, and ceiling, crossed the wardroom diagonally, striking the mizzen topsail sheet bitt, cutting it in two and scattering the splinters all around, destroying the woodwork to a very great extent. It then struck the ceiling on port side, and a hanging knee, and fell on deck.

7th. On spar deck: A shot struck in the head on starboard side, going through the bowsprit and passing out of the head on port side, shattering the woodwork all around.

8th. A shot on port side, abreast the foremast, cutting the rail in two, and passed off without further damage.

9th. A shot on starboard side, just abaft forechannels, came through and disabled gun on port side. Striking the breech of the gun, it glanced and struck the axletree and went through the spar deck and lodged there.

10th. A shot on port side, abreast the mizzenmast, and carried away the boat davits, timberheads, rail planks, outside and inside, shattering the wood to a great extent and damaging the gun on the outside.

11th. A shot came through the bows of port quarter boats and went through the hammock netting on starboard side, carrying away the rail and bulwarks.

12th. A shot on the starboard quarter came through and crossed through the deck diagonally and went through the rail on port side, tearing away the bulwarks considerably, demolishing the starboard water-closet and doing other injury.

13th. A shot on port quarter, cutting through the plank-sheer of the poop, cutting off 16 planks of the deck, and passed underneath and out of the starboard side, through the port shutter.

14th. A shot struck the kedge anchor, hanging to the port main brace bumkin, and broke it off just below the stock, scarifying the side.

The mizzen topsail sheet bitt on starboard side was struck by a piece of shell and the brass cover broken.

15th. Outside: We were struck by an ironclad ram just forward of the mainmast, crushing in three planks, and driving in the links of the chain (which we had hung over the side for the protection of our engine) into the side. The extent of this injury we could not ascertain, but think it is serious.

16th. A shot under the transom, starboard side, cut off three planks and started a fourth out about 4 or 5 feet, and the shot remains there. This is a very serious injury, as much so as any that we have received.

All these shots were received in the attack upon the lower forts.

In the engagement with the batteries below the city we received the following injuries:

1st. A shot on the starboard bow came through and lodged in a quantity of rigging stowed in the sick bay. The extent of injuries we could not ascertain.

2d. A shot struck the starboard cathead, shattering it and injuring the rail forward of it.

Our fore-topsail yard is badly injured.

We are, very respectfully, your obedient servants,

GEO. DEWHURST,
Acting Master, U. S. Navy.

THO. PICKERING,
Acting Master.

WILLIAM D. TOY,
Carpenter.

Captain THOMAS T. CRAVEN,
Commanding U. S. S. Brooklyn, off New Orleans, La.

Report of Acting Boatswain Selmer, U. S. Navy, regarding injuries sustained in his department.

U. S. STEAM SLOOP BROOKLYN,
Off New Orleans, La., April 26, 1862.

SIR: The following is a report of the losses in the boatswain's department in the actions of April 24 and 25:

Both mainstays shot away; one shroud main rigging shot away; one shroud fore rigging shot away; bowsprit shrouds shot away; jib and flying jibstays shot away; cat fall and shank painter on starboard side shot away; starboard foretopsail sheet shot away, three coils of cordage destroyed in storeroom. A shot is now lodged in the rigging barricaded in the sick bay. No doubt a great deal of the gear is cut, but how much can not be ascertained until it is broken out. Main brace shot away; kedje anchor on each quarter shot away, with 60 fathoms; 5-inch hemp hawser shot away; main brace block shot away; three lanyards mizzen rigging shot away; one shroud mizzen rigging shot away.

I am, very respectfully, your obedient servant,

JOHN A. SELMER,
Acting Boatswain, U. S. Navy.

Captain THOS. T. CRAVEN,
Commanding U. S. S. Brooklyn.

Report of Commander Bell, U. S. Navy, regarding injuries received by the U. S. S. Brooklyn.

U. S. STEAM SLOOP BROOKLYN,
Mississippi River, July —, 1862.

SIR: I beg respectfully to call your attention to the present condition of the *Brooklyn* in hull and spars, which was ascertained by surveys dated April 28 and May 10, and reported to you, I believe, by my predecessor, Captain Craven.

The injury sustained by her amidships from the ram *Manassas* makes a bad leak, and appears to be too extensive for the carpenter's force of this ship to repair temporarily even, without great delay, extending down under the water about five feet. To get at this she should go into slackwater, where she may be safely heeled and worked upon. The following is a copy of the special report which was made upon this particular injury:

U. S. STEAM SLOOP BROOKLYN,
Mississippi River, May 10, 1862.

SIR: At the request of Mr. Toy, we repaired below to the starboard coal bunker to examine the extent of the injury we received in the collision we had with the ram on the morning of the 24th ultimo, and we find that it is of a very serious nature, much more so than we had apprehended. We find eight stakes of the ceiling are crushed in and broken very badly; one of the lodger knees is very badly shattered, and one of the hanging knees is started off nearly its whole length. We think that several of the timbers are also broken, but that we could not ascertain with certainty. In our former report we stated that the amount of this injury could not be ascertained, as the bunkers were full of coal. They are now partially clear, and we were able to examine it and make this additional report.

GEO. DEWHURST, *Acting Master.*
THOS. PICKERING, *Acting Master.*
WM. D. TOY, *Carpenter.*

In addition to the foregoing there are others of a serious character which are required to be repaired before the ship proceeds to sea, viz, one shot under starboard transom; one shell exploded in starboard bow near wood ends and water line, making a large hole and shattering the planks; one shot hole through bowsprit near the gammoning; fore-topsail yard cut in two.

Besides the above enumerated, the top rail is cut in two in three different places, and there are sixteen other ugly shot holes.

In conclusion, I have to request you will allow me to employ some ship carpenters from the city to do such temporary repairs as will make the ship safe at sea. She can be thoroughly repaired only by going into dock.

I am, very respectfully, your obedient servant,

[H. H. BELL],

Commander.

Flag-Officer DAVID G. FARRAGUT,

Comdg. Western Gulf Blockdg. Squadron, U. S. S. Hartford.

Supplemental report of Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn.

U. S. STEAM SLOOP BROOKLYN,
Below Vicksburg, Miss., June 30, 1862.

SIR: In my official report to you of the 26th of April, 1862, of the part taken by this ship in the actions of the 24th and 25th of that month, after writing perhaps a somewhat too lengthy account of the action of the 24th, I merely alluded to the action of the 25th in the words following, to wit:

Of the part taken in the attack on the two batteries on the morning of the 25th by this ship, you can bear witness, and it is unnecessary for me to write.

Circumstances have since transpired which constrain me to make the following supplemental report, which I respectfully request may be forwarded at your earliest convenience to the honorable Secretary of the Navy, with a request that it may be considered as a part and parcel of my original report, and appended thereto:

On the morning of the 25th of April, as the fleet was proceeding up the river, at about a quarter past 11 o'clock, two batteries were discovered, one on our starboard bow and the other almost directly ahead. Signal was made from your ship to prepare for action; at this time the flagship was the leading vessel, the *Brooklyn* was the second in the line, and the *Iroquois* third; the others were astern and somewhat scattered. A few minutes after your signal the *Cayuga* passed the *Brooklyn*, and so close as to compel me to hail and request her commander not to force me out of my station. She pushed on, and even passed the flagship. At about noon, being then $1\frac{1}{4}$ miles distant from them, the batteries opened a raking fire upon us. The fire of the starboard battery was immediately responded to by the ship, then about half a cable's length astern of the *Hartford*, and twenty-one shots from our 80-pounder rifled gun were rapidly, and with remarkable precision, thrown into it, only two of those shots failing to take effect. A few minutes afterwards, then steaming at the rate of 10 knots, the *Brooklyn*, by the sudden sheering off and slowing down of the *Hartford* for the purpose of engaging the enemy, necessarily sheered inshore, which brought

her up within 150 or 200 yards of the port-hand battery, and so as to obstruct the fire of the *Hartford*. The *Brooklyn* then opened fire with grape and canister, stopped her engines, and was lying within less than 100 yards of the river bank, delivered two other broadsides, which completely drove the enemy pell-mell from their guns and from the field.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Captain.

Flag-Officer D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron.

Report of Lieutenant Forney, U. S. Marine Corps, of the U. S. S. Brooklyn.

U. S. STEAM SLOOP BROOKLYN,
Off New Orleans, April 26, 1862.

SIR: In obedience to your order, I submit the following:

There not being any use for my marines with their muskets, I volunteered to Mr. Lowry, the executive officer of the ship, to allow me two guns during the action. I had abundance of time to drill them, so that when the engagement came off on the morning of the 24th they behaved themselves like men. I have to recommend my orderly sergeant, David Barry, the two captains of the guns, Sergeants Bradley and Miller.

I have to report the following casualties resulting from the engagement:

Gun No. 11.

Killed.—William Lenahan.

Wounded.—George Mayer, John R. Saunders, slightly.

Gun No. 5.

Killed.—Henry H. Roff.

Wounded.—Lorin Heath, pretty badly; A. G. Davis, slightly.

During the attack on the batteries on the 25th instant my men sustained no damage at all.

JAMES FORNEY,
First Lieutenant, Commanding Marines.

Captain THOS. T. CRAVEN,
Commanding U. S. Steam Sloop Brooklyn.

Report of Carpenter Toy, U. S. Navy, of the U. S. S. Brooklyn.

U. S. STEAM SLOOP BROOKLYN,
Off New Orleans, April 26, 1862.

SIR: I have the honor, most respectfully, to report the damages done to the hull of this ship during the engagement of the 24th and 25th instant as the following, viz:

At the engagement of Forts Jackson and St. Philip we received the following, viz:

A shot entered our starboard bow near the water line, tearing off the planking and entering the timber.

Another on the starboard bow, forward of the fore rigging, passing through, fracturing berth-deck beam and deck planking to port side, breaking lodger knee and waterway.

Another at water line, under fore chains, passing through and shattering a berth-deck beam.

Another entered on a line with the spar deck on starboard side abaft fore chains, passing to port side, striking a gun carriage and entering the spar deck.

Another passed through the cutwater and head.

Another entered on starboard buttock on a line with berth deck, passing through, cut off mizzen topsail sheet hitt.

Another on the edge of propeller well, burying itself in the timbers.

Another on starboard side amidships, passing through and landing among sand bags around the steam drum on berth deck.

Another from the ram, struck amidships on starboard side, carrying away two lodger knees and passing to port side, struck a hanging knee.

The ram struck us on the starboard side abreast the boilers, breaking three strakes of plank at water line.

A shot struck the fore-topsail yard.

Another on port quarter, cutting away plank sheer, lodger knee, and fifteen strakes of plank on poop deck.

Another struck the shank of an anchor hanging to port main-brace bumkin, doing but little damage to the hull.

Another on port side, carrying away boat davit, main rail, timber heads, passed out through hammock netting on starboard side.

Another passed through port quarter boat.

Another on starboard quarter, cutting away port sill strake, passing to port side, breaking main rail.

We were struck several times below water during the engagement; extent of damage not known.

During the action of the 25th a shot entered our starboard bow, going into the sick bay.

Another struck our starboard cathead, shattering it badly.

Another entered abaft starboard fore chains, not coming through.

We were struck four times under water during this engagement; damage unknown.

Your most obedient servant,

WILLIAM D. TOY,
Carpenter.

Captain THOS. T. CRAVEN,
Commanding U. S. S. Brooklyn, off New Orleans, La.

Report of Surgeon Jackson, U. S. Navy, of the U. S. S. Brooklyn.

U. S. S. BROOKLYN,
Mississippi River, New Orleans, April 26, 1862.

SIR: I have the honor to report the following casualties, which occurred on board this ship during the brilliant engagement with Forts Jackson and St. Philip, on the Lower Mississippi, and the Confederate batteries, a few miles below the city of New Orleans, on the mornings of the 24th and 25th instant, viz:

Killed, 9.—Mr. John Anderson, midshipman, knocked overboard by a cannon shot; William Lenahan, marine; Daniel McEmory, boy;

Barney Sands, quartermaster; Thomas White, captain main top, head shot off; Henry Roff, marine, head shot off; Andrew Rourke, seaman; Dennis Leary, ordinary seaman, drowned by being knocked or falling overboard; John Wade, seaman, compound fracture of both bones of forearm, fracture of several ribs, together with internal injuries of chest; died a few hours after the reception of his injuries.

Wounded, 26.—Mr. James O'Kane, master, gunshot wound of left thigh, doing well, not dangerous; Mr. James Stafford, acting master, contused wound of head, slight; Mr. E. S. Lowe, master's mate, contusion, slight; William McBride, ordinary seaman, leg, slight; Lorin Heath, marine, shoulder and neck, not severe; Thomas Griffin, landsman, contusions, arm and hip; John Willoughby, ordinary seaman, left hand shot off, amputation performed above wrist, doing well; John Chase, seaman, leg, slight; Edward [S.] Blanchard, ordinary seaman, shoulder, severe, doing well; J. R. Saunders, marine, contusion of back, slight; William Wells, seaman, eye and leg, severe, doing well; Robert Harrison, ordinary seaman, dislocation of right shoulder and wounds of face; John Hasset, landsman, compound fracture of both bones of left leg; George Coventry, quarter gunner, hand, not severe; Leonard Killion, marine, head, slight; Cornelius Martin, ordinary seaman, wounds of face and lower jaw fractured, very severe, probably mortal; James H. Powell, ordinary seaman, wounds of face, not dangerous; H. P. Bucklin, ordinary seaman, testicles and face, very severe; John Widdis, ordinary seaman, shoulder, slight; John Daverin, landsman, eye and cheek, slight; James Webby, captain mizzen top, gunshot wound of lower jaw, the central portion carried away, and extensive laceration, lips, mouth, etc., very severe, probably mortal; Alex. Anderson, landsman, gunshot wound of foot, doing well; James Buck, quartermaster, contusion of thigh and leg; Joseph Dixon, seaman, flesh wound of arm, slight; John Griffith, captain after guard, knee, slight; James Williams, captain maintop, contusion of knee, slight.

Very respectfully, your obedient servant,

S. JACKSON,
Surgeon.

Captain THOS. T. CRAVEN,
Commanding U. S. S. Brooklyn.

Report of Chief Engineer Brooks, U. S. Navy, of the U. S. S. Brooklyn.

U. S. STEAM SLOOP BROOKLYN,
Off New Orleans, April 28, 1862.

SIR: It gives me great pleasure to state that during the engagements with the rebel forts, St. Philip and Jackson, on the 24th instant, and with the batteries below this city on the 25th instant, the officers and men of my department behaved with great coolness and courage, and performed with pleasure all the duties required of them, and are again ready, if necessity compels us, to act further in the defense and maintenance of the National Government and in the suppression of this mighty rebellion. I particularly call your attention to the brave conduct of Third Assistant Engineer Joseph Morgan, who was on deck at the bells, promptly passing your orders from the time we commenced to get underway, 2:15 a. m. on the 24th, until we came to

anchor off Quarantine Station, and also during the engagement of the 25th.

Hugh Jones, second-class fireman, was wounded slightly while at the berth-deck hose, by a splinter, which for the time disabled him. I am glad to say his wound was not of such a character as to require the aid of a surgeon, and has again returned to his duty.

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

WM. B. BROOKS,
Chief Engineer, U. S. Navy.

Captain THOS. T. CRAVEN, U. S. Navy,
Commanding U. S. Steam Sloop Brooklyn.

Extract from letter of Midshipman Bartlett, U. S. Navy, enclosing sketches.

U. S. S. BROOKLYN.

I have drawn a plan of the quarter-deck and where a few of the shot struck aft.

I had guns Nos. 10 and 11, but my No. 11 crew took their gun under the poop. This No. 11 also had to fight the Parrott. Shot No. 1 came in on starboard side and went out the port, taking off a marine's head. No. 2 came in on port side and tore up the deck of the poop. Shot No. 1—the splinters from it killed 1 man and wounded 3. No. 3, a solid shot, came in on port side and struck against some spikes and broke, taking 2 men's heads off at No. 9 gun and wounding 7 others. The splinters from it knocked all but 2 of No. 10. I was covered with splinters, one wounding one of my fingers slightly, and a piece of the shot tore a hole in my coat sleeve.

Shot No. 7 cut the signal quartermaster in two and knocked Midshipman Anderson overboard.

The others aft did not wound anyone. A great many shot struck the ship forward. We were struck 39 times, had 10 killed and 26 wounded.

As soon as the ram struck us she drifted past. I tried to get a shot at her with my Parrott, but could not depress the gun enough.

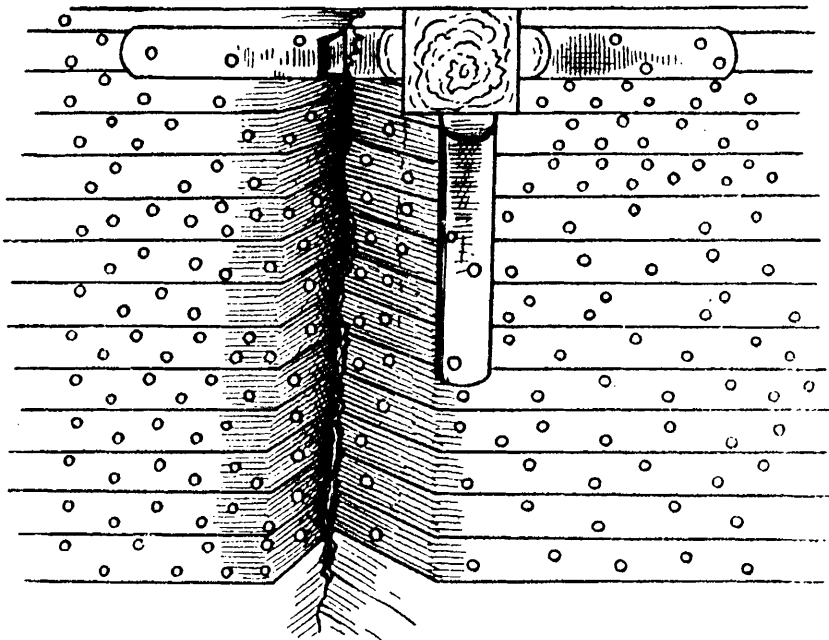
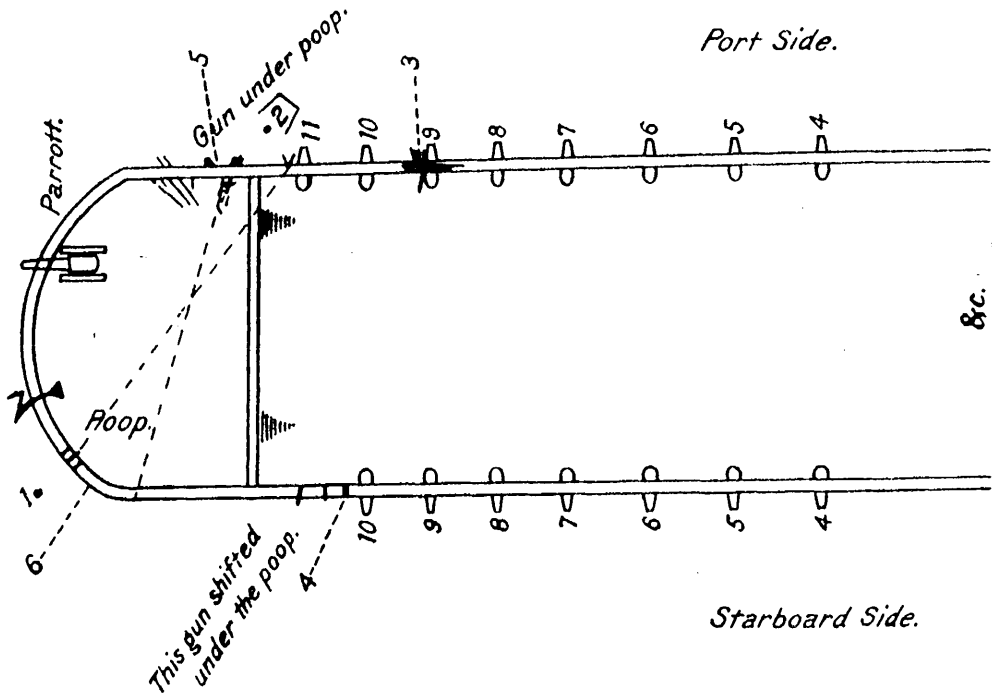
After the ram struck us we met a few more steamboats, but they were run into the bushes and deserted. After running about 2 miles above the forts we came to the Quarantine grounds, where we came to anchor.

* * * * *

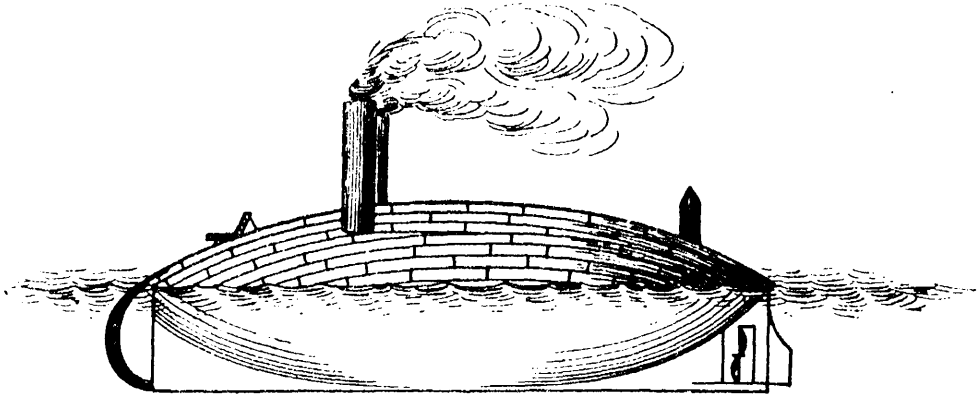
Your loving brother,

JOHNNY.

[Enclosures.]



View in starboard coal bunker, showing where the ram struck us.



Ram Manassas.

Extract from letter of Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, to Mrs. Craven.

U. S. STEAM SLOOP BROOKLYN,
Off Natchez, May 16, 1862.

I sent a letter down the river the day before yesterday to run its chance of a conveyance to you on its arrival at New Orleans. I hope some opportunity will soon offer.

I have been busy since my arrival here filling up coal in those gunboats requiring it, and getting them ready to go up the river. Started four of them off yesterday afternoon, one this morning, and the sixth will move in a few minutes.

Yesterday about 1,500 of General Butler's troops arrived in two of the river steamboats, and started up early this morning. They will cooperate with Lee in the demonstration upon Vicksburg.

Yesterday I got hold of a Memphis paper of the 13th, and was glad to find in it that the news of our capture of New Orleans had reached Washington as early as the 28th, only four days after our fleet had passed what the rebels thought were their most impassable forts. I hope the many false reports which these scoundrels published in connection with the accounts of their defeat did not reach you. To us who are here it is amusing to read the rebel accounts of the battle, and particularly to see how coolly they will lie, and tell things that never happened. But when we take into account that their first dispatches always reach our friends long before they can possibly hear from us, our hearts sicken at the thought of the anxiety and dreadful misery which must prevail.

One of the first things that met my eyes when reading one of the New Orleans papers was that the *Brooklyn* and two or three of the gunboats had been sunk and three others disabled. The *Brooklyn* was in two or three pretty tight places, to be sure, but I believe she did as much damage to the enemy as could well be expected of us.

In the quotations from the New York Herald, I see that the city of New Orleans surrendered to General Butler and to Porter's mortar boats. This is all as I suspected it would be, and as I ventured to say more than six weeks ago to Captain Farragut, that it would be. "Porter's mortar boats and Butler's expedition" have been all the talk ever since last November, and one of my remarks when in consultation one night upon the proper mode of attack was, "Should we be so fortunate as

to succeed, it will appear in all of our journals as Commander Porter's victory; but should we unfortunately fail, it will be published as the defeat of the Gulf Squadron, under Flag-Officer Farragut."

We had been a long time preparing for this work. I crossed the bar and entered the South West Pass with the *Brooklyn* on the 12th of March. The *Hartford* followed on the next day, and it was nearly three weeks afterwards before the *Richmond*, *Pensacola*, and *Mississippi* succeeded in joining us up at the scene of operations. The mortar boats commenced arriving on the 16th of March, but were not placed in position before the 17th of April. On the 18th the mortars from twenty-one boats commenced shelling Fort Jackson, and three of our gunboats were engaged in diverting the enemy's fire, and this was kept up night and day without interruption until after we passed the forts on the morning of the 24th of April.

In the meantime we had frequent alarms from the immense fire ships which the rebels sent down during the nights with the hope of destroying our fleet, but they were poor concerns and poorly managed, and we had no difficulty in getting rid of them by sending our boats to tow them clear of the ships.

Sometimes of a dark night, when any of these fire rafts grounded on the opposite bank of the river or drifted down, the overhanging trees and bushes would catch on fire, and the effect of the bright flashes of light, in detached groups for sometimes a mile down the river, was beautiful, surpassing anything I had ever before witnessed in the shape of an illumination or bonfires.

Saturday, 17th.—Last night I was driven from my letter by mosquitoes—after candlelight. They are terrible. So, to resume in a thunderstorm:

The mortar boats having pelted away for six days without having produced any material effect, it was, upon consultation, concluded that an attempt should be made to pass the forts with our own fleet, and having a few nights previously broken the chain barriers which were stretched across the river to prevent our passing up, on the morning of the 24th, at 2 o'clock, the signal "Underway, to get" was made, and in four divisions we were soon under the fire of the forts.

The *Hartford*, *Brooklyn*, and *Richmond* were to pass by and attack Fort Jackson, which, with its outworks, mounted over 90 guns. The *Pensacola*, *Mississippi*, and *Portsmouth* were to pass by and attack Fort St. Philip, which, with its outworks, mounted 60 guns. Then there were two divisions of gunboats, the first consisting of the *Cayuga*, *Oneida*, *Varuna*, *Katahdin*, *Kineo*, and *Wissahickon*, and the second *Sciota*, *Iroquois*, *Kennebec*, *Pinola*, *Itasca*, and *Winona*.

The first division of the gunboats was to follow the second division of ships, and the second division of gunboats was to follow the first division of ships, and as we approached the forts the gunboats were to take the middle of the river and under cover of our fire push up above the forts.

The morning was quite dark, and it was difficult to see the low banks of the river, which here are only about 800 or 900 yards apart; but as the moon rose soon after we got fairly underway, as we passed her disk our vessels were plainly seen by the enemy, who immediately commenced hailing shell and shot upon us in the most lively manner, and that, too, long before we were able to return the compliment, for we were steaming head on to the fort, and every shot from them was a raking one to us.

After being under fire for about thirty minutes, the *Hartford* commenced the fight, and at her first broadside she was so completely obscured from our vessel that I could not see where we were. After watching a few minutes I thought I had discovered her, and following in the line of what I supposed to be her fire, I suddenly found the *Brooklyn* running directly over a large hulk, one of those moored in the river to sustain the chains which had been stretched across as a barrier. We steamed on, completely crushing the hulk, but as we left her wreck behind we encountered another obstacle in the shape of a large raft, made of immense trees chained together. We ground over them, and as I thought myself clear of all further impediments, was congratulating myself upon having nothing further to do but push ahead and return some of the shots which were now falling upon us thick and furiously; but just at this moment the *Brooklyn* wouldn't move, and looking round to see what was the matter, I discovered that one of my anchors, which was hanging at the starboard quarter, had caught into the wreck of the crushed-up hulk, and being torn from its fastenings, was way out astern, and the hawser, or small cable, which was fast to it, was as taut as a bar.

Just then the current, which here runs at the rate of 4 miles an hour, and against us, had caught us on our port bow, and was sweeping us directly on the right-hand shore of the river (going up). A moment sufficed to cut away the cable and to free us, and as our head touched the shore our good ship swung in the right direction and we went on, steaming up the river from the hottest position of the fight.

Still keeping in view what I supposed to be the *Hartford's* fire, I hurried on, and in a few minutes found myself close to Fort St. Philip, in 13 feet water (our ship drawing 15½ feet). We passed, helped by the eddy current, these batteries at what might be called "double-quick time," but not before we had poured in our three broadsides, which completely drove the rebels from their guns, silencing their fire.

In my report I think I said we were not more than 150 yards from the forts as we passed them. I have been told since by those who saw us, and know the position of that fort, that we passed inside of 60 yards. Pretty close work to fight our eleven guns against sixty, and that, too, entirely unsupported, for at this critical time I could discover none of our own vessels, and was engaging, besides the fort, two of the rebels' strongest vessels (both fitted for ramming)—one an iron-clad battery, the *Louisiana*, the other a large iron-prowed steamer, the *Warrior*. The *Warrior* received our broadside of shells, and was soon in flames, but the *Louisiana* was impregnable to our grape and canister, and the only damage she sustained from us was the killing and wounding of a few of her exposed crew.

Amongst those wounded was poor Charlie McIntosh. As we squeezed between the *Louisiana* and the upper battery I thought our part of the fight was ended, and as I could not bring any more of our guns to bear upon the enemy, I had nothing else to do but to push on, according to orders, and get above the forts, and supposing from the direction of the noise and flashes of light that I was steering in the right direction, we went on at full speed. But in a few minutes I found the *Brooklyn* was not so eager to get out of the fight, for the tide had set us over to the other shore, and all at once I discovered we were almost directly under the fire of Fort Jackson, receiving a raking and terribly scorching fire, without the possibility of bringing any of

our guns to bear, and at the same time as we grazed the shore, the *Manassas*, or more properly speaking the "Mannapes," made her appearance on our starboard beam, steering directly toward our smokestack. I was too near the shore to get out of her way, and could only hope to lessen the blow by giving the order to "port the helm hard." But she was too close, and the next moment, as she was within 10 feet of us, a flash from an up-and-down pair of port shutters, the report of her gun, and then her butt in our side, jarred the *Brooklyn* fore and aft. At first I thought, as a matter of course, that we must sink, but on sending the carpenter down to ascertain what damage we had sustained from the shock, he soon after returned, saying "All right, sir; no harm done." Meanwhile the black, whale-like looking beast, dropped alongside and fell astern of us, and as she was doing so the leadsman in the chains threw his lead at a couple of persons who were standing in a scuttle just forward of her smokestack and knocked one of them overboard.

Clear of the "Mannapes," and clear of the shore, day began to dawn, the firing and smoke ahead began to subside, and, as I pushed ahead, to my great astonishment found that the *Brooklyn* was above the forts, and ahead of us two or three of our gunboats, firing into some half dozen rebel gunboats, which had been disabled, run on shore, set fire to, and abandoned.

The *Varuna* (Boggs) was sinking, firing and running on shore, where she soon grounded, head high up in the reeds, and her glorious crew were saved by some of our boats which happened to be near at hand. The river banks on either side were strewn with burning wrecks of the shattered and flying rebel gunboats, and then as I looked astern the *Hartford*, *Pensacola*, *Richmond*, and a few straggling gunboats were making their way up, having successfully passed the forts. A more desperate, a more magnificent dash was never made, the rush of our little fleet over the barriers, through a fleet of rams, ironclad gunboats, batteries, and fire ships, and under the concentrated fire of two powerful forts, where the passage between them is just 1,000 yards wide, is, beyond all peradventure, the most brilliant thing in the way of a naval fight ever performed. As for myself, I must confess that I never expected to get through. I had always looked upon it as a most desperate undertaking, and thought that but few of our number would be left to witness our most terrible disaster. But the Lord of Hosts was with us, and though no one can tell how it was done, by His Divine Providence we passed through this fiery ordeal. On we went, and as we reached a point about $3\frac{1}{2}$ miles above, we discovered a rebel camp, which was, with its occupants, some 700 troops, already in possession of our leading gunboats. Here we anchored to bury our dead, and on looking around found that some of our gunboats were missing, only one of which, the *Varuna*, could be accounted for. The other three had either been unable to pass the forts or sunk. No one knew which, but all hoped that they were yet safe. Far up the river we could see the smokestacks of three rebel steamers, which were running like mad to get out of our clutches. They were too fast for us, and we were compelled to abandon all hopes of catching them.

After resting awhile, washing our decks of the blood and mangled remains of our killed and wounded, temporarily stopping leaks and repairing other damages, we, at about 11 o'clock, again started on a rush for New Orleans. We had been led to believe that the river was lined with batteries, but, as the great barrier had been passed, as each

vessel got underway and fell into line, such cheers for the Union, such cheers for the flag, such cheers for our victory, were never before heard in the valley of the * * * [The remainder of this letter can not be found.]

[T. T. CRAVEN.]

Report of Commander Alden, U. S. Navy, commanding U. S. S. Richmond.

U. S. S. RICHMOND,
Off New Orleans, April 27, 1862.

SIR: In accordance with your instructions I herewith enclose copies of the boatswain's and carpenter's reports of the damage done to this vessel by the enemy's shot during the engagement of Forts Jackson and St. Philip on the morning of the 24th instant. The list of casualties I have already forwarded to you. It is very small, there being but 2 killed and 4 wounded. Much injury to the men, I am sure, was saved by a carefully prepared splinter netting. At one point between the guns the netting was forced out to its utmost tension; indeed, large pieces of plank were thus saved from sweeping the deck and perhaps destroying the men at the guns, and I would therefore recommend that in our future operations these simple pain-savers, or life-preservers, be adopted in the other ships of the fleet.

I must beg leave to call your attention to another simple and very effective expedient which was resorted to on board this vessel to obtain light, an element so essential in a night attack on board ship. The deck and gun carriages were whitewashed fore and aft, and it was truly wonderful to note the difference; when before all was darkness, now side tackle falls, handspikes, ammunition, and, indeed, everything of the kind about the decks, were plainly visible by the contrast. This idea being so novel, and at the same time effective, I trust it will receive through you the notice it deserves, so that when others are driven to the dire necessity of a night attack they may have all the advantages the discovery ensures.

We had much difficulty in groping our way through that fiery channel, our ship being so slow, and the enemy was met in the worst form for our profession, but the hand of a kind Providence gave us the victory.

No men could behave better throughout that terrible ordeal than the crew of this vessel did. My thanks for support are due to them and the officers generally. I am especially indebted to Mr. Terry, our second lieutenant, for his ready and intelligent aid in the management of the ship during the action; but to Mr. Cummings, our first lieutenant, are mainly due, as far as this ship is concerned, the handsome results of that morning. By his cool and intrepid conduct the batteries were made to do their whole duty; not a gun was pointed or a shot sent without its mark.

My thanks are due to Mr. Bogart, my clerk, who took the place of Mr. John B. Bradley, master's mate, who was shot down at my side while gallantly performing his duty as my aid.

I am, sir, respectfully, your obedient servant,

JAMES ALDEN,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

[Enclosures.]

U. S. S. RICHMOND,
Off New Orleans, April 27, [1862].

SIR: I have the honor to report the following injuries to our rigging in the action of the 24th instant:

- Two shrouds, port main rigging, cut through by shot.
- One shroud, starboard main rigging, cut through by shot.
- One shroud, port fore rigging, cut through by shot.
- One maintopmast backstay cut through by shot.
- One main stay (slightly) stranded by shot.
- One connecting link of screw, maintopmast backstay, shot away.
- One catfall and block shattered by a shot.
- One ring stopper (chain) shot away.
- One fore pendant tackle, upper block, shot away.
- One main trysail halliard shot away.

Respectfully,

ISAAC T. CHOATE,
Boatswain.

Lieutenant A. B. CUMMINGS,
Executive Officer, Richmond.

—
 U. S. S. RICHMOND,
New Orleans, April 27, [1862].

SIR: I beg leave to state the damage sustained by this vessel in the action of the 24th instant:

One shot, carrying away billet-head with 6 feet of headrail, on starboard side.

One shot, shattering stem badly from water line 4 feet up, cutting three planks entirely off, and starting five planks on port side.

One shot on starboard bow, 1 foot above water line, tearing off 3 feet of planking, breaking timber and ceiling, and lodging in ship's side.

One shot under No. 1 gun port, passing through between decks, tearing off 4 feet of ceiling and shattering carline in upper deck.

One shot, passing through between decks under No. 4 gun port, splitting stanchion and shattering pump case.

One shot, shattering main rail over No. 1 gun port. One shot at main chains, breaking main rail entirely off, shattering hammock rail and netting, and striking mainmast. One shot, cutting main rail entirely off over No. 9 gun port. One shot on starboard side under No. 8 gun port against chain cable, bursting two links and lodging in ship's side. One shot forward side of gun port No. 10, shattering stanchion and ceiling. One shot 2 feet above water line under starboard quarter, passing through timber and exploding, tearing off ceiling, tearing up water-closet and berth deck, and starting off eight plank from timbers at water line. Fragments of shell passing through bulwarks on starboard quarter and breaking sash and blind in cabin door. One shot in port quarter, striking and shattering timber of propeller well. One shot in foreyard, cutting it halfway off in starboard quarter. Four shots not doing any material damage.

Since writing the above I find that the smaller chain was broken by a fragment of a shell. The shot that burst the large chain was a 32-pound

shot, which was broken by the concussion. There are also several musket balls found in the boats and ship's side.

Respectfully, etc.,

H. L. DIXON,
Carpenter.

Lieutenant CUMMINGS,
Executive Officer, Richmond.

Report of Captain Morris, U. S. Navy, commanding U. S. S. Pensacola.

U. S. S. PENSACOLA,
At Anchor off New Orleans, April 28, 1862.

SIR: I have the honor to report the following incidents and occurrences of the conflict of the 24th and 25th of April, in passing Forts Jackson and St. Philip and their adjacent batteries; also the engagement with the rebel gunboats and the ram which were stationed above those forts; also the action with the batteries located a few miles below this city, and which latter took place on the 25th instant.

Your order to me was that this ship should, after passing the barricade below the forts, proceed to the attack of Fort St. Philip, in order to divert its fire from your division, so that you should not be exposed to the fire of both of these forts at the same time.

On our arrival at the opening of the barricade, the enemy opened his fire on us. We proceeded slowly through it, firing only our bow guns until we reached a position where our broadside guns could be used. We then proceeded on slowly, frequently stopping and returning his fire, sustaining that of the rebel gunboats at the same time until we had reached a point above that fort where its fire could no longer reach us. The ram, after having struck the *Varuna* gunboat and forced her to run on shore to prevent sinking, advanced to attack this ship, coming down on us right ahead. She was perceived by Lieutenant F. A. Roe just in time to avoid her by sheering the ship, and she passed close on our starboard side, receiving, as she went by, a broadside from us. The gunboats of the enemy now fled up the river, and some of them were run on shore and set fire to by their own crews. We were under the fire of the enemy about two hours.

We then steamed up the river to render assistance to the *Varuna*. We sent our boats to her to assist in taking off her officers and crew, and have 7 of the former and about 60 of the latter now on board.

The conduct of the officers and crew of this ship was in every respect praiseworthy, evincing coolness and courage of the highest order. The fire of the guns was kept up with all the rapidity which the circumstances of the action demanded to insure injury to the enemy without the wasting of ammunition. The amount of damage inflicted by us on him can not be ascertained, but I believe that it must have been very considerable.

It is impossible in a night attack to do justice to each officer's merits by specifying his particular conduct in the battle, but the result of the conflict is the best evidence of the great good behavior of them all.

I must speak of the coolness and ability displayed by Lieutenant F. A. Roe, the executive officer of this ship. His station being on the bridge next to me, enabled me to witness it. My eyesight is quite

defective, especially at night, and I am compelled to rely on that of others. I was, therefore, obliged to give to Lieutenant Roe the duty of directing the ship's course through the opening of the barricade, as well as the ascending of the river, during the whole action. The judgment and skill shown by him in the performance of this duty can not be surpassed. We had no pilot on board, and he performed that duty with the most remarkable ability and success.

I recommend and most strongly urge upon the Navy Department the propriety and justice of promoting him to the rank of commander, as a reward for the highly important services which he has rendered in this battle. In my opinion he has fairly earned it, and ought to receive it.

In the action of the 25th instant with the batteries just below this city the ship received but little injury in her hull and rigging and none of the officers or crew were killed or wounded.

I enclose herewith a report of the surgeon of the killed and wounded; also one of the injury sustained by the ship in her hull and rigging.

I am, very respectfully,

HENRY W. MORRIS,
Captain.

Flag-Officer D. G. FARRAGUT, U. S. Navy,
Commanding Western Division Gulf Blockading Squadron.

[Enclosures.]

U. S. S. PENSACOLA,
Off New Orleans, April 28, 1862.

SIR: The following is a list of the rigging of this ship which was shot away and wounded in the actions of the 24th and 25th of April, 1862:

- One screw of starboard main rigging.
- One screw of port mizzen rigging.
- Plate of topsail halliard block in the starboard forechains shot away.
- One topmast backstay wounded.
- One shroud of port main rigging shot away.
- One leg of mizzen stay shot away.
- Mizzen stay wounded.
- Three shrouds of main rigging on the port side wounded slightly.
- One shroud on starboard side of main rigging wounded slightly.
- Some running rigging shot away.

Very respectfully,

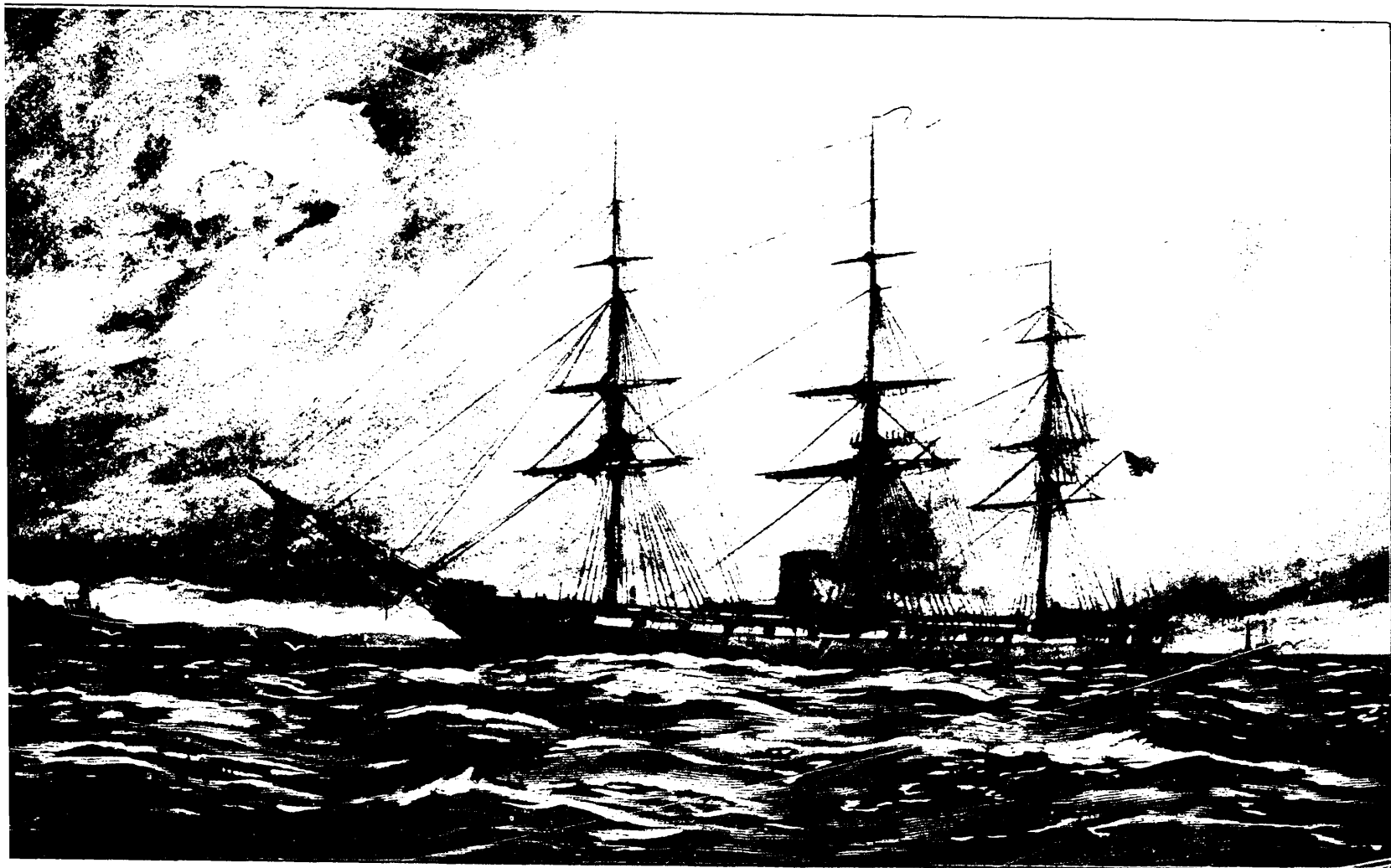
C. E. MCKAY,
Acting Master.

Captain HENRY W. MORRIS.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, April 29, 1862.

SIR: I would respectfully report the damages this steamer sustained in carpenter's department, as follows, viz:

One shot entering starboard bow (raking), just beneath spar-deck lodging knees, cutting its way through the side and tearing in splinters a hanging knee, cutting through deck beam, thence striking bitt, badly splintering this, and lodging in another beam amidships. Second,



UNITED STATES STEAMER PENSACOLA.

through main rigging (starboard), ploughing through bridge, going out at main rail (port), which it cut entirely off. Third, struck sheet chain outside, badly cutting two strakes wales at No. 6 gun port. Fourth, came through side at No. 3 gun port, cutting two strakes spirketing, crossing deck and demolishing one side of a gun carriage. Fifth, came through No. 7 gun port, tearing away two fife-rail stanchions, cutting through mainmast, crippling mast hoop, passing out of side of gun port, tearing away framing stanchion and plank. Sixth, struck iron knee under the bridge, cutting it off. Seventh, through hammock nettings, mizzen rigging, badly cutting main rail, passed out through port netting, cutting off hammock rails. Eighth, came through side near poop deck, cutting away framing timber and plank. Ninth, starboard quarter, about 5 feet above water, not through plank.

The above are, sir, all I have been able to ascertain.

Very respectfully, your obedient servant,

JOSEPH E. COX,
Acting Carpenter.

Captain H. W. MORRIS,
Commander U. S. S. Pensacola.

P. S.—To the above should be included two boats, one very badly stove; also masts and gratings badly cut up by shell.

Report of Lieutenant Roe, U. S. Navy, executive officer of the U. S. S. Pensacola.

U. S. S. PENSACOLA,
New Orleans, April 30, 1862.

SIR: I respectfully beg leave to report the following facts and incidents connected with our engagement of the 24th instant with Forts Jackson and St. Philip and their adjacent batteries, and also with the fleet of rebel gunboats and rams:

I have reason to congratulate myself that I ordered the men to lie down flat on the deck to receive the first fire of the forts until our guns were in range. By this means I have no doubt many valuable lives were saved and no ammunition was thrown away by firing at random.

Soon as the battery opened upon the enemy it did great execution by its rapidity of fire and the certainty of its aim. The conduct of our people was gallant in the highest degree.

Too great praise can not be awarded to Lieutenant James Stillwell for his coolness and activity. He moved constantly from one division to another, encouraging the guns' crews, instructing them how to act and how to fire, and when some of them were disabled by their numbers falling, and the wounded lying helpless in the darkness encumbered the decks, Lieutenant Stillwell, by his presence and coolness, restored order and maintained an unremitting fire from every gun. Although himself knocked down by a cannon shot, he recovered his presence of mind, which never forsook him, and was always found where he was most needed.

The forward division, consisting of the XI-inch pivot and 80-pound rifle gun, was admirably served under the orders of Acting Master E. C. Weeks. Master's Mate Alfred H. Reynolds came aft on the

hammock nettings to report to me the loss of the rammer of his 80-pounder. While aft, by the bridge, near No. 5 gun, he had his sword belt cut from his waist in three pieces. But this officer never for a moment faltered in his duty at the forward division. Mr. Cox, the carpenter, was quite severely wounded in the beginning of the engagement and was compelled to go below.

Mr. Goodrich, the boatswain, was also wounded by a fragment of shell lodging in his arm, and, though suffering great pain and loss of blood, remained at his station to the end of the conflict. His conduct is worthy of the highest praise.

The crew of No. 5 gun was most severely dealt with. In the very beginning of the action, John Ryan, the gun captain, was mortally wounded, and several others fell. Patrick Hughes (seaman), who was first sponger, showed himself particularly active, and his conduct has, in my opinion, redeemed his previous bad character.

William Grey, 1st, the first loader of No. 3 gun, very deliberately picked up a 32-pound shot which landed on deck and threw it overboard, supposing it to be a shell.

I call special attention to the gun captain of the rifled howitzer aft, which, though much exposed, was served with great ability and activity, although no officer whatever superintended it. James McCloud (captain foretop), a volunteer from the *Colorado*, was the gun captain of this piece. I earnestly commend him to your favorable notice.

I have also to notice the fine conduct of Louis Richards, the quartermaster at the wheel, during this terrific fire. All through the din and roar of battle this man never once erred in steering the ship through the narrow opening of the barricade, and his watchful devotion to my orders contributed in a great degree to the successful passage of the ship, without once fouling the shore or the obstacles of the barricade. The coolness of this man, at a station of no ordinary danger, was perfectly heroic.

Assistant Engineer Huntly, stationed at the bell abreast of No. 5 gun, was wounded at the same time that gun's crew was disabled. He was urged to go below, but refused to leave his station, and remained there all through the action. I must make very special mention of Thomas Flood (boy), who acted as my aid on the bridge. He was swept from my side along with the signal quartermaster, Murray, who had his leg shot away by a shell which burst near to them. Flood, finding himself unhurt on the deck below the bridge, assisted the signal quartermaster to get below. After getting him into the hands of the surgeon, Flood promptly returned to my side and assisted me very materially by taking the duties of signal quartermaster upon himself. This duty he performed with the coolness, exactitude, and fidelity of a veteran seaman. I can not speak too warmly of Flood, and I would be glad to see him appointed a midshipman in the Navy. His intelligence and gentle character are of a high order. The powder division was perfectly served under the command of Paymaster George L. Davis. Its good order and efficiency are worthy of special notice. There are but two instances of conduct which I record with pain: John McDonald (seaman), from the *Colorado*, was the second captain of No. 6 gun; when the first captain was wounded by a bursting shell, this man gave up his gun. One of the gun's crew was heard by Lieutenant Stillwell calling for some one to take charge of the gun, and no one coming, he took charge of it himself.

The other instance is still more humiliating: William Cooper (ordinary seaman), shellman of No. 2 gun, deserted his station and was twice hauled out from behind the forward bits by the men of our ship. The scorn and contempt of our crew for this man appears to be condemnation enough.

Other examples of courage and coolness, however, are so marked and striking that it is a source of pride and congratulation to me that I have been able to go into battle with such men.

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

F. A. ROE,
Executive Officer.

Captain HENRY W. MORRIS,
Commanding U. S. S. Pensacola.

Report of Rear-Admiral Farragut transmitting reports of Commander Smith, U. S. Navy, commanding U. S. S. Mississippi.

No. 260.]

FLAGSHIP HARTFORD,
New Orleans, November 19, 1862.

SIR: By some inadvertence the reports of Commander M. Smith, of the *Mississippi*, failed to appear in the reports of the naval engagements on the Mississippi River. I have, therefore, requested him to furnish me with copies of the same, which I herewith forward, to be inserted should a revised edition be published.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. MISSISSIPPI,
Off New Orleans, November 17, 1862.

SIR: My official report of the 26th of April having, by some inadvertency, been omitted in the publication of the capture of Forts Jackson and St. Philip and the city of New Orleans, I enclose a revised copy, to be embodied in a new edition, if one should be issued.

Very respectfully, your obedient servant,

MELANCTON SMITH,
Captain, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Division Gulf Blockading Squadron.

[Subenclosures.]

U. S. S. MISSISSIPPI,
Mississippi River, April 26, 1862.

SIR: I have to report that the injuries sustained by this ship in the engagements of the 24th and 25th instant with Forts Jackson and St. Philip, the rebel gunboats, the ram *Manassas*, and the batteries below the city of New Orleans, are not of a very serious nature. Ten shots were received, eight of which passed entirely through the ship. The ram *Manassas* likewise inflicted an extensive wound on the port quarter below the water line. All these injuries can be temporarily

remedied, with the exception of the latter and the severe damage done to the outer shaft-bearing and mizzenmast. I regret exceedingly that my disabled machinery and a burning steamer that was drifting down upon us did not allow me to take the *Manassas* in tow after her surrender, thereby preserving her intact for our own use, as the engines were still in operation when my boats, with an engineer and crew, boarded her.

At this time it became necessary to recall my boats, when I directed her to be set on fire, and then so riddled her with shot that she was dislodged from the bank and drifted below the forts, when she blew up and sank. I respectfully refer you to the accompanying report of Surgeon R. T. Maccoun for the casualties that occurred among the crew, and to the enclosed statements of the carpenter and gunner of the damages of the vessel and the expenditure of ammunition. I have much pleasure in mentioning the efficient service rendered by Executive Officer George Dewey, who kept the vessel in her station during the engagement, a task exceedingly difficult from the darkness and thick smoke that enveloped us from the fire of our vessel and the burning gunboats.

I would also refer in terms of praise to the conduct of all the officers and men under my command.

As I consider that all the vessels under fire did their utmost to subdue the enemy and destroy his defenses, I deem it unnecessary to enter into any further detail of the exploits performed by the *Mississippi*, as we all must share alike in the honor of your victory.

Very respectfully, your obedient servant,

MELANCTON SMITH,
Commander, U. S. Navy.

Flag-Officer D. G. FARRAGUT,
Commanding Western Division Gulf Blockading Squadron.

U. S. S. MISSISSIPPI,
Mississippi River, April 26, 1862.

SIR: In obedience to your order I have to report the following injuries received by this ship in the engagements with Forts Jackson and St. Philip, gunboats, ram, etc., on the 24th and 25th instant, viz:

A shot on starboard side through quarter ports, carrying away after frame and a portion of berthing, going up through the ship and carrying away mizzen channels on port side; a shot on starboard quarter alongside the after air port, passing through the ship between two after air ports on port side.

A shot through starboard hammock nettings; starboard guard injured by a shot in forward part.

A shot under guard beam, carrying away a large portion of same. A shot through upper part of starboard wheelhouse, carrying away the A brace. A shot under center of fore channels, one foot above the copper on port side, and landed in the engine room floor. A shot in hammock nettings in wake of mainmast. Two shots through first cutter on port side in wake of mainmast. A shot through mizzenmast, 12 feet above the deck. Injuries received by the ram on port quarter, cutting four strakes of plank, 7 feet long and in some places 4 inches

deep, and the heads of 50 copper bolts. On the 26th, by collision, lost jib boom and whiskers.

I am, sir, very respectfully, your obedient servant,
 JOHN GREEN,
Carpenter.

Commander MELANCTON SMITH,
Commanding Mississippi.

Report of Commander Lee, U. S. Navy, commanding U. S. S. Oneida.

U. S. S. ONEIDA,
New Orleans, April 26, 1862.

I report the part borne by the *Oneida* during the actions on the morning of the 24th, between 3 and 6 a. m., with Fort Jackson and Fort St. Philip and the rebel gunboats, and in the battle of New Orleans, at noon on the 25th.

Action with Forts Jackson and St. Philip.

The *Oneida* was under your order, the fourth in line ahead in the leading division, which was instructed by you to pass on the Fort St. Philip side and not to fire the port battery. Hence the port 32-pounders were shifted to, and our pivot guns trained on the starboard side.

The enemy's fire was very heavy, and began from both forts as soon as we got within long range of their guns, which was on opening the point a mile and a half below Fort Jackson.

I found it necessary, until past the forts, to pilot and to direct all operations from the fore-castle after nearing the opening in the barrier, where the *Mississippi* (our next-head) seemed at a stand, as if aground, on the Fort St. Philip side, when she commenced firing her port battery.

This obstruction to our passage was removed as, caught by the current on the starboard bow, the *Mississippi* shot over to and rather down on the Fort Jackson side. Then the *Varuna* (our next astern) appeared on our port side and showed black smoke. The *Oneida* was steered in for the Fort St. Philip side, passed up quickly in the strong eddy, and close under the guns of that fort (so that the sparks from its immense battery seemed to reach us), fired rapidly bolts from two rifled guns (we had no shell for them), grape and canister from the forward 32-pounders, and shrapnel from the two XI-inch pivot guns, whilst passing this long line of works. (It was, perhaps, the burning of the sulphur in our XI-inch shrapnel which occasioned the officers in Fort St. Philip to enquire, after the surrender, if our shells were not filled with Greek fire.)

The terrific fire from the heavy batteries of Fort St. Philip passed over us, their guns seeming to be too much elevated for our close position.

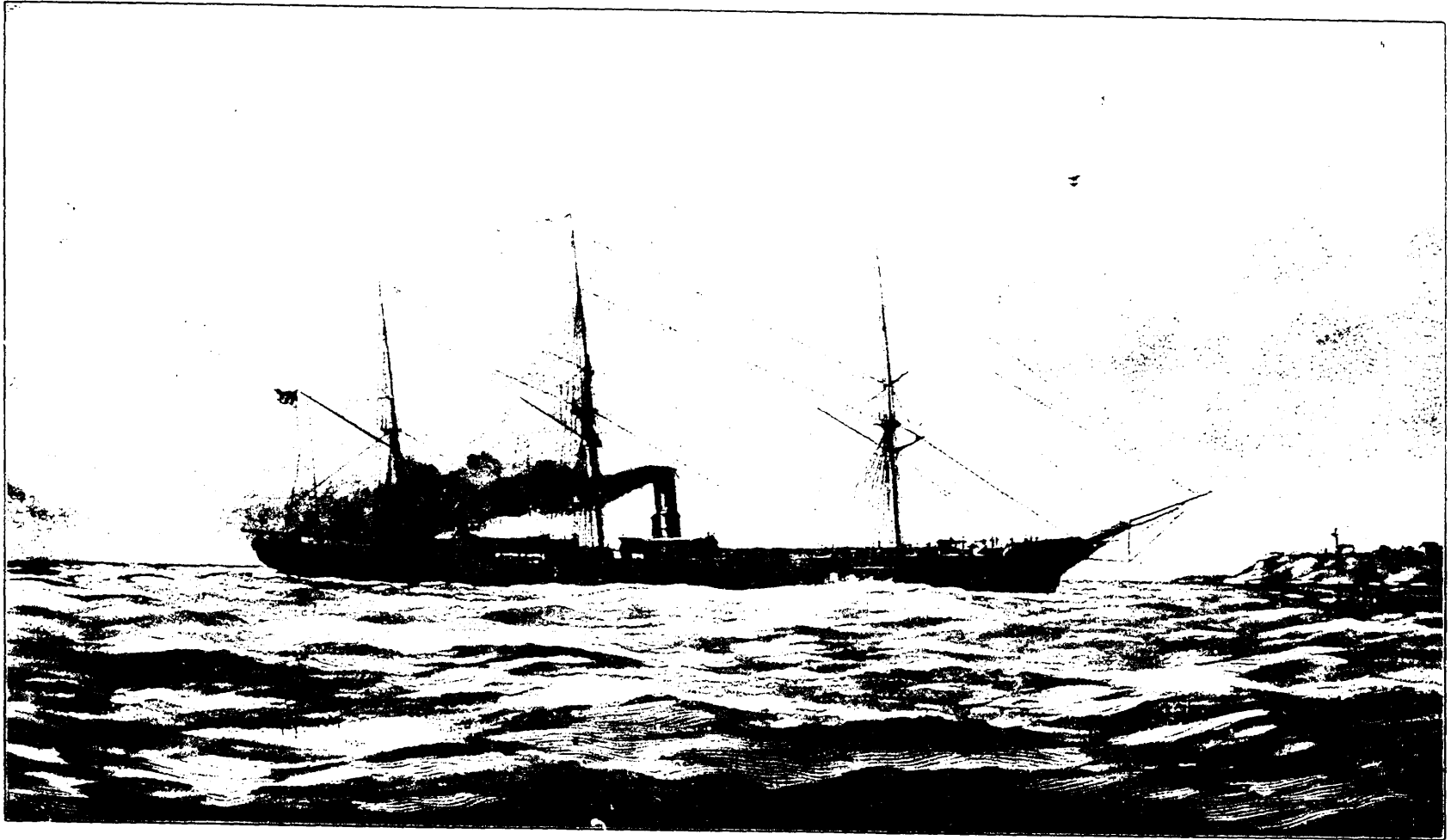
Action with the gunboats.

When just above the forts we encountered the gunboats and transports of the enemy. The former, it seems from the subsequent reports of our prisoners, were tied to trees along the steep bank above Fort St. Philip; thence passing over to the Fort Jackson side, these

gunboats came down to meet us. It was very thick from darkness and smoke. We had now got on the Fort Jackson side. A flash revealed the ram *Manassas* gliding down our port side below our guns, and passing too close and swiftly, aided by steam and the current, to enable us to bring our heavy guns to bear on her. Next came a gunboat, quite near, and passing from the Fort Jackson to Fort St Philip side across our bow. Ran into it with a full head of steam and cut it down with a loud crash on its starboard quarter. Clear of our guns in a moment, it drifted downstream in the darkness. We now slowed down, and afterwards used the steam as necessary to get or keep position in fighting the gunboats, firing right and left into them as we could ascertain (from other indications than black smoke, on account of the *Varuna*) that we were not firing into one of our steamers; forbore to fire into those steamers that appeared to be river transports, and ceased firing into others when they made no return.

In this manner we fired into and passed several rebel boats on the right bank, leaving it for those who came after to pick up the prizes. A black gunboat with two masts, a converted sea steamer, ran ahead after a brief contest. At or near daybreak we found the *Cayuga* on our port side. After consultation with Captain Bailey, we concluded to wait for the fleet to come up and form in order. Captain Bailey afterwards hailed that the *Varuna* might be ahead. Looked for her, but could not make her out, and received reports from the first lieutenant and the officer on the forecandle that she was not in sight. When we had steamed a mile or more ahead of the *Cayuga*, saw her general signal No. 80, but as there was nothing in sight of us needing assistance, supposed the signal to refer to some vessel astern of *Cayuga*. Moving ahead, reconnoitering, came up with what in the gray of the morning appeared to be a fort, but what on nearer approach proved to be a rebel camp on the right bank, with a large rebel flag flying over it. Fired into it, but no reply was made, no one was seen moving, and the camp seemed deserted. Passed on, leaving the trophy flag flying, and soon received a report that the *Varuna* was ahead and that the enemy was trying to board her. Went ahead with all speed to her assistance. Approaching rapidly, saw the *Varuna* ashore on the left bank of the river, where she had been driven by two rebel gunboats. At 5.30 a. m. fired on one of them, the black gunboat, our previous acquaintance, with the forecandle rifle gun. He had hoisted his jib (his wheel ropes being gone) and was trying to escape up river, but both rebel gunboats, finding they could not get away, ran on shore, the black one, which proved to be the *Governor Moore*, Commander Kennon, on the left bank, above the *Varuna*, and the — (name yet unknown) on the right bank, opposite the *Varuna*, with her head upstream. After we had driven them ashore their crews deserted, but not before setting fire to their vessels.

With our boats, captured Commander Kennon (formerly of our Navy), one first lieutenant of artillery, one chief engineer, and 14 of the crew of the *Governor Moore*; also a rebel signal book and some official papers showing that the rebel gunboats were ordered to ram our vessels and to distinguish themselves by showing lights, which they must soon have found prudent to haul down. Seeing that the *Varuna* was sinking, sent our boats and went to her assistance. Brought on board *Oncida* the first lieutenant, 2 acting masters, 2



UNITED STATES STEAMER ONEIDA.

mates, and 40 petty officers and seaman of the *Varuna*, and sent 10 others, 7 of whom were wounded, to the *Pensacola*.

The *Varuna* had been rammed and badly stove by both of these rebel gunboats, which had kept with or after her up river, and she was filling, with her magazine flooded, when the *Oneida* drove off her assailants, preventing her officers and crew from being captured, and was received by them with loud and hearty cheers.

The *Cayuga* (Captain Bailey's flag) also cheered the *Oneida* heartily for opportunely coming to his support that morning.

Battle of New Orleans.

In the action of the 25th, the *Oneida* being next to the *Pensacola*, shared in the actual engagement with Fort Chalmette, on the famous old battle ground. The entire action lasted but ten minutes.

The enclosed report of the surgeon shows the extent of our loss to be but 3 persons slightly wounded in these three actions.

Fort Jackson sent a heavy shell through our port side and coal bunker (which was full of coal), the shell falling, and fortunately without exploding, on our berth deck.

The gunboats gave us one glancing shot on the starboard bow and a quantity of grape, mostly on the starboard side.

The officers and men of my command displayed courage, coolness, and skill.

I have the honor to be, sir, very respectfully, yours,
S. PHILLIPS LEE,
Commanding.

Flag-Officer D. G. FARRAGUT, U. S. Navy,
Commanding Western Blockading Squadron.

Report of Surgeon Taylor, of the U. S. S. Oneida.

U. S. S. ONEIDA,
Mississippi River, April 24, 1862.

SIR: I beg leave to report the casualties which occurred to-day on board the *Oneida*, while passing Forts Jackson and St. Philip, and during an engagement with the gunboats of the enemy:

Slightly wounded.—John Dyer, seaman, fingers cut with a piece of shell; Thomas Grey, seaman, head cut with a piece of shell; Robert Watson, seaman, leg cut with a piece of shell.

Very respectfully, etc.,

JOHN Y. TAYLOR,
Surgeon.

Commander S. PHILLIPS LEE, U. S. Navy,
Commanding U. S. S. Oneida.

[Endorsement.]

No casualties in the battle of New Orleans, April 25, 1862.

S. PHILLIPS LEE,
Commander.

Report of Captain Bailey, U. S. Navy, transmitting report of Commander Boggs, U. S. Navy, commanding U. S. S. *Varuna*.

U. S. STEAM GUNBOAT CAYUGA,
At Sea, May 8, 1862.

SIR: I have the honor to enclose herewith a duplicate of the report of Commander Boggs, late of the *Varuna*, and attached to my division of the attacking force. This gallant officer came up with his vessel to my support when I had more enemy's steamers attacking me than I could well attend to. I afterwards saw him in conflict with three of the enemy's steamers, and directed Commander Lee, of the *Oneida*, to go to his support, which he did in the most dashing manner.

Commander Boggs's description of the loss of his vessel I believe to be accurate. I saw him bravely fighting his guns level with the water as his vessel gradually sunk underneath, leaving her bow resting on the shore and above water.

I have the honor to be, your obedient servant,
T. BAILEY,
Captain.

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

Report of Commander Boggs, U. S. Navy, commanding U. S. S. *Varuna*.

U. S. S. BROOKLYN,
Off New Orleans, April 29, 1862.

SIR: I have the honor to report that after passing the batteries with the steamer *Varuna*, under my command, on the morning of the 24th, finding my vessel amid a nest of rebel steamers, I started ahead, delivering her fire both starboard and port at everyone that she passed. The first on her starboard beam that received her fire appeared to be crowded with troops. Her boiler was exploded and she drifted to the shore. In like manner three other vessels, one of them a gunboat, were driven on shore in flames, and afterwards blew up.

At 6 a. m. the *Varuna* was attacked by the *Morgan*, ironclad about the bow, commanded by Beverly Kennon, an ex-naval officer. This vessel raked us along the port gangway, killing 4 and wounding 9 of the crew, butting the *Varuna* on the quarter and again on the starboard side. I managed to get three VIII-inch shells into her abaft her armor, as also several shot from the after rifled gun, when she dropped out of action, partially disabled. While still engaged with her, another rebel steamer, ironclad, with a prow under water, struck us in the port gangway, doing considerable damage. Our shot glancing from her bow, she backed off for another blow and struck again in the same place, crushing in the side, but by going ahead fast the concussion drew her bow around, and I was able with the port guns to give her, while close alongside, five VIII-inch shells abaft her armor. This settled her and drove her ashore in flames. Finding the *Varuna* sinking, I ran her into the bank, let go the anchors, and tied up to the trees. During all this time the guns were actively at work crippling the *Morgan*, making feeble efforts to get upstream. This fire was kept up until the water was over the gun-trucks, when I turned my attention to getting the wounded and crew out of the vessel. The *Oneida*, Captain Lee, seeing the condition of the *Varuna*, had rushed to her assistance, but I waived her on, and the *Morgan* surrendered to

her, the vessel in flames. I have since learned that over 50 of his crew were killed and wounded, and she was set on fire by her commander, who burned his wounded with his vessel.

I can not award too much praise to the officers and crew of the *Varuna* for the noble manner in which they supported me and their coolness under such exciting circumstances, particularly when extinguishing fire, having been set on fire twice during the action by shells.

In fifteen minutes from the time the *Varuna* was struck she was on the bottom, with only her topgallant forecastle out of water. The officers and crew lost everything they possessed, no one thinking of leaving his station until driven thence by the water. I trust the attention of the Department will be called to this loss, and compensation made to those who have lost their all.

The crew were taken off by the different vessels of the fleet as fast as they arrived, and are now distributed through the squadron.

The wounded were sent to the *Pensacola*.

I would particularly commend to the notice of the Department Oscar Peck, second-class boy and powder boy of the after rifle, whose coolness and intrepidity attracted the attention of all hands. A fit reward for such services would be an appointment at the naval school.

The marines, although new recruits, more than maintained the reputation of that Corps. Their galling fire cleared the *Morgan's* rifled gun and prevented a repetition of her murderous fire. Four of the marines were wounded, one, I fear, mortally.

So soon as the crew were saved I reported to you in person, and within an hour left in the only remaining boat belonging to the *Varuna* with your dispatches for General Butler, returning with him yesterday afternoon.

Very respectfully,

CHAS. S. BOGGS,
Commander, U. S. Navy.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Commander Boggs, U. S. Navy, transmitting report of the executive officer of the U. S. S. *Varuna*.

PHILADELPHIA, June 6, 1862.

SIR: I have the honor to forward the report of Lieutenant C. H. Swasey, late executive officer of the U. S. S. *Varuna*.

His report was forwarded me by mail from New Orleans, and should properly have been forwarded to the Department through Flag-Officer Farragut, but the inexperience of Lieutenant Swasey will, I trust, be considered a sufficient apology for this. I would call the special attention of the Department to the names of the crew mentioned in his report, and would request that, in accordance with the spirit of the act for the better government of the Navy (section 3), approved April 23, 1800, that those of the crew rated as petty officers be by special order from the Department allowed to retain their pay and emoluments until discharged.

Very respectfully, your obedient servant,

CHAS. S. BOGGS,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Swasey, U. S. Navy, executive officer of the U. S. S. Varuna.

U. S. S. BROOKLYN,
Off New Orleans, April 29, 1862.

SIR: In accordance with your request, I beg leave to submit the following report:

On the night of the 24th, after all hands had been called to quarters, I visited the different divisions to see that all the men were at their stations and ready for action. From the time of lifting our anchor until we arrived at the forts the men were quiet and orderly at their stations. When abreast of the forts we fired the starboard battery in broadside, then loaded with 5-second shell. After the first discharge we loaded and fired with grape and canister as rapidly as possible, according to orders received from you.

On arriving above the forts, and clear of their fire, we found ourselves among a number of the enemy's gunboats that commenced at once to open fire upon us.

The order was then given "to work both sides" and to load with grape. Our guns were trained for extreme lateral train forward, and as we brought them to bear successively on the enemy's vessels, ranged in succession on either side of the river, we fired, the guns having been first pointed with the greatest care. As far as my own observation showed me, in no case did we miss the object aimed at, and the effect of our firing seemed to keep the enemy aloof.

During all this time the forward and after pivots were doing all in their power to injure the enemy.

Finding that we were getting too far from the enemy for the use of grape, we loaded with 5-second shell and fired. One of these shells struck a steamer and, bursting, carried away his port wheelhouse and exploded his boiler.

Three other steamers were set on fire and driven ashore by our shell.

We had passed nearly through the fleet of the enemy's gunboats when we discovered one of them, then engaging the *Oneida*, heading for us, apparently with the intention of running us down. Owing to the small amount of steam we then had, 17 pounds, he soon began to come up with us and finally struck us twice, once abreast the mainmast and again abreast the smokestack. He did not escape the second time without receiving the contents of the starboard broadside, which, as the captain afterwards told me, swept his decks of nearly every living object. Before striking us he fired his forward gun, a rifled 32-pounder, which raked our decks, killing 3 men and wounding several. Up to this time we had passed the forts and gunboats without having a single man injured, although the ship had been struck several times. The steamer that first struck us I have since learned was the *Governor Moore*, ironclad on the bow, and commanded by Beverly Kennon, formerly a lieutenant in the United States service.

Hardly had we recovered from the shock of these two blows before we were struck on the port quarter by a vessel, the *Stonewall Jackson*, constructed for this purpose. We received so much injury from this blow that we made such a quantity of water that it was impossible to keep her afloat, and she was run ashore and every effort made to save the wounded and crew, which I am happy to say was accomplished with the friendly aid of the boats of the vessels then up with us.

Here let me pause for a moment while we reflect upon the inadaptedness of a merchant-built vessel for war purposes, particularly such as the *Varuna* was called upon to take part in. Had we been built with that strength which all the other vessels possessed, and the need of which becomes more apparent to the mind of the naval officer each day, we would yet be afloat off the city of New Orleans. Such vessels may perhaps do for the ordinary duties of blockade duty, and I think it is yet a question whether they will or not, but certainly they are not fit to trust lives and property on to engage works of the strongest magnitude.

The *Governor Moore* was subsequently run ashore and burned by her commander, now a prisoner. There is no doubt that the effect of our shot and that of the *Oneida* forced him to this extremity. Nor did the other vessel get off without feeling the effect of our battery, as we fired into her twice. Of the extent of her injuries I have not been able to learn; at any rate she ran ashore and was burned.

Our ship kept up a continual fire on these two vessels until the water drove the men from their guns.

I desire to call your attention to a few of the officers and men whose conduct fell under my own personal observation. Acting Masters Childs and Leonard fought their guns with coolness and precision and were never absent when required. I recommend them to your consideration, as well as Master's Mates Bevins and Foster, who fought with great bravery, being an example of coolness and determination to the men. Messrs. Blauvelt and Fitch deserve the greatest praise for the handsome manner in which they served their division. Mr. Henry, and in fact the whole engineer department, should come also for a full share of praise, as there was no possible delay, but each vied with the other to do his best. I would particularly recommend that Mr. Thomas H. Fortune be appointed in the regular service for the prompt manner in which he delivered powder during the action. On the part of the men, I would call your attention to Bourne, McKnight, Martin, and Greene, captains of guns, who did their duty through the thickest of the fight with great coolness and danger to the enemy. Nor would I forget the two brave men, McGowan and Bradley, who stood at the wheel the whole of the time, although guns were raking the decks from behind them. Their position was one of the most responsible on the ship, and they did their duty to the uttermost. George Hollah and Oscar E. Peck I desire also to mention as deserving great praise. If any names have been omitted that should have been mentioned, it is not because they do not deserve such mention, but because their conduct did not fall under my immediate attention.

In conclusion, sir, permit me to congratulate you upon surviving this battle, of which, in my opinion, there is none more glorious in history, and on the handsome manner in which you handled your ship while passing the forts and while chased by the enemy.

Your example, too, did much to help and encourage the crew during the action. Although you have lost your ship by an unavoidable accident, you have the consciousness of having done your duty to your country as far as lay in your power, and I hope she will reward you for it.

Permit me to thank you for the many kindnesses received at your hands while under your command, and I desire to express the regrets

of the crew in losing a commander under whom they enjoyed many pleasant hours.

Very respectfully, your obedient servant,

C. H. SWASEY,

Lieutenant and Executive Officer.

Capt. CHAS. S. BOGGS,

Commanding U. S. S. Varuna.

Report of Acting Assistant Paymaster Fitch, U. S. Navy, of the U. S. S. Varuna.

ON BOARD U. S. S. HARTFORD, *May 6, 1862.*

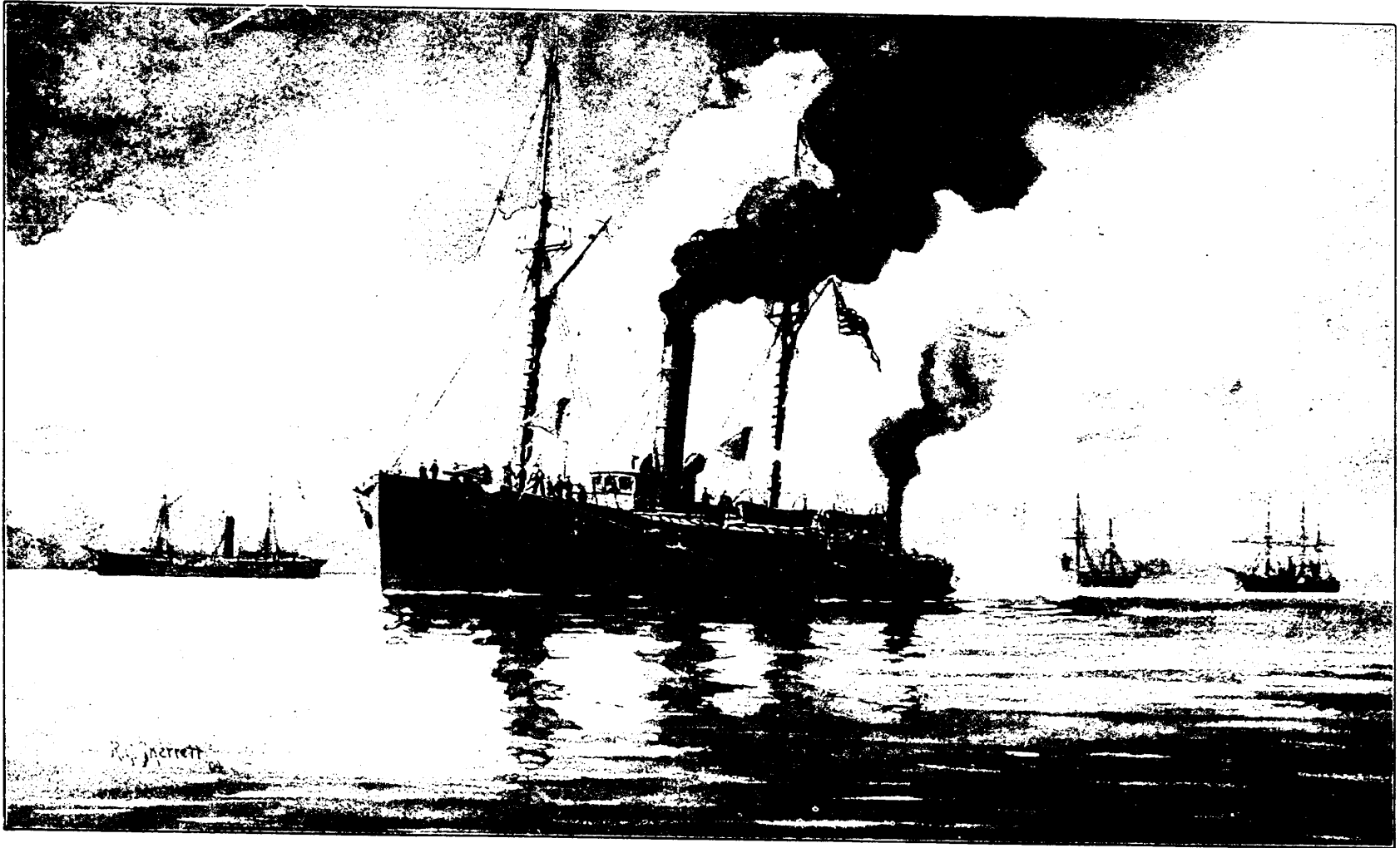
SIR: I respectfully submit to you the following statement of the whereabouts of officers and crew of the *Varuna*, the condition of their accounts, and my own operations.

We went into the action of the 24th ultimo with 157 officers and men. Three are known to have been killed, leaving 154 to be otherwise accounted for. I have returns of men taken on board ships *Hartford*, *Richmond*, *Pensacola*, *Oneida*, *Iroquois*, and *Kineo*, making a total of 119; add 2 (Captain Boggs and steward, who have gone home) and we have 121. This leaves 33 to be yet accounted for. These I suppose are on the different gunboats.

I have transferred, with your approval, the accounts of 10 marines and the master-at-arms of the *Varuna*. The name of the latter Paymaster Plunkett objects to receiving on his books until he receives a written order from you, as he is transferred as a petty officer. The paymaster of the *Iroquois* objects also to receiving the accounts of persons transferred as petty officers. In this connection I desire to ask whether you will not give an order, in case any more petty officers are transferred to vessels whose complement of such officers is already full, stating in what capacity they shall be received on board?

There is another difficulty attending the transfer of the majority of our crew which can not be obviated until I am ordered to Washington to settle my accounts, or hear from there. I have lost my "register of allotments" by the sinking of the *Varuna*. Payment on most of the allotments did not commence until after the end of [the] first quarter; therefore there is no mention of the allotments in quarterly pay roll, which is the only basis of settlement I have here with me. Payment on some of them commences in April, some in May, and some in June. Paymasters will not dare to let these men have much money or clothing until they know whether they have an allotment and how much it is per month. The allotments, however, are registered in Washington, and when I can have access to the Fourth Auditor's Office I can speedily complete their transfer accounts. I can then prepare their accounts and send them to you to be approved and forwarded to the respective ships to which the men may be transferred.

It is proper to state here that I have no blank books or books of any kind wherewith to keep the accounts of the persons who may depend on me for pay and rations in case I should be transferred to any of the vessels with prize crews on board. If I should be only assigned to them for a few days, and only had to deal out provisions, it would be easy enough; but when I come to issuing small stores and



UNITED STATES STEAMER VARUNA.

paying out cash, the affair becomes quite different and much more complicated.

In making this communication my only object is to put the accounts of the officers and crew of the late steamer *Varuna* in train for a speedy adjustment.

I am, very respectfully, your obedient servant,

CHARLES T. FITCH,
Acting Assistant Paymaster, U. S. S. Varuna.

Flag-Officer D. G. FARRAGUT,
*Commanding Western Division Gulf Blockading
Squadron, off New Orleans, La.*

Report of Lieutenant Preble, U. S. Navy, commanding U. S. S. *Katahdin*.

U. S. GUNBOAT KATAHDIN,
At anchor off New Orleans, April 30, 1862.

SIR: It gives me pleasure to report that in the passage of the forts on the morning of the 24th and the engagement with the defenses of New Orleans on the 25th, as well as on previous occasions when on advanced guard duty, exposed to the deliberate fire of the rifled cannon of the enemy, the officers and crew of this vessel have shown a bravery and cool determination worthy of all praise. While exposed to the iron hail rained over us from both forts, and the simultaneous fire of the enemy's gunboats on the 24th, not a man flinched from his gun or hesitated in the cool performance of his duty.

Where all performed so well, it is perhaps invidious to particularize. I may mention, however, as coming under my immediate notice, the deliberate way with which the first lieutenant, Mr. Green, gave his general superintendence to the serving and supplying the guns, and the other duties assigned him; and the cool, collected manner with which Acting Master W. H. Polleys coned the ship between the forts, and throughout giving his orders to the helm as promptly, decidedly, and coolly as when piloting the vessel to a usual anchorage. Acting Master George Harris, in charge of the pivot gun, and Acting Master's Mate J. H. Hartshorn, in charge of the Parrott rifle gun, did their best to annoy the enemy.

At the most critical moment of the passage, and when exposed to the fire of both forts, the fire of our pivot gun was embarrassed and delayed by the shells jamming in the gun, their sabots being too large to fit the bore. As many as five shells were passed up before one could be found to fit the gun. Two became so jammed that the shells were torn from the sabots before they could be extracted, and the sabot of one had to be blown out and the gun reloaded.

Mr. Harris, the master in charge of the pivot gun, attributes this serious fault, first, to the swelling of the light wood of the too nicely fitted sabot in the damp climate of this Gulf; and, second, to the shells being packed in bags instead of boxes, which allows of the sabots getting bruised, even with the most careful handling.

The station assigned this vessel close under the stern of the *Varuna*, I maintained until the dense canopy of smoke from the cannonade, aided by the night, hid everything from our view. I ordered, however, full speed to maintain my station, and seeing by the flash from her broadside that we were passing the *Mississippi*, I gave orders to cease firing

for a time until we had passed her, when I became engaged with the enemy's gunboats.

Above the forts, at anchor, we passed along the broadside and within 50 yards of the iron-plated battery *Louisiana*. To our surprise she did not fire at us, though she could have blown us out of water. After passing her I directed to keep the vessel off and give her a shot from the XI-inch pivot and Parrott, which was done, and I have since learned from one on board of her, with good effect, tearing a hole the size of the shell through and through the iron plating of her bow.

Until beyond the fire of the forts, Acting Assistant Paymaster Ladd attended in the wardroom to give his assistance to the surgeon, but later volunteered his services in boats and brought off to the ships refugees from the burning gunboats and shore, and assisted in disarming that portion of the Chalmette Regiment which surrendered and was encamped opposite the Quarantine.

I am happy to have no casualties to report, and that the surgeon, though ready, had no opportunity to testify his skill on board. Several of the men had their clothing torn by shot or fragments of shell, but not a man was even scratched. At the request of Captain Bailey, Doctor Robinson went on board the *Cayuga* after the action, where he rendered efficient service to her wounded. The vessel also escaped without serious injury. One shell passed through the smokestack and steam-escape pipe and burst, making a dozen small holes from inside outward, and another has cut about 4 to 6 inches into the foremast, and the same or another cut the foresail and some of the running rigging about the foremast, which is all the damage sustained. I attribute our escaping with so little injury to our being near the head of the line, to the rapid manner in which we passed the forts, and to our passing so close under the forts that all their shot went over our heads. I believe also, for a time, the fire of Fort St. Philip was silenced. The two shot we received were, however, from that fort.

On the arrival of the fleet at New Orleans, seeing the schooner *John Gilpin*, of New Orleans, lying at the levee on the Algiers side, loaded with cotton and surrounded by burning vessels and sunken docks, and fearing she might be fired, I boarded her and hoisted the American flag at her masthead and brought her captain, Archibald Forsaith, on board (and whom you afterwards released on parole) as a hostage for her safety and future delivery, not deeming it prudent or safe to put a small prize crew in possession. Captain Forsaith claimed that his vessel was British property, and that his papers were in the English consulate, but acknowledged she was intended to run the blockade. In passing down the river since I have noticed that a portion, if not all, of her deck load of cotton, and perhaps her remaining cargo, has been removed. Captain F. stated to me she had 265 bales of cotton on board.

In conclusion, flag-officer, allow me to congratulate you upon the success attendant upon this running of the forts, beyond a doubt the most brilliant and daring naval achievement of the war.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant Green, U. S. Navy, executive officer of the U. S. S. *Katahdin*.

U. S. GUNBOAT KATAHDIN,
Mississippi River, June 24, 1862.

SIR: In obedience to your order in regard to the expenditure of ammunition in engaging and passing Forts St. Philip and Jackson and defenses of New Orleans, I report expended by this ship:

XI-inch shells.....	11
XI-inch grape.....	4
20-pounder rifle percussion shells.....	13
24-pounder howitzer shells.....	13
24-pounder howitzer shrapnel.....	3
24-pounder howitzer canister.....	5
XI-inch 15-pound cartridges.....	14
20-pounder 2-pound cartridges.....	13

Very respectfully,

NATHANIEL GREEN,
Lieutenant and Executive Officer.

Lieutenant Commanding GEORGE H. PREBLE.

Report of Carpenter Green, U. S. Navy, of injuries sustained by the U. S. S. *Katahdin*.

U. S. S. MISSISSIPPI,
New Orleans, La., May 12, 1862.

Injuries received to U. S. gunboat *Katahdin* by collision and in the engagement of the 24th ultimo, together with the number of days required to repair the same.

Main stem started and shaken some distance under water; cutwater stove and requires to be rebuilt; hawse pipe on starboard side started and requires to be taken out and refitted; compressor started from deck, some of the cogs broken, and deck bolts drawn; covering board split 10 feet; two stanchions broken; butts started in spirking; three strakes of wales outboard broken in; top rail broken for 12 feet abreast of pivot gun amidships; broken in on starboard quarter, three strakes of outboard plank under port sill; main rail and chock stove on port quarter; foremast injured by a shot half the distance up from the deck, 6 inches deep.

To repair the ship she will require to go into dock for twenty days.

Very respectfully,

JOHN GREEN,
Carpenter.

MELANCTON SMITH, Esq.,
Commanding U. S. S. Mississippi.

Report of Lieutenant Ransom, U. S. Navy, commanding U. S. S. *Kineo*.

U. S. GUNBOAT KINEO,
Mississippi River, above the Forts, April 25, 1862.

SIR: I have the honor to report that on arriving close under the guns of Fort St. Philip, on the morning of the 24th instant, the firing was commenced from this vessel and kept up briskly and effectively

until we had passed entirely beyond the range of the enemy's guns from either forts or gunboats.

Soon after the signal by the flagship to discontinue action, I was hailed by Commander Smith of the *Mississippi*, inviting me to accompany him in pursuit of the ram.

It turned immediately upon the shore and was abandoned, its people escaping under a brisk fire of musketry from both vessels.

I made preparations for taking it in tow by a hawser, when the *Mississippi*, coming between the *Kineo* and ram, Commander Smith hailed, informing me that two vessels, under a point below, had struck, requesting me to take possession of them. I was met there by the rebel gunboat *McRae*, which opened a sharp fire, backed by two other gunboats, all within range of the guns of either fort. The *Kineo* returned the fire of the *McRae*, but was obliged to put her head upstream. Having had the slide of the pivot gun carriage shattered by a shot from Fort St. Philip, the gun was temporarily disabled, and not being able, with head upstream, to bring anything to bear effectually, I was obliged, very reluctantly, to withdraw.

I have the pleasure to state, sir, that the conduct of officers and men of this vessel throughout the action was specially admirable for its steadiness, without an exception.

I enclose herewith a report of Assistant Surgeon A. S. Oberly of killed and wounded.

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

GEO. M. RANSOM,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant Ransom, U. S. Navy, commanding U. S. S. *Kineo*, regarding injuries sustained by that vessel from collision and shot.

U. S. GUNBOAT KINEO,
Mississippi River, above the Forts, April 28, 1862.

SIR: In obedience to an order of the honorable Secretary of the Navy, dated August 16, 1852, I have to report that, on the 21st instant, in getting underway to render assistance to the U. S. S. *Richmond* (then supposed to be imminently in danger by the approach of a fire raft), this vessel having a boat swamped and towing astern in a strong current, dropped afoul of the *Pensacola's* chain, causing her to swing around suddenly upon U. S. gunboat *Sciota*, by which unavoidable accident the spirking on the starboard side, just forward of the pivot gun port, was cut through, four knees were broken, the rail with stanchions carried away, and the starboard waist boat badly stove.

And I have to report further, sir, that on the morning of the 24th instant, when standing in column up the river, and just when nearly abreast of one of several hulks forming a barrier below the forts, the U. S. S. *Brooklyn*, sheering suddenly to deliver her broadside at Fort Jackson, was thrown in collision with this vessel, striking us with great force upon the port bow, starting her deck beams, carrying away the bowsprit and head, giving the topgallant forecastle a slant to starboard, destroying the port waist boat and wrenching the frame of the vessel generally, apparently much out of line.

And, further, the damages sustained from the enemy's shots are as follows, viz: One through the forward coal bunker, entering the starboard side, and out, tearing away the planks considerably on the port side; one through the after coal bunker, cutting steam and exhaust pipe in the engine room; one heavy shot into the pivot gun port, shattering the slide and partially disabling the gun; one into the starboard quarter; one just above starboard fore channel, cutting the spirketing and stanchions; two through the port bulwarks; one on deck, smashing a division tube, tearing away eyebolts, and bounding out through the galley funnel; one struck the remains of the billet-head, and a hot shot was received in the port bow, which was not discovered till at anchor, but was extinguished ere it had done much injury.

I have the honor to be, sir, very respectfully, your obedient servant,
 GEO. M. RANSOM,
Lieutenant, Commanding.

Mr. JOHN LENTHALL,
*Chief of Bureau of Construction,
 Equipment, and Repairs, Washington, D. C.*

Report of Assistant Surgeon Oberly, U. S. Navy, of the U. S. S. Kineo.

U. S. GUNBOAT KINEO,
Mississippi River, April 24, 1862.

SIR: The following is a list of killed and wounded while passing Forts Jackson and [St.] Philip this morning, viz:

Killed.—Charles H. Kelley, captain afterguard.

Wounded.—S. Wilkins Cragg, second assistant or senior engineer; John Lewis, coxswain; Samuel Walker, Henry H. Chase, Albert F. Smith, seamen; Zelotes Eldridge, ordinary seaman; John P. Tibbette; John Quinn, landsmen.

Total killed, 1; wounded, 8.

Respectfully, etc.,

A. S. OBERLY,
Assistant Surgeon, U. S. Navy.

Lieutenant Commanding GEORGE M. RANSOM,
Commanding U. S. Gunboat Kineo.

Report of Lieutenant Mackenzie, U. S. Navy, executive officer of the U. S. S. Kineo, regarding expenditure of ammunition and projectiles.

U. S. GUNBOAT KINEO,
Off Baton Rouge, La., June 21, 1862.

Report of ammunition and projectiles expended during the attack on Forts Jackson and St. Philip, and the passage of them, ending April 24, 1862.

At three rebel steamers which passed the barrier.

April 17.—XI-inch gun: 12 shell, 12 cartridges (180 pounds powder).
 20-pounder Parrott gun: 18 time-fuze shell, 5 percussion shell, 23 cartridges (46 pounds powder).

At Fort Jackson.

April 19.—XI-inch gun: 42 shell, 42 cartridges (630 pounds powder).
20-pounder Parrott gun: 19 time-fuze shell, 19 cartridges (38 pounds powder).

At Fort St. Philip and rebel gunboats.

April 24.—XI-inch gun: 9 shell, 2 grape, 1 canister, 12 cartridges (180 pounds powder).

20-pounder Parrott gun: 1 time-fuze shell, 20 percussion shell, 21 cartridges (42 pounds powder).

24-pounder howitzers: 23 shell, 23 cartridges (46 pounds powder).

Very respectfully, your obedient servant,

A. S. MACKENZIE,
Lieutenant and Executive Officer.

Approved:

GEO. M. RANSOM,
Lieutenant, Commanding.

Report of Lieutenant Smith, U. S. Navy, commanding U. S. S. *Wissahickon*.

U. S. GUNBOAT WISSAHICKON,
Off Quarantine Station, Mississippi River, April 26, 1862.

SIR: I have to report that at 2 a. m., on the 24th instant, in obedience to general signal, got underway and proceeded up the river, keeping our position in the prescribed order of sailing till a detention by running on shore and the dense smoke of the battle, already some time commenced, rendered it impossible to keep it longer. Using our battery vigorously, and to the best advantage possible, we succeeded in passing the forts and water batteries under a storm of shot and shell and volleys of musketry without loss of life or serious damage to the gunboat, which can only be attributed to the lowness of the vessel on the water.

At daylight, above the forts, we were unavoidably crowded on the west bank of the river, the ram *Manassas* being a short distance astern and heading for us, but unable to make much progress against the current. Before it reached us we had fortunately gotten off, and witnessed, with great satisfaction, shortly after, its destruction by the U. S. S. *Mississippi*.

I have to report but 2 of the crew slightly wounded; four round shot through the hull of the vessel, and one through the mainmast. Officers and men performed their duty nobly and with admirable coolness. In this feeble tribute to their worth and services I desire to include Third Assistant Engineer G. H. White, a volunteer from the U. S. S. *Colorado*.

Very respectfully, your obedient servant,

A. N. SMITH,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Additional report of Lieutenant Smith, U. S. Navy, commanding U. S. S. *Wissahickon*.

U. S. S. WISSAHICKON,
Off New Orleans, May 2, 1862.

SIR: In the passage by the forts on the morning of the 24th ultimo I have to report that Samuel Welch, landsman, and Michael Corcoran, fireman, were slightly wounded. This vessel received four shot in the hull and one in the mainmast.

Very respectfully, your obedient servant.

A. N. SMITH,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Commander De Camp, U. S. Navy, commanding U. S. S. *Iroquois*.

U. S. S. IROQUOIS,
Off New Orleans, May 3, 1862.

SIR: I beg to submit the following report respecting our engagement with Forts Jackson and St. Philip and a fleet of rebel steamers and rams in this river, April 24 and 25:

The *Iroquois* being on picket duty during the night of the 24th and being about one mile in advance of the squadron, we observed the signal for action made on board the flagship at about 3 a. m. Soon after, the ships of the first division having passed ahead, we fell into our place astern of the *Sciota*, and stood toward the forts. At 4 a. m. we were hotly engaged with the forts, and shortly after a ram and the rebel gunboat *McRae* came upon our quarter and astern of us and poured into the *Iroquois* a most destructive fire of grapeshot and langrage, part of which was copper slugs; a great many of them were found on our decks after the action. We succeeded in getting one XI-inch shell into the *McRae*, and one stand of canister, which drove her from us. We suffered severely from the raking cross fire of Fort St. Philip, but Fort Jackson inflicted no injury, although we passed within 50 yards of its guns.

Passing the forts we were beset by five or six rebel steamers. We gave each a broadside of shell as we passed, and the most of them were entirely destroyed. Four miles above the forts we captured the enemy's gunboat No. 3, armed with one 24-pounder brass howitzer and well supplied with small arms, fixed ammunition, sails, etc. At this point we also captured about forty soldiers, including Lieutenant Henderson, of the rebel Army. These men were paroled and landed at New Orleans. Some of them were so badly wounded that I sent them to the hospital without parole. They will not trouble us again very soon, I think. Anchoring by order at 9 p. m., we were again underway at daylight on the 25th, and in company with the squadron stood up the river. At Chalmette we encountered two rebel batteries, but their attempt to annoy us scarcely deserves the name of a battle. Some people on shore fired a few musket shots at us, but our marines soon dispersed them and thus ended the battle of New Orleans.

The greatest praise I can bestow upon the officers of the *Iroquois* is to say that they all did their duty, and each one of them always

expressed his determination to conquer. The crew and marines behaved with spirit and gallantry, which we may always expect in well-drilled Americans.

Our loss in killed and wounded, I am sorry to say, is large. One master's mate, 5 seamen, and 2 marines are killed, and 24 wounded. Mr. George W. Cole, master's mate, was killed by a cannon shot, and he died bravely, shouting to the men not to mind him but to go on with their guns.

The *Iroquois* is badly injured in her hull, but her masts and spars are sound except the bowsprit and jib boom; these are hit with large shot. All our boats are smashed, and most of them are not worth repairs.

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

JOHN DE CAMP,
Commander, U. S. Navy.

Flag-Officer D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Report of Lieutenant Crosby, U. S. Navy, commanding U. S. S. Pinola.

U. S. STEAM GUNBOAT PINOLA,
Off New Orleans, April 26, 1862.

SIR: I have the honor to report that in obedience to your signal on the morning of the 24th instant, after having passed your orders to the *Pensacola* and other vessels of the squadron, I took my position at 3:30 a. m. in line of battle next after the *Iroquois*, thinking the vessel which was to have preceded me had taken hers in advance, which I could not ascertain at that time, and followed on in line, passing so close to one of the enemy's hulks which had been used to hold the chain rafts that one starboard quarter boat was crushed against her side. Continued on our course, and as soon as Fort Jackson bore abeam of us, about 400 yards distant, commenced firing with the XI-inch Dahlgren pivot and Parrott rifles at the flashes of the enemy's guns, that being the only guide by which to distinguish their position, which the fort answered promptly and rapidly, but, owing to our proximity, their shot passed over, with the exception of two, one of which killed Thomas Kelly, captain of the fore-castle, slightly wounding Acting Master J. G. Lloyd; the other cutting away the launch's after davit. I then ran over within 150 yards of Fort St. Philip, from which we received a terrific volley of shot, canister, grape, and musketry, nearly all of which passed over us. The fire rafts, which were burning very brightly, exposed us to the full view of the enemy and enabled them to fire at us with great precision, while we were only able to answer their forty guns with the 20-pounder rifles, the XI-inch pivot being engaged with Fort Jackson. Of those shot that struck us from Fort St. Philip one entered our starboard quarter, cut away part of the wheel, and severely wounded William Ackworth, quartermaster, who returned to his station as soon as his wounds were dressed. Acting Master's Mate William H. Thompson promptly took the wheel at the time of the disaster. The second entered the hull at the water line on the starboard side, 8 inches forward of the boilers, passed through the coal bunker, and lodged in the pump well, and cut the

sounding well in two. The third cut away the top of the steam escape pipe. The fourth cut away the starboard chain cable from the anchor, passed through the bow and yeoman's storeroom, and lodged in the port side, starting off the outside planking. The fifth struck the top-gallant forecastle and carried away part of the rail. The sixth passed through the plank-sheer, abreast of the XI-inch pivot gun. The seventh struck a barricade of hammocks forward of the forehatch. The eighth cut away one of the dead-eyes of the starboard fore-rigging. The ninth cut a bucket from the hands of Acting Master William P. Gibbs, in charge of the pivot gun. The tenth knocked the rammer from the hands of Henry Harrington, loader, who soon, with the assistance of the gun's crew, made a temporary one, the spare rammer having been lost overboard at the commencement of the action. The eleventh passed entirely through the hull, immediately over the magazine, demolishing completely in its course the dispensary and its contents. The twelfth passed through the starboard and lodged in the port side of the berth deck. These two last-mentioned shots killed John Nolta and Robert H. Johnson, landsmen, and dangerously wounded Thomas Jones, wardroom steward; Thomas Ford, landsman, Henry Stokely, wardroom cook, and Thomas L. Smith, coal heaver, slightly; also Thomas Foster, captain of the hold, who received dangerous and painful wounds from splinters while zealously performing his duty, completely disabling the powder division, there being but one man left to pass ammunition, with the exception of Acting Master's Mate C. V. Rummell, in charge of his division, who immediately gave his personal assistance, although he had been knocked down a few moments previous by splinters, and James A. Bashford was slightly wounded by splinters. - A number of other missiles grazed our sides, doing, however, but slight damage. Immediately following the disaster on the berth deck, it was reported to be on fire, whereupon the gunner's mate, J. B. Frisbee, instantly closed the magazine, he remaining inside. All traces of fire having been quickly extinguished by the firemen, reinforcements to the powder division were quickly supplied, and the guns continued their fire.

After passing the forts and out of range of their heavy cross fire we came suddenly in view of our squadron, which had been hidden from us by the dense smoke, and noticed at the same time a steamer on the starboard hand, which at first sight I supposed to be the *Iroquois*, but as day dawned and we approached nearer, I soon discovered my mistake and gave her a shot from the XI-inch and Parrott rifle, both of which took effect in her hull near the water line. At this moment the iron ram *Manassas* was seen following close astern of us, and being in range of our howitzers we opened fire on her with them, aiming at her smokestack. The *Mississippi* being near, we turned upon her and soon succeeded in driving her ashore and destroying her. In obedience to signal, I then ran up and anchored with the squadron off Quarantine Landing, and sent ashore to destroy the telegraph wire, which I afterwards learned was on the opposite bank. At 9 a. m. got underway and steamed up the river, in obedience to order, in company with the *Sciota*. At 3 p. m. sent the dead on shore and buried them; then continued on our course in company with the squadron and anchored at ——. At 3:30 we got underway and steamed up the river in company with the squadron. At 3 p. m. we opened fire with the squadron on the batteries below New Orleans, and as

soon as the batteries were silenced we proceeded with the squadron up to the city, and in obedience to orders ran up the river to look after the iron floating battery, which I discovered off the upper part of the city in flames, floating down with the current. Returned to the flagship and received orders to destroy the batteries below the city; ran down in company with the *Oneida*, Captain S. P. Lee commanding, and by his directions I destroyed the battery on the port hand while he took charge of that on the opposite side. Found a large supply of ammunition, together with twelve 32 and 24-pound guns, also a X-inch mortar, all of which we spiked, burned the carriages, threw the shot into the river, and destroyed everything belonging to the fort. After accomplishing this work set fire to and burned a schooner loaded with combustible material lying alongside the battery, and then returned to the anchorage off New Orleans at 9:30, thus ending our operations of the 24th and 25th of April.

Our total loss was 3 killed and 8 wounded. It gives me great pleasure and gratification to be able to bear testimony to the zeal and intrepid conduct of the officers and crew of this vessel during the desperate conflict and terrific fire through which they passed on the morning of the 24th instant. Amid that storm of iron hail perfect order reigned; officers and men did their duty faithfully and nobly sustained the well-earned reputation of the Navy and our glorious old flag, for which they fought so manfully.

The conduct of Thomas Gehegan, boatswain's mate and captain of the XI-inch gun, is worthy of mention, as well for the brave example he set his crew and by the faithful manner with which he served his gun, bringing up his own ammunition as soon as the men composing the powder division had been nearly all killed or wounded.

Acting Paymaster C. Stewart Warren acted as signal officer. William H. Byrn, captain's clerk, attended to passing my orders.

Dr. L. M. Lyon, assistant surgeon, displayed great zeal and promptness in his attentions to the wounded during the heat of the battle.

Senior Assistant Engineer John Johnson, with his junior assistants, managed their department with skill and ability.

To A. P. Cooke, first lieutenant and executive officer, I was greatly indebted for his able assistance. Throughout the entire action he was ready and prompt in the performance of his duties, displaying a coolness and gallantry which won the admiration of all.

With my earnest congratulations upon the brilliant success which has crowned your efforts and attended the forces under your command, I remain, very respectfully, your obedient servant,

PEIRCE CROSBY,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT, U. S. Navy,
Commanding U. S. Western Gulf Squadron, Gulf of Mexico.

Report of Lieutenant Russell, U. S. Navy, commanding U. S. S. Kennebec.

U. S. GUNBOAT KENNEBEC,
Mississippi River, April 29, 1862.

SIR: On the morning of the 24th instant, during the engagement, this vessel became entangled with the rafts and struck one of the schooners,

which afterwards sunk, at the same time parting the chain. I then made several attempts in the midst of a heavy fire to pass the batteries, but it being daylight and the squadron having passed above the forts, I deemed it prudent to withdraw and reported to the senior officer, Commander Porter, who attached me temporarily to his fleet and placed me on picket duty.

Yesterday morning, by order of Commander Porter, I proceeded up the river in company with the U. S. steamers *Harriet Lane*, *Westfield*, and gunboat *Winona* to witness the surrender of the forts, after which, by order of Commander Porter, I received on board this vessel the prisoners from Fort Jackson, 29 officers and 90 men.

Very respectfully, your obedient servant,

JNO. H. RUSSELL,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
U. S. S. Hartford, Western Gulf Blockading Squadron.

Report of Lieutenant Caldwell, U. S. Navy, commanding U. S. S. *Itasca*.

U. S. STEAM GUNBOAT *ITASCA*,
Pilot Town, Mississippi River, April 24, 1862.

SIR: Agreeably to your instructions, I proceeded up the river in the boat furnished from the *Hartford* to make a final reconnoissance of the schooners on the west bank of the river and a careful examination as to the chains that were originally stretched from them to the schooners on the starboard side; one of which we ran on shore on the night of the 20th. I succeeded in reaching them after a long, fatiguing pull against the current, without opposition or discovery, although we were directly in range between the forts and a fire lighted on the opposite shore to illuminate the reach across the river, and I could distinctly hear the voices of the rebels at Fort Jackson, as they were busily engaged in some outside work. I found two of the three schooners on shore, and the outside one riding head to the current with a number of chains hanging from her bow. I passed ahead, leaving her 50 yards on the port hand and dropped over a deep-sea lead, veering to 12 fathoms of line. We then laid on our oars and drifted down the stream without feeling any obstructions. We found all the booms attached to the inshore schooners, and a number of rafts inshore of them aground. The outside schooner was entirely clear. Returning, I stopped alongside of the outside schooner on the east bank and dropped the lead over with 15 fathoms of line, floating by within 20 yards of her. Having satisfied myself fully by these and other observations that no obstructions whatever existed, and that the chains we slipped on the night of the 20th had disarranged and almost destroyed the whole apparatus for preventing our passage up the river, and that the condition of things was precisely as I had previously reported, and that the whole fleet could safely pass, I made with confidence and inexpressible satisfaction on my return our preconcerted signal that the channel was clear and everything propitious for the advancement of the fleet. I regret to be obliged to state that my progress afterward with the fleet was attended with serious misfortune and disappointment. On arriving abreast of Fort Jackson, a storm

of iron hail fell over and around us from both forts, which was continued without intermission while we were under their guns. A number of shot took effect, several passing through us; one, a 42-pound shot, passed through the port side coal bunker full of coal, iron plate bulkhead, and entered the boiler, making a large hole, and breaking the dry pipe therein. From this hole steam rushed in a dense cloud, filling the fire and engine room, and driving every one up from below, and almost suffocating those on the quarter-deck. The loss of our motive power having destroyed our efficiency and left us almost helpless, I ordered every man to throw himself flat upon the deck, the helm put hard astarboard, and, turning, floated down the river. When out of range of the forts, I ordered the pumps manned fore and aft, and our deck was soon several inches deep with water and pouring out of every scupper. Supposing the ship to be in a sinking condition, I run her on shore below the mortar fleet, where I remained until I satisfied myself that the leak was not as bad as I had at first supposed, and I then hauled off and anchored.

I am happy to state that but three men were injured during the engagement: Two firemen scalded by the steam, and the captain of the hold wounded in the head by a splinter.

I have received fourteen hits, as follows: Three shot holes through the vessel below the deck, the plank-sheer badly shattered, and four slight hits on the port side; one through the vessel below decks, and one through the bulwarks on the starboard side; one through the cut-water, grazing the bowsprit; one cutting away a davy span and shivering the jury mainmast (the main gaff); and one 8-inch shell exploded over the quarter-deck driving a large piece through the port signal locker and bulwarks. One shot took out of the port side a piece of plank 3 feet long, shivered 5 feet of the next plank, crushed all of the timbers in its passage, and split one knee. Another shot hole in the starboard side is nearly as bad.

Allow me, flag-officer, respectfully and sincerely to congratulate you upon the glorious passage of the fleet and to express to you the heartfelt sorrow and disappointment I felt that my disabled condition prevented my being a participator in its complete success, and assure you it was caused by circumstances that none but Providence could control.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commander in Chief of Western Gulf Blockading Squadron.

Report of Lieutenant Nichols, U. S. Navy, commanding U. S. S. Winona.

U. S. GUNBOAT WINONA,
New Orleans, April 30, 1862.

SIR: I beg leave, respectfully, to present the following report of the operations of this vessel in the engagement with Forts Jackson and St. Philip on the morning of the 24th instant:

After getting underway, I took my station as soon as possible in the line, astern of the *Itasca*, and followed her red light, but suddenly found myself involved in a mass of logs and drift stuff held by the chain

and moorings of the hulks. While trying to back clear, the *Itasca* backed and fouled me on the starboard bow. After a delay of from twenty minutes to half an hour, I proceeded on my way, though I felt pretty sure that the bulk of the fleet had passed. Day was breaking fast, and my vessel was brought out in bold relief against the bright sky, presenting a fair mark for the gunners of the fort. Fort Jackson fired at me as I approached, and the first gun killed one man and wounded another. The third or fourth gun killed and wounded every man at the rifle gun except one. Judging that the burning raft was on the Fort Jackson side, I steered to pass it on the port hand, and did not discover my error until the whole lower battery of Fort St. Philip opened on me at less than point-blank range. Sheering off with starboard helm, I shot across to the Fort Jackson side, but owing to the obscurity caused by the smoke, got so close to the shore that I had no room to turn head upstream, and was forced to head down. At this time both forts were firing nearly their entire batteries at me. It would have been madness to attempt turning again in such a fire. Three of my men were killed, four severely and one slightly wounded, the vessel hulled several times, the decks wet fore and aft from the spray of falling shot.

It was with reluctance I gave the order to head downstream and run out of the fire, first ordering the officers and crew to lay down on deck. I can not, sir, speak too highly of the conduct of all on board. My orders were obeyed with alacrity, and (considering the suddenness of the fire opened on us from Fort St. Philip, and the naturally depressing effect produced by the fatality of the first few shots) with but little confusion. Mr. Walker, the first lieutenant, was very active and vigilant, and gave his personal attention in every part of the vessel. He was slightly wounded in the ear. Permit me, sir, to call your attention to the conduct of Acting Master's Mate William F. Hunt, in charge of rifle gun. It was admirable; he assisted in working his gun as his crew was weakened, and remained at it after none were left, and did not leave it until ordered from the fore-castle by me.

Four of my wounded men are in the hospital at Pilot Town. The dead I buried on the left bank of the river, a short distance below our late anchorage.

Since the 24th I have been acting under the orders of Commander Porter, and on the 28th instant I had the satisfaction of receiving the surrender of Fort St. Philip, and hoisting in its proper place once more the flag of our country. I was unfortunate, sir, in not passing the forts, but, I trust, not censurable.

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

ED. T. NICHOLS,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Report of Commander Swartwout, U. S. Navy, commanding U. S. ship *Portsmouth*.

U. S. SLOOP OF WAR PORTSMOUTH,
Off Pilot Town, Mississippi River, April 28, 1862.

SIR: In compliance with your orders, I got underway at 3:30 a. m. on the 24th instant and proceeded toward Fort Jackson, in tow of the

steamer *Jackson*, for the purpose of enfilading that fort, to draw their fire from your squadron whilst passing by. Upon arriving at the position designated by you in your directions to Lieutenant [P. C.] Johnson, I ordered this ship to be anchored and had a spring run out to breast her broadside to. I had scarcely accomplished this when a very brisk and galling fire, with shell and solid shot, was opened upon this ship from a masked water battery, only a few hundred yards distant, and so completely concealed from our view that we could only judge of its location by the flashes from the rebel guns. We returned their fire with as much precision as we could under the circumstances, but with what effect I have been unable to ascertain. After firing one round from my port battery and four rounds from the Parrott gun, the spring was shot away and the ship swung around, so that I was unable to bring any of my guns to bear upon Fort Jackson or the water battery. By this time the rebels had got their range and were dropping their shell and shot with great rapidity all around and close to the ship, many of them cutting away the rigging just above our heads. A 68-pounder solid shot was thrown on board, falling upon the spar deck just under the topgallant-forecastle, tearing away the plank about 10 feet, splitting one of the beams, and in its passage striking John Hancock, seaman, in the left leg, shattering it so much as to render amputation necessary. He has since died of his wound. Finding that this ship was a target for the enemy's batteries, without being able to bring my guns to bear, and as the squadron having passed the forts, the object of my visit was accomplished, I reluctantly gave the order to slip the cable, and was soon drifted out of range of the rebel guns by the wind and tide. I can not speak in too high praise of the bravery, coolness, and subordination of the officers and crew upon this trying occasion. Commander Porter called to see me on the afternoon of the 24th instant, and upon consultation we decided that the most judicious course would be for all the vessels, with the exception of a few of his most powerful steamers, to drop down to this anchorage under my protection, so that in case any of the rams and fire rafts should escape his steamers this ship could arrest their progress here. Having received the glorious tidings to-day that Forts Jackson and [St.] Philip had surrendered to Commander Porter, I have concluded to proceed up the river again, in order to recover, if possible, the cable and anchor which I slipped on the 24th instant and also to render all the assistance in my power.

I have just received intelligence from Ship Island that Lieutenant Commanding Abner Read, of the steamer *New London*, is in a critical situation, as there are five rebel steamers preparing to attack him. I will therefore order one of our gunboats to proceed with all dispatch to his assistance.

Very respectfully, your obedient servant,

S. SWARTWOUT,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding U. S. Naval Forces, Western Gulf of Mexico.

Letter from the mayor of New Orleans to the common council of that city advising nonresistance.

CITY HALL, *April 25, 1862.*

GENTLEMEN: At half-past 1 o'clock p. m. to-day I was waited on by Captain Bailey, second in command of the Federal fleet now lying in front of the city, bearing a demand from Flag-Officer Farragut for the unconditional surrender of the city of New Orleans and the hoisting of the United States flag on the custom-house, post-office, and mint.

He also demanded that the Louisiana flag be hauled down from the city hall. I replied that General Lovell was in command here, and that I was without authority to act in military matters.

General Lovell was then sent for, and to him, after stating that his mission was to the mayor and council, Captain Bailey addressed his demands.

General Lovell refused to surrender the city, or his forces, or any portion of them, but accompanied his refusal with the statement that he should evacuate the city, withdraw his troops, and then leave the civil authorities to act as they might deem proper.

It is proper here to state that, in reply to the demand to haul down the flag from the city hall, I returned an unqualified refusal.

I am now in momentary expectation of receiving a second peremptory demand for the surrender of the city. I solicit your advice in this emergency. My own opinion is that, as a civil magistrate, possessed of no military power, I am incompetent to perform a military act such as the surrender of the city to a hostile force; that it would be proper to say, in reply to a demand of that character, that we are without military protection; that the troops have withdrawn from the city; that we are consequently incapable of making any resistance; and that, therefore, we can offer no obstruction to the occupation of the place by the enemy; that the custom-house, post-office, and mint are the property of the Confederate Government, and that we have no control over them; and that all acts involving a transfer of authority be performed by the invading forces themselves; that we yield to physical force alone, and that we maintain our allegiance to the Government of the Confederate States.

Beyond this a due respect for our dignity, our rights, and the flag of our country does not, I think, permit us to go.

Respectfully,

JOHN T. MONROE,
Mayor.

Honorable COMMON COUNCIL.

The above message, which want of time prevented me from having copied, I enclose for [your] information.

Respectfully,

JOHN T. MONROE,
Mayor.
Per MARION A. BAKER,
Secretary.

Resolution of the common council of New Orleans, agreeing to the proposition of the mayor regarding nonresistance.

MAYORALTY OF NEW ORLEANS,
City Hall, 26th day of April, 1862.

[Common council of the city of New Orleans, No. 6002.]

The common council of the city of New Orleans having been advised by the military authorities that the city is indefensible, declare that no resistance will be made to the forces of the United States.

Resolved, That the sentiments expressed in the message of his honor the mayor to the common council are in perfect accordance with the sentiments entertained by these councils and by the entire population of this metropolis, and that the mayor be respectfully requested to act in the spirit manifested by the message.

S. P. DE LABARRE,
President pro tem of the Board of Aldermen.

J. MAGIONI,
President of the Board of Assistant Aldermen.

Approved April 26, 1862.

JOHN T. MONROE,
Mayor.

A true copy:

MARION A. BAKER,
Secretary to Mayor.

Letter from Flag-Officer Farragut, U. S. Navy, to the mayor of New Orleans, demanding the surrender of that city.

U. S. FLAGSHIP HARTFORD,
Mississippi River, off New Orleans, April 26, 1862.

SIR: Upon my arrival before your city I had the honor to send to your honor Captain Bailey, of the United States Navy, the second in command of this expedition, to demand of you the surrender of New Orleans to me, as the representative of the Government of the United States. Captain Bailey reported to me the result of his interview with yourself and the military authorities.

It must occur to your honor that it is not within the province of a naval officer to assume the duties of a military commandant.

I came here to reduce New Orleans to obedience to the laws of and to vindicate the offended majesty of the Government of the United States.

The rights of person and property shall be secure.

I therefore demand of you, as its representative, the unqualified surrender of the city, and that the emblem of the sovereignty of the United States shall be hoisted over the city hall, mint, and custom-house by meridian this day, and that all flags or other emblems of sovereignty other than those of the United States shall be removed from all the public buildings by that hour.

I particularly request that you shall exercise your authority to quell disturbances, restore order, and to call upon all the good people of New Orleans to return at once to their vocations, and I particularly demand that no person shall be molested in person or property for the profession of sentiments of loyalty to their government.

I shall speedily and severely punish any person or persons who shall commit such outrages as were witnessed yesterday—armed men firing upon helpless men, women, and children for giving expression to their pleasure at witnessing the old flag.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

His honor the MAYOR OF THE CITY OF NEW ORLEANS.

Letter from Flag-Officer Farragut, U. S. Navy, to the mayor of New Orleans, ordering that no flag be displayed but that of the United States.

U. S. FLAGSHIP HARTFORD,

At Anchor off the City of New Orleans, April 26, 1862.

Your honor will please give directions that no flag but that of the United States will be permitted to fly in the presence of this fleet so long as it has the power to prevent it; and as all displays of that kind may be the cause of bloodshed, I have to request that you will give this communication as general a circulation as possible.

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

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

His honor the MAYOR OF THE CITY OF NEW ORLEANS.

Letter from the mayor of New Orleans to Flag-Officer Farragut, U. S. Navy, stating the impossibility of making resistance to the occupation of that city by the Union forces.

MAYORALTY OF NEW ORLEANS,

City Hall, 26th day of April, 1862.

SIR: In pursuance of the resolution which he thought proper to take, out of regard for the lives of the women and children who still crowd this great metropolis, General Lovell has evacuated it with his troops and restored back to me the administration of its government and the custody of its honor.

I have, in concert with the city fathers, considered the demand you made of me on yesterday of an unconditional surrender of the city, coupled with a requisition to hoist up the flag of the United States on the public edifices, and to haul down that which still floats to the breeze from the dome of this hall, and it becomes my duty to transmit to you the answer which the universal sentiment of my constituency, no less than the promptings of my own heart, dictate to me on this sad and solemn occasion.

The city is without means of defense and utterly destitute of the force and material that might enable it to resist the overpowering armament displayed in sight of it.

I am no military man and possess no authority beyond that of executing the municipal laws of the city of New Orleans.

It would be presumptuous in me to attempt to lead an army to the field if I had one at my command, and I know still less how to surrender an undefended place, held as this is at the mercy of your gunners and mouths of your mortars.

To surrender such a place were an idle and unmeaning ceremony. The city is yours by the power of brutal force and not by any choice or consent of its inhabitants. It is for you to determine what shall be the fate that awaits her.

As to the hoisting of any flag than the flag of our own adoption and allegiance, let me say to you, sir, that the man lives not in our midst whose hand and heart would not be palsied at the mere thought of such an act; nor could I find in my entire constituency so wretched and desperate a renegade as would dare to profane with his hand the sacred emblem of our aspirations.

Sir, you have manifested sentiments which would become one engaged in a better cause than that to which you have devoted your sword. I doubt not but that they spring from a noble though deluded nature, and I know how to appreciate the emotions which inspired them.

You will have a gallant people to administer during your occupation of this city; a people sensitive of all that can in the least affect its dignity and self-respect. Pray, sir, do not allow them to be insulted by the interference of such as have rendered themselves odious and contemptible by their dastardly desertion of the mighty struggle in which we are engaged, nor of such as might remind them too painfully that they are the conquered and you the conquerors.

Peace and order may be preserved without a resort to measures which could not fail to wound their susceptibilities and fire up their passions. The obligations which I shall assume in their name shall be religiously complied with.

You may trust their honor, though you might not count on their submission to unmerited wrong.

In conclusion, I beg you to understand that the people of New Orleans, while unable at this moment to prevent you from occupying this city, do not transfer their allegiance from the government of their choice to one which they have deliberately repudiated, and that they yield simply that obedience which the conqueror is enabled to extort from the conquered.

Since writing the above, which is an answer to your verbal communication of yesterday, I have received a written communication, to which I shall reply before 12 o'clock m., if possible to prepare an answer in that time.

Respectfully,

JOHN T. MONROE,
Mayor.

Flag-Officer D. G. FARRAGUT,
U. S. Flagship Hartford.

Letter from Flag-Officer Farragut, U. S. Navy, to the mayor of New Orleans, announcing his intention to bombard the city unless orders regarding the Union flag be respected.

U. S. FLAGSHIP HARTFORD,
At Anchor off the City of New Orleans, April 28, 1862.

SIR: Your communication of the 26th instant has been received, together with that of the city council.

I deeply regret to see both by their contents and the continued display of the flag of Louisiana on the court-house a determination on the part of the city authorities not to haul it down. Moreover, when my officers and men were sent on shore to communicate with the

authorities, and to hoist the United States flag on the custom-house, with the strictest orders not to use their arms unless assailed, they were insulted in the grossest manner, and the flag which had been hoisted by my orders on the mint was pulled down and dragged through the streets. All of which go to show that the fire of this fleet may be drawn upon the city at any moment, and in such an event the levee would, in all probability, be cut by the shells, and an amount of distress ensue to the innocent population which I have heretofore endeavored to assure you that I desired by all means to avoid. The election is therefore with you, but it becomes my duty to notify you to remove the women and children from the city within forty-eight hours if I have rightly understood your determination.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

His honor the MAYOR AND CITY COUNCIL OF THE CITY OF NEW ORLEANS.

Letter from the mayor of New Orleans to the common council of that city, transmitting letter from Flag-Officer Farragut, U. S. Navy.

MAYORALTY OF NEW ORLEANS,
City Hall, 28th day of April, 1862.

GENTLEMEN: I herewith transmit to you a communication from Flag-Officer Farragut, commanding the United States fleet now lying in front of the city. I have informed the officer bearing the communication that I would lay it before you and return such answer as the city authorities might deem proper to be made.

In the meantime permit me to suggest that Flag-Officer Farragut appears to have misunderstood the position of the city of New Orleans. He has been distinctly informed that at this moment the city has no power to impede the exercise of such acts of forcible authority as the commander of the United States naval forces may choose to exercise; and that, therefore, no resistance would be offered to the occupation of the city by the United States forces.

If it is deemed necessary to remove the flag now floating from this building, or to raise United States flags on others, the power which threatens the destruction of our city is certainly capable of performing those acts. New Orleans is not now a military post; there is no military commander within its limits; it is like an unoccupied fortress of which an assailant may at any moment take possession. But I do not believe that the constituency represented by you, or by me, embraces one loyal citizen who would be willing to incur the odium of tearing down the symbol representing the State authority to which New Orleans owes her municipal existence. I am deeply sensible of the distress which would be brought upon our community by a consummation of the inhuman threat of the United States commander; but I can not conceive that those who so recently declared themselves to be animated by a Christian spirit and by a regard for the rights of private property would venture to incur for themselves and the Government they represent the universal execration of the civilized world by attempting to achieve, through a wanton destruction of life and

property, that which they can accomplish without bloodshed and without a resort to those hostile measures which the law of nations condemns and execrates when employed upon the defenseless women and children of an unresisting city.

Respectfully,

JOHN T. MONROE,
Mayor.

To the COMMON COUNCIL.

Letter from the mayor of New Orleans to Flag-Officer Farragut, U. S. Navy, regarding the impossibility of removing women and children from the city.

MAYORALTY OF NEW ORLEANS,
City Hall, 28th day of April, 1862.

SIR: Your communication of this morning is the first intimation I ever had that it was by "your strict orders" that the United States flag was attempted to be hoisted upon certain of our public edifices by officers sent on shore to communicate with the authorities. The officers who approached me in your name disclosed no such orders and intimated no such designs on your part; nor could I have for a moment entertained the remotest suspicion that they could have been invested with powers to enter on such an errand while the negotiations for a surrender between you and the city authorities were still pending. The interference of any force under your command as long as these negotiations were not brought to a close could not be viewed by me otherwise than as a flagrant violation of those courtesies, if not of the absolute rights which prevail between belligerents under such circumstances. My views and my sentiments with reference to such conduct remain unchanged.

You now renew the demands made in your former communications, and you insist on their being complied with unconditionally under a threat of bombardment within forty-eight hours, and you notify me to remove the women and children from the city that they may be protected from your shells.

Sir, you can not but know that there is no possible exit from this city for a population which still exceeds in number 140,000, and you must therefore be aware of the utter inanity of such a notification. Our women and children can not escape from your shells if it be your pleasure to murder them on a question of mere etiquette; but if they could, there are but few among them who would consent to desert their families and their homes and the graves of their relations in so awful a moment. They would bravely stand the sight of your shells rolling over the bones of those who were once dear to them, and would deem that they died not ingloriously by the side of the tombs erected by their piety to the memory of departed relatives.

You are not satisfied with the peaceable possession of an undefended city, opposing no resistance to your guns, because of its bearing its doom with something of manliness and dignity; and you wish to humble and disgrace us by the performance of an act against which our nature rebels. This satisfaction you can not expect to obtain at our hands.

We will stand your bombardment, unarmed and undefended as we are. The civilized world will consign to indelible infamy the heart

that will conceive the deed and the hand that will dare to consummate it.

Respectfully,

JOHN T. MONROE,
Mayor.

MR. FARRAGUT,
*Flag-Officer of the U. S. Fleet,
In front of the City of New Orleans.*

Letter from Flag-Officer Farragut, U. S. Navy, to the mayor of New Orleans regarding means of communication.

U. S. FLAGSHIP HARTFORD,
At Anchor off the City of New Orleans, April 28, 1862.

SIR: Hereafter when I desire to communicate with the authorities I will hoist a square flag with a diagonal red cross, when, if your honor will send your secretary or any other person to receive my communication to the shore opposite to the ship bearing that flag, a boat will be sent with an officer to deliver the document.

When the city authorities desire to communicate with me, by the messenger holding his handkerchief by two corners, opposite the ship, a boat will be sent for him or his communication.

As my duties may call me away from before the city for a short time, I request that you will send your reply to any other vessel that may be present.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

His honor the MAYOR OF THE CITY OF NEW ORLEANS.

Letter from Flag-Officer Farragut, U. S. Navy, to the mayor of New Orleans, announcing his intention to raise the Union flag on the custom-house.

U. S. FLAGSHIP HARTFORD,
At Anchor off the City of New Orleans, April 29, 1862.

SIR: The forts, St. Philip and Jackson, having surrendered, and all the military defenses of the city being captured or abandoned, you are required as the sole representative of any supposed authority in the city to haul down and suppress every ensign and symbol of government, whether State or Confederate, except that of the United States. I am now about to raise the flag of the United States upon the custom-house, and you will see that it is respected with all the civil power of the city.

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

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

His honor the MAYOR OF THE CITY OF NEW ORLEANS.

Letter from Flag-Officer Farragut, U. S. Navy, to the mayor of New Orleans, declining further intercourse till the arrival of Major-General Butler, U. S. Army.

U. S. FLAGSHIP HARTFORD,
At Anchor off the City of New Orleans, April 30, 1862.

GENTLEMEN: I informed you in my communication of 28th of April that your determination, as I understood it, was not to haul down the flag of Louisiana on the city hall, and that my officers and men were treated with insult and rudeness when they landed even with a flag of truce to communicate with the authorities, etc., and if such was to be the determined course of the people, the fire of the vessels might at any moment be drawn upon the city.

This you have thought proper to construe into a determination on my part to murder your women and children, and made your letter so offensive that it will terminate our intercourse, and so soon as General Butler arrives with his forces I shall turn over the charge of the city to him and assume my naval duties.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

His honor the MAYOR, AND CITY COUNCIL OF NEW ORLEANS.

Report of Captain Broome, U. S. Marine Corps, of occupation of New Orleans, La.

UNITED STATES FLAGSHIP HARTFORD,
Off New Orleans, November 17, 1862.

SIR: Under the impression that a report had been made of the part taken by the United States marines of the fleet under the command of Admiral Farragut in the military operations on shore, in the approaches to and at New Orleans, in April last, I made no report to the Colonel Commandant of the Marine Corps at that time. I take occasion to correct the omission and report the following:

On the morning of the 24th of April last, and immediately after the action with Forts Jackson and St. Philip, and the destruction of the rebel fleet, the marines under my command, by order of Admiral Farragut, landed and took possession of the Quarantine, at the same time taking prisoners the rebel troops, with their officers quartered in the Quarantine buildings, and hoisting the flag of the United States on the same.

Admiral Farragut having determined to take military possession of the city of New Orleans until the arrival of the troops of the United States Army under General Butler's command, a battalion of United States marines under my command, about 250 strong, were disembarked from the fleet on the 29th of April last, and marched to the custom-house, where I detailed Captain Alan Ramsay, with a detachment of marines, to occupy the custom-house and guard the United States flag, then about to be hoisted on the building.

At this juncture the marines were joined by two howitzers, manned by seamen, in charge of Midshipman J. J. Read and E. C. Hazeltine, from the flagship *Hartford*. After occupying the custom-house I received orders from Commodore H. H. Bell, senior officer present, to march the marines to the city hall, a distance of about half a mile from

the vessels of our fleet, and near the center of the city. On arriving at the city hall I directed Lieutenant John C. Harris, with a guard of marines, to occupy the building and enforce order there while the rebel flag was being hauled down from the flagstaff on the city hall.

After performing this duty, the marines were marched to the place of embarkation and returned to the fleet, except the marines quartered in the custom-house, who were retained there for the purpose of guarding the United States flag. When the troops of General Butler's command landed at New Orleans on the 1st of May last, the force of marines on duty in the city returned to the fleet.

Respectfully, your obedient servant,

JOHN L. BROOME,
Captain, Commanding Marines, Gulf Squadron.

Colonel JOHN HARRIS,
*Commandant U. S. Marine Corps,
Headquarters, Washington, D. C.*

Order of Flag-Officer Farragut, U. S. Navy, to Captain Morris, U. S. Navy, to restore ferryboat.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 26, 1862.

SIR: I did not intend that the ferryboat should be captured. You can therefore return her to the captain.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain HENRY W. MORRIS,
Commanding U. S. S. Pensacola.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, requesting the services of surveying steamer for transportation of wounded.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 26, 1862.

SIR: If you have no immediate service for the surveying steamer belonging to your flotilla, will you permit her to take some of our wounded and sick down to the hospital at Pilot Town?

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander D. D. PORTER,
Commanding Mortar Flotilla, Mississippi River.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Morris, U. S. Navy, commanding U. S. S. Pensacola, to send marines to seize the United States mint.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 26, 1862.

DEAR CAPTAIN: The United States mint, now in possession of the rebels, lies under the cover of your guns. You will therefore send

your marine officer with a strong guard on shore and seize it, with all the treasure, and also the dies for coining money, and hoist the flag of the United States upon the building.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain HENRY W. MORRIS,
Commanding U. S. S. Pensacola.

P. S.—Take the coin and bullion on board your ship.

D. G. F.

Order of Flag-Officer Farragut.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 26, 1862.

This is to certify that we have no disposition to interfere with the foreign police guard of the city of New Orleans for the preservation of the lives, order, and property of the citizens against incendiaries and other disorganized bodies of men.

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Letter from Flag-Officer Farragut, U. S. Navy, to the British consul at New Orleans, notifying foreign consuls of the possibility of bombardment.

U. S. FLAGSHIP HARTFORD,
At Anchor off the City of New Orleans, April 28, 1862.

SIR: In consequence of the determination of the city authorities not to strike their flag now flying on the city hall, and their inability to prevent the disorderly people from offering insult to the officers and men of this fleet, we may be compelled to land for the purpose of communicating with them, or of hoisting the flag of the United States on the custom-house and mint.

I am unable to say how soon I may be compelled to fire upon the city, and it therefore becomes my duty to notify you and the foreign consuls generally of the fact, in order that you may remove your families into a place of greater security.

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

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

HER BRITANNIC MAJESTY'S CONSUL,
For the city of New Orleans.

Letter from foreign consuls at New Orleans to Flag-Officer Farragut, U. S. Navy, requesting an interview previous to bombardment.

Translation.]

NEW ORLEANS, *April 28, 1862.*

COMMODORE: We have received the letter that you did us the honor to address to us on the 28th instant, in which you intimate that considering that the authorities of the town had not decided to haul down the flag which floats above the city hall and had not means sufficient

to protect the officers who should be called upon to hoist the United States flag on the exchange and customs-house you would doubtless be forced to open fire on the town. In notifying us of this resolution, you ask us to place our families in a place of safety without mentioning any stipulated time for doing so. The numberless foreign interests which we represent in a city inhabited by more than thirty thousand of our nationalities, impose upon us the duty of having a verbal communication with you before you proceed from the threat of a bombardment to the realization of such an unheard of act against a town of open commerce without military defenses of any kind and virtually surrendered by the municipal authorities. However, believing that the negotiations between you and these authorities are still pending, we shall await, before coming into direct communication with you, the results of the last communication addressed to you by the mayor of New Orleans.

CHAS. MAYAN,
Consul de France.

D. H. EIMER,
Consul d'Autriche,
pour les Etats Allemands.

H. FRELLSER,
Consul de Danemark.

A. J. DU SILVA,
Consul du Portugal.

FRANK CALLYOU,
Consul de España.

JOSH. DEYNOODT,
Consul de Belgique.

T. W. BRENNEL,
Consul de Russie.

A. F. VALLS,
V. U. Brazil.

Letter from Captain Cloué, commanding H. I. M. S. Milan, to Flag-Officer Farragut, demanding delay in the evacuation of New Orleans.

[Richmond Dispatch, May 12, 1862.]

The Delta publishes the following, purporting to be a protest from the commandant of the French steamer *Milan*, now in the port of New Orleans:

SIR: Sent by my Government to protect the persons and property of its citizens, who are here to the number of 30,000, I regret to learn at this moment that you have accorded a delay of forty-eight hours for the evacuation of the city by the women and children. I venture to observe to you that this short delay is ridiculous, and, in the name of my Government, I oppose it. If it is your resolution to bombard the city, do it; but I wish to state that you will have to account for this barbarous act to the Power which I represent. In any event, I demand sixty days for the evacuation.

[GEORGES CHARLES] CLOUÉ,

Commandant of the Steamer Milan, Opposite the City of New Orleans.

COMMANDER OF THE U. S. SQUADRON,
Now in the Port of New Orleans.

Letter from Flag-Officer Farragut, U. S. Navy, to the British consul, expressing the hope that his family had not been inconvenienced.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 29, 1862.

SIR: By some unaccountable accident the letter I had the honor to address you yesterday was mislaid, and I was ignorant of the fact until informed of it by the kindness of Captain Cloué, of H. I. M. S. *Milan*, but as the time has now passed I am happy to say that there is

no further occasion for any such notification. It is gratifying to me to be able to say that I regret the accident, but hope that it prevented your family from being put to any inconvenience.

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

[D. G. FARRAGUT],
Flag-Officer Western Gulf Blockading Squadron.

HER BRITANNIC MAJESTY'S CONSUL,
At New Orleans.

Letter from the acting British consul to Flag-Officer Farragut, U. S. Navy, acknowledging communications.

BRITISH CONSULATE,
New Orleans, April 29, 1862.

SIR: To-day I had the honor to receive your communication of date the 28th instant, informing me that you may be compelled to fire upon this city, and notifying me, in common with other foreign consuls, to remove my family into a place of greater safety.

I have also the honor to acknowledge the receipt of your communication of this date, informing me of the cause of the nonreceipt of your dispatch of yesterday's date.

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

GEORGE COPPELL,
H. B. M. Acting Consul.

Commodore D. G. FARRAGUT, U. S. Navy,
Flag-Officer Western Gulf Blockading Squadron, etc.

Letter from Flag-Officer Farragut, U. S. Navy, to the foreign consuls at New Orleans.

U. S. FLAGSHIP HARTFORD,
At Anchor off the City of New Orleans, April 30, 1862.

GENTLEMEN: I have to acknowledge the receipt of your communication in reply to my letter of April 28, 1862, giving notice that the course of the authorities and the people might at any moment cause me to fire on the city.

In your reply you are pleased to consider it my intention to fire on the city without cause. No such idea was expressed by me. I simply meant to convey to you that I would protect the officers and men of my fleet, and that I would not permit any flag opposed to my Government to fly in the city while I had the power to prevent it, and gave you and the city authorities due notice that such a result might be produced at any moment by their course, and my first duty was to inform the foreign consuls, not that I either expected or desired such a result, but that I apprehended it.

It is with great pleasure, however, that I assure you that I anticipate no further difficulty or inconvenience to your families from my acts.

As to negotiations, I had none to make, except for the unconditional surrender of the city, which was made. My subsequent course of procedure was simply to have the flag of Louisiana removed, and that

in the manner most agreeable to themselves. The authorities confessed their inability to do it, and I did it for them.

I am, very respectfully, your obedient servant,
 D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.
 [CONSULS AT NEW ORLEANS.]

Letter from Flag-Officer Farragut, U. S. Navy, to French consul at New Orleans, offering to forward mail for the foreign consuls in that city.

U. S. FLAGSHIP HARTFORD,
At Anchor off the City of New Orleans, May 1, 1862.

SIR: I have to inform you of the arrival of our supply steamer, by which an opportunity will be afforded yourself and the other foreign consuls to communicate with your Governments.

It will give me pleasure to forward your communications. You will have two days. Will you be pleased to have the other gentlemen informed of the fact?

I am, very respectfully, your obedient servant,
 D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.
 CH. MAYAN,
Consul de France, New Orleans.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, regarding the marine guard of the U. S. S. Varuna.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 29, 1862.

SIR: You will transfer to the U. S. flagship *Hartford* the marines named in the foregoing request of Captain John L. Broome, they being the marine guard of the U. S. S. *Varuna*, lately lost.

Very respectfully, your obedient servant,
 D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.
 Captain THOMAS T. CRAVEN,
Commanding U. S. Steam Sloop Brooklyn.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Smith, U. S. Navy, commanding U. S. S. Mississippi, to assist in the landing of troops.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 30, 1862.

SIR: You will please afford all the assistance in your power to General Butler in landing his troops and expediting them up to the city.

Very respectfully, your obedient servant,
 D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.
 Commander M. SMITH,
Commanding U. S. S. Mississippi.

Report of Flag-Officer Farragut, U. S. Navy, regarding the crews of captured Confederate gunboats.

No. 70.]

U. S. FLAGSHIP HARTFORD,
At Anchor off the City of New Orleans, May 1, 1862.

SIR: I have to inform the Department that in consequence of my not having any suitable place to put the crews of the rebel gunboats captured by this fleet, I have released them on parole. But having been informed by Commander Porter and others that the conduct of the officers had been such as to deprive them of any claim for indulgence [on] our part—they having sunk two of the vessels while under a flag of truce—I have determined to send them to the North as prisoners of war, to be dealt with as the Department may think proper.

They will be sent in the *Rhode Island*.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Order of the Assistant Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding Confederate prisoners of war.

NAVY DEPARTMENT, May 14, 1862.

SIR: Commander Porter, in his report to you of the 29th ultimo, mentions an attempt to destroy the *Harriet Lane* and other vessels while under a flag of truce, by setting fire to a floating battery with powder on board and drifting it on the vessels mentioned. The rebel officers who were engaged in the diabolical act were subsequently captured, as he states, and placed in close confinement.

The Department desires that they be continued in confinement and sent North when an opportunity offers.

You will not release any of the officers of the rebel Navy that may be captured, but send them North as prisoners of war for the further action of the Department.

I am, respectfully, your obedient servant,

G. V. FOX,
Assistant Secretary Navy.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding Confederate prisoners of war.

NAVY DEPARTMENT, May 22, 1862.

SIR: Your Nos. 69, 70, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, and 89 have been received. You have but anticipated the wishes and instructions of the Department in sending North the officers of the rebel Navy, and especially those who were engaged in the infamous act of blowing up the *Louisiana* whilst the articles of capitulation were being drawn up. All of them will for the present

be confined in Fort Warren, but the latter will not have the usual privileges accorded to them. With regard to your request for a supply vessel especially for your squadron, you are informed that the *Rhode Island* and *Connecticut* will hereafter supply the Gulf squadrons only. This arrangement will in a great measure remedy the difficulties of which you complain.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding, etc.

Order of Flag Officer Farragut, U. S. Navy, to commanding officer at Fort Jackson, to parole Confederate sailors.

FLAGSHIP HARTFORD,
Pensacola Bay, November 5, 1862.

SIR: You will please release upon parole the sailors now confined at Fort Jackson, subject to my order, under oath not to bear arms, aid, or give comfort to the rebels during the war, until regularly exchanged.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Squadron.

COMMANDING OFFICER,
Fort Jackson.

Letter from Major-General Butler, U. S. Army, to Flag-Officer Farragut, U. S. Navy, regarding cooperative measures.

HEADQUARTERS DEPARTMENT OF THE GULF,
Steamer Mississippi, April 24, 1862.

SIR: Allow me to congratulate you and your command upon the bold, daring, brilliant, and successful passage of the forts by your fleet this morning. A more gallant exploit it has never fallen to the lot of man to witness.

Captain Porter, with whom I have had a conference, agrees that it was best we should at once proceed to carry out the plan agreed upon by yourself and me, to wit, that I should immediately land troops to cooperate with you at the Quarantine Station, and so hem in the forts.

When I left the mortar fleet at about 8 o'clock this morning the rebel flag was still flying upon the forts; the ram had floated down on fire and was consumed; another rebel steamer was burning. A signal had been made to cease firing by Captain Porter; the *Portsmouth* had returned to her anchorage unhurt; the *Winona* had been badly crippled, a shot through her boilers and several in her hull, making water fast; the *Itasca* had been badly used, but had lost no men, and was in an effective condition; all other men unhurt save trifling casualties; the *Harriet Lane* had but one killed and wounded, beside, in all, so far as I could learn.

Captain Porter will forward you ammunition and supplies through the Quarantine Station should you desire. I will be able to aid you from the same point immediately. Please send directions as to your wishes by the bearer or otherwise.

I send this by Captain Conant, of the Thirty-first Massachusetts Regiment, who goes to communicate with you. He is the gentleman of whom I spoke to you as having made a reconnoissance in the rear of St. Philip night before last. He knows the contents of this dispatch, for fear of accident, and may be most implicitly relied upon and trusted. I hope he may be able to report to me off Point Salle, when I will immediately communicate with Captain Porter. If in danger, Captain Conant has been ordered to destroy this and remember its contents, and will do the same with any dispatches you may give him.

If you design proceeding up the river, will you leave, say, two gun-boats at the Quarantine Station to protect our landing?

Respectfully, yours,

BENJ. F. BUTLER,
Major-General, Commanding.

Flag-Officer FARRAGUT,
Commanding Western Gulf Squadron.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, acknowledging congratulations.

U. S. FLAGSHIP HARTFORD,
At Anchor off New Orleans, May 1, 1862.

DEAR GENERAL: I have received your communication sent by Captain Conant, of the Thirty-first Massachusetts Regiment, for which please to accept my sincere thanks.

It affords me no little gratification that our friends, who were anxiously looking on, should consider that we had "not only performed our duty," but "did it brilliantly" and to the admiration of our associates in arms, who watched our movements with the feelings of military men who knew that on the result depended their own success in gaining a foothold on the enemy's soil.

The intrepidity with which you so soon followed up our success by landing your forces at the Quarantine, through mud and mire and water for miles, and which enabled us to tighten the cords around them, has also added to my obligations, and I trust that you will now occupy and hold the city without further difficulty other than those incident to a conquered city, disordered by anarchy and the reign of terror which this unfortunate city has passed through.

I am, very respectfully and truly, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

General B. F. BUTLER,
Commanding Department of the Gulf.

Commendatory letter from the Assistant Secretary of the Navy to Flag-Officer Farragut, U. S. Navy.

NAVY DEPARTMENT, *May 12, 1862.*

MY DEAR SIR: Your unparalleled achievements are before the country and gratefully acknowledged throughout the breadth of the whole land.

I am sure I have never read anything equal to it. Having studied up the localities and defenses in conceiving this attack, I can fully appreciate the magnificent execution which has rendered your name immortal.

The rebellion seems caving in all around, and I fancy you will have very little difficulty in taking the whole coast. The only anxiety we feel is to know if you have followed your instructions and pushed a strong force up the river to meet the Western Flotilla. We only hear of you at Baton Rouge. The opening of the Mississippi is of more importance than Mobile, and if your ships reach Memphis in the next few days Beauregard's army is cut off from escape. We listen most anxiously for word that your forces are near there. What could have kept that *Kensington* so long from you? I hear the chief engineer drinks. Somebody on board must be in fault.

I will write you again in a few days. In the meantime, believe how happy I am at having relied entirely upon the Navy to capture New Orleans. I maintained it, and the country is satisfied with the result.

Sincerely, yours,

G. V. Fox.

Flag-Officer D. G. FARRAGUT,
Western Gulf Blockading Squadron.

Order of the Acting Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, requesting full information regarding the defenses of New Orleans and reports of commanding officers regarding their reduction.

NAVY DEPARTMENT, *May 15, 1862.*

SIR: The whole country, as well as the Government, are deeply interested in the recent brilliant operations of your squadron below New Orleans, and all reliable information that can be obtained as to the strength of the enemy, both ashore and afloat, and as to the part which each of our vessels and their gallant commanders took on the occasion, is particularly desirable.

You will, therefore, please forward to the Department as early as practicable a report (as far as the information can be obtained) of the number, character, and armament of the forts and river defenses. You will also require a written report from each commanding officer who participated in the achievements of their respective proceedings, and forward the same to the Department.

The Department would call your attention to the confidential instructions with regard to ascending the Mississippi after the fall of New Orleans.

I am, respectfully, etc.,

G. V. Fox,
Acting Secretary.

Flag-Officer D. G. FARRAGUT, etc.,
New Orleans.

Congratulatory letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy.

NAVY DEPARTMENT, *May 10, 1862.*

SIR: Captain Bailey, your second in command, has brought to the Department the official dispatches of your squadron, with the trophies

forwarded to the national capital. Our Navy, fruitful with victories, presents no more signal achievement than this, nor is there an exploit surpassing it recorded in the annals of naval warfare. In passing and eventually overcoming Forts Jackson and St. Philip, the batteries above and below New Orleans, destroying the barriers of chains, steam rams, fire rafts, ironclad vessels, and other obstructions, capturing from the rebel forces the great Southern metropolis and obtaining possession and control of the lower Mississippi, yourself, your officers, and our brave sailors and marines, whose courage and daring bear historic renown, have now a nation's gratitude and applause. I congratulate you and your command on your great success in having contributed so largely toward destroying the unity of the rebellion, and in restoring again to the protection of the National Government and the national flag the important city of the Mississippi Valley and so large a portion of its immediate dependencies.

Your example and its successful results, though attended with some sacrifice of life and loss of ships, inculcate the fact that the first duty of a commander in war is to take great risks for the accomplishment of great ends.

One and all, officers and men, composing your command, deserve well of their country.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron, New Orleans.

Letter from the President of the United States to Congress, recommending a vote of thanks for Flag-Officer Farragut, U. S. Navy.

WASHINGTON, D. C., *May 14, 1862.*

The third section of the "Act further to promote the efficiency of the Navy," approved the 21st December, 1861, provides—

That the President of the United States, by and with the advice and consent of the Senate, shall have the authority to detail from the retired list of the Navy, for the command of squadrons and single ships, such officers as he may believe that the good of the service requires to be thus placed in command; and such officers may, if upon the recommendation of the President of the United States they shall receive a vote of thanks of Congress for their services and gallantry in action against an enemy, be restored to the active list, and not otherwise.

In conformity with this law, Captain David G. Farragut was nominated to the Senate for continuance as the flag-officer in command of the squadron which recently rendered such important service to the Union by his successful operation on the lower Mississippi and capture of New Orleans.

Believing that no occasion could arise which more fully correspond with the intention of the law, or be more pregnant with happy influence as an example, I cordially recommend that Captain D. G. Farragut receive a vote of thanks of Congress for his services and gallantry displayed in the capture, since the 21st December, 1861, of Forts Jackson and St. Philip, city of New Orleans, and the destruction of various rebel gunboats, rams, etc.

ABRAHAM LINCOLN.

To the SENATE AND HOUSE OF REPRESENTATIVES.

Letter from Acting Secretary of the Navy to the President of the United States, transmitting list of officers participating in the attack upon the forts.

NAVY DEPARTMENT, *May 14, 1862.*

SIR: In the preparation of the enclosed list of naval officers who commanded vessels in the recent successful operations under Flag-Officer Farragut on the Lower Mississippi, I have the honor to state that this list, so far as it is completed, is believed to be accurate; but it does not embrace all who participated on the occasion of those engagements. There were acting masters on temporary service who commanded vessels in that portion of the squadron known as the Mortar Flotilla, but the Department has not at present a correct list of them. Flag-Officer Farragut, however, has been instructed to supply this deficiency, and when he does, their names will be communicated to you.

I am, with great respect, your obedient servant,

G. V. FOX,

Acting Secretary of the Navy.

The PRESIDENT.

Letter of the President of the United States to Congress, recommending a vote of thanks to certain officers.

WASHINGTON, D. C., *May 14, 1862.*

I submit herewith a list of naval officers who commanded vessels engaged in the recent brilliant operations of the squadron commanded by Flag-Officer Farragut, which led to the capture of Forts Jackson and St. Philip, city of New Orleans, and the destruction of rebel gunboats, rams, etc., in April, 1862. For their services and gallantry on those occasions I cordially recommend that they should, by name, receive a vote of thanks of Congress.

List.—Captain Theodorus Bailey, Captain Henry W. Morris, Captain Thos. T. Craven, Commander Henry H. Bell, Commander S. P. Lee, Commander S. Swartwout, Commander M. Smith, Commander Chas. S. Boggs, Commander J. DeCamp, Commander James Alden, Commander D. D. Porter, Commander W. B. Renshaw, Lieutenant (Commanding) A. D. Harrell, Lieutenant (Commanding) E. Donaldson, Lieutenant (Commanding) G. H. Preble, Lieutenant (Commanding) E. T. Nichols, Lieutenant (Commanding) J. M. Wainwright, Lieutenant (Commanding) John Guest, Lieutenant (Commanding) C. H. B. Caldwell, Lieutenant (Commanding) N. B. Harrison, Lieutenant (Commanding) A. N. Smith, Lieutenant (Commanding) Peirce Crosby, Lieutenant (Commanding) G. M. Ransom, Lieutenant (Commanding) Watson Smith, Lieutenant (Commanding) J. H. Russell, Lieutenant (Commanding) W. W. Queen, Lieutenant (Commanding) K. R. Breese, Acting Lieutenant (Commanding) S. E. Woodworth, Acting Lieutenant (Commanding) C. H. Baldwin.

ABRAHAM LINCOLN.

To the SENATE AND HOUSE OF REPRESENTATIVES.

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, transmitting resolution of thanks of Congress.

NAVY DEPARTMENT, *July 31, 1862.*

SIR: I have the pleasure to enclose herewith a certified copy of a joint resolution of Congress, approved 11th July, 1862, tendering its

thanks to yourself, officers, and men under your command "for their successful operations on the Lower Mississippi River, and for their gallantry displayed in the capture of Forts Jackson and St. Philip, and the city of New Orleans, and in the destruction of the enemy's gunboats and armed flotilla."

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Ship Island.

[Enclosure.]

A resolution of thanks to Captain David G. Farragut of the United States Navy, and to the officers and men under his command.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the thanks of the people and of the Congress of the United States are due, and are hereby, tendered to Captain David G. Farragut, of the United States Navy, and to the officers and men under his command, composing his squadron in the Gulf of Mexico, for their successful operations on the Mississippi River, and for their gallantry displayed in the capture of Forts Jackson and St. Philip, and the city of New Orleans, and in the destruction of the enemy's gunboats and armed flotilla.

Sec. 2. And be it further resolved, That the Secretary of the Navy be directed to communicate this resolution to Captain Farragut, and through him to the officers and men under his command.

Approved, July 11, 1862.

DEPARTMENT OF STATE,
Washington, July 31, 1862.

I certify that the foregoing is a true copy of the original resolution on file in this Department.

W. HUNTER, *Chief Clerk.*

Report of Flag-Officer Farragut, U. S. Navy, acknowledging receipt of resolution of thanks of Congress and commission as rear-admiral.

No. 171.]

U. S. FLAGSHIP HARTFORD,
New Orleans, August 12, 1862.

SIR: I have the honor to acknowledge the receipt of my commission as rear-admiral, accompanied by a resolution of thanks by Congress, upon parchment, acknowledging the services of myself and of the officers and men of the Gulf Squadron, and expressing their appreciation of our gallantry in the capture of New Orleans and the destruction of the enemy's gunboats and ironclad flotilla, etc. For both of these documents, I beg to tender my thanks and most grateful acknowledgments.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

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

Extract from argument of counsel in the matter of Farragut prize cases before arbitrators, May 1, 1872.

The libel (of Farragut) claims the destruction, either by our fleet in passing or by the rebels in consequence of our fleet having passed, of the following vessels, viz:

Vessel.	Commanded by—	Number of guns.	Number of men.
Steamer Jackson	Francis B. Renshaw	2	75
Ram Manassas	Alex. F. Warley	1	85
Steam launch No. 3	R. H. Tillford	1	20
Steam launch No. 6	C. B. Fairbanks	1	20
Steam ram Governor Moore	Beverly Kennon	3	93
Steam ram General Quitman	Alexander Grant	2	90
Gunboat Warrior	John A. Stevenson	2	75
Gunboat Stonewall Jackson	George M. Phillips	1	72
Gunboat Resolute	Isaac Hooper	2	70
Gunboat General Lovell	Burdett Paris	1	75
Gunboat Breckinridge	James B. Smith	1	58
Gunboat Defiance	Joseph D. McCoy	2	75
Gunboat Anglo-Norman .....	.....	2	80
Gunboat Star	—— Laplace	1	40
Tender Phoenix	James Brown .....	.....	75
Tender Mosher	—— Sherman .....	.....	40
Tender Landis	—— Davis .....	.....	75
W. Burton	—— Hammond .....	.....	75
Tug Belle Algerine	—— Jackson .....	.....	40
Tug Music	—— McClellan .....	.....	40
Ironclad Louisiana	Charles F. McIntosh	16	300
Steamer McRae	Thomas B. Huger .....	.....	130

Making a total of 22 vessels, carrying 38 guns, and manned by 1,648 men, together with 18 fire rafts.

Commander J. K. Mitchell states the number of vessels, their armament, condition, etc., constituting his command, which was the defenses afloat at or near Forts St. Philip and Jackson at the time of the passage of the forts by our fleet, in April, 1862. He mentions all the above-named vessels, with the exception of the *Anglo-Norman*, though, in some instances, giving slightly different names, as *Launch No. 3*, instead of *Steam launch No. 3*. From this mention by him, and other statements in the same document, and the testimony and papers before me, I prepare the following statement of the rebel vessels resisting the passage of the forts by our fleet or forming the defenses afloat at or near Forts St. Philip and Jackson, viz:

The *Louisiana*, ironclad, intended to mount 16 guns, but having at the time of the action from 7 guns to 8 or 10 guns in use. Porter estimates her force at 300 men and 2 companies of marine artillery. Mr. Harris, of the Coast Survey, estimates it at 200, on hearsay. The rebel General Duncan, in his report, says there were 150 men taken from the artillery to serve her guns. Wilson Youngblood, who had charge of her machinery at the action, says she had about 200 men.

The *McRae* had, according to Captain Phillips, 4 or 5 guns and 140 men; according to Samuel Brock, who was her chief engineer, 8 guns and from 100 to 119 men and officers.

The *Manassas* mounted 1 32-pounder, and had, according to R. C. I., 79, a crew of 35 or about 30.

The *Jackson* had 2 32-pounders and 35 or 40 men.

The *Launch No. 3* had 1 howitzer and 20 men; according to Captain Phillips, 8 or 10 men.

The *Launch No. 6* had 1 howitzer and 20 men; according to Captain Phillips, 8 or 10 men.

The *Governor Moore* had 2 32-pounders and 93 men; about 100 men.

The *General Quitman* had the same armament, and probably the same number of men; according to Captain Phillips, 2 24-pounders and about 50 men, all told. Captain Phillips says she was formerly the *Orizaba*; Lieutenant-Colonel Lovell says she was formerly the *Galveston*.

The *Phoenix* was a tender to the *Manassas*. No statement is made of the size of her crew.

The *Landis* and the *W. Burton* were tenders to the *Louisiana*. Neither of them, nor the *Phoenix*, was armed, nor is the size of their crew stated.

The *Mosher* is called a very small tugboat; said to be of 49 tons burden, unarmed, and no statement made of crew. Lieutenant Warley, C. S. Navy, states that she carried down a fire raft, and Captain Phillips that she had no steam on at the action.

The *Belle Algerine*, a small tug, not armed; size of crew not stated.

The *Star*, used as a telegraph station, unarmed, and of 250 tons burden; size of crew not stated.

The *Musie*, used as tender to the forts, not armed, and having 25 or 30 men.

The *Anglo-Norman* had 1 32-pounder and carried a crew of about 35 men.

The *Defiance* had 1 gun and 35 or 40 men.

The *Stonewall Jackson*, 1 gun and not over 30 men.

The *General Lovell*, 1 gun and 50 men; not over 40 men.

The *Resolute*, 2 guns and 40 men.

The *Breckinridge*, variously known as the *R. J. Breckinridge*, the *General Breckinridge*, and the *Breckinridge*, 1 gun and 35 men.

The *Warrior*, 1 gun and 40 men.

Having thus enumerated the vessels which formed the defenses afloat to oppose the passage of the forts by our fleet, it is next to be ascertained what vessels of the enemy were destroyed or sunk either during the action or because of its result.

In the preceding list there are 22 vessels, of all sorts, named. Of these 4 are shown to have survived the action.

The *Louisiana* was blown up near the forts while they were capitulating on the 28th day of April, 1862, four days after the passage. See Admiral Porter's report, etc.

The *McRae* went up to New Orleans with the wounded on board, starting from the vicinity of the forts on the evening of the third day after the fight, as Samuel Brock thinks, and sunk while at anchor opposite New Orleans.

The *Landis* and *Burton* are described by the same intelligent witness, Brock, as surviving the action. There is other testimony corroborative of his. If a letter, which purports to be a copy of one from Admiral Farragut to the Secretary of the Navy, and is dated New York, December 11, 1869 (which letter I found with the papers after they were returned to me by the special counsel of the United States), be considered as in evidence, Farragut would be authority for the fact that the *McRae*, the *Burton*, and the *Landis* were captured by his forces.

All the other vessels above named were destroyed or sunk either during the action or because of its result. The evidence to this is conclusive. Passing by the statements to be found in E. D.* and

* Refer to documents in evidence.

R. C. I.,* and coming to the New Orleans testimony, we find Samuel Brock saying, "The only Confederate vessels that were then left were the *McRae* and the towboats *Landis* and *Burton*." And even Captain Phillips, who seems to have been specially called by the United States to contradict the allegations of the libel, testifies to the destruction of all these eighteen vessels but the *Jackson* (and he does not know what became of her) and the *Warrior*.

These vessels were destroyed, according to Phillips, by their crews, without surrender, and most of them taking no part in the fight, though he admits that several of them were severely injured by our fleet. Farragut, however, claims the destruction of 11 of the enemy's gunboats: "We took them in hand, and in the course of a short time destroyed 11 of them." Bailey says, "About this time Boggs and Lee came dashing in and made a finish of the rebel boats—11 in all." Although no rebel boat, so far as shown, was sent direct to the bottom by the fire, etc., of our fleet, yet Farragut and Bailey seemed to regard the fires that destroyed them as directly their work. I think they did so correctly. A vessel that, like the *Governor Moore*, loses in an engagement 74 men out of 93, and is then run ashore and burned by her crew to prevent those who had disabled her capturing, should, I think, be held to be destroyed by the vessel or force that had driven her to destruction.

I do not understand that there is any question of the destruction of the fire rafts by our force or by their own flames.

Admiral Porter says, in his deposition before me, that among the vessels destroyed by him was the *Row*, a vessel of some 700 tons, with two guns and a crew of ----. She is not mentioned in any of the other papers before me.

In considering the branches of this third interrogatory, the circumstances and character of the action are to be borne in mind. Farragut signaled to get underway at 1.55 a. m. on the 24th of April, 1862, and the action lasted for several hours and extended over several miles. And, of course, until the daylight came, it was difficult, if not impossible, to distinguish the different vessels encountered. It is consequently impracticable to say by which United States vessel particular rebel vessels were disabled.

Another branch of this interrogatory is whether the action in which such destruction occurred was a part of a general engagement of the squadron. Clearly it was, so far as the United States forces were concerned. And the destruction of the rebel vessels was so general that it shows a general engagement of their squadron, though Captain Phillips and others in the testimony assert (and the same is asserted in the R. C. I.) that there was want of concert and of general signals on the part of the enemy. Grant this, and it would leave the case thus: By design on our part, and voluntarily, we had a general engagement of our squadron, while without design on their part, and against their will, the enemy had a general engagement and general destruction of their squadron.

I submit the following table of men and guns on board the enemy's vessels destroyed, prepared by using the direct testimony given as to

* Refer to documents in evidence.

numbers, when it was to be had, and where not, by taking the numbers from the libel:

Vessels.	Guns.	Men.
Louisiana.....	8	250
McRae.....	8	119
Manassas.....	1	35
S. Jackson.....	2	40
Launch No. 3.....	1	20
Launch No. 6.....	1	20
Governor Moore.....	2	93
General Quitman.....	2	90
Phoenix.....		75
Lands.....		75
Burton.....		75
Mosher.....		40
Belle Algerine.....		40
Muscle.....		30
Star.....		40
Anglo-Norman.....	1	35
Defiance.....	1	40
Stonewall Jackson.....	1	30
General Lovell.....	1	50
Resolute.....	2	40
Breckinridge.....	1	35
Warrior.....	1	40

Making a total of 22 vessels with 33 guns, 1,312 men.

If the *How*, which Porter says he destroyed, be added to the list there will be 23 vessels, with 35 guns and, say, 1,400 men.

The fire rafts, according to Porter's testimony, were Mississippi flatboats, a proper crew for whom, in their ordinary use, would be from fifteen to twenty men each. If these be allowed in enumeration of the enemy's forces, it would swell the number of the enemy afloat to about 1,700 men.

Fourthly. And whether the forces of the enemy engaged and used in said action opposed to the United States squadron were less equal or superior to the forces of the United States.

It is evident that the United States forces had more vessels and more guns than the rebels, about 43 vessels in all, carrying 276 guns (see statement of guns on fleet furnished me by the Navy Department). From the Fourth Auditor's Office I procured a list of Farragut's fleet and Porter's fleet, so far as they could give it to me, showing the number of men on each vessel. The list is not full. I made diligent effort to get a correct statement of all the men on the attacking squadron, but failed. The incomplete list furnished me, however, shows at least 3,773 officers and men on the attacking squadron.

Captain George [M.] Phillips says the Federal fleet was stronger in comparison to the Confederate fleet, in men and guns, about 9 to 2 or in that proportion.

If the enemy's force were entirely men and guns afloat, the answer to this fourth interrogatory would be that the enemy's forces were much inferior to our own.

But it is claimed by the counsel for claimants that the 110 guns in the forts (see Admiral Porter's testimony), the obstructions in the river described by Farragut and others, and the fire rafts, and the character of the rebel boats (some five or six of which were the most powerful boats on the Mississippi River and fitted up as rams), and in a word, the position should be taken into consideration. Whether they should be is a question for the court. It is, however, plain that

the principal force opposed to our fleet was not in the enemy's vessels. The fire rafts, the chain, and the forts were far more dangerous and far more effective. Had Farragut, with as many men as the enemy had, been in command of the defenses of New Orleans, I do not think Mitchell, with all of the vessels Farragut had, could have got by. The position was clearly in favor of the enemy, notwithstanding the superiority in numbers of our vessels and the men on them. That advantage, however, was met by decision, method, and courage, and it is to foster those qualities in our Navy that the act exists under which the proceedings in this case are had.

Respectfully submitted.

R. D. MUSSEY,
U. S. Commissioner, District of Columbia
and Special Commissioner.

[NOTE.—A statement of the strength and character of the opposing forces at the passage of the forts, prepared from authentic sources, has been published in *Battles and Leaders of the Civil War*, pp. 73-75.—COMPILER.]

Report of Major-General Lovell, C. S. Army, commanding defenses of New Orleans, transmitting reports.

HEADQUARTERS DEPARTMENT NO. 1,
Vicksburg, May 22, 1862.

SIR: Herewith I have the honor to transmit the reports of Brigadier-Generals Duncan and Smith, with the accompanying documents, of the operations preceding and attendant upon the fall of New Orleans.

The Department is fully aware, from my official correspondence and telegraphic dispatches, of the exact nature of the defenses erected for the protection of that city, consisting, in general terms, of an exterior line of forts and earthworks, intended to prevent the entrance of the armed vessels of the enemy, and an interior line in the immediate vicinity of the city, which was constructed almost entirely with reference to repelling any attack made by land with infantry. Where this line crossed the river below the city it was intended to have a battery of twelve 32 and ten 42 pounders, which, it was considered, would enable us to drive back any small number of ships that might succeed in passing the obstructions at the forts under the fire of their guns; but, whether sufficient or no, no more were to be had, and subsequently, at the earnest request of the naval authorities, I transferred the 42-pounders to the steamers *Carondelet* and *Bienville* for service on Lake Pontchartrain, in connection with Forts Pike and Macomb. Immediately after I assumed command of the department, finding that there were no guns of the heaviest caliber, I applied to Richmond, Pensacola, and other points for some X-inch columbiads and seacoast mortars, which I considered necessary to the defense of the lower river, but none could be spared, the general impression being that New Orleans would not be attacked by the river, and I was therefore compelled to make the best possible defense with the guns at my disposal. Twelve 42-pounders were sent to Forts Jackson and St. Philip, together with a large additional quantity of powder, and being convinced that with the guns of inferior caliber mounted there we could not hinder steamers from passing, unless they could be detained for some time under the

fire of the works, I pushed forward rapidly the construction of a raft, which offered a complete obstruction to the passage of vessels up the river, except through a small opening, and then only one at a time. The forts had seventy-five or eighty guns that could be brought successively to bear upon the river; were manned by garrisons of well-trained artillerists, affording a double relief to each gun, and commanded by officers who had no superiors in any service. Under these circumstances, although I feared that the high water in the spring, with the accompanying drift, would carry away the raft, yet every confidence was felt that the river would remain closed until such time as the ironclad steamers *Mississippi* and *Louisiana* could be finished, which, I was confidently informed, would not be later than the 1st of February.

The first raft constructed was not carried away by the high water and drift until the latter part of February. But with funds placed at my disposal by the citizens of New Orleans, another was placed in position in March by the energetic labors of Colonel Higgins and others, and the position was again temporarily secure. No heavy guns had yet been received, although strenuous applications were made by me to get some from Pensacola when that place was abandoned. The general impression of all those to whom I applied was that the largest guns should be placed above New Orleans, not below, although I had notified the Department on the 22d of March that, in my judgment, the fleet only awaited the arrival of the mortar vessels to attempt to pass up the river from below. By means, however, of an energetic and persevering officer, Major W. P. Duncan, commissary subsistence, three X-inch columbiads and five mortars were finally procured and brought over just in time to be put up as the firing commenced. Thinking that the enemy's troops at Isle Breton were intended to land at Quarantine and act in rear of Fort St. Philip, I ordered Colonel Szymanski's regiment of ninety-day men, armed with shotguns, to that point as a protection. I had likewise organized two companies of sharpshooters and swamp hunters, under Captains Mullen and Lartigue, which were sent down for operation upon the enemy's vessels from the banks of the river, but the high water, keeping the mean day and night nearly waist deep in water, soon compelled them to abandon their positions. I will here state that every Confederate soldier in New Orleans, with the exception of one company, had been ordered to Corinth to join General Beauregard in March, and the city was only garrisoned by about 3,000 ninety-day troops, called out by the governor at my request, of whom about 1,200 had muskets and the remainder shotguns of an indifferent description.

The river rose rapidly in April and soon drove out Szymanski's regiment, which was removed to the west bank, about 6 miles above Fort Jackson. The whole country became one vast sheet of water, which rose in the forts and covered places heretofore safe from its encroachments. Under the tremendous pressure of this current and a storm of wind and rain, the second raft was broken away in the night of Friday, the 11th of April, two days before the enemy first opened fire. The fourteen vessels of Montgomery River defense expedition had been ordered by the Department, when completed, to be sent up to Memphis and Fort Pillow, but, believing the danger of attack to be greater from below, I detained six of them at New Orleans, of which change the Department was fully advised. At my suggestion

Governor Moore had also fitted up two steamers, which were sent to the forts below the city. A large number of fire rafts were also constructed and steered down, and two small steamers were employed for the special purpose of towing these rafts into position where they could be most effective, so as to leave the armed vessels free to operate against the enemy. I telegraphed General Beauregard to send down the ironclad ram *Manassas*, and when the Secretary of the Navy ordered the steamer *Louisiana* to be sent also up the river, I protested, through the War Department, being satisfied that we required more heavy guns below. She was eventually permitted to go down the river on Sunday, the 20th of April, but not in a condition to use her motive power with effect. It was hoped that, notwithstanding this, she would be able to assume a position below Fort St. Philip, discovering the location of the mortar boats, and, being herself proof against direct fire, dislodge the enemy with her guns, which were of very heavy caliber. Knowing, also, that the incessant bombardment kept General Duncan closely confined to Fort Jackson, so that he could give no orders to the river defense steamers, I placed the whole under the control of Captain Mitchell, the armed steamers, as well as the tugs intended to tow down the fire rafts. I will here state that the river defense fleet proved a failure, for the very reasons set forth in my letter to the Department of the 15th of April. Unable to govern themselves, and unwilling to be governed by others, their total want of system, vigilance, and discipline rendered them useless and helpless when the enemy finally dashed upon them suddenly in a dark night. I regret very much that the Department did not think it advisable to grant my request to place some competent head in charge of these steamers. Learning subsequently that the *Louisiana* was anchored above the forts, and that the fire rafts were not sent down, I telegraphed Captain Mitchell, requesting him to attend to it, and afterwards called upon Commodore Whittle and entreated him to order the steamer to take the desired position below the forts. This he declined to do, but telegraphed Captain Mitchell, telling him "to strain a point to place the vessel there, if, in his judgment, it was advisable." No change, however, was made, and in the night of the 23d April I went down myself in a steamboat to urge Captain Mitchell to have the *Louisiana* anchored in the position indicated; also to ascertain why the fire rafts were not sent down. A few moments after the attack commenced, and the enemy succeeded in passing with fourteen ships, as described in General Duncan's report, and the battle of New Orleans, as against ships of war, was over. I returned at once to the city, narrowly escaping capture, and giving orders to General Smith, in command of the interior lines, to prepare to make all possible resistance to the enemy's fleet at the earthwork batteries below the town, instructed Colonel Lovell to have several steamers ready to remove as far as possible the commissary and ordnance stores, being satisfied that the low developments at Chalmette could offer no protracted resistance to a powerful fleet, whose guns, owing to the high water, looked down upon the surface of the country and could sweep away any number of infantry by an enfilading fire. These lines, as before remarked, were intended mainly to repel a land attack, but in a high stage of water were utterly untenable by infantry against guns afloat. It having been reported to me that a sufficient number of desperately bold men could easily be got together to board the

enemy's vessels and carry them by assault, I authorized Major James to seize such steamers as might be necessary for his purpose and to attempt it. He called for 1,000 men by public advertisement, but, being able to find but about a hundred who would undertake it, he abandoned the project. On the morning of the 25th the enemy's fleet advanced upon the batteries and opened fire, which was returned with spirit by the troops as long as their powder lasted, but with little apparent effect upon the enemy. The powder intended for this battery of 32-pounders had been transferred by me to the steamer *Louisiana* a few days before under the supposition that it would render much better service from her heavy rifles and shell guns than with a battery of light 32s. For the operations at these works you are respectfully referred to General Smith's report. The greater portion of the ordnance stores, provisions, and quarantine property were sent from the city by rail or steamer, and a portion of the volunteers also took the cars for Camp Moore, 78 miles distant, on the Jackson railroad. The greater part of the ninety-day troops disbanded and returned to their homes. There were two or three regiments and smaller bodies of men raised for Confederate service in the city at the time, but, being entirely without arms of any kind, they could be of no service, and were also ordered to Camp Moore. I adopted this course, recognizing the perfect absurdity of confronting more than a hundred guns afloat, of the largest caliber, well manned and served, and looking down upon the city, with less than 3,000 militia, mostly armed with indifferent shotguns. It would, in my judgment, have been a wanton and criminal waste of the blood of women and children, without the possibility of any good result, for the enemy had only to anchor one of his ships at Kenner to command the Jackson railroad, and he could have reduced the city to ashes at his leisure without our being able to make any resistance whatever.

Why he did not occupy Kenner and cut off all exit from the city immediately I do not understand. Presuming that he would do so as a matter of course, I had requested Captains Poindexter and Gwathmey, of the Navy, to have all the steamers ready in Lake Pontchartrain to carry the troops over to Madisonville, whence they could march to Camp Moore. A portion of them were taken over by this route. Knowing that the enemy would at once seize the Opelousas Railroad, and thus cut off the troops occupying the works on the coast of west Louisiana, I sent orders to the different commanding officers at Forts Livingston, Guiorr, Quitman, Berwick, and Chêne to destroy their guns, and, taking their small arms, provisions, and ammunition, to rejoin me at Camp Moore. Major Ivy brought away the troops at the two latter forts in a very creditable manner, but those at the other works became demoralized, disbanded, and returned to New Orleans. I gave verbal instructions to Colonel Fuller to have the garrison of Forts Pike and Macomb, Battery Bienvenu, and Tower Dupré ready to move at a moment's notice, as their posts were dependent on the city for provisions, and frequently for water. It was understood that the naval steamers, in connection with other vessels in the lake, should bring away these garrisons when called upon to do so, and, after my arrival at Camp Moore, orders were given on the 26th to go for them, as I had been informed that Forts Jackson and St. Philip had been surrendered. Finding that this report was untrue, I immediately countermanded the orders, giving instructions that they should be held until

further notice, but before either order could reach Madisonville, it was reported that the whole command was already at Covington. I advised Captain Poindexter to make his way to Mobile with his armed steamers, but he concluded to destroy them. We, however, procured from them some of the guns and ordnance stores, which I ordered immediately to Vicksburg, to be put in position there. On the 25th, Captain Bailey, of the Federal Navy, demanded the surrender of the city, and that the flags should be taken down, and the United States flag put up on the mint, custom-house, and other public buildings. To this demand I returned an unqualified refusal, declaring that I would not surrender the city or any portion of my command, but added that, feeling unwilling to subject the city to bombardment, and recognizing the utter impossibility of removing the women and children, I should withdraw my troops and turn it over to the civil authorities. This I did in compliance with the openly expressed opinion of all the prominent citizens around me—that it would be a useless waste of blood, without being productive of any beneficial results to the cause, for the troops to remain. Captain Bailey then returned to his ship, under escort through the city, at his own request, of two officers of my staff, Colonel Lovell and Major James, and I then advised the mayor not to surrender the city, nor [to] allow the flags to be taken down by any of our people, but to leave it to the enemy to take them down himself. This advice was followed by the city authorities, but the idea being held out in their subsequent correspondence with the Federal officers that they were placed in a defenseless condition by the withdrawal of the troops, but for which a different course might have been pursued, I promptly telegraphed to Major James, of my staff, then in the city, offering to return at once with my whole command, if the citizens felt disposed to resist to the last extremity, and remain with them to the end. I had deliberately made up my mind that, although such a step would be entirely indefensible in a military point of view, yet, if the people of New Orleans were desirous of signaling their patriotism and devotion to the cause by the bombardment and burning of their city, I would return with my troops and not leave as long as one brick remained upon another. The only palliation for such an act would be that it would give unmistakable evidence to the world that our people were in deadly earnest. This determination, plainly expressed in my dispatches to Major James (herewith transmitted, marked A), was read by him to the mayor and also to the city council in presence of one or more prominent citizens. The opinion was generally and freely expressed by the mayor and others, that the troops ought not to return. (See report of Major James, herewith appended, marked B.) I went to the city myself, however, on the night of the 28th of April, and in order that there might be no mistake, made the same proposition in person to the mayor. He said he did not think it advisable for the troops to return, that such a step would only be followed by a useless sacrifice of life without any corresponding benefit, and urged decidedly that it be not done. I, however, addressed him a letter (herewith appended, marked C), declaring my willingness to return and share a bombardment with them, and waited until the night of the 29th for an answer, but receiving none in writing, returned to Camp Moore. The same proposition was made by me in the course of the day to several prominent citizens, but was invariably discountenanced by them.

For a week after the withdrawal of the troops, I had a number of officers in the city, and kept trains running regularly, which brought out a large amount of Government property and stores, as well as those of the State of Louisiana. Nearly everything was brought away except the heavy guns and some property which persons in their fright had destroyed, and everything might have been saved had not persons refused to work for my officers, fearing that they might be subjected to punishment by the enemy. Many, also, refused to work for Confederate money, which occasioned some delay and difficulty in the removal of stores. I feel gratified, however, in being able to state that we brought away all the troops that would leave, and including the property of the State—a greater amount in value than belonged to the Government. What we failed to bring was from inability to get transportation. In this duty I was mainly assisted by Colonel Lovell, Major James, Major Bell, Captain Venable, and Lieutenant McDonald, to whom the Government is greatly indebted for the safety of much valuable property.

It was a source of great distress to me to see the result of months of toil and labor swept away in a few hours, but it was, in my opinion, mainly attributable to the following causes, which I could not by any possibility control:

1st. The want of a sufficient number of guns of heavy caliber, which every exertion was made to procure, without success.

2d. The failure, through inefficiency and want of energy of those who had charge of the construction of the ironclad steamers *Louisiana* and *Mississippi*, to have them completed in the time specified, so as to supply the place of obstructions; and, finally, the declension of the officers in charge of the *Louisiana* to allow her (though not entirely ready) to be placed as a battery in the position indicated by General Duncan and myself. On these last points I could only advise and suggest, as they appertained to a separate and independent department, over which I had no control whatever. (See letter of Major James, hereunto appended, marked D.)

Opened fire on the 13th of April, which was kept up at intervals for five days, when the mortars opened, and, from that time, with but a single interruption of a few hours, a bombardment was kept up for seven days and nights, which, for great rapidity and accuracy of range, has no parallel. More than twenty-five thousand shells were thrown, of which not less than one-third fell within the limits of Fort Jackson, yet the garrison held out, although wet, without change of clothing, and exhausted for want of rest and regular food, with a heroic endurance which is beyond all praise. That the enemy succeeded in passing a large portion of his fleet by the forts on a dark night, under a heavy fire, is due to no fault of the garrison of the forts. They did their whole duty, nobly and heroically, and had they been seconded, as they should have been, by the defenses afloat, we should not have to record the fall of New Orleans.

To the officers of my staff, who underwent months of severe and arduous labor, collecting supplies, creating resources with the most limited means, and preparing all sorts of materials and munitions of war by ingenious makeshifts, I return my thanks. Left in the city with a small force of badly armed militia, all opportunity for distinction or glory was cut off, yet they never flagged in their zeal and devotion to the cause. When the country knows all that was done, and under what

disadvantages it was accomplished, I feel confident that their verdict will do ample justice to those who shared equally in the labors of preparation, while they were denied the glory of taking part in the defense. The battle for the defense of New Orleans was fought and lost at Forts Jackson and St. Philip.

The extraordinary and remarkable conduct of the garrisons of these forts in breaking out in open mutiny after covering themselves with glory by their heroic defense, is one of those strange anomalies for which I do not pretend to account. The facts are recorded and speak for themselves. The causes will, probably, never be known in full.

For the detailed accounts of the bombardment of the forts, and the engagements at the time of the passage of the fleets by them and the batteries at Chalmette, you are respectfully referred to the accompanying reports of Generals Duncan and Smith. There were no batteries except at these two points, for the reason that no guns could be procured to place in them. I had frequent occasion to regret that it was found impossible to give me control of the defenses afloat as well as here. A single controlling head might have made all the resources more available and efficient in working out the desired result.

Very respectfully, your obedient servant,

M. LOVELL,
Major-General, Commanding.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

[Enclosure A.]

CAMP MOORE, *April 28, 1862.*

If the people are willing to stand the result I will bring 4,500 men down as soon as I can give them arms and powder, and stay as long as a brick remains. It is their interest I am endeavoring to consult, not the safety of my men. I have nothing but infantry and two batteries of field artillery, which would be of no use against ships. I will come down myself if they wish it, and bring the men along as fast as ready. They are newly raised regiments, and are being now armed and equipped as you know. Can begin to bring them down to-morrow, if that is the desire of the citizens. Shall I come down myself to-night? Will do so if I can be of any assistance, and leave General Smith to complete the organization and bring down the five regiments when ready. The citizens must decide as to the consequences. I will come, if it is wished, cheerfully.

M. LOVELL,
Major-General, Commanding.

Major JAMES,
New Orleans.

CAMP MOORE, *April 28, 1862.*

I shall start down myself with an aid now, and am perfectly ready, if it is the desire of the city, to hold it to the end. It is for them to say, not me.

M. LOVELL,
Major-General, Commanding.

Major JAMES,
New Orleans.

[Enclosure B.]

SIR: I have the honor to report that while I was in the city of New Orleans on the 27th of April, executing your orders to assist in removing the Government and State property, and while the negotiations were going on between the city authorities and the Federal officers for the surrender, I was informed that the nature of the replies to the naval commander was such as to throw some censure upon yourself for leaving them, as the mayor styled it, without military protection.

I deemed it my duty to advise you of this immediately, the result of which was the enclosed dispatches from you, offering to return with your troops and afford them all the protection in your power, but that the responsibility of any results that might ensue must rest upon the citizens themselves. I read your dispatches to the city council, which was then in session, in the presence of Mr. Pierre Soulé, who happened to be there at the time. That gentleman, who seemed to speak for the mayor and council, most emphatically declared that you ought not to return with your troops, as did also the mayor and members of the council. Several of them, however, declared that they would be glad to have you return alone and see matters for yourself, to which effect I telegraphed you. You came to the city that evening with a single aid-de-camp, and went with me to the mayor's house, where you, in my presence, told him that the citizens should have no cause to say that they were obliged to submit for want of military protection; that you were ready and willing to bring your whole command into the city within twenty-four hours and undergo a bombardment with them, if that was their desire; that you had withdrawn to enable the citizens to decide the matter for themselves, as it was they and not you who had their families and property at stake. In reply, the mayor earnestly declined your offer, stating that you had done all in your power, and that it would be a useless waste of life to bring the troops into the city. He also urged you by all means to retire from the city for your own safety, and subsequently asked me to persuade you to leave as soon as possible, as he would be hung if the United States authorities found you were at his house.

Very respectfully, your obedient servant,

L. L. JAMES,
Volunteer Aid-de-Camp.

General M. LOVELL.

[Enclosure C.]

HEADQUARTERS DEPARTMENT NO. 1,
New Orleans, ---, 1862.

SIR: When the enemy, having succeeded in passing our defenses on the river with his fleet, anchored abreast the city it was apparent that the infantry troops under my command could offer no effectual resistance, and their presence would only serve as a pretext and justification for them to open their guns upon a city crowded with women and children, whom it was impossible to remove. Under these circumstances I determined at once to withdraw my troops and leave it to the citizens themselves to agree upon the course of action to be pursued in relation to the welfare of their families and property. I now beg leave to say that if it is the determination of the people of the city to hold it at any and all hazards, I will return with my troops and

share the danger with them. That my return will be followed by bombardment is, in my opinion, certain, but if that is the conclusion come to I will afford all the protection in my power.

Very respectfully,

M. LOVELL,
Major-General, Commanding.

Hon. JOHN T. MONROE,
Mayor of New Orleans.

[Enclosure D.]

GENERAL: At your request, upon my return from Forts Jackson and St. Philip, I accompanied you to call upon Commodore Whittle, of the Navy, at his headquarters in New Orleans, for the purpose of getting that officer, if possible, to place the ironclad gunboat *Louisiana* in a position below Forts Jackson and St. Philip from which she could enfilade the position of the enemy's mortar fleet and drive them from it, thereby relieving the forts, for a time at least, from the heavy bombardment then going on, which would allow Brigadier-General Duncan to make such repairs as were necessary and, what was equally necessary, give the garrisons some rest. The position designated for the vessel to be placed in was in an eddy upon the Fort St. Philip side of the river and under the protection of the guns of both forts, and entirely out of line of the bombardment; and it would require a change of position of the mortar fleet to enable them to strike the vessel with shell, if she could have been struck at all. All these facts were fully explained by yourself to Commodore Whittle, and he was requested by you by all means to place the vessel in said position, even if she was lost, as the maintaining the position then held by your troops in the forts without this assistance was merely a question of time. To this earnest appeal upon your part Commodore Whittle telegraphed to Commander Mitchell of the fleet stationed just above the forts "to strain a point if, in his judgment, it was necessary, to comply with your request and place the *Louisiana* in the position before spoken of." As the result shows, the request of Commodore Whittle to Commander Mitchell was not complied with.

I make this statement voluntarily, in order that if ever the question of the defenses of New Orleans should arise you can have every evidence to show that it was not, certainly, the want of proper exertions on the part of the land forces which caused the fall of New Orleans.

Very respectfully, your obedient servant,

L. L. JAMES,
Volunteer Aid-de-Camp.

General M. LOVELL,
Commanding Department No. 1.

Report* of Brigadier-General Duncan, C. S. Army, commanding coast defenses.

NEW ORLEANS, LA., *April 30, 1862.*

I have the honor to submit the following report of the bombardment of Forts Jackson and St. Philip, La., from the 16th to the 24th of April, 1862.

* For enclosures mentioned herein see Army War Records, Series I, volume 6 pp. 535-546.

About the 27th of March I was informed by Lieutenant-Colonel E. Higgins, commanding Forts Jackson and St. Philip, composing a part of the coast defenses under my command, that the enemy's fleet was crossing the bars and entering the Mississippi River in force. In consequence, I repaired at once to that post to assume the general command of the threatened attack upon New Orleans, which I had always anticipated would be made from that quarter. Upon my arrival I found that Fort Jackson was suffering severely from transpiration and backwater, occasioned by the excessive rise in the river and the continual prevalence of strong easterly winds. Notwithstanding every effort which could be made, the water kept daily increasing upon us, partly owing to the sinking of the entire site and to the natural lowness of the country around it, until the parade-plain and casemates were very generally submerged to the depth of from 3 to 18 inches. It was with the utmost difficulty, and only then by isolating the magazines and by pumping day and night, that the water could be kept out of them.

As the officers and men were all obliged to live in these open and submerged casemates, they were greatly exposed to discomfort and sickness, as their clothing and feet were always wet. The most of their clothing, and blankets besides, were lost by the fire hereinafter mentioned. Fort St. Philip, from the same causes, was in a similar condition, but to a lesser extent.

No attention having been previously paid to the repeated requisitions for guns of heavy caliber for these forts, it became necessary in their present condition to bring in and mount, and to build the platforms for the X-inch and three VIII-inch columbiads, the rifled 42-pounder, and the five X-inch seacoast mortars, recently obtained from Pensacola on the evacuation of that place, together with the two rifled 7-inch guns temporarily borrowed from the naval authorities in New Orleans. It was also found necessary to prepare the old water battery to the rear of and below Fort Jackson, which had never been completed, for the reception of a portion of these guns, as well as to construct mortarproof magazines and shell rooms within the same.

In consequence, also, of the character of the expected attack by heavy mortars, it was deemed advisable to cover all the main magazines at both forts with sand bags to a considerable depth to protect them against a vertical fire.

After great exertions, cheerfully made by both officers and men, and by working the garrisons by reliefs night and day, this work was all accomplished by 13th of April. No sooner had the two rifled 7-inch navy guns been placed in position, however, than orders arrived to dismount one of them immediately, and to send the same to the city at once, to be placed on board of the ironclad steamer *Louisiana*. I strongly remonstrated by telegraph against this removal, but was informed in reply that the orders were imperative and that the gun must be sent without fail. It was accordingly sent, but with great difficulty, owing to the overflow and the other causes stated. The garrisons of both forts were greatly fatigued and worn out by these labors, performed as they were under pressure and within sight of the enemy and owing to the many discomforts and disadvantages we were laboring under in consequence of high water. In the meantime I had called upon the general commanding the department for two regiments to be stationed at the Quarantine buildings, 6 miles above the forts, to act as

a reserve force and cooperate with the forts in case of a combined land and water attack. I also asked for Captain W. G. Mullen's company of scouts and sharpshooters to be stationed in the woods below Fort Jackson on the right bank of the river for the purpose of picking off the officers and men from the enemy's vessels when assuming their several positions of attack. Captain Mullen's company of about 125 men was sent down as requested and stationed in part in the point of woods below Fort Jackson and the remainder on the Fort St. Philip side, opposite the raft obstructing the river. The Chalmette regiment, consisting of about 500 men, Colonel Szymanski commanding, was sent to the Quarantine. A part of it was stationed there, and company detachments were placed at the heads of the several canals leading from the river into the bays back of the same to guard against a land force being thrown in launches above us.

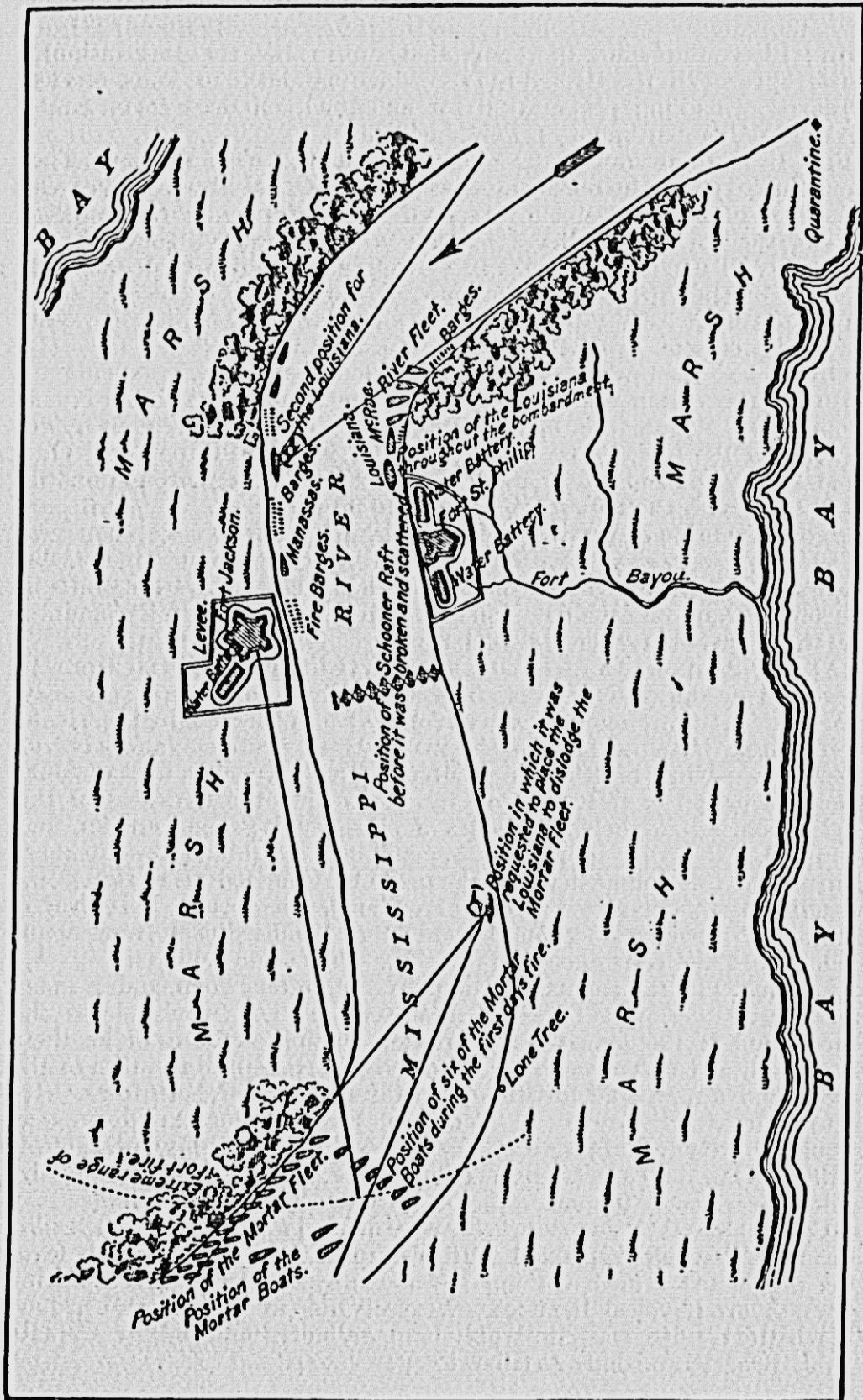
Four steamers of the river fleet, protected, and to a certain extent made shot-proof with cotton bulkheads and prepared with iron prows to act as rams, viz, the *Warrior*, *Stonewall Jackson*, *Defiance*, and *Resolute*, commanded by Captains Stevenson, Phillips, McCoy, and Hooper, respectively, were sent down to report to and cooperate with me. The steamers *Governor Moore* and *General Quitman*, prepared as those before mentioned and commanded by Captains B. Kennon and A. Grant, were sent down in like manner to cooperate with the forts and ram such vessels of the enemy as might succeed in passing. The naval authorities also sent down the C. S. steam ram *Manassas*, Captain Warley, C. S. Navy, commanding. She was stationed a short distance above Fort Jackson, with her steam up constantly, to act against the enemy as the occasion might offer.

Subsequently, also, Captain F. B. Renshaw, C. S. Navy, arrived in command of the C. S. S. *Jackson*. The raft of logs and chains which had formerly been placed across the river having proven a failure upon the rise in the stream and constant velocity of the drift-bearing current, a new obstruction had been placed across the river opposite Fort Jackson by Lieutenant-Colonel E. Higgins prior to his assumption of the command of the forts. This consisted of a line of schooners anchored at intervals with bows upstream and thoroughly chained together amidships as well as stern and stem. The rigging, ratlines, and cable were left to trail astern of these schooners as an additional impediment to tangle in the propeller wheels of the enemy. This schooner raft was seriously damaged by the windstorm on the 10th and 11th of April, which parted the chains, scattered the schooners, and materially affected its character and effectiveness as an obstruction.

In addition to the wind, the raft was also much damaged by allowing some of the fire barges to get loose and drift against it, through the carelessness of those having them in charge. A large number of these fire barges were tied to the banks above both forts, ready at all times to be towed into the current and against the enemy, for the double purpose of firing his ships and to light up the river by night to insure the accuracy of our fire. My instructions to the river fleet, under Captain Stevenson (see attached document A), were to be in the stream above the raft, with such boats as had stern guns, in order to assist the forts with their fire, in case the enemy should attempt the passage, as well as to turn in and ram, at all hazards, all such vessels as might succeed in getting above the raft. He was also required to take entire control of the fire barges (see attached document B), to

[Enclosure.]

Diagram of the bombardment of Forts Jackson and St. Philip, La., from April 16 to April 24, 1862.



volunteered his services, with fifteen men of his company, to act as sharpshooters in pirogues, and cover the operator in repairing the line and reestablishing the connection with the forts above, as well as to annoy the enemy. This also failed from the great difficulty of managing the pirogues effectively in the dense undergrowth of the swampy woods below, and the telegraph and the sharpshooters had to be abandoned in consequence.

April 15.—The enemy brought up his whole fleet, extending the same from the Head of the Passes to the point of woods below the forts. Orders were repeatedly given to Captain Stevenson, of the river fleet, to cause the fire barges to be sent down nightly upon the enemy; but every attempt seemed to prove a perfect abortion, the barges being cut adrift too soon, so that they drifted against the banks directly under the forts, firing our wharves and lighting us up, but obscuring the position of the enemy. In consequence, I turned the control of them, as well as the boats employed to tow them into the stream, over to Captain Renshaw, the senior naval officer present. I also directed Captains Kennon and Grant to report to him for orders, as I found great difficulty in communicating with or controlling the vessels afloat, and directed Captain Stevenson, with his four boats, to cooperate with Captain Renshaw in every possible way. These boats of the river fleet, it seemed, could not be turned over directly to the immediate command of naval officers, owing to certain conditions imposed by the Navy Department.

April 16.—From half-past 7 o'clock a. m. the enemy's gunboats came around the point repeatedly for observation, but were invariably forced to retire by our fire. In the meantime he was locating the position of the Mortar Flotilla, composed of twenty-one schooners, each mounting one XIII-inch mortar and other guns, close against the bank on the Fort Jackson side and behind the point of woods. At half-past 4 o'clock p. m. the enemy ran out a gunboat and fired upon the fort, under cover of which two mortar boats were brought out into the stream. These boats opened fire upon Fort Jackson at 5 p. m., which was continued for an hour and a half, the enemy, under our fire, retiring behind the point of woods.

One fire barge sent down successfully against the enemy at 4 o'clock a. m., which drifted in among his vessels and was fired upon by them, creating considerable movement and perturbation.

During the day Captains Renshaw, Kennon, Grant, Stevenson, and Hooper passed in their turns with their boats below the raft, now very much disconnected and scattered, and exchanged a few shots with the hostile gunboats and mortar boats.

Two more abortive attempts were made to send down fire barges against the enemy during the night.

April 18.—At 9 o'clock a. m. the enemy opened upon Fort Jackson with his entire mortar fleet of twenty-one vessels and with rifled guns from his gunboats. Fifteen of them were concealed behind the point of woods and the other six hauled out in the stream at an angle with them (see diagram), just at the extreme range of our heaviest guns. Our fire disabled one gunboat and one mortar boat, causing those in the stream to retire behind the cover of the woods. Generally our shots fell short for lack of elevation and in consequence of the inferiority of our powder compared to that of the enemy. Even our nearest gun—a X-inch seacoast mortar—would not reach his boats with

the heaviest charges. The enemy ceased firing at 7 o'clock p. m., having fired this day 2,997 mortar shells.

The quarters in the bastions were fired and burned down early in the day, as well as the quarters immediately without the fort. The citadel was set on fire and extinguished several times during the first part of the day, but later it became impossible to put out the flames, so that when the enemy ceased firing it was one burning mass [from this point to end this report is taken from the Army War Records, Vol. VI, page 525], greatly endangering the magazines, which at one time were reported to be on fire. Many of the men and most of the officers lost their bedding and clothing by these fires, which greatly added to the discomforts of the overflow. The mortar fire was accurate and terrible, many of the shells falling everywhere within the fort and disabling some of our best guns.

I endeavored to get the naval forces to carry down fire barges against the enemy so as to disperse them, but they were all let go above the raft and with such a lack of judgment that they only lodged under the forts and did not reach the enemy. (See attached document C.)

None of the boats acted as a guard boat below the raft at night, so that in consequence the enemy sent up two launches to examine the character of the raft obstructing the river.

April 19.—The mortar fleet again opened at 6 a. m., and the fire was constantly kept up throughout the day. Gunboats constantly came above the point during the day to engage the forts, but were as constantly driven back by our fire. One of them we crippled, which was towed behind the point of woods. The enemy's fire was excellent, a large proportion of his shells falling within Fort Jackson. The terre-plein, parade plain, parapets, and platforms were very much cut up, as well as much damage done to the casemates. The magazines were considerably threatened, and one shell passed through into the casemate containing fixed ammunition. One X-inch and one VIII-inch columbiad, one 32 and one 24 pounder, and one X-inch siege mortar were disabled in the main work, also two rifled 32-pounders in the water battery. Bombardment continued very regularly and accurately all night. Failures again were made in sending down fire barges.

April 20.—Some rain in the morning. Bombardment constant throughout the day, with occasional shots from the gunboats around the point. Wind very high. No fire barges sent down to light up the river or distract the attention of the enemy at night. In consequence, between 11 and 12 p. m., under cover of the heaviest shelling during the bombardment thus far, one of the enemy's gunboats came up in the darkness and attempted to cut the chains of the raft and drag off the schooners. A heavy fire was opened upon her, which caused her to retire, but not until she had partially accomplished her purpose. The raft, after this, could not be regarded as an obstruction. The fire continued uninterruptedly all night.

April 21.—Firing continued all day and night without interruption. Several guns were disabled. Disabled guns were repaired as far as practicable as often as accidents happened to them or their platforms. Fort Jackson by this time was in need of extensive repairs almost everywhere, and it was with extreme pleasure that we learned of the arrival during the night of the ironclad steamer *Louisiana*, under the cover of whose heavy guns we expected to make the necessary repairs.

April 22.---By the direction of the major-general commanding the department everything afloat, including the towboats and the entire control of the fire barges, was turned over to Captain John K. Mitchell, U. S. Navy, commanding the Confederate States naval forces, Lower Mississippi River. I also gave Captain Mitchell 150 of our best men from Forts Jackson and St. Philip, under Lieutenants Dixon and Gandy and Captain Ryan, to serve a portion of the guns of the *Louisiana* and to act as sharpshooters on the same vessel.

In an interview with Captain Mitchell on the morning of this date, I learned that the motive power of the *Louisiana* was not likely to be completed within any reasonable time, and that in consequence it was not within range of probabilities that she could be regarded as an aggressive steamer or that she could be brought into the pending action in that character. As an ironclad invulnerable floating battery, with sixteen guns of the heaviest caliber, however, she was then as complete as she would ever be.

Fort Jackson had already undergone and was still subjected to a terrible fire of XIII-inch mortar shells which it was necessary to relieve at once to prevent the disabling of all the best guns at that fort, and, although Fort St. Philip partially opened out the point of woods concealing the enemy and gallantly attempted to dislodge him or draw his fire, he nevertheless doggedly persisted in his one main object of battering Fort Jackson. Under these circumstances I considered that the *Louisiana* could only be regarded as a battery and that her best possible position would be below the raft, close in on the Fort St. Philip shore, where her fire could dislodge the mortar boats from behind the point of woods and give sufficient respite to Fort Jackson to repair in extenso. This position (X on the accompanying diagram) would give us three direct cross-fires upon the enemy's approaches and at the same time insure the *Louisiana* from a direct assault, as she would be immediately under the guns of both forts. Accordingly, I earnestly and strongly urged these views upon Captain Mitchell in a letter of this date (copy lost), but without avail, as will be seen by his reply, attached as Document D.

Being so deeply impressed myself with the importance of this position for the *Louisiana* and of the necessity of prompt action in order to insure the success of the impending struggle, I again urged this subject upon Captain Mitchell during the latter part of the same day as absolutely indispensable and imperative to the safety of New Orleans and to the control of the Lower Mississippi. My efforts were ineffectual to get him to move the boat from her original position above the forts. His reply is attached as Document E, in which he is sustained by all the naval officers present having the command of vessels.

I also addressed him two other notes through the day, one in regard to sending fire barges against the enemy, and the other relative to keeping a vigilant lookout from all his vessels and asking for cooperation should the enemy attempt to pass during the night. (See attached Document F.)

Bombardment continued throughout the day and night, being at times very heavy. During the day our fire was principally confined to shelling the point of woods from both forts, and apparently with good results, as the mortar fire was slackened toward evening. The casemates were very much cut up by the enemy's fire, which was increased at night.

There was little or no success in sending down fire barges, as usual, owing in part to the condition of the towboats *Mosher*, *Musie*, and *Belle Algerine*, in charge of the same, explained by attached Document G. This does not excuse the neglect, however, as there were six boats of the river fleet available for this service, independent of those alluded to, and fire barges were plentiful.

April 23.—The day broke warm, clear, and cloudless. No immediate relief being looked for from our fleet, the entire command was turned out to repair damages under a very heavy fire of the enemy.

The bombardment continued without intermission throughout the day, but slackened off about 12 m., at which hour there was every indication of an exhaustion on the part of the Mortar Flotilla; hence it became evident that the tactics of the enemy would necessarily be changed into an attack with broadsides by his larger vessels. In consequence these views were laid before Captain Mitchell and he was again urged to place the *Louisiana* at the point before mentioned, below the raft and near the Fort St. Philip bank of the river, to meet the emergency. (See attached Document H.) Captain Mitchell's reply is attached, in Documents E, I, J, and K, wherein he positively declines again to assume the only position which offered us every possible chance of success, and Captains [Charles F.] McIntosh, [Thomas B.] Huger, and Warley sustain Captain Mitchell in his view of the case.

Just before sundown, under a very heavy mortar fire, the enemy sent up a small boat, and a series of white flags were planted on the Fort St. Philip bank of the river, commencing about 350 yards above the lone tree upon that shore. (See diagram.)

This confirmed my previous views of an early and different attack from the usual mortar bombardment, especially as I presumed that these flags indicated the positions to be taken up by the several vessels in their new line of operations.

As nothing was to be expected from the *Louisiana* after the correspondence during the day, I could only inform Captain Mitchell of this new movement of the enemy (see attached Document L) and particularly impress upon him the necessity of keeping the river well lit up with fire barges to act as an impediment to the enemy and assist the accuracy of our fire in a night attack.

Lieutenant [George S.] Shryock, C. S. Navy (Captain Mitchell's aid), came on shore about 9 p. m. to inform me that the *Louisiana* would be ready for service by the next evening, the evening of the 24th. I informed him that time was everything to us and that to-morrow would in all probability prove too late. Lieutenant-Colonel Higgins warmly seconded my opinion and warned Lieutenant Shryock that the final battle was imminent within a few hours.

In regard to lighting the river Lieutenant Shryock stated that fire barges would be regularly sent down throughout the night every two hours, and as none had been sent up to that hour (9:30 p. m.), he left, informing me that this matter would be attended to as soon as he arrived on board. To my utter surprise not one single fire barge was sent down the river, notwithstanding, at any hour of this night. It was impossible for us to send them down, as everything afloat had been turned over to Captain Mitchell, by order of the major-general commanding, and the fire barges and the boats to tow them into the stream were exclusively under his control. In consequence of this criminal neglect the river remained in complete darkness throughout

the entire night. The bombardment continued all night and grew furious toward morning.

April 24.—At 3:30 a. m. the larger vessels of the enemy were observed in motion, and, as we presumed, to take up the positions indicated by the small flags planted by them on the previous evening. I then made my last and final appeal to Captain Mitchell, a copy of which is attached as Document M.

The *Louisiana* was still in her old position above Fort St. Philip, surrounded by her tenders, on board of which was the majority of her cannoneers and crew, and the other boats of the fleet were generally at anchor above her, excepting the *Jackson*, Captain Renshaw, C. S. Navy, commanding, which had been sent the day before, at my suggestion, to prevent the landing of forces through the canals above.

The *McRae* lay near and above the *Louisiana*, and the steam ram *Manassas*, with her tender, remained in her constant position above Fort Jackson, both with steam up, ready for immediate action.

The enemy evidently anticipated a strong demonstration to be made against him with fire barges. Finding, upon his approach, however, that no such demonstration was made, and that the only resistance offered to his passage was the expected fire of the forts (the broken and scattered raft being then no obstacle), I am satisfied that he was suddenly inspired for the first time to run the gantlet at all hazards, although not a part of his original design. Be this as it may, a rapid rush was made by him in column of twos, *en échelon*, so as not to interfere with each other's broadsides.

The mortar fire upon Fort Jackson was furiously increased, and in dashing by each vessel delivered broadside after broadside of shot, shell, grape, canister, and spherical case to drive the men from our guns.

Both the officers and men stood up manfully under this galling and fearful hail, and the batteries of both forts were promptly opened at their longest range with shot, shell, hot shot, and a little grape, and most gallantly and rapidly fought until the enemy succeeding in getting above and beyond our range.

The absence of light on the river, together with the smoke of the guns, made the obscurity so intense that scarcely a vessel was visible, and in consequence the gunners were obliged to govern their firing entirely by the flashes of the enemy's guns.

I am fully satisfied that the enemy's dash was successful mainly owing to the cover of darkness, as a frigate and several gunboats were forced to retire as day was breaking. Similar results had attended every previous attempt made by the enemy to pass or to reconnoiter when we had sufficient light to fire with accuracy and effect.

The passage by was of short duration, having been accomplished between 3:30 a. m. and daylight, under a very rapid and heavy pressure of steam.

Of the part taken in this action by the *Louisiana*, *Manassas*, and other vessels comprising the cooperative naval forces, I can not speak with any degree of certainty, excepting that the *Louisiana* is reported to have fired but twelve shots during the engagement; but to the heroic and gallant manner in which Captain Huger handled and fought the *McRae* we can all bear evidence.

The *Defiance*, Captain McCoy commanding, was the only vessel saved out of the river fleet.

Shortly after daylight the *Manassas* was observed drifting down by

the forts. She had been abandoned and fired, and was evidently in a sinking condition.

The *McRae* was considerably cut up in this action by shot and grape.

The *Resolute* was run on shore about a mile above the forts, where she hoisted a white flag, but by the prompt action of the *McRae* she was prevented from falling into the hands of the enemy. She was subsequently wrecked and burned.

The *Warrior* was run ashore and fired on the point just above Fort St. Philip.

Nothing was known by us of the movements of the *Stonewall Jackson*, the *Governor Moore*, or the *General Quitman*.

The steamers *Mosher*, *Music*, and *Belle Algerine*, in charge of the fire barges, were all destroyed. So also was the *Star*.

The heroic courage displayed by the officers and men at both forts was deserving of a better success, especially after the fortitude which they constantly exhibited through the long tedium of a protracted bombardment unsurpassed for its terrible accuracy, constancy, and fury.

Thirteen of the enemy's vessels out of twenty-three succeeded in getting by, viz, the *Hartford*, *Pensacola*, *Richmond*, *Brooklyn*, *Mississippi*, *Oneida*, *Iroquois*, *Cayuga*, *Wissahickon*, *Sciota*, *Kineo*, *Katahdin*, and *Pinola*.

In addition to the foregoing and to the *Varuna* and such other vessels as were sunk, there were six gunboats and one frigate engaged in this action besides the Mortar Flotilla. Heavy chains were faked along the sides of the most of these vessels as an iron-proof protection.

The extent of the damage which was done to the enemy we had no means of ascertaining.

The vessels which passed all came to an anchor at or below the Quarantine, 6 miles above the forts, where they remained until about 10 a. m., when they all passed slowly up the river, with the exception of two gunboats, left at the Quarantine as a guard.

Shortly after the fleet above got underway a gunboat from below made her appearance with a flag of truce, and verbally demanded the surrender of the forts in the name of Commander D. D. Porter, U. S. Navy, commanding the Mortar Flotilla, under the penalty of reopening the bombardment (which had ceased shortly after the passage) in case of refusal.

The demand was rejected, and the bombardment was reopened about 12 m. It continued until near sundown, when it ceased altogether. The entire Mortar Fleet and all the other vessels except six gunboats then got underway and passed down the river and out of sight under full steam and sail. A vigilant lookout was kept up above and below during the night, but all remained quiet. So long as the Mortar Fleet remained below, the position wherein the *Louisiana* could render the greatest assistance to the forts was the one below Fort St. Philip, hereinbefore mentioned, where the fire of her batteries could dislodge the enemy from behind the point of woods.

After the Mortar Fleet had left, however, and when the enemy had got in force above the forts, the question was materially changed, in consequence of the fact that all of our heavy guns at both forts had been mounted to bear upon the lower approaches and not on those above. The most effective position which the *Louisiana* could then take as a battery was in the fight above Fort Jackson, where her guns

could protect our rear and sweep the long reach of river above toward the Quarantine. This would still insure her safety, as she would be under the guns of both forts. This is evident by a reference to the point (XX) on the diagram.*

In several personal interviews and by a correspondence with Captain Mitchell on this date (see attached Documents N, O, P, Q, and R), I requested him, during the morning of the 24th, while the Mortar Fleet was below, to place the *Louisiana* below the raft and dislodge it; and, later in the day, when the mortar fire was nearly exhausted, to place her in the position (XX) above Fort Jackson to assist in repelling an attack from the vessels above.

During the day she was in an unfit condition to assume either position for the reasons given by Captain Mitchell in his letters to me.

The intoxicated volunteers referred to were none of my men, nor did they get their liquor at the forts, as there was none on hand there during the bombardment excepting the small supplies of hospital stores in the medical department.

April 25.—No attack attempted during the day by the enemy either from above or below. The gunboats from the Quarantine above and from the point of woods below occasionally showed themselves for observation, but without firing.

During the day all the principal guns that would admit of it at both forts were prepared at once so as to traverse in a full circle and bear above or below, as necessity might require. Some of the 24-pounder barbette guns at Fort Jackson were also replaced by guns of heavier caliber to bear on the river above.

Permission was granted by the enemy to the C. S. S. *McRae* to proceed to New Orleans, under a flag of truce, with the wounded. Availing ourselves of the offer of Captain Mitchell, the seriously wounded of both forts were sent on board of her. As it was late when the wounded were all gotten on board, the *McRae* did not get off until the next morning.

Still failed during the day in getting Captain Mitchell to place the *Louisiana* in the bight above Fort Jackson, where she could act against the enemy from above.

One of the raft schooners was burned during the night to light the river, and all remained quiet.

April 26.—A gunboat, with a white flag, dropped down from the Quarantine to escort the *McRae* on her mission. The *McRae* did not return again to the forts.

Four of the enemy's steamers were in sight at the Quarantine at dawn. A gunboat occasionally showed herself below to reconnoiter.

In the direction of Bird Island, and back of the salt works, a large steam frigate and an ordinary river steamer appeared in sight, the latter working her way up the bay behind Fort St. Philip, apparently toward the Quarantine.

During the day Captain Mitchell communicated with the enemy above under a flag of truce, and learned that the city had surrendered, and that the C. S. steam ram *Mississippi* had been burned by our authorities. The wreck of the floating dock or battery drifted by the forts about 4 p. m.

The *Louisiana* was not placed in the position required of her during the day, Captain Mitchell promising to put her there the next day,

*See p. 277.

the 27th. Another raft schooner burned for light, and all quiet during the night. No shots exchanged during the day.

April 27.—At daylight the steamer which had been observed the day before working her way up in the back bays was in view, immediately in the rear of Fort St. Philip, and near the mouth of Fort Bayou. A frigate and five other vessels were also in sight toward Bird Island, one of which was seen working her way up the bay. From ten to thirteen launches were visible near the boat back of Fort St. Philip, by means of which troops were being landed at the Quarantine above us.

About 12 m. one of the enemy's gunboats from below made her appearance under a flag of truce, bearing a written demand for the surrender of the forts, signed by Commander David D. Porter, U. S. Navy, commanding Mortar Flotilla. (See attached Document S.) The forts refused to surrender. (See attached Document T.)

About 4 p. m. the French man-of-war *Milan*, Captain Cloué commanding, passed up to the city, after asking and obtaining permission of the forts to do so. The position of the *Louisiana* still remained unchanged.

So far, throughout the entire bombardment and final action, the spirit of the troops was cheerful, confident, and courageous. They were mostly foreign enlistments, without any great interests at stake in the ultimate success of the revolution. A reaction set in among them during the lull of the 25th, 26th, and 27th, when there was no other excitement to arouse them than the fatigue duty of repairing our damages and when the rumor was current that the city had surrendered and was then in the hands of the enemy.

No reply had been received from the city to my dispatches sent by couriers on the 24th and 25th, by means of which I could reassure them. They were still obedient, but not buoyant and cheerful. In consequence, I endeavored to revive their courage and patriotism by publishing an order to both garrisons, attached hereto as Document U.

I regret to state that it did not produce the desired effect. Everything remained quiet, however, until midnight, when the garrison of Fort Jackson revolted in mass; seized upon the guard and posterns; reversed the fieldpieces commanding the gates, and commenced to spike the guns, while many of the men were leaving the fort in the meantime under arms. All this occurred as suddenly as it was unexpected. The men were mostly drawn up under arms and positively refused to fight any longer, besides endeavoring by force to bring over the St. Mary's Cannoneers and such other few men as remained true to their cause and country.

The mutineers stated that the officers intended to hold out as long as possible, or while the provisions lasted, and then blow up the forts and everything in them; that the city had surrendered, and that there was no further use in fighting; that the enemy were about to attack by land and water on three sides at once, and that a longer defense would only prove a butchery. Every endeavor was made by the officers to repress the revolt and to bring the men to reason and order, but without avail. Officers upon the ramparts were fired upon by the mutineers in attempting to put a stop to the spiking of the guns.

I am greatly indebted to the Rev. Father Nachon for his effort to quell the mutineers, through some of whom he learned that the revolt

had been discussed among them for two days, and yet there was no one man among them true enough to communicate the fact to his officers.

Signals also were said to have been passed between the forts during the night and while the mutiny was at its height. Being so general among the men, the officers were helpless and powerless to act. Under these circumstances there was but one course left, viz, to let those men go who wished to leave the fort, in order to see the number left and to ascertain what reliance could be placed upon them. About one-half of the garrison left immediately, including men from every company excepting the St. Mary's Cannoneers, volunteers and regulars, noncommissioned officers and privates, and among them many of the very men who had stood last and best to their guns throughout the protracted bombardment and the final action when the enemy passed. It was soon evident that there was no further fight in the men remaining behind; that they were completely demoralized, and that no faith or reliance could be placed in the broken detachments of companies left in the forts.

In the meantime we were totally ignorant of the condition of affairs at Fort St. Philip, and as all our small boats had been carried away by the mutineers, we could not communicate with that fort until the next morning. As the next attack upon the forts was likely to be a combined operation by land and water, and as Fort St. Philip was the point most threatened, from the nature of the country around it and from the character of the work itself, with narrow and shallow ditches, and but little relief to the main work, it was self-evident that no reduction could be made in its garrison to strengthen that of Fort Jackson, even if all the men there remained true. In fact, two additional regiments had been asked for at the Quarantine in anticipation of such an attack, to act as a reserve to strengthen the garrisons of both forts.

With the enemy above and below us, it will be apparent at once to anyone at all familiar with the surrounding country that there was no chance of destroying the public property, blowing up the forts, and escaping with the remaining troops. Under all these humiliating circumstances there seemed to be but one course open to us, viz: To await the approach of daylight, communicate then with the gunboats of the Mortar Flotilla below under a flag of truce, and negotiate for a surrender under the terms offered us by Commander Porter on the 26th instant, and which had previously been declined.

April 28.—A small boat was secured and Lieutenant Morse, post adjutant, sent over to convey the condition of affairs at Fort St. Philip, as well as to Captain Mitchell, on the *Louisiana*. Captain Mitchell and Lieutenant Shryock, C. S. Navy, came on shore and discussed the whole question, after which they left, remarking that they would go on board and endeavor to attack the enemy above at the Quarantine, notwithstanding that reasons had been given from time to time for not moving this vessel into her proper position, only a few hundred yards distant.

Captains Squires and Bond, Louisiana Artillery, and Lieutenant Dixon, commanding the company of Confederate States regular recruits, came on shore shortly from Fort St. Philip, and concurred with us that under the circumstances we could do nothing else than

surrender, as they were not at all confident of the garrison there after the unlooked-for revolt at Fort Jackson, although none of their men had left or openly revolted. For these reasons a flag of truce was sent down to communicate with the enemy below and to carry a written offer of surrender under the terms offered on the 26th instant. (See attached Document V.)

This communication brought up the *Harriet Lane* and three other gunboats opposite the forts, with white flags at the fore, white flags being displayed from the yards of the flag masts at both forts, while the Confederate flags waived at the mastheads.

While negotiations were pending on the *Harriet Lane*, it was reported that the steamer *Louisiana*, with her guns protruding and on fire, was drifting down the river toward the fleet. As the wreck in descending kept close in to the Fort St. Philip shore, the chances were taken by the enemy without changing the position of his boats. The guns of the *Louisiana* were discharged at random as she floated down, and the boat finally blew up near Fort St. Philip, scattering its fragments everywhere within and around the fort, killing one of our men and wounding three or four others.

Captain McIntosh, U. S. Navy, who had been severely wounded in the discharge of his duty on the night of the enemy's passage, and who was then lying in a tent at that fort, was nearly killed also.

As far as I could learn, however, the *Louisiana* was fired prior to the time that the enemy's boats with white flags came to an anchor abreast of the forts to negotiate. She was fired in her first and original position, without a change of any kind since her arrival at the forts.

The terms of the capitulation are attached hereto as Document W, in addition to which Commander Porter verbally agreed not to haul down the Confederate flag or hoist the Federal until the officers should get away from the forts.

The officers of Fort Jackson and the St. Mary's Cannoneers left about 4 p. m. for the city, on board the United States gunboat *Kennebec*, and arrived on the morning of the 29th in New Orleans. The officers of Fort St. Philip were sent up the next day, and all the men subsequently, within a few days, as transportation could be furnished, excepting the men who revolted on the night of the 27th, many of whom enlisted with the enemy.

Upon my arrival in the city I found that the enemy's vessels were lying off the town and that no flag, excepting that of the State of Louisiana, on the city hall, was visible upon the shore. I also learned that Flag-Officer Farragut had directed it to be hauled down and the United States flag hoisted in its stead, upon the penalty of shelling the city within forty-eight hours if the demand was not complied with, and that he had warned the city authorities to remove the women and children within the time specified. I therefore deemed it my duty to call at once upon the mayor at the city hall and inform him of the fate of the forts below, which I did accordingly.

Learning there from one of his aides that the major-general commanding the department was still in the city, I called upon him in person and verbally reported the main incidents of the bombardment, the passage of the enemy, and the capitulation of the forts.

I have the honor to enclose herewith the report of Lieutenant-Colonel E. Higgins, Twenty-second Regiment Louisiana Volunteers, commanding Forts Jackson and St. Philip, as well as the several reports of

Captain M. T. Squires, Louisiana Artillery, senior officer in charge of Fort St. Philip, and those of the different company and battery commanders, together with the surgeons' reports of the killed and wounded.

The report of Colonel Szymanski, commanding the Chalmette Regiment at the Quarantine, has not been received by me, so that I am unable to report upon his operations.

I fully endorse the just praise bestowed in the enclosed reports upon all the officers at both forts, and warmly return them my thanks. They all distinguished themselves by cool courage, skill, and patriotism throughout the entire bombardment, and by the patient fortitude with which they bore the several trying ordeals of water, fire, and the energetic fury of the enemy's protracted and continuous fire.

I must also bear testimony to the cheerful courage and prompt and willing obedience with which the men performed their duties throughout the bombardment and up to the sad night when they took the rash and disgraceful step of rising against their officers, breaking through all discipline, and leading to such disastrous and fatal consequences. I can charitably account for it only on the grounds of great reaction after the intense physical strain of weary days and nights of terrible fire, through which they were necessarily subjected to every privation from circumstances beyond our control, but they had not the moral courage to share and sustain with their officers, all of whom were subjected to the same hardships in every particular.

To Lieutenant-Colonel E. Higgins, commanding the forts, my thanks are especially due for his indefatigable labors in preparing his heavy batteries preparatory to the attack, almost in the face of the enemy, and for the quiet, skillful, and judicious manner in which he caused them to be fought. He was present everywhere, and did his whole duty well and thoroughly.

Captain M. T. Squires, Louisiana Regiment of Artillery, as senior officer in charge of Fort St. Philip, under the orders of Lieutenant-Colonel Higgins, commanding, fully sustained every anticipation entertained of his gallantry, skill, and efficiency.

During the first day's bombardment, when Captain Anderson was wounded, my aid-de-camp (Lieutenant William M. Bridges, Louisiana Artillery) volunteered to command the two X-inch columbiads on the main work, and I returned him my thanks for the gallant and efficient manner in which he fought them during the rest of the action.

I take great pleasure in making personal mention of my volunteer aids, Captains William J. Seymour and J. R. Smith, for the valuable assistance which they rendered me at all times.

My thanks are also due to Drs. Bradbury and Foster, who volunteered their services to assist Assistant Surgeons S. Burke and C. D. Lewis at Forts Jackson and St. Philip, respectively, and most efficiently did they aid in this department. Dr. Bradbury remained at Fort Jackson until its fall, and was paroled. Dr. Foster, at my request, accompanied the wounded soldiers to the city on the *C. S. S. McRae*.

Messrs. Fulda and Stickney and Sergeant J. R. Poindexter, Fourth Mississippi Volunteers, telegraph operators, rendered the most valuable services in keeping open our communication above and below under the most dangerous and difficult circumstances.

Although we have failed in our mission of keeping the enemy's fleet from passing the forts, and have been subjected to the deep humiliation of surrendering the charge intrusted to our keeping to the enemies of our country, I must nevertheless state, in common justice to myself and those under my command, that to the very best of our ability, with the means at our disposal, our whole duty was performed faithfully, honestly, and fearlessly. If all had to be gone through with again, under similar events and circumstances, I know that we should be forced to the same results and consequences.

Great as the disaster is, it is but the sheer result of that lack of cheerful and hearty cooperation from the defenses afloat, which we had every right to expect, and to the criminal negligence of not lighting up the river at night when the danger was imminent and the movements of the enemy absolutely known almost to the hour of the final attack. Except for the cover afforded by the obscurity of the darkness, I shall always remain satisfied that the enemy would never have succeeded in passing-Forts Jackson and St. Philip.

I am, very respectfully, your obedient servant,

J. K. DUNCAN,

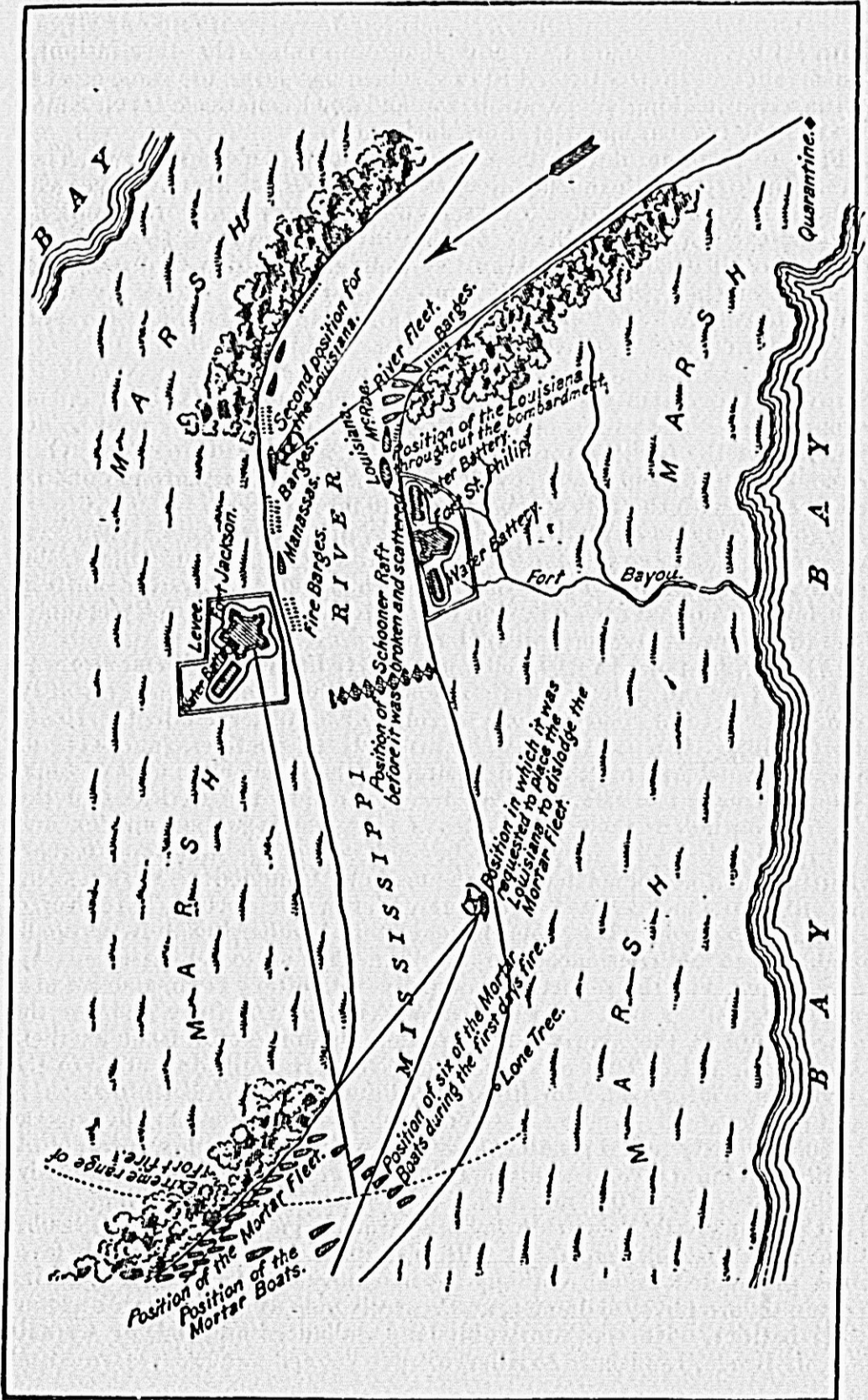
Brigadier-General, late Commanding Coast Defenses.

Major J. G. PICKETT,

Asst. Adjt. Gen., Department No. 1, Camp Moore, La.

[Enclosure.]

Diagram of the bombardment of Forts Jackson and St. Philip, La., from April 16 to April 24, 1862.



Report of Lieutenant-Colonel Higgins, U. S. Army, commanding Forts Jackson and St. Philip.

HEADQUARTERS FORTS JACKSON AND ST. PHILIP.

April 27, 1862.

SIR: I have the honor to report that on Friday, the 18th instant, the naval force of the United States, which has been for some weeks in the river making preparation for an attack on these forts, commenced the bombardment of Fort Jackson.

Fire from their mortar fleet was opened at 9 o'clock a. m. The force employed by the enemy against us consisted of 21 mortar vessels and a fleet of about 21 steam vessels of war, carrying more than 200 guns of the heaviest caliber. The mortar vessels, when they opened fire, were all concealed from our view save six, which took position in sight of the forts and within our longest range. These we soon forced to retire. They joined the rest of their fleet behind the point of woods and, concealed from view, renewed their fire.

Orders had been issued to the officers and men of my command to retire to the casemates of the forts the moment the bombardment commenced. The order being obeyed, nothing was left for us to do but receive the furious storm of shell which was hailed upon us. Our citadel was soon destroyed by fire. All the buildings around and in connection with the fort shared the same fate.

From Friday morning until the following Thursday we sustained this terrible battering. Several times during the bombardment the enemy's gunboats attempted to pass up the river under cover of their mortar fire, and on each occasion our batteries were promptly manned and the enemy's advance gallantly repelled.

At 3:30 a. m. on Thursday it was observed that the mortar fire was increased to an intensity of fury which had not been previously reached. At the same time a movement was observed in the steam fleet below. Our batteries were instantly in readiness, and were at once engaged in a most terrific conflict with the enemy's fleet of fourteen steamships, which, dashing by the fort in the darkness of the night, pouring in their broadsides of shot, shell, grape, canister, and shrapnel, succeeded in getting beyond our range and in our rear. During the forenoon a demand was made by Commodore Porter, commanding the mortar fleet, for a surrender of the forts. This proposition was promptly refused, and the bombardment was again commenced and continued until 4 p. m., when all firing ceased.

I enclose you the reports of company and battery commanders; also the surgeon's report of killed and wounded. I fully endorse the encomiums of the company commanders upon the officers under their command, and feel myself bound to record my high admiration of the coolness, courage, and fortitude of all the officers of both forts.

Captain J. B. Anderson, Company E, Louisiana Artillery, was wounded early in the conflict while heroically fighting his guns. Notwithstanding his severe wound, he rendered the most gallant and efficient service to the last.

Captain W. B. Robertson, who commanded a detached work called the water battery, remained with his command during the whole of the protracted ordeal, without cover of any kind, although suffering from severe physical disease, and scarcely able at times to walk around his battery. He was most ably and gallantly assisted by Captain R. J. Bruce, Louisiana Artillery.

First Lieutenant Eugene W. Baylor, who was in command of the 42-pounder barbette battery, and First Lieutenant Richard Agar, of the same battery, did all that gallant officers and men could do.

The officers stationed at the heaviest batteries on the river front were, the greater part of the time, fatigued as they were, obliged to be constantly with their detachments at their guns to prevent surprise. Lieutenants A. N. Ogden, Beverly C. Kennedy, and William T. Mumford, of the Louisiana Artillery, particularly distinguished themselves in this service.

Although not under my immediate command, I can not omit to mention the devoted conduct of your aid-de-camp, Lieutenant William M. Bridges, who, upon the disability of Captain Anderson, immediately volunteered his services and took charge of the two X-inch columbiads and fought them night and day with ceaseless energy.

Lieutenant J. W. Gaines, in command of the 32-pounder battery on the river front, assisted by Lieutenant E. D. Woodlief, Captain S. Jones, Company I, Louisiana Volunteers; Captain F. Peter, Company I, Twenty-second Regiment Louisiana Volunteers, fought their batteries gallantly and well. Lieutenant Thomas K. Pearson, Twenty-third Louisiana Volunteers, was killed in the thickest of the fight while gallantly fighting his guns.

The St. Mary's Cannoneers, Captain F. O. Cornay, have my warmest gratitude and admiration for their whole conduct, both in face of the enemy and in the severe and arduous fatigue duties which they discharged always and at all times with alacrity and energy. They are an honor to the country, and well may their friends and relations be proud of them.

The report of Captain M. T. Squires, who was the senior officer at Fort [St.] Philip, is enclosed with the reports of the other officers. Captain Squires fought the batteries of Fort St. Philip most gallantly. He was in charge of that fort during the whole bombardment. The severe work at Fort Jackson required my constant presence there. I had every confidence in the coolness, courage, and skill of Captain Squires and his officers, and most satisfactorily did they discharge their duties. I refer you to his report for the mention of the individual conduct of his officers.

The floating battery *Louisiana*, the steam ram *Manassas*, and the Confederate steamer *McRae*, together with a number of vessels which had been fitted up by the Confederate and State governments, were in the river above the forts at the time the enemy dashed by. I am unable to state what assistance, if any, was rendered by the greater portion of these. At daylight I observed the *McRae* gallantly fighting at terrible odds, contending at close quarters with two of the enemy's powerful ships. Her gallant commander, Lieutenant Thomas B. Huger, fell during the conflict severely, but I trust not mortally, wounded.

The *Manassas* I observed underway, apparently in pursuit of one of the vessels of the enemy, but I soon lost sight of her.

I would here observe that I think an investigation should be demanded into the conduct of the authorities afloat, whose neglect of our urgent entreaties to light up the river during this sad night contributed so much to the success of our enemies.

My adjutant, Lieutenant C. N. Morse, was indefatigable in the discharge of his important duties, which required his constant presence near my person, and has my sincere thanks.

Surgeon Somerville Burke, C. S. Army, and Doctor Bradbury (who kindly volunteered his services when he became aware of the attack on the forts), were unremitting in their attention to the wounded, fearlessly exposing themselves at all times in the discharge of their duties.

Lieutenant Charles Wermes, ordnance officer, distinguished himself by the self-sacrificing attention to arduous and important duties. Day and night he was at his post, and by his great exertions our magazine was saved from being flooded, the water having risen considerably above the floor.

Lieutenants Mann and Royster, of Captain Ryan's company, rendered fearless and efficient service.

Captain Ryan was with a detachment of his company on board the *Louisiana* during a portion of the bombardment and in the fight of Thursday morning. At all times his services were most promptly rendered.

Mr. James Ward rendered me the most important services during the bombardment. In charge of the firemen he made almost super-human exertions during the burning of the citadel. He has my warmest gratitude.

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

ED. HIGGINS,

Lieut. Col., C. S. A., Commanding Forts Jackson and St. Philip.

Lieutenant Wm. M. BRIDGES,

A. A. A. General, Second Brigade,

Department No. 1, New Orleans.

Supplemental report of Lieutenant-Colonel Higgins, C. S. Army.

NEW ORLEANS, *April 30, 1862.*

SIR: I have the honor to report that on the morning of the 27th April, 1862, a formal demand for a surrender of Forts Jackson and St. Philip was made by Commodore David D. Porter, commanding United States mortar fleet.

The terms which were offered were of the most liberal nature; but so strong was I in the belief that we could resist successfully any attack which could be made upon us, either by land or water, that the terms were at once refused. Our fort was still strong. Our damage had been to some extent repaired. Our men had behaved well, and all was hope and confidence with the officers when suddenly, at midnight, I was aroused by the report that the garrison had revolted, had seized the guard and were spiking the guns. Word was sent us through the sergeants of companies that the men would fight no longer. The company officers were immediately dispatched to their commands, but were driven back. Officers were fired upon when they appeared in sight upon the parapet. Signals were exchanged by the mutineers with Fort St. Philip. The mutiny was complete and a general massacre of the officers and a disgraceful surrender of the fort appeared inevitable.

By great exertion we succeeded, with your influence, in preventing this disgraceful blot upon our country, and were fortunate in keeping the passion of the men in check until we could effect an honorable surrender of the forts, which was done by us, jointly, on the morning of the 28th instant.

As the facts and documents relating to this matter are in your possession, it is unnecessary for me to dwell longer on this humiliating and unhappy affair. I wish to place on record here the noble conduct of Captain Cornay's company, the St. Mary's Cannoneers, who alone stood true as steel when every other company in Fort Jackson basely dishonored their country.

I have the honor to remain,

Very respectfully, your obedient servant,

-ED. HIGGINS,

*Lieut. Col., U. S. A., Late Commander
Ports Jackson and St. Philip.*

Lieutenant Wm. M. BRIDGES,

Aid-de-Camp and A. A. A. General, Second Brigade.

Report of Captain Squires, U. S. Army.

FORT ST. PHILIP, *April 27, 1862.*

SIR: I have the honor respectfully to submit the following report:

Early on the morning of Friday, the 18th instant, perceiving by the movements of the enemy that they were about taking up their position, the heavy guns were ordered to open upon them to annoy them in the execution of their purpose as much as possible, but, the distance being great and the range extreme, with but very little success, the enemy taking little or no notice of our fire, only answering by a few rifle shells at long intervals. The XIII-inch mortar after the thirteenth round became useless, the bed giving way under it, breaking in two, and the mortar coming upon the ground. The enemy retired from our sight at 8 o'clock p. m., and nothing more was heard of him that night.

At an early hour of the morning of the 19th instant, the enemy again took up a position identical with that of the day previous, excepting that no mortar boats were on this shore, all keeping close behind the point of woods, and opened fire upon Fort Jackson, which was allowed to continue without interruption from this side. Fearing the effect and having ascertained the exact range and distances, I determined to open upon them and draw off some of the fire to this side if possible. It was immediately done, and with partial success, three of the mortar boats opening upon us with but little effect.

On the 20th, 21st, and 22d, the fire of the enemy still continued from their mortar boats, with an occasional shot from the gunboats. The only damage done during these days was the damaging the platform of the 24-pounder gun in salient near the main magazine, the shell passing under and throwing it up, but not rendering it useless. Our fire was slow and deliberate, with no visible results more than the driving back of two of the mortar boats which were partially exposed around the wooded point. The fire of the enemy, although warm, well directed, and sustained, was, for the most part, either short or very much over. Up to this time the only guns used were the columbiad battery in the main work and the XIII-inch mortar, disabled on the first day. In the lower water battery one VIII-inch columbiad and one 7-inch rifle gun, worked by Captain R. C. Bond's company; four X-inch seacoast mortars, by Captain J. H. Lamon's company. On the 23d the enemy still kept up a regular

fire, to which we did not reply all day. At 3.30 o'clock of the morning of the 24th the men were ready and standing at their guns, having received information that there was a movement by the enemy. No vessels were to be seen, and the first notice of an enemy nearing us was the reply to the shots from Fort Jackson, and the gunners were ordered to fire by the flashes of the enemy's guns, which was done, but the fire was entirely too high and passed over them. Immediately after this a vessel came in sight, and they followed each other in rapid succession, seemingly in pairs, one of the two keeping back far enough to enable her to deliver her fire from her broadsides. The fire from our guns was rapid, and, from the little that could be seen and heard, was accurate, but after the first discharge the smoke almost hid them from sight and we were again compelled to judge by the flashes of their guns. As to the effect of the fire, it is impossible to state what it was, as the darkness, aided by the smoke, rendered seeing out of the question. A three-mast propeller ran ashore during the engagement above the upper water battery and remained there several minutes with a fire barge alongside; her rigging had caught fire, but was immediately extinguished. We were not able to open upon her, as one of the columbiads had been previously dismounted, and the other could not be brought to bear; besides their hands were full with other vessels coming up, and the 24-pounder in the salient of the upper water battery bearing directly upon her, had been broken in two near the trunnions. The vessels passed close under our guns, taking advantage of the eddy which runs up with considerable force, and it was found impossible to get more than one or two shots at any one vessel, they passed with such rapidity.

All our guns were worked with courage, energy, and skill, excepting the upper water battery, where some confusion arose, caused by the men not being so thoroughly drilled as they should have been. Company C, of the Confederate recruits, Lieutenant J. K. Dixon, were fully prepared to work the guns of this battery and would have done so with effect, but were two days before ordered on board the floating battery *Louisiana*, and their place was supplied by Captain Assenheimer's Company B, Twenty-fourth Regiment Louisiana Volunteers, who had only been drilled a few times, and Captain Massicot's Company D, Chalmette Regiment, who were raw, undrilled, perfectly ignorant even of the use of the shotguns with which they were armed, and had never been drilled at artillery. As soon as it was seen that the guns did not open, Lieutenant A. J. Quigley, with such men as could be gathered, was sent to attend to them, which was done, so far as they were concerned, to the satisfaction of that officer. The company of Confederate recruits under Lieutenants Dixon and Blow, were detailed to report to Captain Mitchell, C. S. Navy, for duty on board the *Louisiana*, as per instructions dated headquarters Fort Jackson and St. Philip, April 21, 1862, where they remained until the evening of the 24th instant. Captain Lartigue's company did good service as scouts and sharpshooters, many of them being out at all times. On the night of the 23d, seven of them were sent to ascertain the movements of the enemy, and all returned without accomplishing anything. Two other scouts, one from Company K, and the other of Company F, were out on the same mission, and had it not been from the failure of the rockets, which, by an accident, became wet, would have signaled their approach much sooner. As it was, the only intimation I received was the firing of one of their muskets.

The following is the number of projectiles used, etc.: 675 VIII-inch solid shot, 171 VIII-inch shells, 13 XIII-inch from columbiad battery, etc., in main work; 142 X-inch mortar shells from lower mortar battery; 470 shot, shell, and grape, lower water battery; 120 shot, grape, and canister from upper water battery. Captain R. C. Bond, assisted by First Lieutenants Carleton Hunt and William C. Ellis, and his Company K, Captain J. H. Lamon, with the assistance of First Lieutenant H. W. Fowler, with his Company C in the lower battery, manning the 42 and 32 pounders, respectively; Lieutenants Lewis B. Taylor and W. B. Jones, with Company F at the columbiad battery, and Lieutenant A. J. Quigley, with supernumeraries of Company F, taken from main work to man guns of upper water battery, behaved with gallantry, energy, coolness, and bravery, worthy of imitation, and all, both officers and men, deserve the highest praise that could be given to anyone, for the honorable part they performed during the whole time since the commencement of this trying conflict. Captain Charles Assenheimer's Company B did their best, both his officers and men. Individual acts of heroism are numerous, but where all did so well, it would appear invidious to mention names. Suffice it to say that were everything to be done again, or anything else required to be performed, one could ask no other privilege than to have the same men to do it, feeling satisfied it would be as well carried out as possible. The injury to the fort was slight. Of the guns, one banded 7-inch rifle was burst by the explosion of a shell in its bore near the muzzle, and one 24-pounder gun was broken in two about 14 inches in front of the trunnions, by being struck by a solid shot. An VIII-inch columbiad was dismounted, but only temporarily useless, the gun being uninjured and soon remounted. The platform of one 24-pounder gun was undermined by a shell, but not rendered entirely useless. One of the uprights of a 42-pounder gun carriage was partially shot away, but can still be of service.

With many thanks to all officers and men for their assistance and efficient aid, and humbly bowing before the will of Almighty God,

I am, very respectfully, your obedient servant,

M. T. SQUIRES,
Captain, Louisiana Artillery.

Lieutenant CHARLES N. MORSE,
Post Adjutant, Fort Jackson, La.

List of killed and wounded in Fort St. Philip.

FORT ST. PHILIP, *April 26, 1862.*

SIR: I have to report 2 killed and 4 wounded at Fort St. Philip, viz:
Company D, Chalmette Regiment, 1 killed, 2 wounded.
Company F, First Artillery, 1 killed.
Company K, First Artillery, 2 wounded.

Very respectfully,

CHAS. D. LEWIS,
Assistant Surgeon, U. S. Army.

Lieutenant CHARLES N. MORSE,
Post Adjutant, Fort Jackson.

List of killed and wounded during the eight days' bombardment of Fort Jackson.

Date.	Name.	Organization.	Nature of casualty.
Apr. 18	Private Charles Helzel	Co. D, 1st Artillery	Contusion, leg.
	Private John Fogarty	do	Do.
	Captain J. B. Anderson	Co. E, 1st Artillery	Wounded in hand.
	Private Frank Tynan	do	Wounded in back.
	Private Louis Freidman	do	Wounded in hand.
Apr. 19	Private Wm. Shiell	do	Killed.
	Private O'Brien	St. Mary's, 22d Louisiana	Wounded in ankle, slightly.
	Private Peter Clark	Co. B, 1st Artillery	Killed.
	Private Thomas McCarty	Co. E, 1st Artillery	Wounded in arm.
	Private Henry F. Reins	St. Mary's Cannoneers	Wounded in hand and arm.
Apr. 20	Private Fred'k F. Heyl	do	Killed.
	Corporal Charles Morris	Co. B, 1st Artillery	Do.
	Private Alexander Ashton	Co. D, 1st Artillery	Wounded in breast and arm.
Apr. 21	Private Charles Sunkel	Co. E, 1st Artillery	Wounded on toe.
	Private Wm. H. Reed	Co. H, 1st Artillery	Wounded on foot.
Apr. 22	Private Ludwig Lowdenstein	Yagers, 22d Louisiana Vols.	Wounded on shoulder.
	Private Kelley	St. Mary's Cannoneers, Louisiana Vols.	Wounded on foot.
Apr. 23	Private Kergan	Co. A, 22d Louisiana Vols.	Wounded in back.
	Private Thomas Collier	Co. D, 1st Artillery	Wounded in face.
Apr. 24	Private Stephen Welsh	Co. B, 1st Artillery	Killed.
	Private Michael Burke	do	Do.
	Private John Williams	Co. D, 1st Artillery	Wounded in knee.
	Private Alban Gooch	do	Killed.
	Sergeant Geo. M. Williams	Co. E, 1st Artillery	Wounded in eye.
	Sergeant Thomas Lynch	do	Wounded in stomach.
	Private Wm. Johnston	do	Wounded in arm.
	Sergeant Jackson	Co. H, 1st Artillery	Do.
	Corporal Smith	do	Killed.
	Private M. Sullivan	do	Wounded in arm and leg.
	Sergeant John C. Gusman	Allen Guards, 22d Louisiana Vols.	Do.
	Lieutenant Thos. K. Pearson	do	Killed.
	Private Geo. Schultz	do	Wounded in hip; dead.
	Private James Benson	do	Killed.
	Private T. Kroupe	St. Mary's Cannoneers, 23d Louisiana Vols.	Thigh amputated.
	Private Wagner	do	Wounded in arm.
	Private Alberts	do	Wounded in hand.
	Private Z. Drozer	Yagers, 22d Louisiana Vols.	Wounded in hand and face.
	Private Fureey Boudreaux	St. Mary's Cannoneers	Wounded on nose.
	Private Adrian Haydel	do	Wounded in both legs.
Private A. Whaley	do	Arm amputated; dead.	
Private E. Haydel	do	Killed.	
Lieutenant Mimos T. Gordy	do	Wounded in hand.	
Private Thomas Duffy	Co. D, 1st Artillery	Fractured upper maxillary.	
Private F. Kroupe	St. Mary's, 23d Louisiana Vols.	Wounded on head.	
Corporal Herman Weigand	Yagers, 22d Louisiana Vols.	Do.	
Private J. Shin	Allen Guards, 22d Louisiana Vols.	Bruised.	
Private James O'Neil	Co. H, 1st Artillery	Wounded in hand.	
Corporal J. Harmon	St. Mary's, 23d Louisiana Vols.	Wounded in breast.	

Total wounded, 33; total killed, 9.

SOMERVILLE BURKE,
Assistant Surgeon, U. S. Army.

Lieutenant-Colonel ED. HIGGINS,
Commanding Forts Jackson and St. Philip.

Report of Brigadier-General Smith, U. S. Army.

CAMP MOORE,
Tangipahoa, La., May 6, 1862.

MAJOR: I herewith submit a report of the operations of the troops under my command at the Chalmette and McGehee lines on the

approach of the enemy's vessels from Forts Jackson and St. Philip to the city of New Orleans. These interior lines of defense are constructed with special reference to an attack by land, but terminating them on the river banks were two batteries calculated for twelve and twenty guns, respectively, and at the time of the action containing five and nine. Ten 42-pounders, intended for this battery, were turned over to the navy for the defense of New Orleans by water. This has been considered as depending upon the forts mentioned, which are well constructed, permanent works, rather well armed, and far stronger than any other that could be hastily erected. With this view all the available material, both of guns and ammunition, had been concentrated there prior to the bombardment, and during its continuance was being added to in such quantities daily as the means of the department admitted of, it being evident that the decisive struggle was there to be made. As soon, therefore, as it became certain that the large vessels of the enemy had succeeded in passing, there no longer existed a chance of preventing them from reaching New Orleans, and the short resistance made by the few guns mounted in the two batteries of the interior lines was made through a sense of duty, but without any expectation of success, the enemy numbering as many vessels, less one, as we had guns.

On the side of the river where I was in person during the action, were stationed three companies of Lieutenant-Colonel Pinkney's battalion of sharpshooters. With the five guns on the other side, were Captain Patton's company of the Twenty-second Louisiana Volunteers, one company from Fort Pike, under Lieutenant Butler, one company Beauregard Battery, besides two battalions of infantry collected in camp for instruction as well as to guard the line in case of the enemy's landing and attacking by land, all under immediate command of General Buisson.

The enemy's vessels had approached to within about the fourth of a mile before we opened on them, the first gun being from Pinkney's battery, and immediately followed by several from the battery on the opposite side, and as promptly replied to from the enemy's vessels. The engagement lasted until every round of ammunition on hand was fired, both officers and men displaying a coolness and intrepidity that was gratifying, especially as regards the men who, then for the first time in their lives, discharged a heavy gun. The firing on our side was spirited, perhaps a little uncertain; on the enemy's, heavy and rather well directed.

During the engagement their vessels gradually lessened the distance until near enough to open with grape and canister.

The ammunition being expended, and every sense of duty satisfied, permission was given to Colonel Pinkney to withdraw his command along the line of fieldworks, affording shelter, which was done deliberately, officers and men retiring together. The casualties were one killed and one wounded. The battery on the Chalmette side seemed well served, and no doubt was so, judging from the character of the officers present.

The enemy, steaming up between us and the city, prevented the retreat of the troops to that point. They were accordingly directed to gain the Opelousas Railroad and reach Camp Moore via LaFourche, or such route as might be found best. Lieutenant-Colonel Pinkney has already reported with his command, but somewhat reduced in numbers.

In concluding this report I wish particularly to call attention to the admirable assistance rendered by Lieutenants MacDonald and B. M. Harrod, on engineer duty, both before and after the action. Their conduct could not have been better. Lieutenant Frost, on special duty, was also of material assistance, but in carrying out some instructions, was accidentally absent during the engagement.

Having received no report from General Buisson concerning the operations on his side of the river, I am unable to refer to them more particularly.

Respectfully submitted,

M. L. SMITH,
Brigadier-General, Commanding Third Brigade.

Major J. G. PICKETT,
Assistant Adjutant-General.

Letter from the Secretary of State to Major-General Lovell, C. S. Army.

DEPARTMENT OF STATE,
Richmond, January 19, 1863.

SIR: I state at your request that while I was Secretary of War, on giving you orders to take charge of the defense of the Department of Louisiana, you requested authority to control the operations of the officers of the Navy within the department, and to order such disposition of naval forces as you might deem best to aid in defense. I answered you that your request could not be granted, that the Department of War could assume no control over naval operations which were confided by law to a distinct department, and that you must rely (for securing the aid of naval forces) on endeavoring to establish concert of action through mutual understanding between yourself and the naval officer highest in rank in your department.

Your obedient servant,

J. P. BENJAMIN,
Secretary of State.

Major-General MANSEFIELD LOVELL,
Present.

Extract from report of the Secretary of the Navy of the Confederate States, dated August 16, 1862.

C. S. NAVY DEPARTMENT,
Richmond, August 16, 1862.

SIR: I have the honor to report to you the operations of this Department since the 27th of February last, the date of my last report.

* * * * *

In the defense of the Mississippi River against the combined attack of the enemy on the 24th of April, 1862, the naval force, at the command of the senior officer, participated, and though the results were disastrous to our arms, the conduct of the officers and men of our squadron in the river against overwhelming forces, exhibited the

highest evidence of patriotic devotion and professional ability and daring.

The conduct of the officers and crew of the *McRae*, in these respects, has rarely been surpassed in the annals of naval warfare. Exposed to the terrific fire of many heavy ships, all greatly superior to her in force, torn to pieces by their broadsides, her commanding officer, Huger, mortally wounded, and a large portion of her crew killed and wounded, they refused to surrender as long as they could keep her afloat, and she went down without having passed into the enemy's hands.

The *Louisiana* contended also with the enemy's heaviest vessels at close quarters and in actual contact. Her commanding officer, McIntosh, was mortally wounded, and when she could no longer be defended she was destroyed by her crew.

The *Manassas*, under Lieutenant Commanding Warley, was handled with remarkable coolness and skill, and inflicted much injury upon the enemy before she went down. The reports of Commander Mitchell, of the *Louisiana*, of Lieutenant Warley, of the *Manassas*, and of Lieutenant Read, of the *McRae*, marked A, B, and C, are appended.

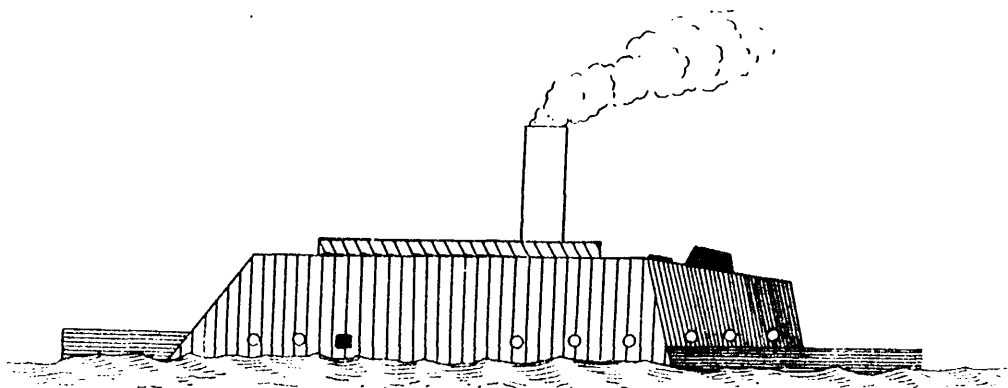
A naval force of five gunboats, a floating battery, under Captain Hollins, participated in the defense of Island No. 10, and did good service.

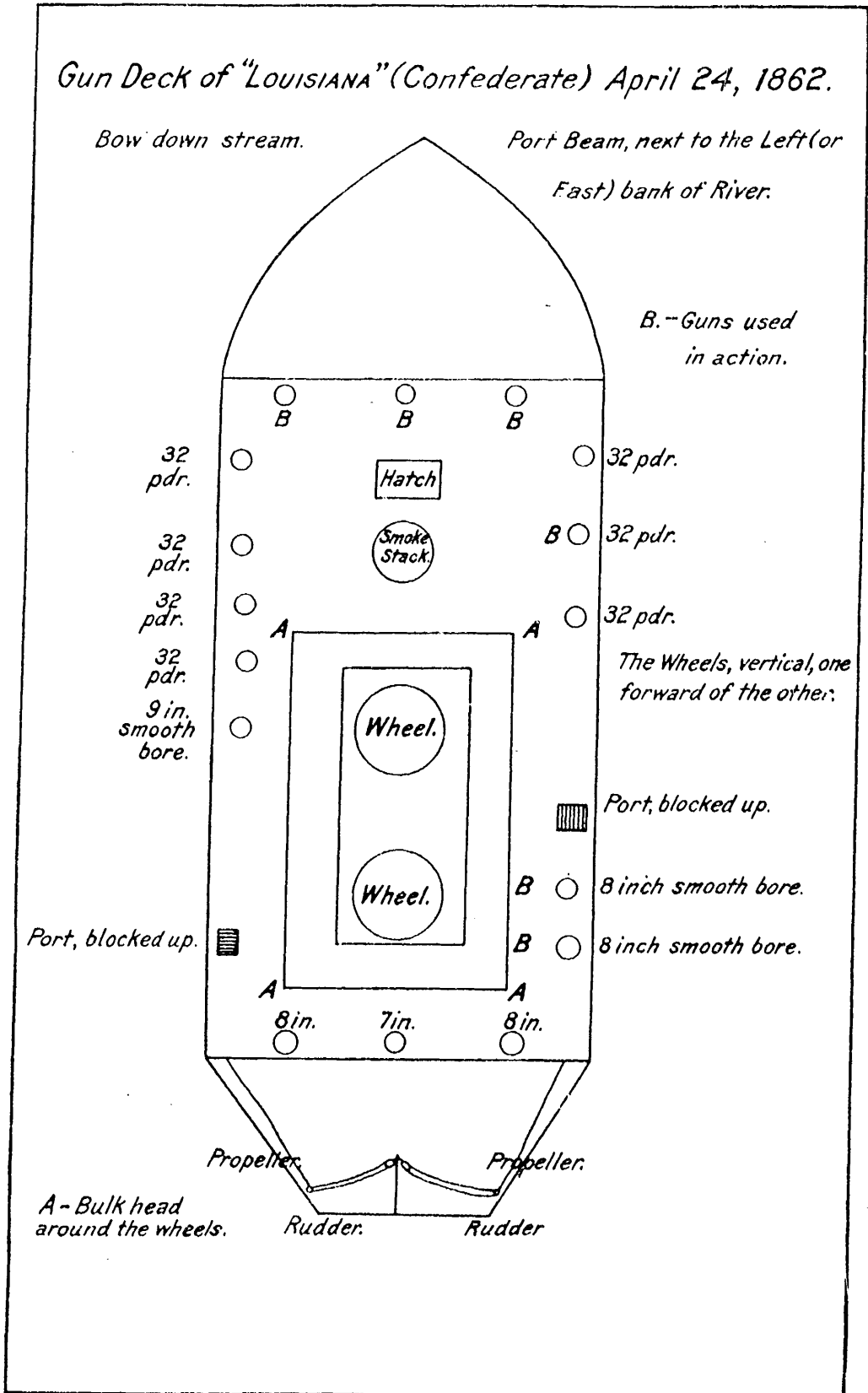
Upon the fall of New Orleans, the three gunboats, *Bienville*, *Pamlico*, and *Carondelet*, on Lake Pontchartrain, were destroyed by their officers. A court of enquiry has reported upon this transaction and expressed an opinion which justifies their destruction. The senior officer has, however, been sent before a court-martial for trial.

* * * * *

The PRESIDENT.

Confederate States steamer *Louisiana*. From Mitchell papers.





Report of Rear-Admiral Porter, U. S. Navy, transmitting Confederate reports.

WASHINGTON, D. C., *April 20, 1865.*

SIR: I beg leave to enclose you a report of Commander Mitchell, commanding the Confederate naval forces at Forts Jackson and St. Philip; also an extract of a report of General Duncan, giving an account of the operations of the U. S. Mortar Flotilla and the squadron under the command of Admiral Farragut.

These reports were found in Richmond, and are interesting from the fact that they contain information not hitherto known, and a list of the enemy's vessels destroyed by our squadron at that time.

I have the honor to be, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

GREENSBORO, N. C., *August 19, 1862.*

SIR: I avail myself of the first opportunity to make to the Department a report of the engagement on the 24th April last, at Forts Jackson and St. Philip, on the Mississippi River, between the Confederate States naval forces under my command and those of the United States under Flag-Officer D. G. Farragut, in which the latter, being in overwhelming forces, succeeded in forcing the passage of the forts; and also, to report the subsequent events, resulting in the destruction of the U. S. S. *Louisiana*, by my order, on the unanimous recommendation of all the commissioned line officers present on the 28th of April last, and the surrender of the remaining forces under my command to the enemy on the same day.

On Sunday, April 20, I embarked on board the *Louisiana*, by order of Captain W. C. Whittle, commanding naval station at New Orleans, to assume the immediate command of the Confederate States naval forces operating near Forts Jackson and St. Philip, and proceeded at once down the river, arriving there the following morning and taking up a position below all the gunboats and just above the water battery of Fort St. Philip, securing the *Louisiana* to the bank of the river, with her bow downstream, within effective range of the remnants of the raft or chain obstructions, so that her three bow guns, one rifled 7-inch and two IX-inch shell, could be trained so as to command both banks of the river.

I waited at once on General J. K. Duncan, commanding the land defenses, informing him of my orders and plans and my desire to cooperate with him. The position taken by the *Louisiana* seemed to meet his approbation, and was the best, I conceive, that could, under the circumstances, have been taken, being just clear of the line of fire from the enemy's mortar boats, then playing night and day upon Fort Jackson and occasionally upon Fort St. Philip, and especially in view of the important fact of her being not only unprepared for an offensive movement against the enemy, but even for defense, in consequence of deficient motive power and some of her guns being mounted so as to render them unfit for service till shifted.

I deem it proper to state here particularly the condition of the *Louisiana* at this time. It was notorious that she was not ready for

service when ordered to leave New Orleans; yet, in view of the bombardment then going on of Fort Jackson, and the apprehension that the enemy might, at any moment, run by the forts below, it was deemed advisable, under all the circumstances, for her to be sent down in her incomplete condition, to render what aid she could in the defense of the passage, in the conviction that her presence there might prevent the enemy's vessels coming up the river, while, if she remained at New Orleans, and the enemy should pass the forts, the *Louisiana* would be unable to save the city and must herself have inevitably fallen into his hands or been destroyed to prevent it.

The propellers, designed more to facilitate the steering of the *Louisiana* than to add materially to her direct motive power, were not ready; the railroad iron plating on the fore-castle and on the forward hatch combings, as also the boiler plating on upper deck, was not all laid. Mechanics were, however, taken on board and carried down the river so that the work of finishing the vessel could be in progress while she was in position to render some aid against the approach or apprehended attack of the enemy. On leaving New Orleans a trial of the motive power with wheels only was made, which proved lamentably deficient, though a dangerous pressure of steam was used; and even after her two tenders were called alongside and used as tugs with all their power it was difficult to steer the vessel, and when pointed with her head upstream, she barely stemmed the current off the city. Her own rudders seemed to be utterly powerless to control her.

On the trial of the wheels it was found that the bulkheads around them leaked so badly that the deck was flooded aft, and for want of combings to the hatchways the water ran into the after magazine and shell room, making it necessary to stop the wheels. Calkers and carpenters were obtained from the city as soon as possible and set to work to repair these defects.

It was impossible to weigh her bower anchors after letting them go, owing to the short nip of the hawse pipes and having no capstan or other sufficient purchase, only a deck tackle being provided. It was still more difficult to purchase, secure, or use a stern anchor, as it seriously endangered the propellers, the two rudders, and the whole steering apparatus, which was complicated and much exposed to accident from being fouled by lines, contact with boats, vessels, etc., and to being disabled by grape or canister shot of an enemy. One of the two bowers (the lighter one) and the only stern anchor had to be slipped, and were lost in her operations near Fort St. Philip, owing to there being no adequate purchase to weigh them. It may not be out of place to state here that the iron protection of the *Louisiana* only came down to the water line, her sides at and below it being without any iron protection. The two tenders were not only indispensable as tugs, but also as quarters for officers and crew; the former were partly accommodated with a tent awning on the flat roof or upper deck. The gun or berth deck was sufficient for only about half the crew, and the want of ventilation would have rendered it almost uninhabitable with steam kept steadily up, especially over the boilers, where it would have been difficult, if not impossible, from the excessive heat, for the men to have remained any time at their guns.

The following vessels of the C. S. navy I found at Fort St. Philip, viz:

Steamer *McRae*, Lieutenant Commanding Thomas B. Huger, with 6 light 32-pounder smoothbore broadside guns and one IX-inch shell gun, pivoted amidships, total 7.

The steamer *Jackson*, Lieutenant Commanding F. B. Renshaw, 2 pivoted smoothbore 32-pounder, one forward and one aft.

The iron-plated ram *Manassas*, Lieutenant Commanding A. F. Warley, 1 32-pounder carronade in bow.

Launch No. 3, Acting Master Tilford, 1 howitzer, 20 men.

Launch No. 6, Acting Master Fairbanks, 1 howitzer, 20 men.

Also the following converted sea steamers into Louisiana State gunboats, with pine and cotton barricades to protect machinery and boilers, viz:

The *Governor Moore*, Commander Beverly Kennon, 2 32-pounder rifle guns.

The *General Quitman*, Captain Grant, 2 32-pounder guns.

All of the above steamers being converted vessels, were too slightly built for war purposes.

The following unarmed steamers belonged to my command, viz:

The *Phœnix*, Captain [Brown], tender to *Manassas*.

The *W. Burton*, Captain Hammond, tender to *Louisiana*.

The *Landis*, Captain Davis, tender to *Louisiana*.

The following unarmed steamers chartered by the Army were placed under my orders, viz:

The *Mosher*, Captain Sherman, a very small tug.

The *Belle Algerine*, Captain [Jackson], small tug.

The *Star*, Captain La Place, used as telegraph station.

The *Music*, Captain McClellan, tender to forts.

The two former were in bad condition, and were undergoing such repairs as could be made below, previous to the 24th.

On arriving below I delivered to Captain Stevenson written orders from Major-General M. Lovell, requiring him to place all the river-defense gunboats under his command under my orders, which consisted of the following converted towboats, viz:

1. The *Warrior*, under the immediate command of Captain Stevenson.

2. The *Stonewall Jackson*, Captain Phillips.

3. The *Resolute*, Captain Hooper.

4. The *Defiance*, Captain McCoy.

5. The *General Lovell*, Captain [Paris].

6. The *R. J. Breckinridge*, Captain [Smith], joined the evening before the action.

All of the above vessels mounted from one to two pivot 32-pounders each, some of them rifled; their boilers and machinery were all more or less protected by thick, double, pine barricades, filled in with compressed cotton, which, though not regarded as proof against heavy, solid shot, shell, and incendiary projectiles, would be a protection from grape and canister, and ought to have inspired those on board with sufficient confidence to use their boats boldly as rams, for which they were, in a good measure, prepared with flat bar-iron casing around their bows; in thus using them their own safety would be best consulted, as well as the best way of damaging the vessels of the enemy.

Captain Stevenson, on receiving General Lovell's orders, addressed me a communication to the effect that all the officers and crews of the vessels under his command had entered that service with the distinct understanding or condition that they were not to be placed under the orders of naval officers, and that, therefore, while willing to cooperate

with my forces, he could receive no orders from me himself, nor allow any vessels of his command to do so; that he reserved to himself the right of obeying, or not, any orders I might issue. His attitude with respect to my authority was one of absolute independence of action and command, and very embarrassing in the face of the enemy. A copy of his communication was sent by me to General Duncan, and one through Captain W. C. Whittle to General Lovell, informing them, at the same time, that the position assumed by Captain Stevenson relieved me from all responsibility for the conduct of the vessels under his command. Not knowing what moment an attack might be made by the enemy, I endeavored to agree upon a plan of cooperation with his forces by the arrangement of signals and concert of action, and the particular service to be performed by him, an endeavor which he himself seemed disposed zealously to second in many respects.

The night of the 20th April, on my way down in the *Louisiana*, the enemy's boats are said to have visited the raft obstructions and cut the chain. To prevent further injury to it, to break the night reconnoissances of the enemy, and to watch and report all his movements, I was unsuccessful in my efforts to get Captain Stevenson to employ one or two of his gunboats below the obstructions at night. Although favoring the idea, he seemed to have no confidence in the fitness of his commanders for the service, and I could not induce him to give the necessary orders to them. I had no suitable vessel for this duty under my command; the only one that would have answered, the *Jackson*, having been sent with launch No. 3 five miles above to the Quarantine Station, at the request of General Duncan, to watch the enemy in that neighborhood and prevent his approach through any of the adjacent bayous and canals.

The interval between the arrival of the *Louisiana* at the forts on the 21st April, and the morning of the 24th, when the engagement commenced, was occupied in the organization of the force under my command and endeavors to arrange some concert of action with the river-defense gunboats, but as our chief hopes rested upon the completion of the *Louisiana*, our principal efforts were directed to getting her propellers ready, on which we worked night and day. All the other mechanical work was pushed with all our means, many of the guns having been mounted so as to be entirely unserviceable, being either too high or too low, had to be dismounted and shifted, a most tedious and laborious work, on account of the confined and cramped general arrangement of the gun deck, and its lumbered condition from the mechanical work in progress on board. To assist in the rearrangement of the guns, all the men that could be spared from the *McRae* were borrowed. The constant occupation of the crew and the condition of the gun deck prevented any systematic exercise at quarters. Every night, however, the crews of those guns that could be used in the event of an attack by the enemy were required to sleep at their quarters, and every possible preparation made for immediate action, under the painfully adverse circumstances which rendered it expedient, if not necessary, that the *Louisiana* should be placed in position for battle, though so lamentably unprepared.

The deficiency in her complement was supplied by Captain T. H. Hutton's company of Crescent Artillery as volunteer artillerymen, who joined the *Louisiana* at New Orleans, and a supernumerary force, consisting of a detachment of Lieutenant Dixon's artillery and one of

Captain Ryan's sharpshooters, were received on board for temporary service from Fort St. Philip.

General Duncan proposed and urged upon me, the second or third day after my arrival below, to take up a new position with the *Louisiana* at the river bank just below Fort Jackson and under cover of its guns, from whence her fire could be opened with effect on the mortar fleet of the enemy, when at the same time the mechanics could go on with their work. This proposition I declined (and my action was sustained in a consultation with all the commanding officers of the naval vessels present) on the ground that:

1st. The battery of the *Louisiana* was not in a condition for service and that all her own crew proper, together with all the men that could be spared from the *McRae*, were constantly at work in rearranging it.

2d. That the completion of the propellers and other mechanical work in progress was indispensable to the efficiency of the vessel, and that it would be interrupted if she were placed under fire.

3d. And that placing the *Louisiana* in a position to receive the fire of the enemy, before her own battery could be served with effect, would be improperly hazarding not only her own safety, but the security of the passage between the forts, on which rested the possession of New Orleans.

On the afternoon of the 23d, the arrangement of the *Louisiana's* battery, the work on her propellers and in other mechanical departments, had so far progressed as to encourage the hope and belief that the next day she might be moved to the position proposed by General Duncan. I accordingly made a reconnoissance of it and the enemy's mortar fleet, in consequence of which, I decided to move the *Louisiana* to it the next day or night as might be deemed proper, a plan for which was arranged with Captain Stevenson, who would assist with two of his gunboats which were particularly well adapted to this service from their batteries, as well as their being originally towboats, and the reported skill of their commanders in towing operations.

The correspondence between General Duncan and myself on this particular subject, as well as others, with my official papers generally, were burned during the engagement, or lost in the subsequent destruction of the vessel; copies of the former are probably in his possession and may be obtained from him if desired by the Department, which will tend to show, I think, that however much I appreciated and am willing to admit the importance of the proposed change of position for the *Louisiana*, her condition as to the state of her battery alone, independent of other weighty reasons, were sufficient to prevent its being made previous to the engagement of the 24th.

Late in the evening of the 23d a consultation was held by me with Commander McIntosh, Lieutenants Commanding Huger and Warley, and Captain Stevenson, in relation to the general aspect of affairs, and especially in relation to information received from General Duncan that the enemy, late in the afternoon, had placed small white flags on the river bank below Fort St. Philip, which he regarded as indicating an intention to take up a position with his fleet for cannonading Fort Jackson.

At this consultation with the commanding officers, verbal orders were given and arrangements made that, in the event of an attack at night, each commander would act at his discretion and make every effort to

oppose the passage of the enemy; steam was to be kept up as usual, and all the vessels, whether armed or not, held in readiness for immediate action and movement. The river defense gunboats had each a fire boat secured to her, which were to be towed into the stream, fired, and turned adrift upon the enemy.

Captain Stevenson would also set adrift at stated hours of the night three or four fire rafts to keep the passage lighted, as requested by General Duncan. I also arranged with Captain Stephenson to aid the next day in connecting with chains a string of fire boats long enough, if possible, to extend entirely across the river, to be kept in constant readiness, to be towed into position and fired in the event of any serious attempt of the enemy to pass the forts, an arrangement which was originally designed in the preparation of the fire boats at New Orleans.

The evening of the 23d, the day before the action, the armed vessels under my command and those under Captain Stephenson were arranged in about the following close order on the eastern bank of the river above the *Louisiana* near Fort St. Philip, viz:

1. The *Louisiana* with two tenders, unarmed.
2. The *Warrior*, Captain Stephenson.
- 3-4. River defense gunboats.
5. The *McRae*.
6. *Governor Moore*, Louisiana State gunboat.
7. The *Manassas*, with unarmed tender *Phoenix*.
- 8-9-10. River defense gunboats.
11. The *General Quitman*, Captain Grant, lay on the opposite side of the river above Fort Jackson.

Launch No. 6, Acting Master Fairbanks, was employed during the nights of the 22d and 23d to keep up a fire on the river bank below Fort St. Philip for the purpose of lighting up the river, as desired by General Duncan. My instructions to him on the 23d were very particular to keep up a good fire, to keep a vigilant lookout, and give the alarm by firing his howitzer and discharging rockets on discovering any suspicious movements of the enemy, not to leave his station before daylight, and to repel any attack of boats that might be made on him. I learned after the action that on discovering the movement of the enemy's vessels Mr. Fairbanks left his station, giving no alarm whatever, brought his launch up near the *Louisiana*, making no report of his movements, and, on the commencement of the action, he escaped with his crew to the swamp. After the action three of the crew returned to the *Louisiana*, making the foregoing statement of the cowardly, if not treacherous, conduct of Acting Master Fairbanks, of whom nothing has since been heard.

The engagement April 24.

The first alarm or knowledge of the approach of the enemy was the sudden, heavy, and general cannonade about 3:30 o'clock a. m. on the 24th April between the two forts and the enemy's mortar fleet, sloops, and gunboats. All hands at once repaired to quarters with alacrity on board of the *Louisiana*. About ten or fifteen minutes after I had gained her deck the first vessel of the enemy was discovered coming up abreast of Fort St. Philip, on which she opened at once with her bow guns; other vessels of the enemy followed in rapid succession, all of which received as they came within range the fire of the *Louisiana's*

three bow guns (one rifled 7-inch and two IX-inch shell) and three starboard broadside guns (one rifled 6-inch and two VIII-inch shell) which were all that could be brought to bear during the engagement, for, being moored to the river bank, all her stern and port beam guns were useless for the want of power to move her. The enemy moved up in two divisions, one on each shore, delivering their fire as they passed all our vessels, whether armed or only transports and tenders.

One of his heavy sloops was set on fire by one of the fire boats. It was, however, soon extinguished without doing her serious harm.

The small unarmed tug *Mosher*, Captain Sherman, it is said, while gallantly towing a fire boat against a heavy sloop of war, was instantly sunk by her broadside, with what loss of life I have been unable to learn.

The night was calm and pleasant, but so dark, though starlight, that it was impossible to observe or direct the movements of our own vessels. In such a night conflict it must necessarily be somewhat of a *mêlée*. The *McRae* and the *Manassas* were in the stream in time to run the gantlet of the enemy's fleet and were no doubt skillfully and gallantly handled. The *McRae* burst her IX-inch pivot shell gun during the action and was badly and seriously cut up, though not actually disabled; her escape from utter annihilation was miraculous, considering her slight construction. The *Manassas* dealt two or more blows against heavy ships of the enemy; but, it is feared, with little effect, as she was comparatively light and deficient in motive power. Having followed the enemy around the first point above, and being hard pressed by two of his heaviest ships, she was run ashore, her supply pipes cut, and abandoned by her officers and crew, who were fired upon by the pursuing enemy with grape and canister shot while escaping to the swamp. She subsequently floated off, and, drifting down the river, sank below the two forts.

The *McRae*, after following the enemy above the point, returned to her position near the *Louisiana* soon after daylight. Only a hurried verbal report was received from Lieutenant C. W. Read, who succeeded to the command after the fall of her able and heroic commander, Lieutenant Thomas B. Huger, mortally wounded, in the unequal contest in which he was engaged. The early separation of the *McRae* after the action, in sending her with a flag of truce to carry our wounded to New Orleans, and her inability to return, prevented a written report being made to me by Lieutenant Read, which, I presume, must have been made subsequently to the Department. I feel confident that that gallant officer has vindicated himself from the charge of having violated his flag of truce, made by a scandalous enemy, in consequence of the sinking of the *McRae* off New Orleans.

The enemy returned the fire of the *Louisiana* in passing with grape, canister, and shell, but without serious damage to her hull. No one was injured under deck, no projectiles having entered through ports or otherwise, the only casualties being on deck caused by splinters from the light barricade for sharpshooters, which was somewhat cut up. One of the enemy's heaviest sloops, supposed to be the *Hartford*, delivered her fire while almost, if not in actual contact with the *Louisiana*. Two of his XI-inch shells struck the forward part of the roof, crushing the railroad iron plating about two-thirds their diameter, and then broke into fine fragments; solid shot or heavy rifle projectiles, under similar circumstances, would, in all probability, have

easily pierced the roof. While in actual contact with the *Louisiana's* stern, the *Hartford* received the fire of her three bow guns, the projectiles from which must have passed through her.

The Louisiana State gunboat *Governor Moore*, Commander Beverly Kennon, appears, from his report, herewith enclosed, to have been well and bravely handled, and to whom the credit is chiefly, if not entirely, due for sinking the enemy's heavily armed gunboat *Varuna*, though his own boat was afterwards run on shore in a disabled condition and destroyed to prevent her falling into the hands of the enemy pressing upon him in superior force.

I respectfully refer the Department for details as to the part taken by this vessel to the full report of her commander, Commander B. Kennon, of the Louisiana Navy. Also to the report of Lieutenant Commanding A. F. Warley respecting the part taken by the ram *Manassas*, under his command; and to the report of Lieutenant Commanding John Wilkinson, executive officer of the *Louisiana*, upon whom her command devolved after the fall (toward the close of the action, mortally wounded) of her lamented commander, Charles F. McIntosh, for his testimony as to the good conduct of the officers and men. The favorable reports made of the officers and crews of these two vessels by their respective commanders have my cordial approbation, and I can, from my own personal observation, bear testimony to the activity and good conduct of Commander McIntosh while gallantly discharging his duties in the most exposed part of the vessel on deck, as well as to his zeal and industry in the preparation of the *Louisiana* for service previous to the action.

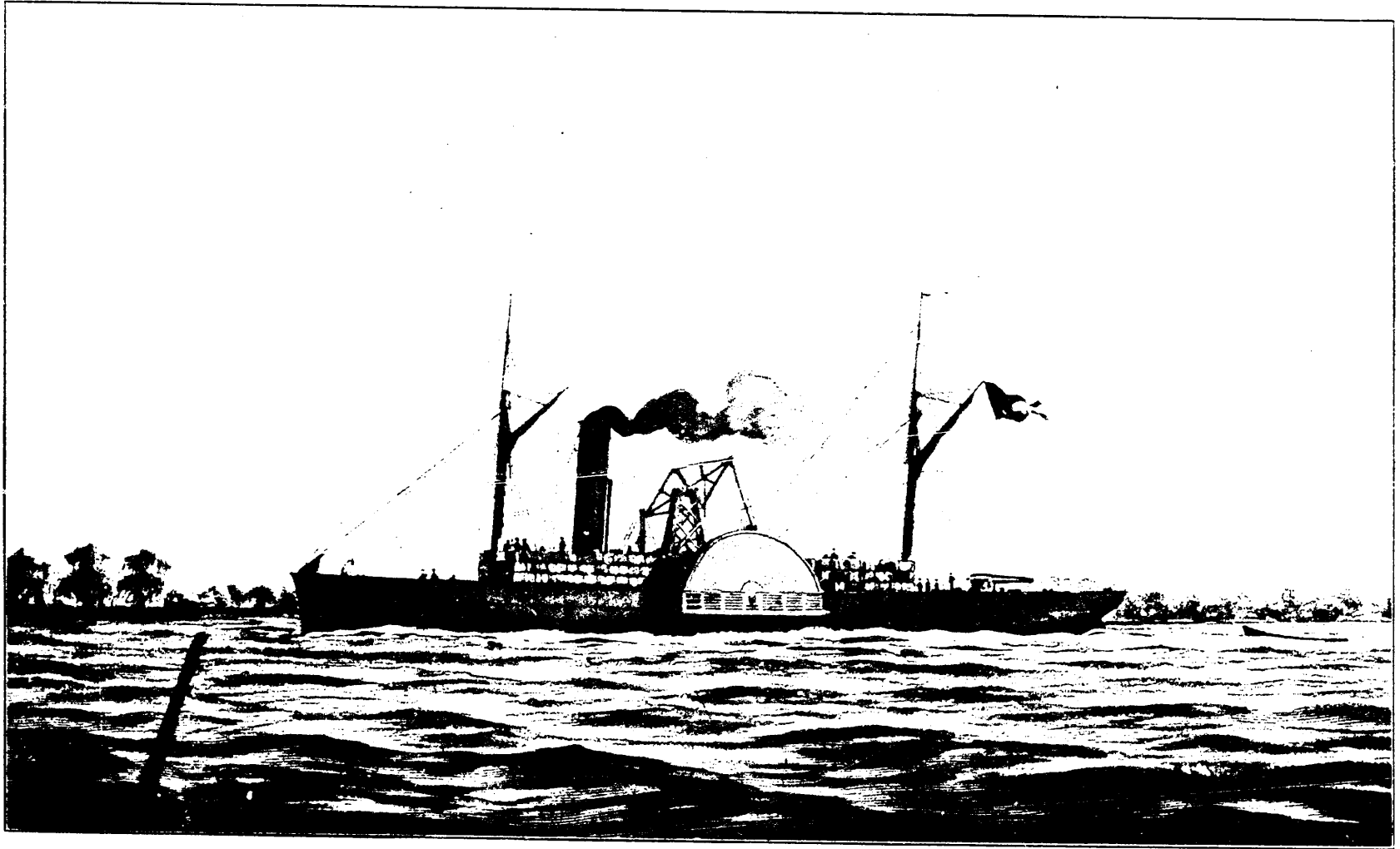
What part the Louisiana State gunboat *General Quitman* took in the action I have been unable to learn, except the fact that she was destroyed.

The *Warrior*, the *Stonewall Jackson*, the *General Lovell*, and *R. J. Breckinridge*, all river defense gunboats, under the command of Captain Stevenson, were all destroyed by the enemy's fire or by their own crews to prevent their falling into his hands. Captain S., whom I saw after the battle, appeared to be greatly mortified at what he seemed to regard as a serious mismanagement of his vessels.

None of them appear to have made a real attempt to ram the enemy's vessels, for which they were designed and supposed to have been prepared, nor were they more successful in handling the fire boats, as not more than one or two appear to have been fired and turned adrift in accordance with the plan of action, nor did I learn that any attempt was made to tow them against the enemy's vessels.

The *Resolute* was discovered aground after the action, on the west bank of the river, a mile above Fort Jackson, abandoned by her crew. She was taken possession of by a party from the *McRae*, under the command of Lieutenant Arnold, who, while making efforts to get her afloat, she being very little injured, was attacked by one of the enemy's gunboats from above at long range, who succeeded in putting several rifle shot through the iron plating on the *Resolute's* bow below the water line, passing through or out of the opposite side, which it was impossible to repair.

The enemy's fire was gallantly returned from the *Resolute*, with what effect is unknown, as he soon after hauled off. To prevent her falling into the hands of the enemy, being exposed to an attack from his land as well as naval forces, the *Resolute* was burned, after remov-



CONFEDERATE STATES STEAMER STONEWALL JACKSON.

ing as much of the property on board as practicable, the enemy's vessels then approaching for another attack.

The *Defiance* (river-defense gunboat), Captain McCoy, escaped without any material injury; what useful part, if any, she performed in the action, I did not learn. Her commander appeared to be drunk all day of the 24th, and would not render any satisfactory assistance to me, as requested, idling away his time in running about the river in our vicinity, apparently without useful purpose.

On the 26th of April Captain Stevenson turned her over to my command without any of her officers and crew, who refused to remain in her and went ashore. The *Defiance* had a smoothbore 32-pounder, pivoted aft, and being mounted on an army carriage, was probably almost useless, and I believe had not been fired during the action. Having no men to spare to man her she was kept ready for any exigency that might arise, and was finally destroyed on the 28th by cutting her supply pipes and sinking her, to prevent her falling into the hands of the enemy after the surrender of the forts and the burning of the *Louisiana*.

The *Jackson*, Lieutenant Commanding F. B. Renshaw, as she could offer no check to the enemy's progress, retired up the river on his approach to the Quarantine Station, where she was stationed with launch No. 3 previous to the 24th. The latter fell into the hands of the enemy.

The steam tenders *W. Burton* and *Landis*, being badly damaged, were received into the service from their respective commanders, who left with their crews. This seemed the proper course for me to pursue, as, by the contracts, the Government took the war risks.

The tender *Phœnix* was destroyed in the action; also the steamers *Star* and *Belle Algèrinc*.

Pilot L. F. Huggins, of the *Louisiana*, was missing after the action, and his absence since has not been satisfactorily accounted for.

The only vessels that escaped to the city, I believe, were the gunboat *Jackson* and the transport *Diana*. All the others, except those heretofore named, were either destroyed by the enemy during the engagement or by their own crews to prevent their capture.

Not more than thirty or forty minutes appeared to be the duration of the conflict below the first point of the river, about a mile above Fort St. Philip, around which the enemy's vessels, to the number of twelve, at least, had all passed out of sight and beyond reach of our fire before it was fairly daylight.

The following is believed to be a correct list of the enemy's vessels that passed up by Forts Jackson and St. Philip during the engagement of the 24th April, mounting in the aggregate 184 guns, viz:

Name of steamer.	Number of guns.	Class.
Hartford	28	First-class sloop.
Richmond	28	Do.
Brooklyn	28	Do.
Pensacola	28	Do.
Mississippi	21	Do.
Iroquois	10	Second-class sloop.
Oneda	10	Do.
Varuna	11	Do.
Cayuga	5	Do.
Pinola	5	Do.
Wissahickon	5	Do.
Winona	5	Do.

Many, if not all of the above vessels, were protected in the wake of their boilers and machinery by chain cables bight up and down against their sides. Their passage of the forts was covered by the fire of many other vessels that remained below, as well as by their mortar fleet of twenty-one or more vessels mounting one mortar and two 32-pounders each. Any one of the above fine first-class steam sloops was more than a match for the entire force afloat opposed to them, not even leaving out the *Louisiana*, which, for the want of motive power, was no better than a floating battery, and having only six guns which could be brought to bear upon the enemy, and only then as his vessels passed their line of fire.

After the action the detachments from the forts of sharpshooters, under Captain Ryan, and of artillery, under Lieutenant Dixon, were returned. It gives me great pleasure to bear testimony to their good conduct and coolness under the fire of the enemy.

The mechanics employed on board of the *Louisiana* made their escape and did not return after the action. Some of them are supposed to have suffered from casualties, as they were much exposed on board of the tender *W. Burton*, where they were quartered. Efforts were, however, made with our own resources, and great credit is due to Second Assistant Engineer Youngblood, in charge, for his untiring exertions night and day to get the propellers ready for service, though little confidence was felt in their being of sufficient power with the wheels to enable the *Louisiana* to stem the current and to be handled with effect in the Mississippi. During the night of Sunday, the 27th, we had so far succeeded in operating the propellers that we expected early the next day to make a fair trial of them in connection with the paddle wheels, when, at daylight, an officer, sent by General Duncan, came on board to inform me that many of the garrison of Fort Jackson had deserted during the night, that serious disturbances had occurred, and that the disaffection of the men was believed to be general, on account of what appeared to them to have become the desperate character of the defense of the forts, and in consequence of this condition of affairs he, General Duncan, had dispatched a flag of truce to Commander Porter, commanding United States naval forces below, offering to surrender the two forts to him on the terms tendered by him the day before, but rejected by General Duncan.

I at once waited on General Duncan in Fort Jackson to learn from himself the particulars of his course. He informed me that in his offer to surrender the forts he had disclaimed all control over the forces afloat. This unexpected surrender of these important land defenses, seriously compromising the position and very safety of my own command, I expressed to General Duncan my deep regret that a previous knowledge of his intention to surrender had not been communicated to me, particularly as I expected early in the day to test the full power of the *Louisiana* under her propellers and wheels, and that if successful I might be able to achieve something against the enemy. It was, however, too late; the flag of truce had been dispatched and could not be recalled; but I informed General Duncan that in no event would the enemy be allowed to obtain possession of the *Louisiana*.

I at once returned on board and called a council, composed of Lieutenants John Wilkinson (commanding), W. H. Ward, A. F. Warley, W. C. Whittle, jr., R. J. Bowen, [Thomas] Arnold, F. M. Harris,

and George S. Shryock the latter also acting as recorder, by whom, in consequence of the enemy having the entire command of the river above and below us with an overwhelming naval force, and who was in the act of obtaining the quiet and undisturbed possession of Forts Jackson and St. Philip, with all their material defenses intact, with ordnance, military stores, and provisions, thus cutting the *Louisiana* off from all succor or support, and her having on board not more than ten days' provisions, her surrender would be rendered certain in a brief period by the simple process of a blockade, and that, in the condition of her motive power and defective steering apparatus and the imminent danger of an attack, she was very liable to capture, it was unanimously recommended that the *Louisiana* be destroyed forthwith to prevent her falling into the hands of the enemy while it remained in our power to do so, first retiring to our tenders.

It was with the most painful regret that I yielded to what seemed an unavoidable necessity, and at once gave orders to Lieutenant Commanding Wilkinson to carry out the recommendation of the council and fire the *Louisiana*. He was aided by Lieutenants Ward, Whittle, Lee, and Shryock and Acting Chief Engineer Youngblood in this service, which was executed to my entire satisfaction, and these officers, with myself, were the last to leave the vessel, at which moment the flames were ascending the forward hatchway.

The vessel, after being fired and abandoned, broke adrift from the shore, and being caught in an eddy, blew up at about 10:45 a. m., near the water battery of Fort St. Philip, in which one man was killed and one wounded by falling fragments.

The destruction of the vessel was complete, not less than 10,000 pounds of powder having exploded; the water being deep, the recovery of any ordnance or materials is regarded as impossible. Launch No. 6 was burned with the *Louisiana*.

The enemy was in sight when this work was commenced and soon after anchored near Fort Jackson with several gunboats, from which, and the two forts, flags of truce were flying.

Having had no communication with the enemy, and not being in any manner whatever a party to the negotiation pending for the surrender of the forts, I, of course, had no flag of truce flying.

After abandoning the *Louisiana* I retired in her two tenders—the *W. Burton* and *Lundis*—to the opposite or western shore to await events, throwing overboard all the small arms, knowing our surrender to be inevitable. As the enemy was in force above at the Quarantine, and had his pickets extended across the country, all chance for escape by the levee or swamp was cut off, except for a few individuals in small parties. Several officers, however, availed themselves of my permission for all to land who chose to make an attempt to escape capture. Among them were Lieutenants R. J. Bowen, [Thomas] Arnold, George S. Shryock, and [Daniel] Pfister; Acting Masters G. W. Gift, S. S. Lee, James McBaker, H. D. Bremond, Albert Hulse, and John Glass; Assistant Engineers N. P. Wilcox, James Durning, James Nolan, and James Riley; Midshipmen Chew and McDermett, and Master's Mate Beck. What portion of these officers succeeded in eluding the enemy and finally escaping I am not informed.

I can not omit here to make my acknowledgments of the cool, active, and zealous conduct of that intelligent officer, George S. Shryock, who served as my aid to my entire satisfaction.

About 4 o'clock p. m. Commander Porter, having taken possession of the two forts, moved up with three of his gunboats, fired a shot over our tenders, which being unarmed, their flags were struck by my order. Possession was immediately taken of them, and all the officers except those of the Crescent Artillery—about 26—were transferred to the U. S. gunboat *Clifton*, Commander Baldwin; thence, on the 5th May, to the sailing transport *Fearnot* at Pilot Town; thence, on the 7th, to the frigate *Colorado* at anchor off southwest bar, where I found Captain Hutton and the other officers of the Crescent Artillery and Commander B. Kennon and Lieutenant Haynes, late of the Louisiana State gunboat *Governor Moore*. From the *Colorado* the entire party was transferred, on the 9th, to the steam transport *Rhode Island*, from which all were landed and imprisoned in Fort Warren, Boston, on the 23d May last.

The following officers of my late command took the oath of allegiance to the United States after their surrender, thereby deserting to the enemy, viz: Samuel Jones, acting boatswain, who was left on board the *Clifton*; James Wilson, gunner; Virginius Cherry, carpenter; James Waters, third assistant engineer; and Theodore Hart, third assistant engineer, who were left at Fort Warren. With the above exceptions, all of the officers were returned to the Confederacy at Aiken's Landing on the 5th instant, except Captain Hutton and Lieutenant Dart, who obtained temporary paroles from the enemy to visit their families. Their arrival may therefore be looked for at an early day.

The crew of the *Louisiana* and the rank and file of the volunteer artillery serving on board were paroled at New Orleans.

I would here invite the attention of the Department to the correspondence (herewith enclosed) between Flag-Officer D. G. Farragut, the U. S. Secretary of the Navy, the Hon. Gideon Welles, and myself respecting the treatment of the officers of my command after surrender, from which it will be perceived that Commander Porter, by the suppression of some facts, the perversion and misrepresentation of others, in his report of the destruction of the *Louisiana* to Flag-Officer Farragut, sought to make it appear that I had violated by that act a flag of truce and the laws of war, and that Flag-Officer Farragut, in his answer to my communication, willfully assumes false views of circumstances and events to justify and sustain the course of Commander Porter, through whose joint misstatements to their Navy Department the lieutenants of my command and myself became the victims of its injustice.

The course of Flag-Officer Farragut and that of Commander D. D. Porter in this matter shows them to be servile and degraded tools, well fitted for carrying out the infamous policy of an unprincipled and despotic Government.

The correspondence in this connection, respecting the unjustifiable treatment of Commander B. Kennon, of the Louisiana State Navy, is also enclosed and commended to your notice.

The following is a list of the papers forwarded to the Department with this report, viz:

No. 1. General order issued by me after the engagement of the 24th, dated April 25, 1862.

No. 2. Report of Surgeon Joseph D. Grafton of casualties on board of *Louisiana*, dated April 24, 1862.

No. 3. Report of Lieutenant A. F. Warley, commanding *Manassas*, dated Fort Warren, June 8, 1862.

No. 4. Report of Lieutenant John Wilkinson, late commanding the *Louisiana* after the fall of Commander McIntosh, dated Richmond, August 11, 1862.

No. 5. Report of Commander Beverly Kennon, late commanding the State of Louisiana gunboat *Governor Moore*, dated May 4, 1862.

No. 6. Letter from Commander J. K. Mitchell to Flag-Officer D. G. Farragut, dated U. S. S. *Clifton*, New Orleans, May 1, 1862.

No. 7. Letter from Flag-Officer Farragut to Commander J. K. Mitchell, dated U. S. S. *Hartford*, New Orleans, May 7, 1862.

No. 8. Letter from Commander J. K. Mitchell to Hon. Gideon Welles, Secretary U. S. Navy, dated Key West, May 14, 1862.

No. 9. Letter from Commander J. K. Mitchell to Hon. Gideon Welles, Secretary of the U. S. Navy, dated Fort Warren, May 25, 1862.

No. 10. Memorandum of Lieutenant W. C. Whittle, jr., accompanying same, dated May 24, 1862.

No. 11. Substance of letter from Hon. Gideon Welles, Secretary U. S. Navy, to Colonel Justin Dimick, dated Washington, May 29, 1862.

No. 12. Letter from Commander J. K. Mitchell to Hon. Gideon Welles, Secretary U. S. Navy, respecting Commander Kennon, dated Fort Warren, June 20, 1862.

No. 13. Letter from Gideon Welles to Beverly Kennon in reply, dated June 25, 1862.

No. 14. Letter from Commander Beverly Kennon, Louisiana State Navy, to Hon. Gideon Welles, dated Fort Warren, June 28, 1862.

No. 15. Letter from Hon. Gideon Welles to Colonel Dimick, in relation to Commander Kennon, dated Navy Department, July 3, 1862.

The success of the enemy in forcing the passage of Forts Jackson and St. Philip below New Orleans, and the great disasters to the nation generally that followed that event, as well as to the naval forces late under my command, must very naturally suggest enquiries as to the conduct of those concerned and to whom the defenses were intrusted. I would, therefore, in forwarding this, my report, respectfully submit to the Department the propriety of ordering a court of enquiry in relation to the part performed by the Navy, so far as its operations were under my control.

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

JNO. K. MITCHELL,
Commander, C. S. Navy.

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

[Subenclosures.]

No. 1.

General Order.]

C. S. S. LOUISIANA,
Near Fort St. Philip, April 25, 1862.

From my own observations, as well as from the reports received from the commanding officers of the naval forces under my command, composed of this ship, Commander C. F. McIntosh, the *McRae*, Lieutenant Commanding Huger, and the *Manassas*, Lieutenant Command-

ing Warley, in the engagement with the immensely overpowering forces of the enemy yesterday morning, in which he succeeded in forcing the passage of Forts Jackson and St. Philip, I am satisfied that in the gallantry and skill displayed on the occasion that every officer and man acted fully up to the expectations of their country, though unable to defeat him. The condition of all the vessels after the conflict shows that each was fully under the fire of the enemy. That of the *McRae* and her movements shows that she fully sustained her part in the conflict, and the sinking of the *Manassas*, a few minutes after she was abandoned, is evidence that she also sustained a conspicuous part in the action.

To Captain T. H. Hutton, of the Crescent Artillery, Lieutenant Dixon, C. S. Army, and Captain Ryan, sharpshooters, and their respective detachments of volunteer soldiery, who assisted in the working of the batteries of this ship and acting as sharpshooters, my thanks are sincerely accorded for their activity, zeal, and gallantry, so eminently exhibited on the occasion.

The relatives and friends of the gallant dead who fell in the action will have the consolation of knowing that their fall was in a glorious cause and in a noble effort to sustain the honor and rights of their country.

Commanding officers will please have this general order read to their respective officers and crew.

JOHN K. MITCHELL,
Commander and Commanding U. S. Naval Forces Present.

No. 2.

C. S. S. LOUISIANA,
Off' Fort Jackson, April 24, 1862.

SIR: I have the honor to report the following casualties resulting from the affair of this morning:

Commander C. F. McIntosh, both arms broken and patella of right knee fractured. The fracture of the right arm involving the elbow joint made amputation necessary.

Private Adrian Heydell, St. Mary's Cannoneers, fracture of right leg.

Private Heydell, St. Mary's Cannoneers, killed.

Very respectfully, your obedient servant,

JOS. D. GRAFTON,
Assistant Surgeon, U. S. Navy.

Commander JOHN K. MITCHELL, U. S. Navy,
Commanding U. S. S. Louisiana.

No. 3.

FORT WARREN,
Boston, Mass., June 8, 1862.

SIR: I herewith transmit to you as near a copy of the report I made you at Forts Jackson and St. Philip, on the 25th April, as I can remember.

I respectfully report that on the morning of the 24th April, at about 3 a. m., I was informed that there was firing from the forts, but no signal had been made. I instantly cast off from the bank and, aided

by the *Phœnix* (the steamboat I had alongside), turned head down the river. I discovered a vessel coming rapidly up, gave orders to run into her, and had just got pointed fair when the river gunboat *Resolute* cast off from the bank and ran into the *Manassas*. As I backed to clear, the vessel coming up ran by, pouring a broadside into the *Resolute*. Getting clear, I again stood down, pointing for a heavy ship standing across. She having greater way than I, passed too quickly for me, firing her broadside as I passed under her quarter. I then made for a large side-wheel steamer and struck her on the quarter, bringing her up alongside of me. She fired her whole broadside immediately over me, cleared me, and stood up the river. I was then nearly down to the chains, where both forts opened a heavy fire on me, striking the vessel frequently. I then turned and stood up the river, discerned a ship-rigged vessel lying across the stream, put on all steam and struck her fairly amidships with very great force, firing the gun forward when in a few feet of her side, the collision disabling the gun and knocking everyone, except the man at the wheel, from his feet. Backing clear, I passed her and stood on for a heavy gunboat. On nearing her, she put on steam and left me as if I had been at anchor. Two other gunboats passed me, firing into me as they passed. Day had then broken, when I discovered the *McRae* making a gallant fight against four gunboats at short range. I stood to her assistance. Her fire bell was ringing as I passed her. On my approach the gunboats stood up the river and joined six large vessels just below Quarantine. I followed to give the *McRae* time to haul off. Two of the heaviest of the enemy stood down to me, one on each side of the river. I was too near them to effect a retreat; my gun was disabled; my vessel was shot through, as well in the bows as amidships. I considered that I had done all that I possibly could to resist the enemy's passage of the forts, and that it then became my duty to try and save the people under my command; so had the delivery pipes cut, ran the vessel bows on to a steep part of the bank, and ordered the crew and officers into the swamp from the bow port. Accompanied by the executive officer, Master Harris, I followed, the enemy firing grape into us as we landed, and for a long time afterwards continuing to pour grape into the swamp. The *Manassas* filled up, slid off the bank, as I expected, and went down, as you are aware. After being several hours in the swamp I returned to the river bank, procured a boat, landed my officers and men on the Fort Jackson side, and learning that your flag was still flying on board of the *Louisiana*, joined you with those of my officers who had not stayed in the swamp; they all came in next day.

I can not speak in too high terms of the behavior of the officers and men of the *Manassas* through the whole affair, encountering the fire of vessel after vessel at the shortest possible ranges. No one was seen to flinch, no word was whispered of despondency, and in the swamp, as on board, all were orderly and obedient, and prompt to join you where they thought another blow would be struck. Where all acted so well, it is difficult to particularize, but I must particularly mention the conduct of Master F. M. Harris; the pilot, Captain Levin, to whose coolness and skill I was indebted for the working of the vessel; Master Glass, who took the wheel and was ready to fill the place of the pilot should he fall, and the chief engineer, James Durning. To those gentlemen I owe much, and particularly recommend them wherever brave and skillful men are wanted.

I destroyed the vessel under my command, but not until I considered it my duty so to do, and as the only means I had of keeping her from falling into the hands of the enemy. God was good to me in allowing me to save all the people under my command. Cut up as the vessel was, there were no casualties on board beyond a few slight scratches.

I saw no show of fight on the part of any of the gunboats that were with us for the defense of the river except the *McRae*. My own belief is that had the vessels intended as rams been used as rams, most of the enemy's vessels would have been crippled and obliged to fall back under the guns of the fort.

The *Manassas* was the first vessel in the stream after the alarm; she was the only vessel that made any attempt to force the enemy back under the forts, and she would have been taken down below the chain to the mortar fleet had it not been for the heavy and continued fire on her from the forts.

She was my first command, and I hope the day may come when an enquiry will be instituted into the manner of her loss and everything else pertaining to the passing of the forts by the enemy on the 24th April.

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

A. F. WARLEY,

Lieutenant, U. S. Navy, Late Commanding Steamer Manassas.

Captain J. K. MITCHELL,

Commanding U. S. S. Louisiana.

No. 4.

RICHMOND, August 11, 1862.

SIR: As you were on deck and in command of the *Louisiana* (both before and after the fall of our gallant Commander McIntosh) during the action of April 23,* when the enemy's fleet forced the passage between Forts Jackson and St. Philip, I have not submitted a detailed report; as, however, the gun deck was under my supervision, it is proper that I should testify to the gallantry and good conduct of the officers and crew. The Crescent Artillery and the detachments sent on board from the forts also performed their duties gallantly and well. There were no opportunities of individual distinction.

Very respectfully, your obedient servant,

J. WILKINSON,

Lieutenant, U. S. Navy, Late Commanding U. S. S. Louisiana.

Commander JOHN K. MITCHELL, U. S. Navy,

Late Commanding Naval Forces on the Lower Mississippi.

No. 5.

U. S. STEAM FRIGATE COLORADO,
Southwest Pass, Mouth of the Mississippi, May 4, 1862.

SIR: It is with feelings of the deepest regret that I report the total destruction of the U. S. S. *Governor Moore* (late *Charles Morgan*),

*Error. It ought to be the 24th.—J. K. M.

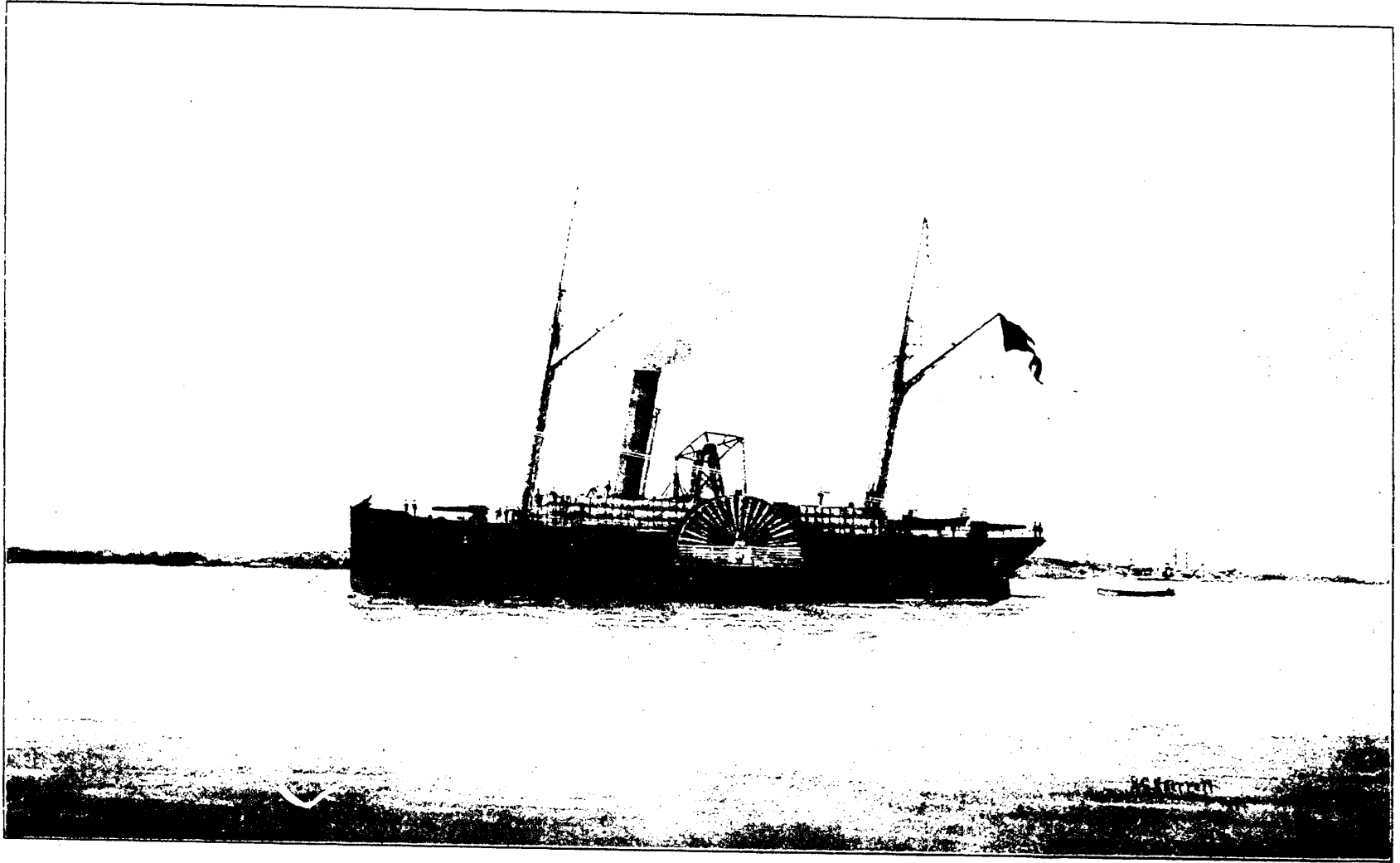
lately under my command. At about 3:05 on the morning of the 24th ultimo I was informed that "The enemy are coming up the river and close aboard of us." Within five minutes I was on deck, went to general quarters, slipped our cable, and waited only for the many vessels that were closely packed ahead of us to get out of the way, to get in the stream. Soon after reaching the deck the forts opened fire on the enemy. At 3:15 the *Manassas* shot out from under our bows and stood for the enemy. I tried to do the same, but no less than five river and other steamers were afoul of us, and I had to delay to get clear of them. In the interim many of the enemy's vessels had arrived abreast of us and fired a good allowance of grape and canister at us. They were too close for me to ram them, as I could not possibly get enough headway on. I made the attempt on the *Cayuga*, but for the reasons given I did not carry out my intentions. In order to rid myself of the annoying presence of the *Belle Algerine*, I ran into her and believe sunk her, as she was not seen by us afterwards. She had been afoul of us twice before. It was now about 3:45. The whole of our squadron, as far as I could judge, were underway, and lay between the head of the reach and the forts, where were also about a dozen of the enemy's vessels.

The smoke from the guns of the forts and so many vessels in this crowded space made it almost impossible to distinguish friend from foe, and yet no mistake was made by either party. When the smoke lifted so that I could see a little, I found myself about 400 yards above the *Louisiana*, with two State gunboats on the starboard beam—*Warrior* and *Stonewall Jackson*. The C. S. gunboat *Jackson* was about one mile on our starboard bow, firing at some vessel on her port quarter, which vessel was ahead of us. She afterwards proved to be the U. S. steam sloop *Varuna*. Nearly ahead on our port bow were two State gunboats, *Breckinridge* and *Reliance*, and on our port beam, distant about 200 yards, lay the U. S. steamers *Cayuga* and *Oneida*, with the *Pensacola*, *Brooklyn*, and *Mississippi* on our port quarter, distant about from 200 to 400 yards. The *Pinola* the same distance astern. As soon as we recognized each other, we simultaneously opened fire. I used shell, the enemy grape and canister. Of course, our two guns could not damage the enemy much, whilst his batteries (double stands of grape) cut us up horribly. In addition to the broadsides from the enemy, a few stray shot from the forts struck us. This was the second heavy fire we had received. The first was delivered by the *Pensacola*, *Cayuga*, and *Oneida* at about 3:40, and at the distance of from 75 to 200 yards. We now rounded a point at the head of the reach. I discovered an enemy's ship ahead of us, and running very rapidly upstream. I noticed that she received shots, but did not return them. She was burning black smoke and wore at her mastheads red and white lights, whilst our squadron wore blue. This, with the smoke, worried me for a while. I, however, soon saw her schooner rig, white smokestack, and long white hull. I was glad that our blue light had been shot away, as it would enable me to close on him before he could make us out. I therefore did not replace it. I was now almost surrounded by the enemy, but the swift heels of the *Governor Moore* soon brought a thick veil of darkness between us and them. Both of us held our fire for some minutes, when both opened together. I fired at the other vessels astern of us at the same time. At daybreak we were about 100 yards astern of the *Varuna*, about 600

yards ahead of the rest of the enemy, and quite near the Quarantine Station. We fired very seldom, as I did not wish to risk the lives of our men. The *Varuna* kept up a lively fire with her stern-chaser, loaded with grape, shrapnel, case, or canister, and was continually sheering so as to rake us with her broadside guns, but by closely following the motions of her helm we disappointed her. When abreast of the Quarantine we were about 40 yards apart, and gaining on the chase, both ships raking each other. The enemy's fire killed and wounded a great number of men forward on the spar and main decks; the powder and shell passers having been shot down, I had to assist in their duties. Out of 23 persons stationed on the fore-castle, two-thirds had been killed and wounded. Finding it impossible to depress our bow gun enough to rake the chase, as we were so close to her and the vessel so high out of the water, besides the gun carriage was off its slide, with its rear transom resting against the heel of the fore-mast, and I had not the men nor the time to mount it properly, I now pointed the gun through our own deck, at a point 6 feet inside the knightheads and a little to the left of the heel of our bowsprit, and fired through our own deck and raked the enemy fore and aft; a second shell was fired in like manner with same result. The smoke was now very thick and the ships about 10 feet apart. As a *dernier ressort* she took advantage of it; she raked us with her after pivot, sheered so as to give us her starboard broadside, but I was now on top of the hurricane deck and could see her mastheads above the smoke. As quick as lightning our helm was hard aport, and in the twinkling of an eye the crashing noise made by her breaking ribs told how amply we were repaid for all we had lost and suffered. I had intended boarding as soon as I struck her, but now I had not the men nor the small-arms ammunition. I had lost one-third of the crew. As soon as I could do so, I backed clear of her and ran into her again, striking about the same place (just abaft the mainmast starboard side). The two vessels were nearly in opposite directions; the *Varuna* was sinking rapidly; her head was turned for the shore, which she reached just as she sank. In the meantime a State gunboat, *Breckinridge*, ran into her, striking her on the port beam; she then hauled off, was run on shore on the opposite side of the river, was fired and deserted. Until we separated after striking her she (*Varuna*) used her Minié rifles very freely upon us. We had not it in our power to return the fire, so I ordered the men to screen themselves and prepare to receive her boarders. As we struck her I received a very severe blow on the head by a large splinter, and afterwards a spent Minié ball struck me on the left arm, bruising it considerably, but hardly breaking the skin. I now started downstream to run into the *Cayuga*, as I saw the *Varuna* had sunk, but on approaching her I came suddenly upon the *Oncida*, *Cayuga*, *Pinola*, *Iroquois*, *Pensacola*, *Mississippi*, and *Brooklyn*, all of which were in supporting distance and very near each other. When abreast of Camp Chalmette I determined to round to, as it would be madness to attack such a large force; besides, our bow gun was useless and our bows perfectly riddled with balls. I rounded to and brought our stern chaser to bear upon the enemy. No sooner had I done so than the whole of the above-named ships opened on us with grape, canister, shell, and shot. Our wheel ropes were shot away, and as soon as the relieving tackles were brought in play, they too were cut away by an XI-inch solid shot, which took some of the wounded and other men

with it. Our walking beam was soon greatly damaged, the slide shot away, and the engine disabled and rendered useless. The vessel now in the eddy, soon grounded. Finding that no human being could possibly do anything with the vessel, I ordered the men to look out for the wounded and set fire to the ship and blow her up. I also ordered the safety valve to be lashed down. Just about the time the engine was shot to pieces a very destructive broadside was poured into us by the enemy's ships. I had but one gun to return this with, and could fire it but once, as only five out of thirteen men belonging to it were left. Lieutenant Henderson, C. S. Army, who had charge of it, was among the wounded. I do not know how the men stationed below conducted themselves, although I visited all parts of the ship once or twice during the fight, but the soldiers stationed on the spar deck at the guns and on the deck behaved themselves like brave and gallant fellows. The perfect storm of grape, canister, shrapnel, case, solid shot, and shell (IX-inch, X-inch, and XI-inch) which had been pouring in upon us off and on for three hours had cut the vessel and crew up horribly. Nearly all the rigging, the boats, and vessel's hull and upper works were shot to pieces, hundreds of shot holes (assorted sizes) showing themselves all over her. About forty or fifty shot and shell went through both sides of the vessel, the shells exploding afterwards. Many struck us below the copper after we grounded, so the vessel soon sank aft. Our crew numbered 93, all told, when the fight commenced. I should think about one dozen escaped in the marshes, 24 were made prisoners; of this number I know 7 were wounded, leaving a loss of 64 killed and wounded. I know that many wounded men were killed afterwards, and even after death were again struck by shot or shell. I should think that 57 men were killed. As soon as our men heard the order to "set fire to the ship," with the exception of Mr. Smith (pilot) and John Purtell (seaman), they jumped overboard, and with the aid of life preservers soon reached shoal water. Mr. Smith set fire to one room and then jumped overboard. John Purtell did the same. He was with me when I commanded the *Tuscarora*. Had the officers of the vessels remained by me as long as he did, I would not have been a prisoner. Everyone performed his duty faithfully until the ship was ordered to be fired, when all hands who could do so left the vessel, not however, until each one provided himself with a life-preserver. I called to the officers and men who were standing waist deep in the water near the shore, yet nearer the ship, to come and assist me with the wounded, yet but one came. Lieutenant Henderson, C. S. Army, jumped into our boat and came alongside for the wounded; by assisting them he was made prisoner. His usefulness, coolness, and bravery in battle was only equaled by his noble generosity when the fight was over. When the officers and men left me I collected the wounded in the gangway to go on shore. I visited the other decks, but found no more of them. As the enemy's boats were very near us, I set the ship on fire to prevent her from falling into their hands. I used the lamps from the engine room. After setting the mosquito bars on fire I poured the oil on the bedding. In a few minutes the ship was in flames. The *Varuna*, after grounding, fired at us with her bow gun, but ceased after three discharges, as she could not get any more ammunition. All the enemy's vessels ceased firing when they saw our men in the water. At about 6.30 a. m. I surrendered myself and 5 wounded men to the boats of the *Oneida*; all other

prisoners were taken from the water by the boats of the other vessels. No one was drowned. The pennant and remains of the ensign were never hauled down. The flames that lit our decks stood faithful sentinels over their halyards until they, like the ship, were entirely consumed. I burned the bodies of the slain. Our colors were shot away three times. I hoisted them myself twice; finally every stripe was taken out of the flag, leaving a small constellation of four little stars only, which showed to our enemy how bravely we had defended them. The wounds by the grape and shot were terrible, the men in all cases being horribly mangled. Many poor fellows bled to death before assistance could be rendered them; others were killed when being taken below, and in some cases the men who took them. One man, Oberhartz, lost both legs, and after this, the upper part of his breast, both arms and his head. I recognized what was left of him by his dress. At the close of the fight a large splinter or piece of sabot struck me on the left shoulder, staggering me, but did no material damage. After going to the *Onaida*, I told Captain Lee that our magazines were on fire. All boats were then recalled, and the whole squadron delayed until our after magazine sank under water, which happened at about 8 a. m. This delay assisted our men to escape being made prisoners. I said this, hoping it would result as it did. Our forward magazine and boiler blew up afterwards. I defy any man to say I gave the enemy a single advantage, although I was alone in a crowd of them. The night was dark, the smoke from the many guns very thick, the small space in which we were packed was crowded with vessels, and yet I got out with a small loss, gave chase to a vessel vastly my superior in every respect, ran her 5 or 6 miles, and destroyed her; saved my own vessel from falling into their hands, although they were within musket shot of me; saved our colors and pennant, threw overboard my side arms, and surrendered nothing but myself and 5 wounded men. I swore that I would never present the hilt of my sword to any man, nor haul down my colors. My sword was demanded, but I threw it overboard. I made the best use of my time and everything at my disposal. The gun carriages with their gear were useless, the engine and rudder the same, the vessel almost a perfect wreck, and over two-thirds of the crew killed or wounded. Indeed, we had a hard fight, but we had to surrender. The pilot and chief engineer, Mr. Smith and Mr. Vetter, carried out my instructions to the letter. Messrs. Frame, Bayless, McComb, Neil, Duke, Haynes, and Henderson acted well their parts until they left the vessel. Dr. Cleary tried to relieve the sufferings of the wounded, but he had more to attend to than half a dozen doctors could do. The crew behaved well. Corporal Stockman and Private Kershaw, Louisiana Artillery, are the only men uninjured at the bow gun, a greater number of men than its full crew were killed and wounded during the fight, as vacancies were supplied from other parts of the ship. The protection afforded the engine by the cotton bales was very fine. There were fourteen engineers, firemen, and coal heavers, the first lieutenant, pilot, and two quartermasters inside this cotton bulwark, and therefore could not be struck. There were four persons in the two magazines far under water, making 22. Deduct from 93, 71. Out of 71, 7 escaped only. We had but one man sick when the fight commenced; he was taken prisoner--John Purtell (seaman). The *Governor Moore* mounted 2 32-pounder rifle guns; crew, 93 men.



CONFEDERATE STATES STEAMER GOVERNOR MOORE.

Tonnage, about 1,200; loss in killed and wounded, 64. The *Varuna* mounted 2 30-pounder Parrott guns, 8 VIII-inch guns in broadside; crew, 160 men; tonnage, 1,300. Loss, 3 killed, 12 wounded. The *Varuna* did not fire at any other vessel than the *Governor Moore* until she was about sinking; she then fired once at the gunboat that struck her after we did. She used every effort to disguise herself to escape from the fire of our boats, so that on reaching our camps she would have lesser troubles to contend against. The gunboat *Jackson*, Lieutenant Commanding F. B. Renshaw, C. S. Navy, when last seen was going with all haste toward the source of the Mississippi.

I am, sir, very respectfully, etc.,

BEVERLY KENNON,
Commander, Provisional Navy Louisiana,
Late Commander, C. S. S. Governor Moore.

Commander J. K. MITCHELL,
Comdg. C. S. Naval Forces off Forts Jackson and St. Philip.

No. 6.

U. S. S. CLIFTON,
New Orleans, May 1, 1862.

SIR: In behalf of myself and brother officers, lately attached to the Confederate States naval forces under my command, operating in the vicinity of Forts Jackson and St. Philip, I deem it proper to make the following statements of facts connected with our surrender on the 28th ultimo to the United States naval forces under the command of Commodore David Porter, and respectfully to ask you to enquire into the reason why we are closely confined on board of this vessel and denied the comforts and consideration due to our position as prisoners of war, as well as to the rights of humanity.

On the morning of the 28th ultimo, I was informed by General J. K. Duncan, commanding the Confederate States coast defenses, that he had dispatched a flag of truce to accept the terms of capitulation offered him the day before by Commodore Porter, but that he had in so doing informed the latter that he, General Duncan, had no control over the forces afloat. This step was taken by General Duncan without advice or consultation with me, and entirely without my knowledge, although we had been cooperating together. No communications of any kind had passed between Commodore Porter and myself. Although contemplating an active movement against the enemy that very day, I saw that it could not be undertaken with propriety while negotiations were pending and flags of truce were hoisted between the forts and the United States naval forces, and that, after the actual surrender of the forts, my condition and motives for offensive movements would be seriously changed and compromised, I determined, however, that as an important trust had been confided to me, it was my duty to discharge it without regard to the consequences to individual discomfort and danger. The destruction of the *Louisiana* and the *Defiance* was at once resolved upon, and while we were abandoning the former and transferring the crew to her unarmed tenders, the *W. Burton* and *Landis*, the United States naval forces appeared off Fort Jackson, flags of truce were flying between them, while the forces under my command

continued to fly their ensigns, but no flag of truce. The *Louisiana* we fired and the *Defiance* was sunk, and I moved with our tenders to a convenient point above to await events.

Lieutenant Whittle was sent in a boat with a flag of truce to inform Commodore Porter that in firing the *Louisiana* her magazine had not been effectually drowned, and that though efforts were made to drown the charges in the guns, they may not have succeeded. This information was given in consideration of the negotiations then pending under flags of truce between him and Fort Jackson, in order that he might keep his vessels out of danger; but while the message was on its way the explosion took place about 11 o'clock a. m., a fact that does not affect the honorable purpose intended by it.

About 4 o'clock p. m., Commodore Porter moved up with his forces toward our tenders and fired a shot over us, upon which, as we were totally unarmed, our colors were struck by my order. Soon after Lieutenant Commanding Wainwright came on board and demanded our surrender with our side arms as prisoners of war without terms. We were immediately transferred to the after berth deck of this vessel, and a list of all the officers furnished Lieutenant Commanding Wainwright, who was particular in ascertaining who were ex-officers of the U. S. Navy, informing us that they would be kept in close confinement. Since when the whole of us have been closely confined, being allowed to make only indispensable visits to the deck, and for half an hour for the purpose (morning and evening) of cleaning up our overcrowded quarters on the berth deck. Of the personal deportment of all on board this vessel toward us, I believe there has been no cause for complaint.

Why it is that the unnecessary and harsh order was given to keep us in close confinement, I can not divine, nor why discrimination should be threatened between ex-officers of the U. S. Navy and the others, unless it be that I chose to destroy all public property under my control that might, if given up, be used hereafter against us, instead of surrendering it and accepting terms which had been offered to an officer belonging to a branch of the public service having no control over us. I adopted the course that a magnanimous and gallant enemy must in his secret heart, I believe, approve, though balked in his desire to obtain a valuable prize. I, too, might have secured for ex-U. S. Navy officers, as well as the others, in consideration of the surrender of public property, the empty honor of retaining our side arms, with the privilege of being paroled. But no; I preferred, with my gallant companions, the destruction of all property we could hope to defend no longer successfully and leave our personal treatment to our enemy, who, we have a right to expect will be governed by the usages of civilized warfare, the rights of humanity, and the dictates of common justice.

I appeal to you, therefore, confidently, in behalf of myself and my brother officers, to direct that we be treated as becomes the prisoners of war of civilized nations; this we claim on the score of justice and humanity; more we can not ask for.

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

JOHN K. MITCHELL,

Com. and lately Com'dg. the C. S. Naval forces near Fort Jackson.

Flag-Officer D. G. FARRAGUT,

Commanding U. S. Naval forces, New Orleans, La.

No. 7.

U. S. FLAGSHIP HARTFORD,
At Anchor off the City of New Orleans, May 7, 1862.

SIR: Your communication of May 1 was received by the vessel which came up on the 5th.

I was not aware that you had been on board the *Clifton* at all, but knew that you were on board the *Colorado* at the time of its receipt, where I presume you are more comfortable.

The circumstances of your surrender are duly reported by Commodore Porter; but as a matter of course he knew nothing of your having sent a boat which did not reach him before your vessel blew up.

The rules of war, of which you speak, even of the most barbarous nations, recognize a flag of truce; and while it is flying it is the universal custom that all hostile operations cease. Such does not appear to have been the idea of the so-called Confederate officers. You destroyed your vessels while the negotiations were going on, and sent a flag of truce requesting permission to land the wounded at New Orleans, which the humane feelings of Commander Smith permitted to pass up to me to stipulate the terms upon which the wounded were to be landed. I did so. The written agreement, upon the solemn promise of the commander, was signed, by which pledge the vessel was to return in the condition in which she left by 10 o'clock the next morning, instead of which, at 8 a. m. she was discovered without the flag of truce flying, abandoned and scuttled. All of which goes to show a regardlessness of the usages of civilized warfare to which you so emphatically allude, and for which you are made close prisoners and sent to the North to be dealt with by the Government as it may deem proper.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

Commander JNO. K. MITCHELL,
Commander, U. S. Navy.

No. 8.

U. S. S. RHODE ISLAND,
Key West, May 14, 1862.

SIR: I have the honor to enclose herewith a copy of a communication from me to Flag-Officer D. G. Farragut, dated at New Orleans, May 1, 1862, and his reply thereto, dated on the 7th and received by me on the 9th, as we were being transferred from the *Colorado* to this vessel off the Balize.

The reply referred to above shows that Flag-Officer Farragut labors under a misapprehension of the events connected with and immediately preceding the surrender of the Confederate States naval forces under my command on the 28th ultimo, as reported to him by Commander Porter, to correct which I submit the following statement in addition to that in my letter enclosed:

The passage of Forts Jackson and St. Philip was forced by the naval

forces on the 24th of April, and on the 25th the C. S. S. *McRae*, Lieutenant Commanding Read, left Fort Jackson under a flag of truce for New Orleans, with our own wounded and those from the two forts, with orders to return as soon as they were landed.

Her subsequent scuttling and destruction I had nothing to do with, and it was a matter of surprise to me. I have no doubt, however, that Lieutenant Commanding Read will be able to account satisfactorily for not returning to Fort Jackson and to show that he has not violated the terms of the flag of truce obtained for the *McRae* under his command.

From Flag-Officer Farragut's reply it appears that he is erroneously impressed with the idea that this flag of truce was obtained by me at the time negotiations were pending on the 28th between Commander Porter and General Duncan for his surrender, while the fact was, it had been obtained three days before from Captain Smith, and at that time (the 28th), the return of the *McRae* was momentarily looked for by me.

While the negotiations were pending, under a flag of truce, between the forts and Commander Porter, with which I had nothing whatever to do, my own colors flying, but no flag of truce, the United States naval forces came within gunshot of mine, but I refrained from acts of hostility out of respect for the flag of truce under which General Duncan was surrendering Forts Jackson and St. Philip.

The destruction of the *Louisiana* under the circumstances can not be justly regarded as an act of hostility or violation of a flag of truce to which I was not a party and with which I had nothing whatever to do.

My message by Lieutenant Whittle, who had to pass under the broadside of the *Louisiana* while on fire, to Commander Porter, and delivered to him, though not till a few moments after the explosion, shows conclusively that the destruction of the *Louisiana* was not designed as a hostile act; her very destruction deprived me of my only means of offense or defense.

The forced construction of the consideration due to a flag of truce, which did not embrace the forces under my command, by which the *Louisiana* is regarded as a violation of it and as an act of hostility, I protest against, especially as it was made the pretext for degrading, harsh, and cruel treatment of myself and the officers who surrendered with me, unauthorized by the usages of civilized warfare, while on board the U. S. S. *Clifton*.

In this connection I am free to admit that since we left that vessel our personal treatment has improved, and in this vessel no cause for complaint of ill-treatment has been afforded us, an acknowledgment I am pleased to make after the threat of being "seriously dealt with," communicated to us by Lieutenant Commanding Wainwright.

I deem it but just to the United States, as well as to myself and brother officers, that a correct statement of all the material facts connected with the subject in question should be placed on file in the U. S. Navy Department, especially in view of the misapprehensions entertained by Flag-Officer Farragut and others, and which have been the occasion of our receiving treatment of unusual severity, against a repetition of which I most solemnly protest, while at the same time

we ask for no exceptions in our favor from the treatment usually accorded to prisoners of war.

I have the honor to be, very respectfully, your obedient servant,
 JNO. K. MITCHELL,
*Commander, U. S. Navy, and late Commanding
 U. S. Naval Forces near Fort Jackson, La.*

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

P. S.—The foregoing remarks on the treatment on board this vessel of the officers who surrendered with me on the 28th of April, and of myself, do not include Commander B. Kennon, of the late State of Louisiana gunboat *Governor Moore*, and Lieutenant L. B. Haynes, Company G, Louisiana Artillery, who, as I was officially informed on board of the U. S. S. *Colorado*, have been ordered to be kept in close confinement on “very grave charges,” the nature of which, however, is unknown to those officers as well as to myself.

Very respectfully, etc.,

JNO. K. MITCHELL,
Commanding U. S. Naval Forces, etc.

No. 9.

FORT WARREN,
Boston Harbor, May 25, 1862.

SIR: I was much surprised last evening on being informed by Colonel Dimick that Lieutenants Wilkinson, Warley, Ward, Whittle, and Harris, together with myself, have been, by your order, denied the “privileges and courtesies that are extended to other prisoners,” on the ground that the act of burning the C. S. battery *Louisiana*, late under my command, was held by the U. S. Navy Department as “infamous.”

In my letter to the Department, dated on board of the U. S. S. *Rhode Island*, Key West, May 14, 1862, and forwarded through Commander Trenchard on the arrival of that vessel in Hampton Roads, together with a copy of my letter to Flag-Officer Farragut, and his reply thereto, I felt assured that all the facts connected with the destruction of the *Louisiana* were placed in such a light as not to be mistaken nor my motives misconstrued. To render the affair still more clear I enclose herewith a memorandum of Lieutenant W. C. Whittle, jr., C. S. Navy, who was the bearer of my message to Commander Porter respecting my fears that the magazine of the *Louisiana* had not been effectually drowned. With all these statements forwarded by me to the U. S. Navy Department, I am perfectly willing to rest the case with impartial and unprejudiced minds, as well as with my own Government, satisfied that [nothing] has been done by the foregoing officers nor myself militating at all against the strictest rules of military honor and usage.

Though I will not affect an indifference to the personal annoyance to us by the action of the U. S. Navy Department in our case as prisoners of war, yet my chief solicitude is to have placed on file in that office such a statement of facts as will, on a fair investigation, vindicate all the officers of the C. S. Navy concerned from the odium of

infamous conduct, unjustly attempted to be fixed upon them by those of the U. S. Navy, against which, and the infliction of punishment as directed by the Navy Department, I enter my solemn protest.

I most emphatically assert that the *Louisiana*, when abandoned and fired by my orders, was not only not "turned adrift" or intended to injure the United States forces, as charged by Commander Porter, but that she was actually left secured to the opposite bank of the river, and distant quite three-fourths of a mile from said forces, for the very reason that they were flying flags of truce, and for that reason I dispatched the warning message to Commander Porter respecting the magazine. That it is not only the right, but the duty, of an officer to destroy public property to prevent its falling into the hands of an enemy does not admit of a question, and in addition to all which it must not be overlooked that the forces under my command flew no flags of truce, and that I was not in any way a party to the surrender of Forts Jackson and St. Philip.

I have the honor to be, very respectfully, your obedient servant,
 JNO. K. MITCHELL,
Commander, U. S. Navy,
and late Commanding U. S. Naval Forces near Fort Jackson.

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

No. 10.

FORT WARREN, *May 24, 1862.*

In connection with the burning of the U. S. battery *Louisiana* I have to make the following statement:

During the forenoon of the 28th ultimo I was sent by Commander John K. Mitchell, U. S. Navy, commanding the Confederate States naval forces near Forts Jackson and St. Philip, from our tenders in a boat with a flag of truce (as soon as a boat could be obtained) to inform Commander Porter, U. S. Navy, commanding United States naval forces and receiving the surrender of the forts, that before firing or leaving our ship we made every possible attempt to drown the magazine and charges in the guns, but as we had little time and no magazine cocks, we feared that we might not have done either effectually, and that this information was given him to guard against any accident to the vessels of his fleet.

While on my way down, and nearly to the flagship *Harriet Lane*, the *Louisiana* blew up about one ship's length from where she had been left secured with hawsers, and about three-quarters of a mile from any of the Federal fleet, doing them of course no damage.

I went alongside of the flagship, and asked to see Commander Porter. He sent me word that he was engaged, but would soon see me on deck. After waiting about fifteen minutes he came up. I went to him and delivered the message. He replied as nearly as I can remember in the following words: "Say to Captain Mitchell I am much obliged to him," and added that some of the officers from the forts were in his cabin arranging terms of capitulation, and if any of them had been injured by the explosion he would have regretted it exceedingly. He was not apprehensive about the safety of his

ships, but as it was it made no difference. He then asked, "Where is Captain Mitchell?" I replied that he was a little way up the river. I then returned to our vessel.

Very respectfully, etc.,

W^M. C. WHITTLE, JR.,
Lieutenant, U. S. Navy.

No. 11.

Copy in substance.]

NAVY DEPARTMENT,
Washington, May 29, 1862.

SIR: The explanations of Commander J. K. Mitchell are satisfactory, and the restrictions imposed on him and his associates by the Department's order of the 22d instant will be removed and they will be treated as prisoners of war.

This does not relieve Beverly Kennon from the restrictions imposed on him.

GIDEON WELLES.

Colonel JUSTIN DIMICK,
Commanding Fort Warren, Boston.

No. 12.

FORT WARREN,
Boston, June 20, 1862.

SIR: I have the honor to address you in relation to Commander Beverly Kennon, now a prisoner of war in this fort, and late in command of the State of Louisiana gunboat *Governor Moore*, destroyed in the action of the 24th April last, near Fort Jackson, La., between the naval forces of the United States and those of the Confederate States, under my command.

Commander Kennon was closely confined on board of the U. S. ships *Colorado* and the *Rhode Island*, and has been denied at this post the privileges allowed to other prisoners of war, the reasons for which remain unknown to him as well as to myself.

On board the *Colorado* I was officially informed that his close confinement was ordered on "very grave charges."

I am not myself aware of any misconduct on the part of Commander Kennon, and therefore as the late commanding officer of the Confederate States naval forces in the action of the 24th referred to, I respectfully request, as an act of justice to the accused, as well as to both Governments, to be furnished with a copy of the charges against him and to be informed by what testimony it is proposed to sustain them.

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

JNO. K. MITCHELL,
Commander, U. S. Navy, and Prisoner of War.

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

No. 13.

NAVY DEPARTMENT, *June 25, 1862.*

SIR: The letter of John K. Mitchell, of the 20th instant, concerning the restrictions imposed on you by order of this Department, at Fort Warren, has been received.

Will you please furnish the Department with the particulars of the destruction of the gunboat of which you had command in the engagement below New Orleans with wounded men on board?

I am, respectfully, your obedient servant,

GIDEON WELLES.

BEVERLY KENNON,
Fort Warren, Boston.

[Endorsement.]

I certify the above to be a true copy of the original.

BEVERLY KENNON,
Commander, U. S. N.

No. 14.

FORT WARREN,
Boston, June 28, 1862.

SIR: Colonel Dimick, the commander of this post, delivered to me yesterday a letter signed by you, under date of June 25, directed to me as "Beverly Kennon," and referring to a communication addressed to you on the 20th instant by my superior officer, Commander John K. Mitchell, of the Confederate States Navy, whom you are pleased to designate as "John K. Mitchell."

The purport of your letter is a request that I will furnish your Department of the U. S. Government with "the particulars of the destruction of the gunboat of which I had command in the engagement below New Orleans with wounded men on board."

When I destroyed and left the vessel which I had commanded on the occasion referred to all the wounded men had been removed, the most of them landed into boats by my own hands. I was myself the last person to leave the vessel. Any statements which you may have received to the contrary are wholly without foundation. It would not be proper under any circumstances that I should report to you the "particulars" of her destruction, that being a matter which concerns my own Government exclusively and with which yours can have nothing to do. Should any charges be made against me, however, of which you have a right to take cognizance under the laws of war, I will, with pleasure, respond to any respectful communication which you may address me on the subject. Indeed, I shall be glad of the opportunity to vindicate my character as an officer from the unjust and unfounded imputations which have been cast upon it in the connection to which you allude, and upon the faith of which I have already been disparaged by unusual restrictions and confinements here and elsewhere since I have been a prisoner of war, without having been furnished an opportunity for such vindication. But your letter of the 25th instant so studiously denies to both Commander Mitchell and

myself not only our official designations, but those of common courtesy, that, while I am unwilling to believe you would intentionally offer an indignity to prisoners of war in your power, I can not now make further reply without failing in respect to myself as well as to my superior officer and Government.

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

BEVERLY KENNON,

*Commander in the Provisional Navy of the
State of Louisiana in the Confederate Service.*

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

No. 15.

NAVY DEPARTMENT, *July 3, 1862.*

SIR: The restrictions imposed upon Mr. Beverly Kennon by order of this Department are hereby removed.

GIDEON WELLES.

Colonel DIMICK, U. S. Army,
Fort Warren, Boston.

Statement of Confederate prisoners confined at Fort Warren.

HEADQUARTERS, FORT WARREN,
Boston Harbor, May 23, 1862.

We, the undersigned, having been granted the limits of this post (excepting the wharves, the barracks, and the beach beyond the sea wall, as far as that extends, and beyond the limits of the grass on the other parts of the island), do solemnly bind ourselves, upon our honor, that we will not take any advantage of the privilege thus granted; that we will not converse nor have any communications whatever with the sentinels or other soldiers of the post, except as required by their duties in connection with us, or with citizens; that we will not attempt to communicate with the shore, nor connive at any such attempt, nor utter any language militating against the Government of the United States in public, or in a position to be heard by any of the soldiers of the command, or citizens; and that between retreat and reveille we will not leave the sets of quarters assigned to us.

John K. Mitchell, commander, C. S. Navy; J. Wilkinson, lieutenant commanding, C. S. Navy; A. F. Warley, lieutenant commanding, C. S. Navy; W. C. Whittle, jr., lieutenant, C. S. Navy; J. D. Grafton, surgeon, C. S. Navy; T. H. Hutton, captain, C. S. Army; B. Dart, first lieutenant, C. S. Army; J. W. Boyle, second lieutenant, C. S. Army; T. H. Handy, lieutenant, C. S. Army; F. M. Harris, lieutenant, C. S. Navy; L. E. Brooks, assistant paymaster, C. S. Navy; L. B. Haynes, first lieutenant, C. S. Army; William Hervey, first lieutenant, C. S. Army; Wilson Youngblood, chief engineer, C. S. Navy; O. W. Edwards, lieutenant, C. S. Army; W. B. Clark, commodore's clerk; B. Kennon, commander, P. N. C. S.; George Taylor, captain's

clerk; W. H. Ward, lieutenant, C. S. Navy; T. A. Menzies,* engineer, C. S. Navy; Orrin Culver,* engineer, C. S. Navy; George J. Weaver,* engineer, C. S. Navy; William Newman,* engineer, C. S. Navy; James Harris, second assistant engineer, C. S. Navy; M. Parsons, second assistant engineer, C. S. Navy; Joseph Elliott, third assistant engineer, C. S. Navy; Henry Fagan, second assistant engineer, C. S. Navy; John H. Dent, third assistant engineer, C. S. Navy; James H. Tomb, third assistant engineer, C. S. Navy.

Report of Chief Engineer Youngblood, C. S. Navy, regarding condition of the C. S. S. *Louisiana*.

U. S. TRANSPORT OCEAN QUEEN,
At Sea, August 1, 1862.

SIR: I respectfully report the machinery of C. S. S. *Louisiana* all in good working order on the morning of April 28, 1862, just before it became necessary to destroy the vessel.

But I do not think it would have been able to handle the vessel, the wheels being put in the middle of the vessel, one right abaft the other, so that the after wheel could do no good whatever.

And again, when the wheels were working, they would force the water out under the stern so that it would form an eddy around the rudder so that she would not steer, and if we tried [to] steer her with the propellers, she could not stem the current. Consequently she was unmanageable in the Mississippi River.

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

WILSON YOUNGBLOOD,
Senior Engineer, C. S. S. Louisiana.

Commander JOHN K. MITCHELL,
Commanding C. S. Naval Forces, New Orleans, La.

General order of the Secretary of the Navy, announcing the finding of the court of enquiry regarding the official conduct of Commander Mitchell, U. S. Navy, while in command of vessels below New Orleans.

C. S. NAVY DEPARTMENT,
Richmond, December 5, 1863.

Finding and opinion of a naval court of enquiry, convened in the city of Richmond, Va., January 5, 1863, by virtue of the following precept:

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, December 24, 1862.

SIR: By order of the Secretary of the Navy, you are hereby appointed president of a court of enquiry to be convened in this city on the 5th day of January next.

Captain S. S. Lee and Commander Robert G. Robb have been ordered to report to you, and with yourself will compose the court.

Mr. George Lee Brent will report to you as recorder.

You will enquire into the whole official conduct of Commander John K. Mitchell, C. S. Navy, while in command of the steamer *Louisiana*, and in charge of the vessels of the Confederate States Navy at and below New Orleans, and report the same to this Department, with your opinion whether the said officer did, or did not, do all

*C. S. ram *Manassas*, A. F. Warley, lieutenant commanding, C. S. Navy.

in his power to sustain the honor of the flag, and prevent the enemy from ascending the Mississippi River, and if he did not, to what extent did he fail to do so.

Respectfully, your obedient servant,

F. FORREST,
Chief of Bureau.

Flag Officer SAML. BARRON, U. S. Navy,
Commanding, etc., James River, Va.

Finding.—That Commander Mitchell assumed command of the *Louisiana* at New Orleans on the 20th April, 1862, and from that time until the destruction of the vessel only a period of eight days was embraced.

That the whole force under his command consisted of the *Louisiana*, the *McRae*, the *Manassas*, the *Jackson*, and one launch.

That on the day after he took command, Captain Mitchell descended the river Mississippi in the *Louisiana*, and took up a position on the left bank of the river, about half a mile above Fort St. Philip.

That on leaving New Orleans the machinery of the *Louisiana* was incomplete, her motive power imperfect, and her battery improperly mounted.

That she could not, on a fair trial, stem the current of the Mississippi with her own motive power, aided by two steam tugs.

That every exertion was made by Commander Mitchell, the officers, and mechanics to get the *Louisiana* in a proper state of efficiency for the defense of the passage of the river, and that the defects in the mounting of the battery had been remedied, and the battery served with efficiency, with the exception of two guns out of place.

It appears that a request, or order, was sent by General Duncan, commanding Fort Jackson, to Commander Mitchell to change the position of the *Louisiana* to a point lower downstream, which, by a council of officers, was unanimously deemed impracticable, and to a certain extent impossible, on account of the great depth of water and that such change of position would endanger the safety of the *Louisiana*. That in the position General Duncan desired the *Louisiana* to assume she would have been in range of the mortar boats of the enemy, and perfectly helpless, inasmuch as she could not give her guns more than five degrees elevation—not enough to reach the enemy.

That the best disposition possible was made of the vessels under the command of Commander Mitchell to resist the passage of the enemy.

That on the 24th April the enemy appeared, and his passage was hotly contested by the *Louisiana*, the *McRae*, and the *Manassas*. That the *Jackson* was previously sent up the river to guard certain passes, and the launch down the river to signal the approach of the enemy, and that they took no part in the fight.

That every possible resistance was offered by the vessels mentioned to the passage of the enemy up the river.

That at no time was the *Louisiana* able to leave her moorings and pursue the enemy, from want of sufficient motive power.

That the interval between the passage of the enemy and the destruction of the *Louisiana* (four days) was employed in completing the machinery, to render her more able to cope with the enemy, and that it was Commander Mitchell's intention to make an attack when the *Louisiana* was capable of doing so.

That Commander Mitchell, when he heard that General Duncan, in command of Fort Jackson, had accepted the terms of surrender offered

the day before by Captain Porter, U. S. Navy, remonstrated with General Duncan against such a course, but was told it was too late, as the flag-of-truce boat had already been sent.

That the enemy appeared in overwhelming force, and at the time it was determined in council to destroy the *Louisiana* the position of affairs was as follows: There were from ten to fourteen large vessels of Flag-Officer Farragut's fleet above the *Louisiana*, and the mortar fleet and gunboats of Captain Porter were below. Two vessels of the enemy, with white flags flying, were coming up the river, in sight, to accept the surrender of Forts Jackson and St. Philip, which had white flags flying in answer to them.

That the *Louisiana* could not move from where she was moored to the bank; nor could she fire on the boats with flags of truce flying; and in a short time the forts would be in the hands of the enemy and the *Louisiana* would be between them.

It was then unanimously determined, in a council of officers, to destroy the *Louisiana*, as it was the only course left to prevent her from falling into the hands of the enemy.

This destruction was accordingly effected under the direction and supervision of Commander Mitchell in an orderly and deliberate manner, and every precaution was taken to ensure the safety of his men.

Opinion.—And the court is of opinion, from all the evidence adduced, that Commander Mitchell did all in his power to sustain the honor of the flag and to prevent the enemy from ascending the Mississippi River; and that his conduct and bearing throughout the period of his service, while in command of the vessels of the Navy for the defense of the Mississippi River, under the trying and embarrassing circumstances under which he was placed, was all that could be expected by the country and the naval service of a capable and gallant officer.

S. BARRON,

Flag-Officer, President of the Court.

GEO. LEE BRENT,
Recorder.

[Endorsement.]

NAVY DEPARTMENT, *March 17, 1863.*

Proceedings and finding approved. Office of Orders and Detail will dissolve the court.

S. R. MALLORY,
Secretary of the Navy.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, March 18, 1863.

SIR: The naval court of enquiry on Commander Mitchell, of which you are the presiding officer, is hereby dissolved.

This court convened in this city on the 5th day of January, and has been continued thus long in session awaiting the attendance of General Mansfield Lovell and Lieutenant-Colonel Edward Higgins, who were summoned to appear before it as witnesses by orders from the War Department.

Learning that one of these gentlemen, Lieutenant-Colonel Higgins, can not be spared from his present command, and that General Lovell has made no answer to the summons from the War Department,

although they have been more than two months since summoned again and again, there is no course left but to dissolve the court, which is done accordingly, and you will so inform the members and the judge-advocate.

You will be pleased to have this letter, or a certified copy, spread upon the records of the court.

Respectfully, your obedient servant,

F. FORREST,
Chief of Bureau.

Flag-Officer S. BARRON,
Commanding, etc.

[Endorsement.]

The foregoing is ordered to be published for the information of all whom it may concern.

S. R. MALLORY,
Secretary of the Navy.

Finding of the court of enquiry regarding the destruction of the C. S. S. *Mississippi*,
copied from the Richmond Dispatch of June 21, 1862.

* * * * *

The court, having carefully considered the evidence in the case of the C. S. S. *Mississippi*, is of opinion that her destruction was necessary to prevent her from falling into the hands of the enemy.

Finding of the court of enquiry regarding the destruction of the C. S. S. *Mississippi*,
copied from papers of the Louisiana Historical Society.

[Without date.]

The finding of the court of enquiry in the case of the destruction of the steamer *Mississippi*:

The court, having carefully considered the evidence in the case of the destruction of the Confederate States steamer *Mississippi*, is of the opinion that the destruction was necessary to prevent her falling into the hands of the enemy.

Respectfully submitted.

F. FORREST,
President.

R. T. DANIEL,
Judge-Advocate.

Opinion of military court of enquiry regarding the circumstances attending the capture
of New Orleans.

GENERAL ORDERS, } ADJT. AND INSP. GENERAL'S OFFICE,
No. 152. } *Richmond, November 24, 1863.*

I. A court of enquiry having been convened at Jackson, Miss., by Special Orders, No. 41, from this office, dated February 18, 1863, amended by Special Orders, No. 43, of February 20, 1863, to examine and report the facts and circumstances attending the capture of the city of New Orleans by the enemy in April, 1862, and the defense of the city by the Confederate troops under command of Major-General

Mansfield Lovell, together with their opinion thereon; and the court having discharged the duty assigned them, their opinion is published for the benefit of all whom it may concern.

II. OPINION OF THE COURT.

The court having maturely considered the evidence adduced, submit the following opinion:

1. As against a land attack by any force the enemy could probably bring, the interior line of fortifications, as adopted and completed by Major-General Lovell, was a sufficient defense of the city of New Orleans; but his ability to hold that line against such an attack was greatly impaired by the withdrawal from him, by superior authority, of nearly all his effective troops.

2. The exterior line, as adopted and improved by him, was well devised and rendered as strong as the means at his command allowed.

3. Until the ironclad gunboats *Louisiana* and *Mississippi* should be ready for service, it was indispensably necessary to obstruct the navigation of the Mississippi River between Forts Jackson and St. Philip. The raft completed under General Lovell's direction was adequate for the purpose while in position, but it was swept away, and left the river unimpeded, either by reason of some error in its construction or neglect in preventing the accumulation of drift, or because of insuperable mechanical difficulties, as to which this court feels unprepared to give an opinion. General Lovell communicated to the Government no opinion as to the insecurity of the raft, nor any apprehension that it might be swept away, nor did he immediately make known that fact when it occurred. In this it is considered that he was remiss in his duty.

4. When the raft was swept away, General Lovell, with great energy, immediately endeavored to replace it, and partially succeeded, but, without fault on his part, this last obstruction was broken by the carelessness of vessels of the "river defense fleet"* colliding with it, and by fire rafts drifting against it, and by the failure of the guard-boats to protect it against night expeditions of the enemy.

5. The noncompletion of the ironclad gunboats *Louisiana* and *Mississippi* made it impossible for the Navy to cooperate efficiently with General Lovell.

6. The so-called river defense fleet was wholly useless as a means of resistance to the enemy, for which General Lovell was in nowise responsible.

7. Under the existing circumstances the passage of the forts by the enemy's fleet could not have been prevented by General Lovell with any means under his control; and the forts being passed, the fall of New Orleans was inevitable and its evacuation a military necessity.

8. When the first raft was broken and the danger of New Orleans thus became imminent, all necessary preparation should have been made for removing the public and private property available for military uses; and when the second obstruction was swept away, the removal of such property should have been commenced immediately. The failure to take these timely steps caused the losses of property that occurred, but there was comparatively little property lost for which General Lovell was responsible.

9. The failure of General Lovell to give proper orders to Brigadier-General M. L. Smith for the retirement of his command from Chalmette is not sufficiently explained, and is therefore regarded as a serious error.

10. The proposition of General Lovell to return to New Orleans with his command was not demanded by his duty as a soldier, involving as it did the useless sacrifice of himself and his troops, though it explains itself upon the ground of sympathy for the population and a natural sensitiveness to their reproaches.

11. General Lovell displayed great energy and an untiring industry in performing his duties. His conduct was marked by all the coolness and self-possession due to the circumstances and his position; and he evinced a high capacity for command and the clearest foresight in many of his measures for the defense of New Orleans.

The court respectfully report that its assembly was delayed by the failure of its president to receive his orders in due time, and that its session was protracted by the taking of testimony, under the order of the War Department, as to the conduct of naval officers on duty in Department No. 1. This order was rescinded, thus rendering useless and irrelevant much of the labor of the court. The testimony referred to, although appearing on record, was not considered by the court in determining its findings and opinion.

* [NOTE.]—"River defense fleet" fitted out under the orders of the War Department, and under the control of General Lovell. The Navy had nothing to do with them.

III. The court of enquiry in the foregoing case is hereby dissolved.
By order:

S. COOPER,
Adjutant and Inspector General.

[Telegram.]

NEW ORLEANS, *April 17, 1862.*

Forts bombarded an hour and a half yesterday. General Duncan telegraphs none of our guns will reach them. Commodore Whittle has orders from Secretary Navy to send the *Louisiana* to Tennessee. Duncan and Higgins both telegraph she is absolutely a necessity at the forts for the safety of New Orleans, and that it is suicidal to send her elsewhere. With the enemy's plan of attack, our safety may depend upon her timely arrival there. I earnestly beg her destination may be changed, and protest against her being sent up the river. Excitement among the people great on the subject.

THOMAS O. MOORE,
Governor of Louisiana.

President DAVIS.

[Telegram.]

RICHMOND, *April 17, 1862.*

A dispatch was sent yesterday to General Lovell on the subject of the attack on the forts below. His answer was required in connection with the question proposed by you.

The wooden vessels are below; the iron gunboats are above. The forts should destroy the former if they attempt to ascend.

The *Louisiana* may be indispensable to check the descent of the iron boats. The purpose is to defend the city and valley; the only question is as to the best mode of effecting the object. Military men must decide, and to-day their discretionary power has been enlarged.

JEFFERSON DAVIS.

Governor T. O. MOORE.

Letter from Lieutenant Renshaw, C. S. Navy, to Lieutenant-Colonel Higgins, C. S. Army.

C. S. S. JACKSON, *April 18.*

DEAR SIR: Yours just received. The fire barge was sent down as I supposed by your order. Captain Grant accompanied me to select a proper place to let her go. She was fired by my order, but was not aware that she was too close to the fort, but the eddy current, after firing, probably brought her into too close proximity to the fort. I regret the affair was an abortion.

Respectfully,

F. B. RENSHAW, C. S. Navy.

Colonel HIGGINS.

Order of commandant naval station, New Orleans, to Commander Mitchell, C. S. Navy, to assume command of naval operations below New Orleans.

NEW ORLEANS, *April 19, 1862.*

SIR: The attention of the commander of each individual vessel being necessarily engrossed by his own command, you will at once assume

the direction of all naval operations in the neighborhood of Fort Jackson and keep me constantly advised of all that may be transpiring there.

You will hasten the departure of the *Louisiana* (on board of which vessel you are expected to be) by all means in your power, and prepare her in the shortest possible time to meet the enemy.

You will hold yourself in readiness, should occasion require it, to shift, at a moment's notice, the scene of your operations. Impress upon the officers and men of the Navy, and the volunteers under your command, that the eyes of the country are upon them. They are expected to emulate the glorious deeds recently enacted in Hampton Roads. They will not disappoint the expectation of their country.

This arrangement is intended to be temporary. Wishing you glory and happiness.

I am, respectfully, etc.,

WM. C. WHITTLE,
Commandant Naval Station, New Orleans.

Commander J. K. MITCHELL, C. S. Navy,
Present.

Letters from Commander Mitchell, C. S. Navy, to Brigadier-General Duncan, C. S. Army, relative to the position of the C. S. S. Louisiana.

C. S. S. LOUISIANA,
Off Fort Jackson, April 22, 1862.

GENERAL: I have the honor to acknowledge the receipt of yours of this date, asking me to place the *Louisiana* in position below the raft this evening, if possible.

This vessel was hurried away from New Orleans before the steam power and batteries were ready for service, without a crew, and in many respects very incomplete, and this condition of things is but partially remedied now. She is not yet prepared to offer battle to the enemy; but should he attempt to pass the forts, we will do all we can to prevent it, and it was for this purpose only that she was placed in position where necessity might force her into action, inadequately prepared as she is at this moment.

We have now at work on board about fifty mechanics, as well as her own crew and those from other vessels, doing work essential to the preparation of the vessel for battle. Under these circumstances, it would, in my estimation, be hazarding too much to place her under the fire of the enemy.

Every effort is being made to prepare her for the relief of Fort Jackson, the condition of which is fully felt by me, and the very moment I can venture to face our enemy with any reasonable chance of success, be assured, general, I will do it, and trust that the result will show you that I am now pursuing the right course.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Commanding C. S. Naval Forces, Lower Mississippi.

General J. K. DUNCAN,
Commanding Coast Defenses, Fort Jackson.

P. S.—The *Jackson*, with *Launch No. 3*, will go up to the Quarantine this afternoon to watch the enemy, as suggested in your note this morning.

Respectfully, etc.,

J. K. M.

C. S. S. LOUISIANA,
Near Fort Jackson, April 23, 1862.

GENERAL: On the receipt last night of your second communication of yesterday's date, asking me to place this vessel under the fire of the enemy, I consulted the commanding officers of the Confederate States naval vessels present, on the subject, and herewith annex a copy of their opinion, sustaining my own views on the subject.

I feel the importance of affording relief to your command as soon as possible, but, general, at the same time I feel and I know the importance to the safety of Forts Jackson and St. Philip and the city of New Orleans, of having this vessel in proper condition before seeking an encounter with the enemy. If he seeks one, or attempts the passage of the forts before this vessel is ready, I shall meet him, however unprepared I may be.

We have an additional force of mechanics from the city this morning, and I hope that by to-morrow night the motive power of the *Louisiana* will be ready, and in the meantime her battery will be in place and other preparations will be completed so as to enable her to act against the enemy. When ready you will be immediately advised.

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

JNO. K. MITCHELL,

Commanding U. S. Naval Forces, Lower Mississippi.

General J. K. DUNCAN,

Commanding Coast Defenses, Fort Jackson.

[Enclosure.]

C. S. S. LOUISIANA,
Near Fort Jackson, April 22, 1862.

Two communications having this day been received from Brigadier-General Duncan (herewith attached, marked Nos. 1 and 3, and also the answer of Commander J. K. Mitchell, No. 1, marked No. 2), requesting that the *Louisiana* be placed in position below the raft in the river near Fort Jackson, a consultation was held by Commander J. K. Mitchell with Commander McIntosh and Lieutenants Commanding Huger and Warley, who fully sustained the views of Commander Mitchell as expressed in his reply (marked No. 2) declining to comply with the request of Brigadier-General Duncan.

C. F. McINTOSH,
Commander, C. S. Navy.

T. B. HUGER,
Lieutenant, Commanding.

A. F. WARLEY,
Lieutenant, Commanding.

GEO. S. SHRYOCK,
Lieutenant, C. S. Navy, Aid to Commanding Officer.

Letter from Commander Mitchell, C. S. Navy, to Brigadier-General Duncan, C. S. Army.

C. S. S. LOUISIANA,
Fort Jackson, April 22, 1862.

GENERAL: Your two notes of this date have been received. A fire has been ordered to be built below St. Philip, as you requested, except that it will be on the beach, and a raft will be kept ready to fire and turn adrift, as you requested, near Fort Jackson, in the event of the apprehended attack being made by the enemy to-night. I shall also direct a vigilant lookout to be kept by all the vessels, and to cooperate with you to prevent the passage of the forts at every hazard.

Your request respecting the report of the bad condition of the engines of the *Mosher* will claim my attention as soon as possible.

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

JOHN K. MITCHELL,
Commanding C. S. Naval Forces, Lower Mississippi.

General J. K. DUNCAN,
Commanding Coast Defenses at Fort Jackson.

Order of Commander Mitchell, C. S. Navy, to board of officers to examine C. S. steamers *Mosher* and *Belle Algerine*.

C. S. S. LOUISIANA,
Off Fort Jackson, April 22, 1862.

GENTLEMEN: The steamers *Mosher* and *Belle Algerine* having been represented as being unfit for service, you will please to examine them carefully, without delay, and report to me in duplicate their condition. In the performance of this duty, please state the cause of any damage you may discover, with such recommendations as in your judgment you may deem proper.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Commanding C. S. Naval Forces, Lower Mississippi River.

Lieutenant Commanding HUGER,
Assistant Engineer _____,
Assistant Engineer _____,
C. S. S. McRae, off Fort Jackson.

Captain Huger will fill up the blanks with the names of the two engineers he thinks most suitable for the service, belonging to the *McRae*.

Report of board of officers regarding the condition of C. S. steamers *Mosher* and *Belle Algerine*.

C. S. S. LOUISIANA, *April 22, 1862.*

SIR: In obedience to your order, we have held a survey upon the steamer *Belle Algerine* and the tug *Mosher*. The latter has, we think, loosened the after bearing of her shaft. This we can, I think, obviate in a few hours. The *Belle Algerine* leaks badly in the bows from two holes knocked in her, the captain reports, while working in the raft,

and also while landing guns at Fort St. Philip. This we can also remedy and are now doing so. I trust by to-night both vessels will be serviceable.

Very respectfully, your obedient servant,

T. B. HUGER,
Commanding McRae.
SAMUEL BROCK,
Senior Engineer, McRae.

Commander J. K. MITCHELL.

[Endorsement.]

GENERAL: Above you will see the report on the vessels reported to you as unfit for service. I send it for your information.

Respectfully, your obedient servant,

JOHN K. MITCHELL,
Commanding U. S. Naval Forces.

JOHN K. DUNCAN,
Commanding Coast Defenses.

Letter from Brigadier-General Duncan, C. S. Army, to Commander Mitchell, C. S. Navy.

FORT JACKSON, LA., *April 23, 1862.*

CAPTAIN: I am of the opinion that the mortar practice of the enemy against Fort Jackson must be nearly exhausted, and that there is every indication that the enemy, as the next plan of attack, is about to move his large vessels to the point of woods and open upon us with his broadsides. One of the large vessels has already been brought up and placed in position. Should the above prove to be the case, it is imperatively and absolutely necessary that the batteries of the *Louisiana* should be brought into action, as well as those of Forts Jackson and St. Philip.

A proper position for the *Louisiana* would be on the Fort St. Philip side a short distance below the raft and close to the shore, which will give us three direct and cross fires upon the point of attack.

Earnestly calling your attention to this subject, and as you can see from your position the movements of the enemy, and can consequently know when to act,

I remain, very respectfully, your obedient servant,

J. K. DUNCAN,
Brigadier-General, Commanding Coast Defenses.

Captain J. K. MITCHELL,
Commanding Naval Forces, Lower Mississippi River.

Letter from Commander Mitchell, C. S. Navy, to Brigadier-General Duncan, C. S. Army, regarding the position of the C. S. S. Louisiana.

C. S. S. LOUISIANA,
Near Fort Jackson, April 23, 1862.

GENERAL: I am in receipt of your letter of this date, in which you express your belief that the enemy is about to change his place of attack and open the broadside of his larger ships on the forts, and in

which you make certain suggestions as to the position to be taken by this ship.

By reference to a letter of mine to you of yesterday's date, and of (No. 1) this date, you will be apprised of the condition of this ship. Should an attack be made as anticipated, I shall be governed by circumstances and do all I can against the enemy.

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

JOHN K. MITCHELL,

Commanding U. S. Naval Forces, Lower Mississippi.

Brigadier-General J. K. DUNCAN,

Commanding Coast Defenses, Fort Jackson.

Letter from Commander Mitchell, C. S. Navy, to Brigadier-General Duncan, C. S. Army regarding cooperation.

C. S. S. LOUISIANA,

Off Fort Jackson, April 23, 1862.

SIR: I enclose herewith a copy of a communication received on the 21st instant from Captain Stevenson, from which you will perceive that, notwithstanding General Lovell's order to him, this letter so qualifies my authority as to relieve me from all responsibility as to the movements of the vessels of the river fleet under his command.

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

JOHN K. MITCHELL,

Commanding U. S. Naval Forces, Lower Mississippi.

General J. K. DUNCAN,

Commanding Coast Defenses, Fort Jackson.

[Enclosure.]

RIVER DEFENSE C. S. GUNBOAT WARRIOR,

Fort Jackson, April 21, 1862.

SIR: I am in receipt of an order from Major-General M. Lovell, dated 20th instant, in which I am directed to place myself and my whole command at this point under your orders. Every officer and man on the river-defense expedition joined it with the condition that it was to be independent of the Navy, and that it would not be governed by the regulations of the Navy, or be commanded by naval officers. In the face of the enemy I will not say more. I will cooperate with you and do nothing without your approbation, and will endeavor to carry out your wishes to the best of my ability, but in my own way as to the details and the handling of my boats. But I expect the vessels under my charge to remain as a separate command. All orders for their movements addressed to me will be promptly executed, if practicable, and I undertake to be responsible for their efficiency when required. I suppose this is all that is intended by the order of Major-General Lovell, or that will be expected from me by you.

Respectfully, yours, etc.,

JOHN A. STEVENSON,

Senior Captain, Commanding River Fleet at Fort Jackson.

Commander J. K. MITCHELL, C. S. Navy.

Our signals should be made to assimilate at once. Captain Renshaw and myself could arrange this if you wish, as no doubt but you are

greatly fatigued, and still much to do and arrange. Anything I can do, rely on it being done promptly and cheerfully.

Yours, etc.

J. A. S.

Letter from Brigadier-General Duncan, C. S. Army, to Commander Mitchell, C. S. Navy, regarding reconnoissance by the enemy.

FORT JACKSON, LA., *April 23, 1862.*

CAPTAIN: The enemy has just sent up a small boat and planted a series of white flags on the Fort St. Philip side, commencing about 350 yards above the lone tree. It is the probable position of his ships in the new line of attack, which, in my opinion, he contemplates for attacking Fort Jackson with his large vessels. As you may not have seen this operation, I furnish you with the information. Please keep the river well lit up with fire rafts to-night, as the attack may be made at any time.

Very respectfully, your obedient servant,

J. K. DUNCAN,
Brigadier-General, Commanding Coast Defenses.

Captain J. K. MITCHELL,
Commanding Naval Forces, Lower Mississippi River.

[Telegram.]

COMMANDANT'S OFFICE, NAVAL STATION,
New Orleans, April 23, 1862.

SIR: Can you not occupy a position below Fort St. Philip, so as to enfilade the mortar boats of the enemy and give time to the garrison to repair damages at Fort Jackson? See General Duncan on the subject. Higgins will go and point out the position. As I understand it, it is covered by the fire of the two forts, and would require that the bomb vessels should be readjusted to get your range. Strain a point to effect this.

I am, respectfully, etc.,

WM. C. WHITTLE,
Commandant.

Commander J. K. MITCHELL,
Senior Naval Officer, Fort Jackson, La.

[Telegram.]

FORT JACKSON, *April 23, 1862—10:50 p. m.*

Your telegram received. I have since reconnoitered the enemy's position myself, and will take up a position to-morrow night to act against the mortar boats by daylight. I am about to communicate now with General Duncan, and if he thinks that he can not hold out till then, I will move to his support as soon as possible. My present position as good as any to prevent the passage of the forts by the enemy.

Freeman says our propellers will be ready to-morrow evening. He goes up on the *Diana* at once.

J. K. MITCHELL,
Commanding Naval Forces.

Captain WM. C. WHITTLE,
Commanding Naval Station.

Letter from Brigadier-General Duncan, C. S. Army, to Commander Mitchell, C. S. Navy, regarding the movements of the enemy.

FORT JACKSON, LA., *April 24, 1862—3:30 a. m.*

CAPTAIN: AS I anticipated and informed you yesterday, the enemy are taking up their position at the present moment with their large ships on the Fort St. Philip shore, to operate against Fort Jackson. They are placing themselves boldly, with their lights at their masts-heads. You are assuming a fearful responsibility if you do not come at once to our assistance with the *Louisiana* and the fleet. I can say no more.

Very respectfully, your obedient servant,

J. K. DUNCAN,
Brigadier-General.

Captain J. K. MITCHELL,
Commanding Naval Forces, Lower Mississippi River.

[Telegram.]

NEW ORLEANS, *April 24, 1862.*

The enemy has passed our forts. It is too late to send any guns here; they had better go to Vicksburg.

M. LOVELL.

General SAMUEL JONES.

[Telegram.]

NEW ORLEANS, *April 24, 1862.*

Enemy's ships passed the forts this morning, after several days' bombardment.

THOMAS O. MOORE.

JEFFERSON DAVIS,
President.

[Telegram.]

RICHMOND, VA., *April 24, 1862.*

I sent dispatch to General Lovell on receipt of yours in relation to the banks. From his reply find that orders were revoked.

Your dispatch in relation to enemy's ships this day received. I am hopeful that whilst the forts divide the fleet the *Louisiana* will not lose the opportunity. In painful anxiety, wait further intelligence.

JEFFERSON DAVIS.

Governor THOMAS O. MOORE,
New Orleans, La.

[Telegram.]

CAMP MOORE, LA., [April] 27, 1862.

I evacuated New Orleans, the fleet having anchored opposite the city. Send all heavy guns you can to Vicksburg with great dispatch.

M. LOVELL.

General SAMUEL JONES.

Report of Chief Engineer Youngblood, C. S. Navy, regarding the engines of the C. S. S. Louisiana.

C. S. S. LOUISIANA,

Off Fort St. Philip, April 27, 1862.

SIR: I respectfully report that during the engagement with the Federal fleet on the 24th instant, the propeller machinery of this vessel being unfinished, and the paddle wheels unable to manage her, steam was of no use, and she could not have been moved except with a tow.

I was at the time busy, and had been ever since leaving New Orleans, with all available workmen, trying to get the unfinished machinery in working order.

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

WILSON YOUNGBLOOD,
Senior Engineer.

Captain JNO. K. MITCHELL, C. S. Navy,
Commanding C. S. S. Louisiana.

Memorandum of agreement regarding the movements of the C. S. S. *McRae* under flag of truce.

U. S. FLAGSHIP HARTFORD,

Off the City of New Orleans, April 27, 1862.

The Confederate steamer *McRae* having come up from the forts under a flag of truce to the flag-officer with wounded from the Confederate fleet there, the flag-officer consents to the wounded and the surgeon being landed at the city of New Orleans, provided the said Confederate steamer *McRae* will land the same with all diligence and return whence she came in the same condition in every respect in which she came up, except landing her surgeon and wounded and such other persons as her commander may desire, provided they are not military or naval men; and furthermore that she will depart hence on her return to Forts Jackson and St. Philip by 10 o'clock in the forenoon of the 28th day of this present month. To the fidelity of which the commander of the said Confederate steamer pledges his word of honor.

C. W. READ,
Lieutenant, C. S. Navy.

Approved.

D. G. FARRAGUT,
Flag-Officer, Comd'g. Western Gulf Blockading Squadron.

[Telegram.]

RICHMOND, VA., April 28, 1862.

I deeply sympathize with your situation, and recognize with pride the patriotism of the citizens of New Orleans.

Your answer to Commander Farragut leaves to you all the chances and rights of war. General Duncan may prevent reinforcements to

the enemy, and General Beauregard has been informed of your condition, and will aid you as he may.

* * * * *

JEFFERSON DAVIS.

MAYOR MONROE,
Of New Orleans, La.

Reports of Lieutenant Read, C. S. Navy, commanding C. S. S. *McRae*.

JACKSON, MISS., *May 1, 1862.*

SIR: In the absence of the commanding officer, it becomes my duty to inform you of the part the C. S. S. *McRae* took in the recent action at Forts Jackson and St. Philip.

The *McRae* was at anchor in the stream, near the shore, and about 300 yards above Fort St. Philip. At 3 a. m. of the 24th of April, a large steamer was discovered between the forts, coming up. The ship being already cleared for action, the cable was slipped and we maintained our position in the stream until our port guns bore upon the advancing vessels of the enemy, when we opened fire. At the tenth round our pivot gun exploded, wounding one man slightly. At 3.50 we stood over to the opposite side of the river and engaged one of the enemy's gunboats, but owing to his greater speed he soon passed ahead of us; our helm was put apart to enable our guns to bear on him, but just as our vessel had begun to answer her helm, two large, full-rigged ships were discovered a short distance astern, one on each quarter, coming rapidly up. Had the *McRae* continued to turn, a collision with the ship on our starboard quarter would have been inevitable; our helm was therefore righted and all hands called to repel boarders on both quarters. But, contrary to our expectations, both vessels passed us without firing a shot, evidently mistaking us for one of their own gunboats. As soon as they had cleared us, we sheered to port, and delivered our starboard broadside into one of the ships, and sheering quickly the other way, gave him our port broadside. We now stood across the river, and the enemy discovering us, engaged us with their starboard guns. One of their shells, striking us forward and exploding in the sail room, set the ship on fire. The engine and deck pumps were immediately started, but owing to the combustible nature of the articles in the sail room, the fire burned fiercely. The sail room was separated from the shell lockers by a thin bulkhead. The commander directed the ship to be run close in to the bank, and ordered me to inform him when the fire should reach the shell locker bulkhead. I repaired to the scene of fire and succeeded in smothering and extinguishing it. Two large ships and three gunboats were now engaging us at a distance of about 300 yards. We backed off the bank with the intention of dropping down nearer the forts, when the *Manassas* came up to our relief. She steered for the enemy's vessels, and as soon as they discovered her they started up the river. Just as we were backing off the bank, Lieutenant Commanding T. B. Huger fell, severely wounded. I now directed the course of the vessel across and up the river, firing the starboard guns as rapidly as possible, and, I think, with much accuracy. We soon reached a position which furnished a view around the first bend above the forts, where I discovered eleven of the enemy, and not deeming it prudent to engage a

force so vastly superior to my own, I determined to retire under the guns of the forts. Having dropped a short distance and getting into an eddy, I thought to turn and steam down. As the ship was turning the tiller ropes parted. The ship was instantly stopped and the engines reversed, but too late to avoid striking the bank. I endeavored to back her off the shore, but could not succeed. One of the river fleet, called the *Resolute*, had been run ashore early in the morning, just above where we were now lying, and had a white flag flying. I sent Lieutenant Arnold with ten men on board of her with orders to haul down the white flag and fight her guns as long as possible.

At 6:30 the enemy stood up the river, and as soon as our guns would no longer bear we ceased firing. At 7 a towboat came up from the forts and hauled us off.

The *McRae* received three shots through her hull, all near the water line. Most of the enemy's shell passed over us. Every stay was carried away and three-fourths of the shrouds. One shell passed through the smokestack, also a number of grape.

The sides of the ship received a large number of grape and canister, which did not pass through. The enemy's firing, upon the whole, was very bad.

I enclose the surgeon's report, showing the number of killed and wounded.

I can not speak too highly of the gallant bearing of all on board, and where all performed their duty so well it is almost impossible to particularize, but I can not refrain from mentioning the conduct of Acting Midshipman S. P. Blanc, in charge of the powder division, by whose coolness and promptness the ship was saved from being burned; also Lieutenant T. D. Pfister, of the Revenue Service, who was a volunteer aboard, and behaved with much bravery. Lieutenant Thomas Arnold, though wounded and bleeding freely, remained at his quarters, encouraging his division to fight courageously. Much credit is due to Passed Assistant Surgeon Christian for his promptness in attending to the wounded.

Very respectfully, your obedient servant,

CHARLES W. READ,
Lieutenant.

Captain W. C. WHITTLE,
Naval Station.

JACKSON, MISS., *May 1, 1862.*

SIR: On the 26th of April I received orders from Commander J. K. Mitchell, C. S. Navy, to transfer all officers and men belonging to the C. S. S. *McRae*, except such as were absolutely necessary for the navigation of the vessel, to the steamer *Louisiana*, and to get on board the *McRae* all of the sick and wounded and proceed up the river under a flag of truce to New Orleans, where, after having landed the wounded and sick, to return to the fort.

In obedience to these instructions, I left Forts Jackson and St. Philip early on the morning of the 27th and proceeded up the river. At the Quarantine Station I found five of the enemy's vessels. I went on board the U. S. frigate *Mississippi*, and having informed her commander of the object of my flag of truce, he agreed to my proceeding up the river till I found the other portion of the Federal fleet,

where I would find Flag-Officer Farragut, with whom I could arrange the conditions of landing my sick and wounded and for my returning to the forts.

Owing to the injuries our smokestack had received in the action, the ship steamed poorly, and I was frequently obliged to make fast to the bank till steam could accumulate.

I reached New Orleans at 11:20 a. m. of the 28th instant. I went on board the enemy's flagship and made arrangements with Flag-Officer Farragut for delivering the sick and wounded and for the return of the *McRae* to the forts. I enclose my written agreement with Flag-Officer Farragut.

I anchored the *McRae* off Julia street, as near inshore as possible, and landed the sick and wounded without delay. At 8:30 p. m. the ship commenced to drag; the cable was veered its entire length, 50 fathoms. I had no other anchor to let go, and it was found impossible to bring her up. I accordingly started the engines and sheered over to the point near the second district ferry landing, where the water was shoaler. In going across the river the ship rested on something under the water, and swung entirely around several times, when she drifted off and brought up a short distance below. I soon ascertained that the ship was leaking badly. The donkey and bilge pumps were immediately started and kept going. At 11:20 the water had gained such a height as to put the fires out in the furnaces, thus stopping the donkey pump. I sent a boat on shore to ask assistance of the police or citizens. A lieutenant of the police with ten men came on board and assisted us in working the pumps. At 6 a. m. the water was 6 feet in the hold and gaining on us, the vessel was settling rapidly, and the water on the outside was only 2 inches below the shot holes in the ship's sides. The leak was not confined to any particular place, but the water appeared to come through all her seams. My men were exhausted, and I felt confident that further exertions were useless. I directed her injection pipes to be cut, so that she might sink as soon as possible, and got all hands ashore without delay. At 7 the ship went down.

I deeply regretted to see the *McRae* sink, as her armament and munitions were needed at the forts below. The ship herself was unfit to go in another action.

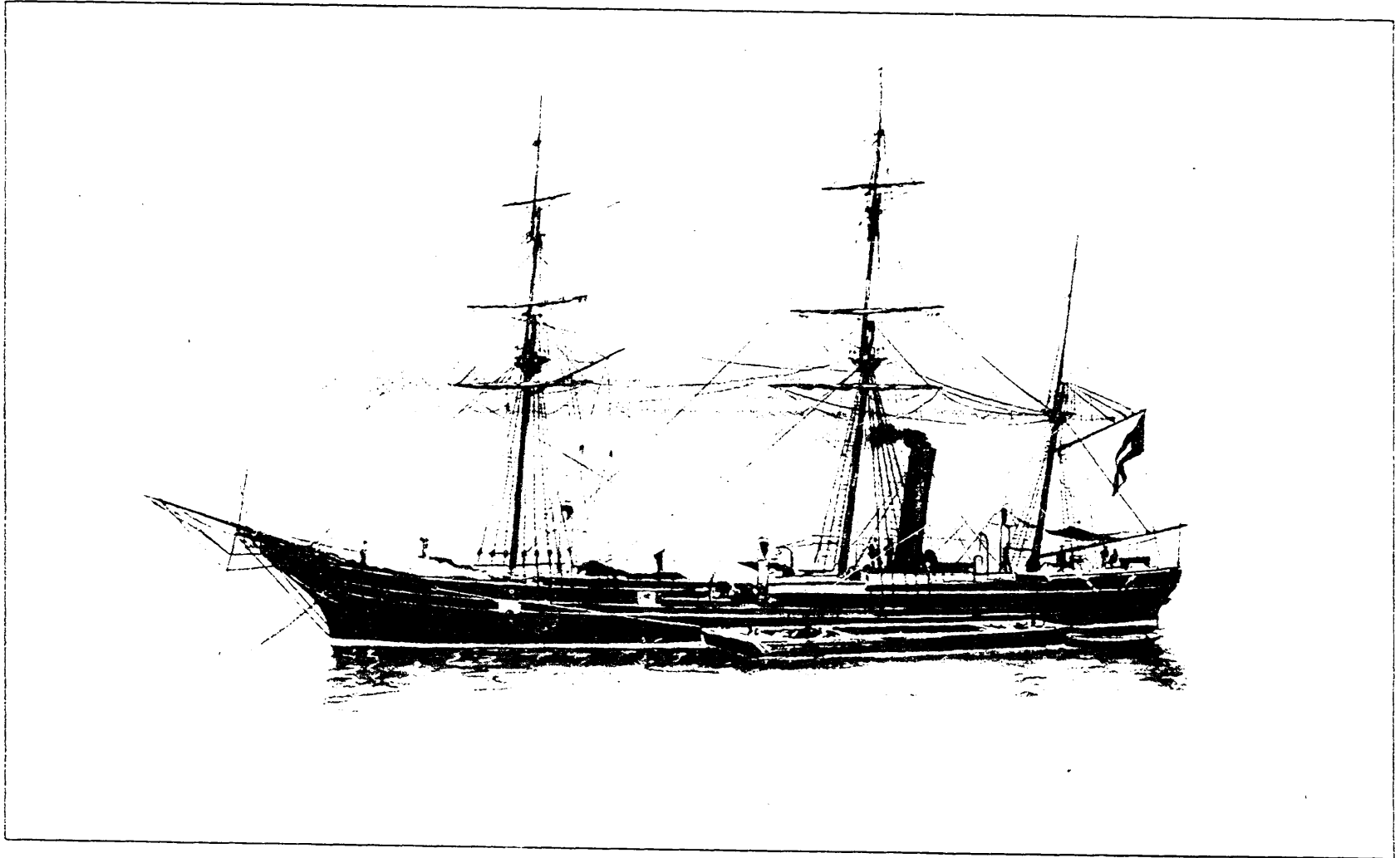
I repaired on board the Federal flagship to explain why I had not carried out the condition of returning to the forts. I found the flag-officer absent, but the next in command, Captain T. T. Craven, informed me that there was no way of getting down to the forts except by a small boat, and that he supposed I could use my own option of returning or not, but that I had better come on board next morning and see Flag-Officer Farragut.

Before I could get on board the following day I learned that Forts Jackson and St. Philip had surrendered, and that the *Louisiana* had been blown up. I now considered myself and men at liberty to go where I pleased, and accordingly proceeded to this place.

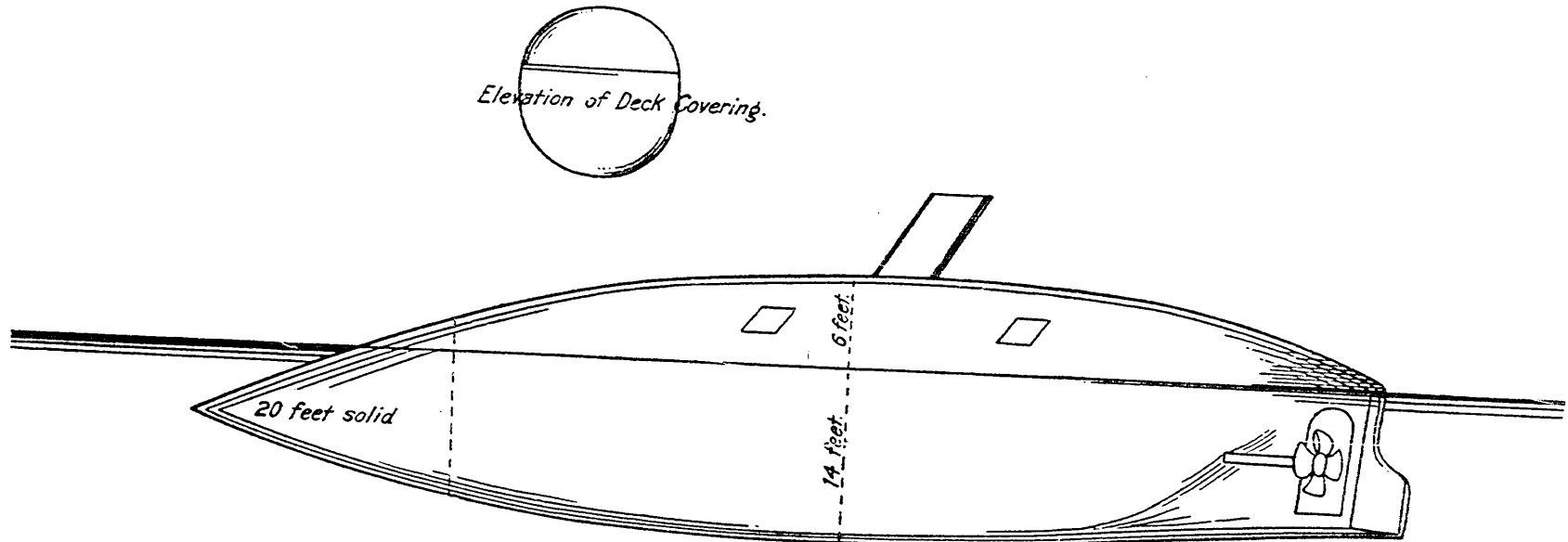
Very respectfully, your obedient servant,

CHAS. W. READ,
Lieutenant.

Commandant W. C. WHITTLE, U. S. Navy,
Naval Station, Jackson, Miss.



CONFEDERATE STATES STEAMER McRAE.



Drawing of Stevenson's iron-clad ram *Manassas* made by me in 1861 after visiting her in the dock at Algiers whilst under construction.

J. A. CHALARON.

Report of Lieutenant Warley, C. S. Navy, commanding C. S. ram *Manassas*.

PENDLETON, S. C., August 13, 1862.

SIR: I made two official reports of the share taken by the steam ram *Manassas* in the fight of the 24th April, to Captain J. K. Mitchell. I presume from your dispatch that neither of these reached your hands, and I now respectfully report to you.

On the morning of April 24, about 3 a. m., I was informed that something was going on below, but no signal had been made. By the time I got on deck, several quick flashes about the chains indicated a movement by the enemy. I instantly cast off, turned short on my heel, dropped the tug I had alongside, and stood down. By the time I had got fairly underway I discovered a vessel with masts coming rapidly up and gave orders to run into her, when the army ram *Resolute* dashed out, heading up, and ran directly into me I backed in time to save running her down, and, while clearing her, the enemy's vessels ranged alongside of her, pouring in a heavy broadside. By the time I was clear and again underway, I made a large ship standing across the river, and attempted to run into her, but she proving too fast, I passed with full way grazingly under her counter. Saw a large side-wheel steamer and tried to strike her on the wheel, but struck her on the quarter, doing, I think, but little damage and bringing her alongside of me, when she poured a broadside over me and bore away, standing on up the river. I was then nearly down to the chains, and so many of the vessels of the enemy had passed up that I determined to run down and destroy the mortar fleet, and gave orders to stand on down, when both forts opened a heavy fire on me, Fort Jackson striking me repeatedly. I knew if the 7-inch rifles and X-inch columbiad in barbette were brought to bear on me, I would be sunk, so turned and stood up the river after the enemy. About four or six hundred yards above I discovered a ship lying across the stream. Ordered resin thrown in the furnaces to make steam rapidly, drew the valves all open, and ran into her, firing my gun loaded with a 5-second shell when within a few feet. I struck her fairly abreast of the mainmast with a tremendous crash, and a force that threw every one from their feet on board of the *Manassas*. I then stopped and reversed the engines, sounded, and found the vessel making no water to speak of, and thinking the vessel sufficiently disabled to have to fall back under the guns of the forts, made for the *Iroquois*, which vessel I could recognize in the day beginning to break. When within about 20 yards of her stern, I ordered a fire to be commenced on her, and was informed the collision and recoil had drawn the bolts of the gun slide and unfitted it for use for the time. As I drew nearer, the *Iroquois* put on steam and ran away from me as though I had been at anchor. Two other and smaller gunboats passed rapidly by, pouring in a broadside and leaving me behind. Standing farther up, I discovered the *McRae* engaged with the *Iroquois* and three other gunboats, making a most gallant fight against terrible odds. Doing all in my power to get on more steam, I stood to her assistance, passing close alongside. I saw she was badly cut up and heard her fire bell ringing. On my approach the enemy left her and stood on up, and I, to give her time to drop back under the forts, followed them until, rounding the bend below Quarantine, I found ten or twelve, as counted by the pilot, of the enemy all together. On seeing me, the side-wheel steamer and

a sloop of war stood down, one on each side of the river. I was too near to turn down with any hope of safety. My vessel was shot through as though she had been of thin plank, both in the bow and broadside, her smokestack literally riddled, and I knew the vessels coming down on her would have no difficulty in ranging alongside and sinking her. I ordered the delivery pipes cut and headed her inshore. The vessel inshore on that side sheered out and ran into the other one, and before they drew clear of each other I had safely landed all hands through the trap forward, saw the vessel was rapidly filling, and with my executive officer followed into the swamp. (The vessel, as I anticipated, filling astern, slid off into deep water and went down the river with the roof showing.) After getting into the swamp, the enemy continued to fire grape and canister at our whereabouts for an hour and a half. When the firing ceased I returned with my officers and men to the bank, found a boat and a crowd of some sixty men from the army rams.

I put one of my officers into the boat with a crew from my vessel and landed the whole party on the other side of the river, where there was a levee to New Orleans; followed on myself, and finding the flag still waving from the *Louisiana*, returned down the river, recrossed, and offered the services of my officers and those of my men who had not got scattered as volunteers to Captain Mitchell, with whom, after the destruction of the *Louisiana*, I was taken prisoner.

The *Manassas* was the first Confederate vessel in the stream on the night of the 24th April, and, except the *McRae*, I did not see one vessel of ours from the forts to the Quarantine, &c. I feel myself justified in saying that the *Manassas* was the only one of our vessels that attempted to prevent the passing of the forts by the enemy. Had she been backed, had the army rams joined her, and each one struck one vessel, it is my belief that the enemy's fleet would have been detained long enough under the guns of the forts to have enabled the forts to disable them. Had the fire rafts moored alongside the bank above us been cut adrift and towed out into the stream, even unfired, the obstacles offered to the enemy would have been tenfold.

I can not speak in too high terms of the behavior of the officers and crew under my command. On board, and after the vessel was destroyed, their conduct was all a commanding officer could desire, and as well worthy of the admiration of the country as if they had won a great victory. Particularly, I must mention the executive officer, F. M. Harris, and the pilot, Captain Levin, of New Orleans, to whose coolness, energy, and prompt obedience I was more indebted than anyone can understand until he fights such a craft under such circumstances.

I have lost the first vessel intrusted to my command by the Government (thank God, I lost none of my officers or crew). There are many things connected with that loss that I can not touch on in this report that I would gladly see investigated, so that the public may fully understand how New Orleans did fall, and whether or not the trifling naval force present defended the property committed to their care properly and did all in their power to repel the enemy in their passage up the river.

Particularly would I like the public to know whether or not the Government is satisfied that the *Manassas* was fought as long and as

effectively as the circumstances of the hour demanded she should be, for I have already seen in a book purporting to be a history of the war, a sneer at her part in the engagement.

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

A. F. WARLEY,

Lieutenant, C. S. Navy, Late Commanding Steam Ram Manassas.

HON. S. R. MALLORY,

Secretary of the Navy, Richmond, Va.

Extract from papers of Lieutenant Warley, C. S. Navy, commanding C. S. ram *Manassas*.

NEW ORLEANS, LA., July —, 1865.

I was in command of the Confederate steamer *Manassas* when the Yankee fleet passed the forts near the mouth of the Mississippi in April, 1862, and I have more than once been requested to write what I know of the affair, as several versions had been given to the public. I have little reason to care for those bygones, but I have no objection to writing what I know and remember of those days. If I make any mistakes, I do not make them willfully or with any purpose. If I seem to bear hardly on individuals, it is not from personal feeling. What I tell, I either know or have good reason to believe to be the truth, and nothing more or less.

When I went down to the forts I found both Fort Jackson and Fort St. Philip fully manned and well armed, General Higgins commanding the first, Captain Squires the last, all under command of General Duncan. At that time the enemy's fleet was slowly making its way into the river, and additional guns were being mounted on the forts, a water battery was being built below Fort Jackson, the river was obstructed below the forts, but under their fire, by a triple row of chains passing from one to another of several schooners anchored at intervals from one side to the other. The woods had been cleared for a distance below, satisfactory, at least, to the commanding general, who laughed at the belief I expressed to him that the mortar boats would shell the forts while securely hidden by the woods. Several flatboats filled with combustible material had arrived from the city, to be used as fire rafts. General Lovell was occasionally coming down to take a look, and everything was going on unmolested on both sides. The only vessels then present were the *Manassas* and *Jackson*, the one a tugboat, arched over with heavy timbers, which was covered with one coat of flat railroad iron, armed with one 24-pound carronade, four muskets, and four double-barreled guns; officers and crew, all told, 36; leaking badly from previous straining, and able to steam about 2½ miles an hour against the stream. The other was a rickety old steamer, with a couple of VIII-inch guns on board.

As time wore on additions were being made to the fire rafts and number of vessels. Two steamers belonging to the State of Louisiana arrived; five steamers, well manned and armed with two rifle guns, each 6-inch, one commanded by Kenyon, one by Grant; and a portion of the Montgomery fleet, four steamers, well armed and manned, commanded by Stevenson, Hooper, Phillips, and [McCoy].

To annoy the enemy, General Higgins had sent down at different times two fire rafts, with what success I can't say. Captain Renshaw,

in the *Jackson*, was ordered to take down another, but he set it on fire above the obstructions, let it go, and it grounded and burned up abreast of Fort St. Philip. One morning, a fresh breeze blowing across the stream, General Higgins sent an order to Captain Stevenson, commanding the *Resolute* (I think), to take two rafts below the obstructions, set them on fire, and turn them adrift. Hearing of the order, I took the liberty of remonstrating, on account of the weather, and received a tart note from General Higgins. Therefore, the *Resolute* got the rafts in the stream, could not manage them, let them go adrift, and they floated down, fouled the middle schooner to which the chains were fast, dragged her and her two nearest neighbors out of position, parted the chains, and left all the middle of the river unobstructed. There were no more attempts made to send down fire rafts.

Soon after this the C. S. S. *McRae*, Captain Huger, came down, and the ironclad *Louisiana* was towed down unfinished, with guns and crew hurried on board, the one to be put in position, the other to be drilled while the experts were finishing the machinery. She was under the command of Captain McIntosh, having on board Captain Mitchell, who came as senior naval officer to take command afloat. As the Montgomery fleet captains and the Louisiana State captains refused to recognize his authority over them, his command consisted of the *McRae*, *Louisiana*, *Jackson*, and *Manassas*.

When the enemy below had made all their preparations, they commenced shelling the forts from mortar boats hidden behind the woods. Then our vessels were ranged along the river bank above the forts, all except the *Louisiana*, which lay abreast of Fort St. Philip, trying to get things in working order. There were a number of fire rafts on the St. Philip side of the river, a mile or so above the forts. I had no idea under whose command they were, no one was kept on board, and no preparation made for firing them or turning them adrift. After the passage of the forts, Captain Mitchell told me that he was not aware of there being any such rafts.

At night the garrison of Fort Jackson kept a picket at the end of the obstructions, where a passage had been left, and Captain Mitchell sent down a picket launch with signal rockets, etc., on board. Before the passage of the forts, General Duncan took violent offense at Captain Mitchell, because he would not move the unprepared *Louisiana* down to a point nearer to the enemy, and so completely under the fire of the mortar boats that, in my opinion, she would have been destroyed within an hour.

The fire from the mortar boats commenced and continued with great regularity and admirable precision. They were annoyed to the amount of the loss of one of them by a fire from a rifle gun and mortar at Fort St. Philip. They could not be seen from Fort Jackson. Their fire tore up the forts, burned all the woodwork of Fort Jackson, but did comparatively little harm to the strength of either fort.

Most of my description of the night of April 24 must necessarily be personal.

The *Manassas* had alongside her a steam tug, to enable her to turn downstream at once. About 3 a. m. on the morning of April 24, Lieutenant F. M. Harris called me and informed me that, although no signal had been made, he was sure something was going on below. I gave orders to cast off fasts and turn downstream. While doing this

several flashes from below confirmed Mr. Harris's report. I ordered Mr. Harris to hail Captain Kennon, inform him I was going down to meet the enemy, and beg him to follow me, which Harris did. By the time the *Manassas* was turned down and the tug cast off I saw the spars of a vessel coming up. I gave orders to meet her with all steam on, and was fairly pointed, when one of the Montgomery fleet ran out from the bank directly for me. Seeing a collision inevitable, I stopped the *Manassas*, when the Montgomery steamer ran her side wheelhouse foul of the bow of the *Manassas*. While so fouled, the vessel I had intended to meet ranged alongside of the Montgomery steamer, poured in a broadside, and stood on up the river. (The broadside was enough, the steamer drifted helplessly away from me, grounded on the other side of the river, and next day was burned by order of Captain Mitchell.)

Disengaged from this steamer, I tried to run down a large steamer I took to be the *Mississippi*. I struck her on her quarter instead of her wheel (as I wanted to do); the two vessels were brought side and side; the *Mississippi* fired a broadside over us, tore away, and steamed on up the river. I then steered for a large ship I took to be the *Brooklyn*, but as we came down on her she shifted her helm. I heard her captain sing out "Sink him." The stern pivot gun was fired into my face, the shell cutting the flagstaff off above my head, and the *Manassas* passed under her counter, missing her clear.

Finding I could not run into faster vessels than my own, while underway, unless they were willing, or badly handled; having received the fire at close range of all the fleet as they passed; my smokestack being riddled and my power of driving the vessel through the water getting less and less, I determined to do some good by going down below the forts and destroying the mortar boats, which could not get out of my way. Starting down, I no sooner neared the forts than both opened fire on me. Fort Philip did not strike me. Captain Squires informed me he fired 75 times at me, but Fort Jackson struck me frequently with her 42-pounder. I had no means of making a signal. I knew if I was struck with a X-inch shot or 7-inch rifle bolt the vessel would go down, so I concluded to go back to the fleet.

Steaming up the river I made out a large ship lying across stream. I gave orders to pile the resin into the furnaces, fired the carronade when within a few feet of the side of the ship, and ran into her with all the force I could, struck her amidships on a parcel of chain cable she had plaited along, and don't believe I did her any harm.

That vessel (the *Hartford*, I think) did not fire at me, although I must have been seen approaching, and Messrs. Harris and Hulse, getting out of the bow port, fired their pistols and rifles on her quarter deck.

Backing from the collision, I steamed on up and saw the *McRae* lying in the middle of the river, receiving the fire of four gunboats, to which she was making no return; she was on fire forward, and evidently badly crippled. To enable her to turn and get between the forts I steamed toward her four adversaries, when, much to my satisfaction, they did not wait for me, but stood on up the river, I following. My gun by this time was disabled, and I could not drive the steamer ahead more than a mile an hour.

Rounding a point I found I was in presence of the enemy's fleet, twelve or thirteen, I was not sure which. I saw quick signals passing

(sun was just rising); then the steamer *Mississippi* hauled out on one side and a large gunboat on the other, and started down for me. Seeing it was all over with the *Manassas*, I gave orders to cut the delivery pipes, ordered Mr. Harris to send the crew overboard through the bow port as I sheered in, stood in as if I was going to run into the *Mississippi*. She sheered out to avoid me, fouled with her consort, who was sheering in, during which time the men were got overboard, and after seeing the delivery pipes were fairly cut, the vessel reported filling, and the furnace doors closed, Mr. Harris and myself followed the men.

We landed on the Fort St. Philip side; the river was very high, and nowhere did we find the water less than waist deep. After being graped for two hours, I took the men down to the bank, found a boat, and crossed over. Visited Fort Jackson, communicated with Generals Duncan and Higgins, and reported myself and command to Captain Mitchell on board of the *Louisiana*.

On joining the *Louisiana* I found out what had taken place outside of my immediate command.

The Montgomery fleet had all had business up the river and had left without firing a shot, except one, whose captain woke in the morning to find his crew all gone, his boat with several great holes through her, and the enemy up the river. The astonished man!

The Louisiana State boats had followed the example so set them. One did come down to reconnoiter in the morning after the firing was over, met the U. S. gunboat *Varuna*, engaged her, got badly cut up, ran into her, and was then assisted by one of the Montgomery fleet, commanded by Captain Phillips, who ran into the *Varuna* on the other side, cut her down and sunk her, then set fire to his boat and left her. The *Louisiana*, unable to move, had received the fire of the enemy in passing, and returned, as well as could be expected under the circumstances. Captain McIntosh had been mortally wounded, and how many of her crew no one knew, as crew, mechanics, etc., were in a number unknown to anyone on board. The *McRae*, unable to take room to turn, had laid out in the river and exchanged broadsides with the fleet as they passed. Her gallant Captain Huger was mortally wounded, many of the crew killed and wounded, her one heavy gun burst, and the vessel badly cut up. The forts were all right, having suffered comparatively little.

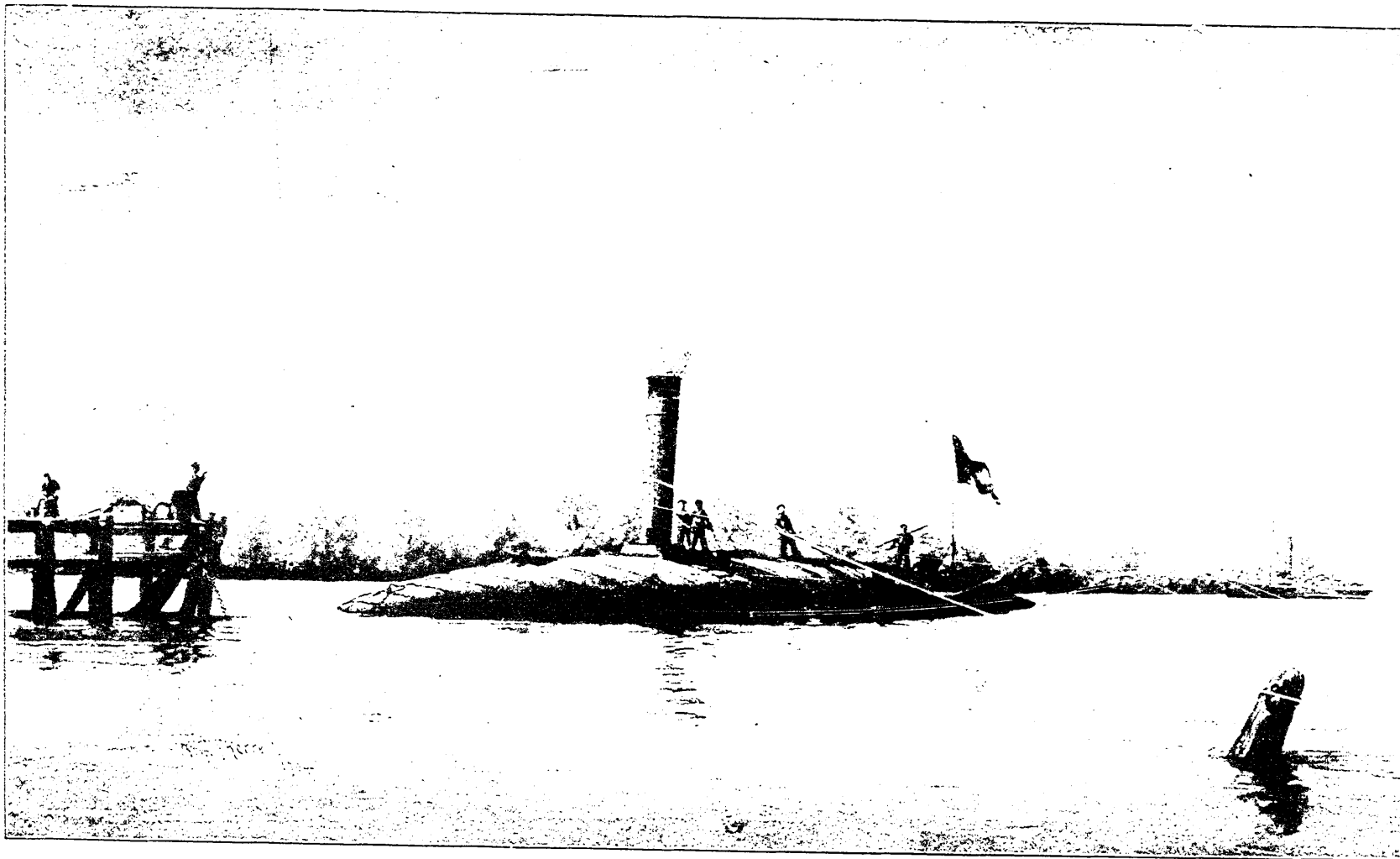
With the approval of Captain Mitchell, I took a boat and, with a flag of truce, communicated with the enemy and arranged to send the *McRae* as a cartel with the wounded up to the city. This was done. The *McRae*, under Lieutenant Read, carried the wounded (except Captain McIntosh, who refused to be moved) up to New Orleans, and there was run into afterwards by a Yankee gunboat and sunk.

In the meantime the engineer of the *Louisiana*, Youngblood, was hard at work with his mechanics on the machinery; reported he would be ready for work by meridian of the 28th, and a council of war had determined, first, to move down and destroy the mortar fleet, and then follow the fleet up the river. The enemy's fleet were above, and the army transport steamers, taking advantage of the very high water, had got in the rear of Fort St. Philip and embarked troops and sent them up a canal to the Quarantine Station, where the steamer *Jackson* had been stationed, but where she had not remained after the fighting below was heard. She made good time up the river, together with a

I was struck repeatedly by a shot from the casemate guns of Fort Jackson, and I knew if the 7-inch rifle and X-inch columbiad on the barbette were brought to bear on me, I must be sunk. So I gave orders to turn back and follow the enemy. Just above the forts I discovered, in the dawn just breaking, a large sloop-of-war lying broadside to me. Ordered resin thrown into the furnaces to make more steam, ordered the valves all open, and, as I approached, fired my 32-pounder carronade, loaded with a five-second shell, at the distance of a few yards, striking the vessel with my bow immediately afterwards, striking her fair, with plenty of steam on and good way, just abreast of her mainmast. Stopping and reversing after striking, I backed from the enemy and passed by and stood for the gunboat *Troquois*, which vessel I recognized ahead. On nearing her, I gave orders to commence firing with the gun, and the officer in charge of the gun reported it disabled, the bolts having been drawn by the recoil, and he then busily engaged trying to repair the damage. I was in a few yards of the *Troquois* when she put on steam and left me as if I had been at anchor. Following her up, I saw the *McRae* engaged with four gunboats at close range. As I passed her, I heard her fire bell ringing and saw she was terribly cut up; and I followed the enemy, who stood on up the river on my approach, to give the *McRae* a chance to get under the forts.

In rounding the bend below Quarantine I found twelve of the enemy together. The *Mississippi* and a large sloop-of-war came down to me, one on each side, and I saw at once I could do no more. My vessel, always slow, was slower than ever, from her smokestacks having been literally riddled; the shot of the enemy had penetrated the bow of my vessel (where she was considered shot proof), as well as along the broadside. It was no time to pause. My people had stood gallantly by me, and I owed to them a duty as well as to the country. I cut the delivery pipes, and headed the vessel inshore. As I did so, the inshore vessel headed out and collided with the other vessel, and I had the opportunity of throwing my men into the swamp and getting them under the cover of the rise in the bank before the enemy commenced to grape us, which they did for an hour and a half. I subsequently got my crew over to the Fort Jackson side of the river and joined the *Louisiana* with them as volunteers, and was taken a prisoner along with the captain of that vessel after her destruction.

I have confined myself strictly to the part borne by the *Manassas* in the action of the 24th, and in this connection I must say that she was the only vessel that did turn to meet the enemy, and, with the exception of the *McRae* (which vessel, not having a chance to turn, fought the enemy gallantly, heading up the river), was the only vessel that made the slightest attempt to encounter the enemy where the fight was to have been, so that disabled vessels must fall back under the guns of the fort. The army rams, except one, that, with the *Governor Moore*, Captain Kennon, ran into and sunk a Federal gunboat up at the Quarantine, never struck a blow, to my knowledge. Had those vessels, together with the two Louisiana gunboats, backed the *Manassas*, and as rams met the enemy just above the chains, the fleet had never passed the forts. Of course that is only my opinion, and must go for what it is worth. I hope that the editors of the *Courier* will publish this, the first statement that I have been able to make. As for the other



CONFEDERATE STATES RAM MANASSAS.

events of the battle, the gallantry of the lamented Huger, the singular surrender of the forts, the conduct of the army rams, the captains of which denied being responsible to any man short of the Secretary of War—all will come out when a court of enquiry shall investigate how New Orleans came to fall.

I conclude by stating the force and armament of the *Manassas* during the night she received the broadsides of ten vessels of war and ran into the two largest and heaviest armed of the enemy's fleet: Officers and men, 36; 1 32-pounder carronade; 4 double-barrel guns; 3 muskets; some pistols (I do not remember how many); 12 cane knives; 20 charges of powder (the rest having been given to the *Jackson*, which vessel was very nearly without any, and the loose powder having been sent to Fort Jackson, from which place it had been borrowed in a previous expedition).

A. F. WARLEY,

Lieutenant, U. S. Navy, Late Commanding Steam Ram Manassas.

Extract from notes of Assistant Engineer Tomb, U. S. Navy.

MISSISSIPPI RIVER, FORTS JACKSON AND ST. PHILIP,
CONFEDERATE STEAMER *McRAE*,
Friday, April 24, 1862.

At 3:35 a. m. the quartermaster reported the enemy's ship coming up below the bend. Gave orders to spread fire and call the first assistant engineer, Fagan. 3:40 all hands at quarters and 15 pounds of steam. As the fleet came up we did not change our position near the bank until just before the *Hartford* and *Mississippi* came along, but before that time we had fired from our port broadside 32-pounders and 12-pounder howitzer on the poop. The pivot gun amidship, a IX-inch Dahlgren, burst forward of the trunnion just after the third round. As we were working the engines ahead, and close to the *Hartford*, they became hot and had to be stopped; this, no doubt, saving us from being boarded by the *Hartford* and the *Mississippi*, as we dropped away from them before the *McRae* got headway. The firing was very hot and our ships were badly cut up, one XI-inch shell passing through forward of the engine, one between the engine, and one near amidships, seriously wounding Captain Huger and taking part of the head of First-Class Fireman Kendrick off. This was about 3 feet from where I was standing. Captain Huger was taken below and Lieutenant Read took command, following the enemy's ship up to the bend of the river. Here our steering gear was shot away and the *McRae* ran aground. At 8:30 a. m., after we repaired damages, we anchored abreast of the fort. Casualties on the *McRae*, 4 men killed, 17 wounded; Captain McIntosh, in command of the *Louisiana*, was also seriously wounded. The *Manassas*, under Lieutenant Warley, did fine execution with his ship, but was unable to ram them. The *Manassas* was neither powerful nor easily managed, and was, on that account, not much of a ram. After the engagement we saw her passing down in a sinking condition and no one apparently aboard of her. The *Governor Moore*, a large side-wheel steamer in the State navy, did splendid work, Captain Kennon, her commander, ramming the

Varuna and firing through her bow into the *Varuna* at the same time, and succeeded in sinking her, but lost his own ship. Captain Kennon was an officer in the Confederate States Navy, but had resigned from the service a short time previous to this engagement.

The State fleet, with the exception of two stuck fast in the banks of the river above the fort, had disappeared. We went on board and found them well supplied with everything, and replenished our mess from their stores. F. remarked had they rammed Farragut with half the force they did the bank, some of his ships would have been sunk. It requires something besides a steamboat to make a navy; good guns and men to work them are requisites.

At 10:45 a. m. we reported our ship ready for action, but in very bad condition. The results of this engagement rest with the Army and the Navy, and when we take into consideration the generous spirit and desire of the people of New Orleans to do all in their power to keep Farragut's fleet from reaching the city, neither the Army nor the Navy has anything to be proud of in the results.

April 25.—The *McRae* was ordered to New Orleans with the wounded, and most of the officers were detached and sent to the ironclad *Louisiana*. What design this ship was laid down upon no one could fathom, as her engines were supposed to work two wheels in the center—one forward of the other—as well as two propellers—one on each quarter. The results, if there were any, were not shown in any motion to the ship, and the second wheel would no doubt have been of more service on the river banks. The guns could not be elevated or depressed to any degree from the ports, neither had they any angle of fire. She was a nondescript, and in her destruction by blowing up it was as much to the credit of the Confederate States Navy as for any loss she might be to the enemy.

On the morning of the 28th the forts surrendered without notice to the commanding officer of the Navy, Commander Mitchell, and before noon the *Louisiana* was blown up to prevent her falling into the hands of the enemy. The opinion of most of the officers was that that was the only way she could be propelled.

Not one ship of the Confederate States Navy was surrendered. The army officers were all paroled, while those of the Navy went North as prisoners. Had there been the least chance to do anything with the *Louisiana*, it was the intention of Commander Mitchell to drop down below the bend and drive Porter's mortar fleet away, but she was perfectly helpless. It was a great oversight on the part of the commanding officer here in permitting the large raft that was anchored between the forts to be carried away by drift from up the river, as the old hulks that took the place of the raft and held the chain were most all sunk from Porter's shells before Farragut passed up. When Commodore Hollins drove Commodore Pope from the Head of the Passes, Colonel Duncan expressed a wish that the Navy keep away and let us "have a chance at the Yanks." Well, we all got a chance at Farragut, and if we got anything else but a chance, we don't know it. The *McRae*, after landing the wounded at New Orleans and returning down the river, sunk from the effects of the injury during the engagement of the 24th.

J. H. T.

Extract from report of evidence taken before a joint special committee of both Houses of the Confederate Congress to investigate the affairs of the Navy Department.

THURSDAY, *September 9, 1862.*

On motion of Mr. SEMMES, it was agreed that Captain WILLIAM C. WHITTLE be first called and examined.

Captain W. C. WHITTLE was accordingly called and duly sworn.

Mr. SEMMES. When were you assigned to the command at New Orleans?

Captain WHITTLE. I can't tell exactly. It can be ascertained by reference to the office near by.

The files were accordingly examined, when it appeared that the date of the captain's assumption of the command was March 29, 1862.

Mr. SEMMES. What were the duties assigned to you?

Captain WHITTLE. I commanded the naval station at New Orleans. I will here explain to the committee what, perhaps, not being acquainted with professional matters appertaining to the Navy Department, they may not understand without explanation. As we of the Navy understand it, the command of a station does not involve the command of anything afloat that does not appertain to repairs. Where an officer is in command of a station, he commands nothing more.

Mr. SEMMES. What officer did you find in command of the station when you went there?

Captain WHITTLE. Commander J. K. Mitchell was temporarily in charge, and was ordered to transfer the command to me.

Mr. SEMMES. To what duty was he assigned after you took command?

Captain WHITTLE. He was assigned to the office of executive officer to me until other duties were assigned to him by me.

Mr. SEMMES. Will you state what was the condition of things in regard to the naval affairs at New Orleans when you took command of the naval station at that place?

Captain WHITTLE. It would be hard to tell that. Everything was progressing as well as might be expected. We labored under great embarrassment, owing to the difficulty of procuring labor and other necessary requirements which, in the practice of our profession, we had no difficulty in procuring heretofore. The progress of things there, however, was as favorable as could, under the circumstances, be expected.

Mr. SEMMES. Had you any charge or control over the *Mississippi* or *Louisiana*?

Captain WHITTLE. In regard to the *Mississippi*, it was distinctly understood by me that I had no control except so far as to assist in any way I could in the progress of the work on her. But I exercised no control over the building of her. I would say here that a question arose in New Orleans between a committee called the "committee of safety" and the builders of that vessel—the Messrs. Tift—as to the propriety of launching her, the committee requiring that she should be launched and the Messrs. Tift being opposed to it. The matter was referred to me by the committee, but under an impression which I then entertained, and now entertain, that I had no jurisdiction in the matter, I declined to interfere.

Mr. SEMMES. And the Messrs. Tift refused to launch her?

Captain WHITTLE. Yes, sir.

Mr. SEMMES. And you declined to interfere?

Captain WHITTLE. Yes, sir; for the reason I have just stated.

Mr. SEMMES. Can you state the time when the committee called upon you to interfere?

Captain WHITTLE. Not exactly. Perhaps if I had my papers here I could.

Mr. SEMMES. Perhaps I could assist you in determining the date. Were the enemy at that time attacking Fort Jackson and Fort St. Philip?

Captain WHITTLE. I don't believe they were.

Mr. SEMMES. Have you your papers with you?

Captain WHITTLE. No, sir; they are now in the country, and [I] can not well conveniently get them. I will hereafter furnish the committee with a copy of the letter of the committee of safety to me and of my reply.

Mr. BARKSDALE had previously suggested the following question, and it was again put by Mr. Semmes: Was it proper to launch the vessel when the committee of safety called upon the Messrs. Tift to do so?

Captain WHITTLE. A good deal of local knowledge, such as I must say I do not possess, would be necessary in order to enable one to form an opinion. I would say in regard to forwarding the work of the vessel that it is decidedly my opinion that the work upon her would not be forwarded by launching her. This opinion would be based on the presumption that she was safe where she was and that the ground under her was good. In declining to interfere, however, I was governed by no other consideration than that the whole matter was left with the builders and not with me. I felt that I was acting properly in declining to interfere, having seen the contract between the Navy Department and the Messrs. Tift.

Mr. SEMMES. Then, I understand you to say that your personal opinion would be based upon a knowledge of local circumstances appertaining to the character of the ground and the condition of the water?

Captain WHITTLE. Exactly; and that I think was the ground taken by the committee. They took two grounds---first, the probability of the sinking of the earth, and secondly, that her completion would be forwarded by her being launched.

Mr. SEMMES. What was the condition of the river at that time?

Captain WHITTLE. It was rather high.

Mr. SEMMES. How long do you think it was after the committee insisted upon her being launched that she was actually launched?

Captain WHITTLE. I can not tell that distinctly. It was not very long. I will state that the time when, in my judgment, it was proper the vessel should be in the water was dictated more by the operations of the enemy below than any local considerations. When I subsequently addressed a note to the Messrs. Tift, stating that in my opinion that vessel should be put in the water, they proceeded at once to launch her.

Mr. SEMMES. Did not Captain Mitchell concur with you in that opinion?

Captain WHITTLE. I don't know that.

Mr. SEMMES. I will state that the Messrs. Tift wrote a letter to the Department, stating that after a conference with you and Captain Mitchell they decided to launch the vessel.

Captain WHITTLE. I do not know what might be regarded as a conference, but I do know that I addressed a letter to the Messrs. Tift on the subject, and that immediately upon its receipt they proceeded to launch the vessel. Captain Mitchell and myself might have had a conference upon the subject some time afterwards. I was of opinion, however, that the Messrs. Tift were influenced in the course they took by the letter which I addressed to them.

Mr. SEMMES. When she was actually launched were not the enemy attacking the forts below?

Captain WHITTLE. I am not positive of that. They were either attacking them or the attack was momentarily expected.

Mr. SEMMES. It was that motive that induced you to write the letter to the Messrs. Tift which you did write.

Captain WHITTLE. Entirely.

Mr. SEMMES. What was your object in ordering the vessel to be launched?

Captain WHITTLE. My object was, in case of misfortune below, to get her up the river, or destroy her on the water, so as to avoid damage on land from the fire.

Mr. SEMMES. Did you take any control of the *Mississippi* from the time she was launched up to the time of her destruction?

Captain WHITTLE. I took no control of her from the time she was launched until the enemy got as far as the Quarantine. I received a telegraphic dispatch from the operator at the Quarantine Station, at about forty minutes past 5 on the morning of the 24th of April, informing me that some of the enemy's vessels had passed up there, and then, and not before, I assumed control of the *Mississippi*.

Mr. SEMMES. Had you received any order from the Navy Department, prior to the 24th of April, as to what you should do with the vessel in case the enemy passed the forts?

Captain WHITTLE. None; decidedly not.

Mr. SEMMES. Did you receive any on that day?

Captain WHITTLE. None whatever, that I am aware of. I am certain I received none.

Mr. SEMMES. Did you telegraph to the Department on that day the news of the passage of Quarantine Station by the enemy's vessels?

Captain WHITTLE. I don't know that I did; but I think it extremely probable that I did so.

Mr. SEMMES. To refresh your memory, I would state that there is a dispatch on file here, addressed by the Navy Department to you, on the 24th of April, instructing you to take the vessel up the river. I would like to know when you received that dispatch.

Captain WHITTLE. I will remark that I have preserved copies of the several papers addressed by the Navy Department to me. They are boxed up carefully, and some of them are now here. More of them are on the way here.

Mr. SEMMES here read a copy of the dispatch just referred to, instructing Captain Whittle to send the *Mississippi* up the river to prevent her falling into the hands of the enemy.

Captain WHITTLE. I never received that dispatch. I would say that were you in my position common sense would have dictated to you what was necessary to be done under the circumstances. Indeed, I could not have received that dispatch in sufficient time on that day to have acted upon it, and it therefore could not have controlled my action.

The Chairman (Mr. CLAY). What time does it take to receive a telegraphic dispatch from here?

Captain WHITTLE. I do not know that. It was impossible for me to have received that dispatch as early as forty minutes past 5 in the morning.

Mr. SEMMES. When you heard of the enemy's passing the Quarantine ground you took charge of the vessel, you say?

Captain WHITTLE. Yes, sir.

Mr. SEMMES. What did you do then?

Captain WHITTLE. I sent for Captain Sinclair, who was ordered to take command of the vessel by the Navy Department, and ordered him to use every exertion in his power to get her up the river, and failing to do so to destroy her, so as to prevent her falling into the hands of the enemy. This I did on my own account altogether, and without regard to telegraphs from here or anywhere else. I will say that I took no immediate interest in the matter, having intrusted the management of the whole affair to a reliable officer.

Mr. SEMMES. When you gave the order what was the condition of things in New Orleans?

Captain WHITTLE. There was great excitement prevailing. I had an interview with the governor of Louisiana, who was occupying a room in the same hotel with me. The moment I received the dispatch from the operator at Quarantine Station I sent a messenger with it to the governor's room with a request that it be returned after it was read. After reading it he sent me word that he would see me as soon as possible. I must say that I did not fail to anticipate the possibility of the enemy's passing the forts, and I therefore took the precaution of preparing a steamer to take away everything in my own department, should that contingency occur. I stated to the subtreasurer that I intended, in the contingency of the enemy's passing the forts, to provide for removing the treasure.

Mr. SEMMES. When did you commence making engagements for the vessel for this purpose?

Captain WHITTLE. It was no engagement. The vessel belonged to the Confederacy.

Mr. SEMMES. The vessel was the *St. Philip*, formerly the *Star of the West*, was she not?

Captain WHITTLE. Yes, sir; I had a conversation with the subtreasurer, who called upon me some time before the passage of the forts by the enemy, and I stated to him my intention to provide for the removal of the public property under my charge, in the contingency to which I have just referred, and offered to remove the treasure.

* * * * *

MONDAY, *September 15, 1862.*

Captain ARTHUR SINCLAIR was next sworn.

The CHAIR. You had control of the *Mississippi* at New Orleans?

Captain SINCLAIR. I had the command of her.

The CHAIR. When did you reach New Orleans?

Captain SINCLAIR. On the 3d of last April.

The CHAIR. What was the progress of the work on her after you reached there?

Captain SINCLAIR. They were getting on with her very rapidly. My stay there was to the 25th of April.

The CHAIR. Did they employ all the hands that could be procured upon her?

Captain SINCLAIR. Yes, sir; quite as many as could be engaged upon her to advantage.

The CHAIR. There is a limit beyond which laborers would be in each other's way?

Captain SINCLAIR. Yes, sir.

The CHAIR. Were the required materials of wood and iron on hand?

Captain SINCLAIR. There was a great deal on hand; but some of the iron had not arrived when I left there.

The CHAIR. Were all necessary and proper efforts made to procure the materials for that vessel?

Captain SINCLAIR. As far as my observations went while I was there everything went on very rapidly. Indeed, I thought the greatest desire was evinced by everybody employed upon her to get her ready with all possible dispatch.

The CHAIR. Was any desire expressed by the vigilance committee or any citizen of New Orleans to have her launched sooner than she was?

Captain SINCLAIR. There was.

The CHAIR. Was this wish complied with?

Captain SINCLAIR. No, sir. It was deemed advisable to leave her on the stocks until she got her propellers and shafts on board. To have gotten her in the water before that would, in my opinion, have very much retarded her completion. When, however, it was expected the enemy would pass the forts, we then advised her to be launched.

The CHAIR. Why did you then advise it?

Captain SINCLAIR. Because I thought the only chance of keeping her out of the hands of the enemy was to have her in the water, so that she might be carried up the river, if possible, or destroyed in case of a failure to take her up.

The CHAIR. Were efforts made to get her up?

Captain SINCLAIR. Yes, sir.

The CHAIR. What effort?

Captain SINCLAIR. On the morning of the 24th, I employed, through the Messrs. Tift, the only two steamers then available---the *St. Charles* and the *Peytona*---to come immediately to the ship and endeavor to get her up the river. They did not come, however, until a late hour. During that day I was employed getting everything I could on board the ship, with a view to finishing her up the river, if possible. The steamers came about 8 o'clock at night, and made as an excuse for their failure to come earlier the want of engineers and hands. There was a great deal of confusion in the city at the time. I furnished the steamers with hands and an engineer, and after some difficulty we started. But we found it impossible to do anything with the vessel on account of the strong current. There was a freshet at the time, and this rendered the current much stronger than usual. We tugged at her the whole of that night unsuccessfully, for, instead of making any headway, we lost ground considerably. Before 4 o'clock the following morning Colonel Beggs, one of the vigilance committee, came on board and offered me assistance in the shape of additional steam power, which he said would be ready at 4 o'clock, and which I willingly accepted; but they never came. I then made fast the vessel and went up to the city myself in the *Peytona* for the purpose of getting additional steam power. I left an officer on board, Lieutenant Waddell,

and the naval constructor, Pierce, with orders if the enemy hove in sight during my absence, not to wait for me but to fire the ship. I went to the city and endeavored to get additional steam power. I found on getting there that the crews of the vessels had left them. The captains of some of them informed me that they went to look after their own private concerns. While there I saw the enemy coming up, and then I regarded the case as hopeless. I started back to the *Peytona* for the purpose of returning to the ship and setting her on fire. As I got round the point I saw the flame issuing from her, and was satisfied that all was right.

This is the state of things as they transpired that morning. I saw it was impossible to get the ship up, and I fired her according to my orders from Captain Whittle, to prevent her falling into the hands of the enemy.

The CHAIR. Had you any orders in regard to the disposition to be made of that vessel?

Captain SINCLAIR. No, sir. Captain Whittle sent for me on the morning of the 24th, and stated to me that the enemy was coming. He asked me what was to be done? I said, try and get her up the river, and in case it was found impossible to do so, to burn her. I am of the opinion that if we had gone up the river we would have been captured. We could not possibly get her up fast enough to take her out of the enemy's way. They knew all about her. They came up to the ship before that and saw that she was in a fair way of being destroyed, and then returned. They would, I am satisfied, have followed her up the river had we gone there; and before we could have cast the hawsers they would have captured her; nor would it be [have] been possible for us to have fired her in time.

The CHAIR. Why did you delay removing the vessel until the 24th?

Captain SINCLAIR. There was no special cause to remove her before then. We were going on rapidly with the work, and to have taken the ship away would have retarded the work a great deal. We were not aware that the enemy were coming as soon as they did come, and we deemed it best to keep her as she was and try, if possible, and finish her before the enemy would advance upon us.

The CHAIR. Could the work have been prosecuted as rapidly anywhere else?

Captain SINCLAIR. No, sir; there was no place of safety within 800 miles of New Orleans. I allude to Memphis.

The CHAIR. What was the draft of the vessel?

Captain SINCLAIR. She would have drawn about 14 feet. I think her draft when I left her was about 12 or 12½ feet. She had no guns and no ammunition of any sort. Her guns had arrived there, but they had been taken for the *Louisiana*, and another battery was ordered for her and was on its way. I met it at Jackson, after the ship was burned, when on my way to Richmond. The Messrs. Tift were under the impression that they would have finished the ship in the course of two or three weeks; but my opinion was, and is now, that she could not have been completed sooner than the 1st of July, if then. She had the main propeller in, and the other two were lying on the wharf. I endeavored to get them on board, but I found it impossible to do so. The enemy was so close up that I had to leave them behind. I did transfer a great deal of the materials to the steamer that remained by her and took it up to Vicksburg. The ship had no iron upon her

shield, as it is called. Some of the iron had been laid upon the shield, but not bolted down. Her rudder was not on; her ports were not completed, and I am satisfied she could not have been completed sooner than the 1st of July. She was a formidable ship, the finest of the sort I ever saw in my life; she would, in my opinion, not only have cleared the river of the enemy's vessels, but have raised the blockade of every port in the South.

Mr. DUPRE. When did you take control over the *Mississippi*?

Captain SINCLAIR. On the 3d day of April.

Mr. DUPRE. Did I understand you to say that you had no control of the ship from that time otherwise than being appointed to command her?

Captain SINCLAIR. I was superintending her, but not fully in command.

Mr. DUPRE. I want to know when you took upon yourself to give your orders for her removal or destruction.

Captain SINCLAIR. I merely reported for command; she was entirely under the control of the contractors. I received orders from the commander of the station, Captain Whittle, to save her if possible, and in case of a failure to do so to destroy her, so as to prevent her falling into the hands of the enemy.

Mr. DUPRE. When she was fastened to the *St. Charles* and *Peytona*, did you succeed in bringing her upstream?

Captain SINCLAIR. No, sir; on the contrary, I lost ground.

Mr. DUPRE. Did you not, after she drifted down, bring her upstream to the first position she occupied?

Captain SINCLAIR. We shoved her out of the current, and in that way succeeded in bringing her up to near where she was first placed.

Mr. DUPRE. On the night of the 24th, when she drifted down and you succeeded in bringing her up, did you not receive an order from Captain Whittle to burn her up?

Captain SINCLAIR. Captain Whittle came on board, and I explained to him why I could not bring her up. I stated to him all the difficulties in the way, and he remarked: "Save her if you can, but do not let her fall into the hands of the enemy."

Mr. DUPRE. I want to ask you whether, when you were going up with the boat after you drifted down, you were not induced to desist from the effort to take her up by reason of a rumor which reached you that the gunboats of the enemy were within a few miles of the city?

Captain SINCLAIR. No, sir; there was such a rumor, but I took her there because I saw it was utterly impossible to take her up with the force at my command.

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Extract from proceedings of an Army court of enquiry relative to the fall of New Orleans.*

RICHMOND, VA., June 4, 1863—11 a. m.

Lieutenant W. GWATHMEY, Confederate States Navy, was next sworn and examined as a witness.

*The substance of the proceedings of this army court is published in Army War Records, Series I, volume 6, pp. 555-655.—COMPILER.

By Major-General M. LOVELL:

Question. Where and on what duty were you immediately before the fall of New Orleans?

Answer. I was the lieutenant commanding the Confederate States gunboat *Carondelet*, in Lake Pontchartrain at that time.

Question. What, if any, assistance did you receive from General Lovell in fitting out the *Carondelet* for service?

Answer. Her armament was furnished chiefly by the Army; five out of seven guns came from that source; also thirty men, as a part of her crew were supplied from Fort Pike.

Cross-examination by the JUDGE-ADVOCATE:

Question. Did you see General Lovell after the passage of the forts and during the evacuation of New Orleans? If so, did he seem cool and collected, and competent for the duties devolved upon him by the disaster to the city?

Answer. I saw him the evening after the enemy's fleet had passed the forts; he seemed to me very cool and collected; decidedly competent for the work on hand.

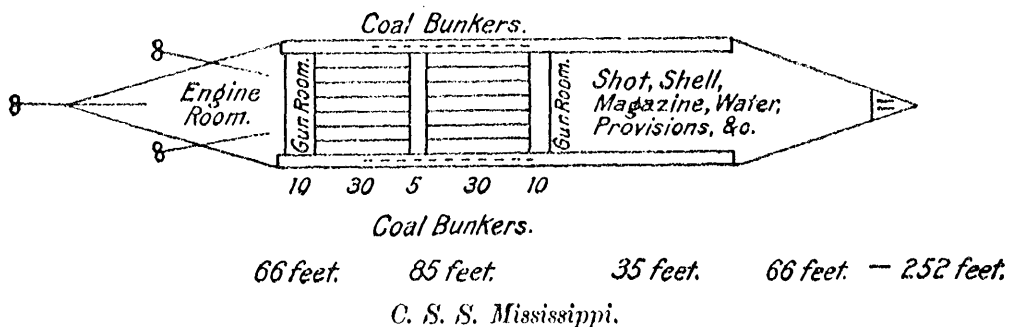
Reports of Messrs. Tift regarding the C. S. S. *Mississippi*, under construction.

NEW ORLEANS, *October 9, 1861.*

DEAR SIR: After a full investigation of the subject, in consultation with engineers and builders, we find that we can not get either the grate surface or the fire surface necessary to make sufficient steam for our engines from one set of boilers ranged side by side across the vessel.

The largest size boiler we can get is 42 inches in diameter, with two flues. We find it necessary to put in two sets of eight boilers each 42 inches in diameter, 30 feet long, and to lengthen the middle section of the vessel 20 feet. This change will give the necessary steam to work the engines to their full capacity by hard firing; which will be about 1,500 horsepower. To effect this result, the expense will be increased by the addition of boilers, and furnaces, and materials, and work for the lengthening the vessel.

But the efficiency of the vessel will be greatly increased by her greater steaming power, and she can carry two more heavy guns. The above arrangement of the boilers will allow a line of narrow coal bunkers (say 5 feet wide) on each side of the boilers. The annexed diagram will give you an idea of the arrangement.



We have been much disappointed for want of a first-rate designer, engineer, and practical machinist, after proving the incapacity of

two, who we believe would have rendered the machinery useless and the whole scheme abortive, and doing our best to get others who were competent and reliable, we finally employed Mr. E. M. Ivens, the agent here for the Tredegar Works, and carrying on here, to take charge of the whole matter of machinery, design, draw, superintend the building and putting up complete in the vessel, all the machinery and its appurtenances and connections. He is also to aid in the designing, drawing, and superintendence of all ironwork, rudder, gratings, ports, etc., for which service we agree to give him \$2,000, and allow him to employ such assistant draftsmen as may be necessary to facilitate the work.

He is now at work on the drawings with two assistants, and we have the relief and satisfaction of knowing that what he does will be done right. We hope you will approve of what we have done. The foundations for the vessel are nearly completed. We are receiving some timber. We have enough engaged, and it will come in rapidly next week. The sawmill is nearly ready for operation. Workshops and the blacksmith's shop going up. The shipyard is fenced in, and all is going forward as well as could be expected. We have purchased most of the bolt iron that will be necessary at $4\frac{1}{2}$ for large and 5 to $5\frac{1}{2}$ for small English refined. Some common $3\frac{1}{2}$ cents. These articles raised in price half a cent the day after we bought them.

We will make a report of financial transactions to Saturday night of this week, and send by next Monday's mail. Commodore Hollins left with the gunboats for the lower part of the river yesterday. The ram *Manassas* left to join him to-day. Something will be done to-night, we think, in the way of an attack on the enemy's fleet.

Very respectfully, your obedient servants,

N. & A. F. TIFT.

Hon. S. R. MALLORY,
Richmond, Va.

We sent you the following dispatch to-day:

We must build the ship 20 feet longer to get space for the two lengths of boilers which are necessary to give sufficient fire surface. Pierce agrees with us that the change is indispensable. Please approve.

N. & A. F. TIFT.

NEW ORLEANS, *November 4, 1861.*

SIR: We submit a rough diagram, showing the cover face of the vessel we are building, at an angle of 30° with the horizon, and request you to advise us by telegraph if we may build it on that angle, or at 36° , as contemplated by you before we left Richmond. We have a section of it built of boards at the yard by Mr. Pierce, at 30° , with a IX-inch gun in position through the port, which shows the muzzle of the gun 19 inches beyond the port sill, 21 inches on a vertical line from the iron cover, and the distance from this point to the lower edge or angle of the cover face is 3 feet, 5 inches.

General Lovell and Commodore Hollins, whom we invited to examine it, expressed their decided opinion in favor of the 30° angle, and that the projection of the muzzle of the gun beyond the port sill was sufficient, and that the angular projection to the lower edge of the cover face, 3 feet 5 inches from the point marked (on the diagram) on the cover, in a vertical line with the muzzle, is not objectionable.

We, however, submit the question to you for your decision, and beg that you will answer as early as possible by telegraph, as we desire to get out the timber for that part of the structure at once.

We have just received your telegram, stating that we shall "have to use railroad iron; secure it at once." This we will do immediately, but we had just received a letter from Engineer Williamson, stating that the Tredegar Works was preparing to roll 3-inch plates and that he thought we would be able to get our casing from them.

Such would be infinitely preferable to railroad iron, and if it is possible to get it within any reasonable time, it would be for your advantage to wait for it.

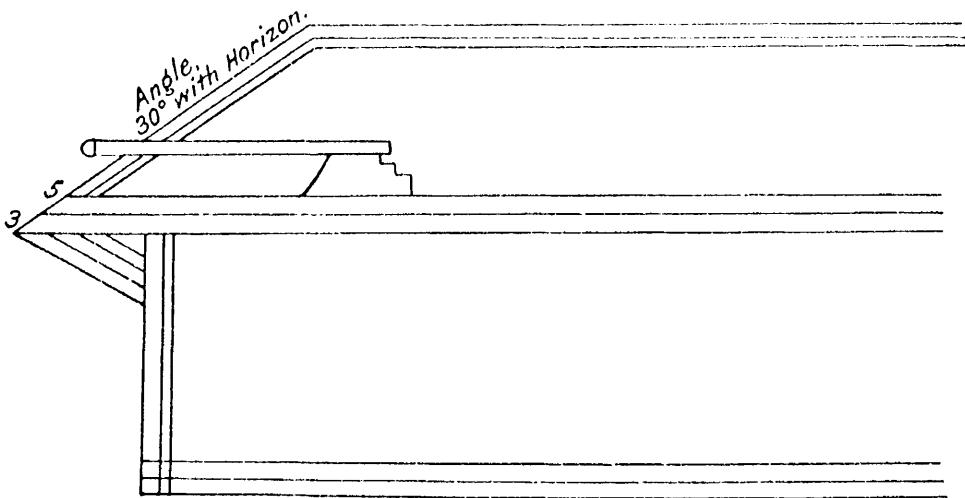
Everything is going on as well as we could expect, and we hope soon to make an agreeable report.

We will send the drawing for the center shaft to-morrow by mail. Could not get it ready before.

Your obedient servants,

N. & A. F. TIFT.

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



C. S. S. Mississippi.

Operations of the Mortar Flotilla, under Commander Porter, U. S. Navy, April 18 to 30, 1862, including bombardment of Forts Jackson and St. Philip, April 18 to 24, and their surrender, April 28, 1862.

Report of Commander Porter, U. S. Navy, regarding the bombardment.

U. S. S. HARRIET LANE,
Mississippi River, April 25, 1862.

SIR: I have the honor to inform you that Flag-Officer Farragut, with the fleet, passed Forts Jackson and St. Philip on the morning of the 24th, and should be by this time in New Orleans, as he can meet with no obstacles such as he has already passed, the way being comparatively open before him.

We commenced the bombardment of Fort Jackson on the 18th, and continued it without intermission until the squadron made preparations to move. The squadron was formed in three lines to pass the forts, Captain Bailey's division, composed of the following vessels, leading to the attack of Fort St. Philip: *Capuga*, *Pensacola*, *Mississippi*, *Oneida*, *Varuna*, *Katahdin*, *Kinco*, *Wissahickon*; Flag-Officer Farragut, leading the following vessels, second line: *Hartford*, *Brooklyn*, *Richmond*; and Commander Bell, leading third division, composed [of the] following vessels: *Sciota*, *Troquois*, *Pinola*, *Winona*, *Itasca*, *Kennebec*.

The steamers belonging to the Mortar Flotilla, one of them towing the *Portsmouth*, were to enfilade the water battery commanding the approaches. Mortar steamers: *Harriet Lane*, *Westfield*, *Orusco*, *Clifton*, *Miami*; the *Jackson* towing the *Portsmouth*.

The vessels were rather late in getting under way and into line, and did not get fairly started until 3:30 a. m., and the unusual bustle apprised the garrison that something was going on.

In one hour and ten minutes after the vessels weighed anchor they had passed the forts under a most terrific fire, which they returned with interest. The mortar fleet rained down shells on Fort Jackson to try and keep the men from the guns while the steamers of the mortar fleet poured in shrapnel upon the water battery commanding the approach, at a short distance, keeping them comparatively quiet. When the last vessel of ours could be seen amidst the fire and smoke to pass the battery, signal was made to the mortars to cease firing, and the flotilla steamers were directed to retire from a contest that would soon become very unequal. It was now daylight, and the fleet having passed along, the forts began to devote their attention to our little squadron of steamers, the *Portsmouth*, which was being towed up, and three of the gunboats which failed to pass through. These latter became entangled in some wrecks and chains placed in the river to obstruct, and which were only partially removed. One of these vessels, the *Winona*, got through as far as Fort St. Philip, but having all the guns of the fort bearing on her, she sensibly retired. The *Itasca* was fairly riddled, and had a shot through her boiler. The *Kennebec* escaped unburnt.

I am disposed to think that our squadron received but little damage, considering the unequal contest, 142 guns on board ship opposed to 100 on shore, placed in a most commanding position. For twenty minutes after the ships passed, the forts fired very feebly on the vessels that remained outside, so much so that the *Portsmouth* was enabled to drop with the current out of gunshot, though the shot fell pretty freely about her at last. I think the fire from the ships must have been very destructive to life.

The last we saw of our vessels they were standing up the river. Some explosions took place which made us feel rather uneasy, but which may have been the rebel gunboats. We could see that our squadron had not destroyed all the enemy's vessels at the fort, for three or four of them were moving about in all directions, evidently in a state of excitement.

Before the fleet got out of sight, it was reported to me that the celebrated ram *Manassas* was coming out to attack us, and sure enough, there she was apparently steaming alongshore ready to pounce upon the apparently defenseless mortar vessels. Two of our steamers and

some of the mortar vessels opened fire on her, but I soon discovered that the *Manassas* could harm no one again, and I ordered the vessels to save their shot. She was just beginning to emit smoke from her ports, or holes, and was discovered to be on fire and sinking. Her pipes were all twisted and riddled with shot, and her hull was also well cut up. She had evidently been used up by the squadron as they passed along. I tried to save her as a curiosity, by getting a hawser around her and securing her to the bank, but just after doing so she faintly exploded. Her only gun went off, and, emitting flames through her bow port, like some huge animal, she gave a plunge and disappeared under the water.

Next came a steamer on fire which appeared to be a vessel of war belonging to the rebels, and after her two others, all burning and floating down the stream. Fires seemed to be raging all along the up-river, and we supposed that our squadron was burning and destroying the vessels as they passed along. It appears, however, that the *McRae*, one or two river boats, and their celebrated floating battery (brought down the night before) were left unhurt and were still flying the Confederate flag.

The matter of the floating battery becomes a very serious affair, as they are hard at work at Fort Jackson mounting heavy rifled guns on it, which are of no further use to them in the fort. She mounts 16 guns; is almost as formidable a vessel as the *Merrimack*, perfectly shot-proof, and has four powerful engines in her. I shall at all events take such steps as will prevent her from destroying anything, and we may still hold her in check with the steamers, though they are rather fragile for such a service. This is one of the ill effects of leaving an enemy in the rear. I suppose that the ships fired on her as they passed through, but that her mail resisted the shot. She had steam on this morning and was moving about quite lively. I tried to put some mortar shell through her roof, but without effect, as she moved off.

The forts are now cut off from all communication with New Orleans, as I presume that Flag-Officer Farragut has cut the wires. I have sent the *Miami* around with General Butler to back of Fort St. Philip to try and throw in troops at the Quarantine, 5 miles above the forts, and at the same time open communication that way with the flag-officer and supply him with ammunition. I am also going to send part of the mortar fleet to the back of Fort Jackson to cut off the escape of the garrison by that way and stop supplies. A deserter, who can be relied on, informs us that they have plenty of provisions for two months, plenty of ammunition, and plenty of discomforts. Our shell set the citadel on fire the first afternoon we opened. It burned fiercely for seven hours, but I thought it a fire raft behind the fort. They constantly sent them down on us, but without effect.

But few casualties occurred to vessels on this side of the forts. The *Harriet Lane* lost but 1 man killed and 1, I fear, mortally wounded. The *Winona* lost 3 killed and 3 wounded, and the *Itasca*, with fourteen shot through her, had but few men hurt.

These forts can hold out still for some time, and I would suggest that the *Monitor* and *Mystic* [*Galena*], if they can be spared, be sent here without a moment's delay to settle the question.

The mortar fleet have been very much exposed and under a heavy fire for six days, during which time they kept the shells going without

intermission. One of them, the *Maria J. Carlton*, was sunk by a shot passing down through her magazine and then through her bottom. The flotilla lost but 1 man killed and 6 wounded. The bearing of the officers and men was worthy of the highest praise. They never once flagged during a period of six days; never had an accident to one of the vessels by firing, and when shells and shot were flying thick above them showed not the least desire to have the vessel moved to a place of safety. The incidents of the bombardment will be mentioned in my detailed report. I merely write this hurried letter to apprise the Department of the present state of affairs, and should send it off at once via Havana. -

The sight of this night attack was awfully grand. The river was lit up with rafts filled with pine knots, and the ships seemed to be literally fighting amidst flames and smoke. Where we were, the fire of the enemy was high and comparatively harmless. I am in hopes that the ships above fared as well as we did, though amid such a terrific fire some lives must have been lost. It was gratifying to see that not a ship wavered, but stood steadily on her course, and I am in hopes (and see no reason to doubt it) that they now have possession of New Orleans.

I am, with great respect, your obedient servant,

DAVID D. PORTER,
Commanding Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy.

Memorandum of Commander Porter, U. S. Navy.

U. S. S. HARRIET LANE,
Mississippi River, April 25, 1862.

Captain Boggs has just arrived through a cut through the swamps, and brings the following additional intelligence: The *Varuna* was sunk. About a hundred men killed and wounded. Ships all ready for another fight. No obstructions on the way to New Orleans. Eleven Confederate vessels sunk and burned in passing the forts. General Butler about to land men the back way, 6 miles above the forts. No officers killed or wounded. Soldiers captured, miserably armed and without ammunition.

Letter from Commander Porter, U. S. Navy, to Flag-Officer McKean, commanding at Key West, regarding the passage of the forts.

U. S. S. HARRIET LANE,
Mississippi River, April 25, 1862.

SIR: Our fleet passed the forts on the night of the 24th under a terrible fire, and are by this time in New Orleans. All got through but the *Varuna*, which vessel was sunk in a butting encounter with the *Webster*,* which was set on fire and destroyed by the broadside of the *Varuna*. The captain of the *Dan Smith* will give you the particulars of the engagement. The forts still hold out. Eleven steamers were

*The *Varuna* was rammed by the *Governor Moore* and *Stonewall Jackson*.

destroyed, and the celebrated ram. The squadron, in the dark, left behind them an enemy that is going to give us some trouble here, and we have not, I fear, force enough to contend with it. I mean a powerful ironclad battery of ten or sixteen guns; the enemy are working night and day to get it underway. I ask all the assistance you can give us in the shape of steamers with heavy guns and solid shot. There is no time for delay; we may otherwise meet with disaster.

I received a letter from Flag-Officer Farragut to-day. They had a rough time of it, but lost, killed and wounded, not over 100 men; we, on this side of the fort lost, killed and wounded, but 14. The flag-officer was bound direct to New Orleans, and will meet with no obstructions.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Flotilla.

[Flag-Officer Wm. W. McKEAN],
Commanding Officer at Key West.

Report of Lieutenant Wainwright, U. S. Navy, commanding U. S. S. Harriet Lane.

U. S. S. HARRIET LANE,
Mississippi River, April 25, 1862.

SIR: In obedience to your order I beg leave to submit the following report of the part taken by this vessel in the action on the morning of the 24th instant between the United States naval forces and the batteries of Forts Jackson and St. Philip:

At 1:30 a. m. all hands were called in anticipation of the signal from the flagship to prepare to get underway, which was made at 2 a. m. Every preparation for a move being completed, we impatiently awaited the moment when our turn should come. In the meantime the vessels of the fleet were getting underway and forming in their respective lines, the starboard under Captain Bailey, in the gunboat *Cuyuga*, leading. At 3:28 a. m., the fleet being all underway and steaming up the river, signal was made to the steamers of the Mortar Flotilla to weigh anchor, and we stood up toward the forts, our duty being to take an enfilading position below the water battery of Fort Jackson.

At 3:45 a. m. the forts opened on the leading ships, and immediately thereafter the mortar vessels commenced and at 3:50 were raining a rapid and continuous fire on the enemy, such as has rarely before been witnessed.

The crew were now called to quarters and we steamed rapidly up the river to take our appointed position. Shortly after we passed the head of the line of mortar vessels, we found ourselves under the fire of the enemy, which was very hot, but most fortunately too high. It was not till 4:20 a. m. that our guns could be brought to bear, when we opened on them with shell and shrapnel. At 4:30 a. m. a shot carried away one of the stanchions and a portion of the railing of the bridge between the wheelhouses, the fragments of which killed one man and seriously wounded another stationed at the IX-inch gun on the quarter-deck.

We retained our position within 500 yards of Fort Jackson, firing as rapidly as possible till 4:50 a. m., when the last vessel was seen to

pass between the forts. The signal was then made to retire from action and we stood down the river to our former anchorage, followed by the steamers of the Mortar Flotilla. At 4:55 a. m. four rockets were sent up as a signal to the mortar vessels to cease firing, and shortly after we came to an anchor astern of them.

It gives me great pleasure to say that one and all the officers and crew of this vessel did their duty like men and displayed commendable coolness under a heavy fire which they were obliged to endure for some minutes before it could be returned. My especial thanks are due to the executive officer, Lieutenant Edward Lea, who had the general superintendence of the battery; Acting Masters Willis F. Monroe and Charles H. Hamilton, commanding the gun divisions; and Acting Master J. A. Hannum, in charge of the powder division, which was well and rapidly served; also to Acting Master George W. Sumner, an *élève* of the Naval Academy, attached to the *Horace Beals*, who volunteered for service and gave me his valuable assistance in superintending the cutting of shrapnel, etc.

In conclusion you must permit me to render the humble tribute of my admiration to the coolness, ability, and untiring zeal you have displayed during the arduous and perilous duty so gallantly performed for the last six days by the Mortar Flotilla. Such an example could not fail to inspire the confidence of those under your command, in the glorious success which has attended their exertions and which the result has proved to be so well founded.

Therewith enclose the report of the medical officer of the casualties which occurred on board this vessel.

I am, very respectfully, your obedient servant,

J. M. WAINWRIGHT,

Lieutenant, Commanding.

Commander DAVID D. PORTER, U. S. Navy,

Commanding Mortar Flotilla.

Detailed report of Commander Porter, U. S. Navy, commanding Mortar Flotilla.

U. S. S. HARRIET LANE,

Ports Jackson and St. Philip, April 30, 1862.

SIR: I have the honor to lay before you a report of the proceedings of the Mortar Flotilla, under my command, since the day the vessels entered the Mississippi River.

On the 18th of March all the mortar fleet crossed Pass à l'Outre bar, towed by the *Harriet Lane*, *Owasco*, *Westfield*, and *Clifton*, the two latter having arrived that morning. I was ordered by Flag-Officer Farragut to proceed to South West Pass, which I accordingly did. There we awaited orders, being at any moment ready to go to work on the forts. As yet only the *Brooklyn* and *Hartford* had crossed the bar. A short time after the *Richmond* passed over, and then the *Mississippi* and the *Pensacola* came from Ship Island to try their hand at getting through. There was not at the time a great depth of water, and their pilots were not at all skillful or acquainted with the bar. I volunteered my services with the steamers belonging to the Mortar Flotilla, and after eight days' laborious work succeeded in getting the ships through and anchored them at Pilot Town. I do not hesitate

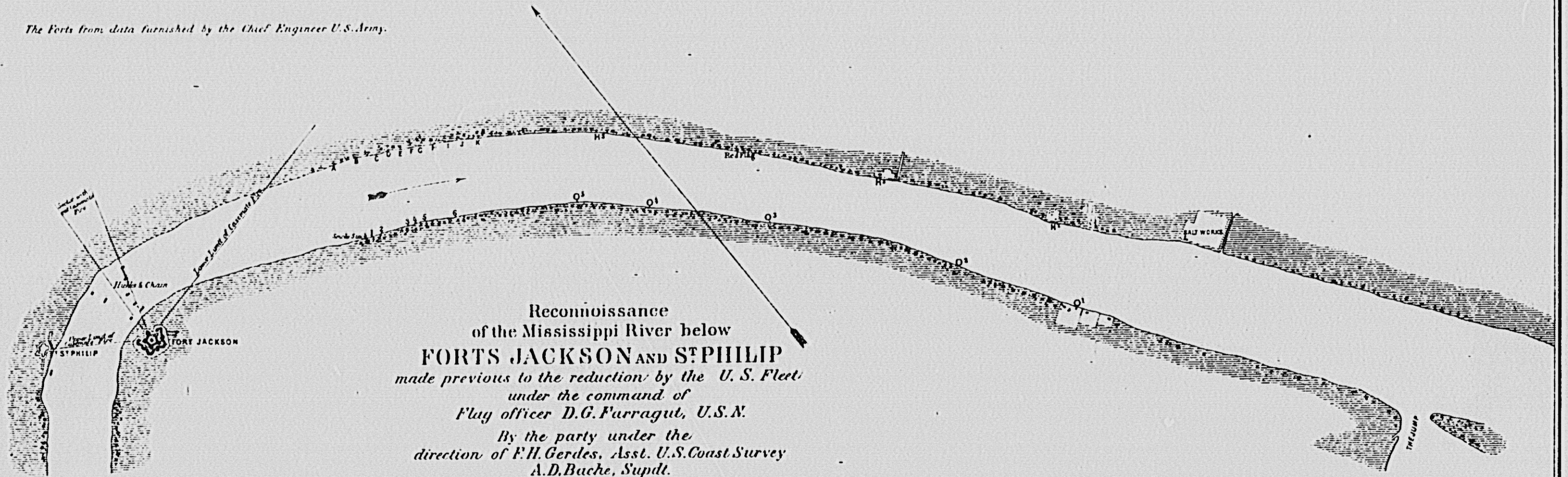
to say but for the exertions of Commander Renshaw, Lieutenant Commanding Baldwin, and Lieutenant Commanding Wainwright, that the two latter ships would never have got inside. The *Miami*, Lieutenant Commanding Harrell, also rendered assistance, but as his vessel was an unmanageable one he could do no more than act as a stream anchor to heave the ships ahead by.

Too much praise can not be awarded to the commanders of the *Westfield* and *Clifton*, Renshaw and Baldwin, for the exertions they displayed on this occasion. They knew that the success of the expedition depended on getting these ships over, and they never once faltered in their duty, working against adverse circumstances and impeded by a fog of eight days' duration, which obscured a vessel at the distance of 50 yards. The *Harriet Lane* also did all she could with her small power, and in the end the united power of these vessels succeeded in getting over the bar the heaviest vessels that ever entered the Mississippi River.

When the ships were all ready to move up, I directed Mr. Gerdes (assistant on the Coast Survey) to proceed in the *Sachem* and make a minute survey from Wiley's Jump up to the forts. He detached Mr. Oltmanns and Mr. Harris, the first an assistant on the Coast Survey, the latter sent out by the superintendent (Mr. Archibald Campbell) of the Northwest Boundary, to perform what might be required of him. The work was performed in boats, Lieutenant Commanding Guest in the *Owasco* being detailed by me for the purpose of protecting them. These two gentlemen, Messrs. Oltmanns and Harris, performed their duty most admirably. In three days they had surveyed and triangulated over 7 miles of the river, their observations taking in Forts Jackson and St. Philip. Much of this time they were under fire from shot and shell at a distance of 2,600 yards, and were exposed to concealed riflemen in the bushes. On one occasion Mr. Oltmanns was fired upon from the bushes while surveying in one of the *Owasco's* boats, one of the balls striking an oar, but the boat's crew drove the enemy off with their rifles, and Mr. Oltmanns proceeded with his work, establishing the positions the mortar vessels were to occupy, with great coolness and precision. I deem it due to these gentlemen to mention their names honorably as a tribute to the Coast Survey, the utility of which is not properly appreciated; and as a mark of high satisfaction with them for their invaluable services.

The survey being completed, and marked positions being assigned for the vessels where their distance from the fort could be known to a yard, I brought up three of the schooners to try their range and durability at a distance of 3,000 yards. I found the range satisfactory, and had no reason to doubt the durability of the mortar beds and foundation. I received but little encouragement from anyone about the success of the mortars, it having been confidently predicted that "the bottoms of the schooners would drop out at the tenth fire." I had no doubts myself about the matter, having perfect confidence in the schooners. Lieutenant Commanding John Guest guarded the Coast-Survey party while they were employed, returning the enemy's fire whenever he thought he could do so with effect. On the 16th, Flag-Officer Farragut moved up the fleet, and I was told to commence operations as soon as I was ready. The schooners sailed up partly or were towed by the steamers, and on the morning of the 18th they had all reached their positions, ready to open fire. Previous to taking

The Forts from data furnished by the Chief Engineer U.S. Army.



Reconnoissance
of the Mississippi River below
FORTS JACKSON AND ST. PHILIP
made previous to the reduction by the U. S. Fleet
under the command of
Flag officer D.G. Farragut, U.S.N.
By the party under the
direction of F.H. Gerdes, Asst. U.S. Coast Survey
A.D. Bache, Supdt.

Scale of Yards
0 100 200 300 400 500

NOTE — O¹, O², O³ &c. H¹, H², H³ &c. are points established by triangulation. A, B, C, D &c. are points on the left bank, and 1, 2, 3, 4 &c. points on the right bank of the River, established for placing the Gunboats and Mortarboats in position. The position of the Mortar Flotilla on the first day of the bombardment, April 18th was as follows — 6 mortars on the left bank between o & s, distance to Fort Jackson 3000 to 4500 yards. — 14 mortars on the right bank from 1 to 5; distance to Fort Jackson 2830 to 3400 yards. On the 19th, the 2nd day of the bombardment, they were all on the right bank and 20 mortars were placed distant from Fort Jackson 3010 to 4100 yards. They remained on the 3rd and 4th days nearly in the same position. All the large armed steamers and Gunboats were placed from ¼ to 1¼ miles below the lowest mortar vessel. On the first day the small steam sloops and the Gunboats went up to abreast of the Smokestack, where they engaged the forts and the enemy's steamers.

their places, I had directed the masts to be dressed off with bushes, to make them invisible to the enemy and intermingle with the thick forest of trees and matted vines behind which they were placed. This arrangement proved to be an admirable one, for never once during the bombardment was one of the vessels seen from the forts, though their approximate position was known. As the bushes were blown away during the bombardment they were renewed, and the masts and ropes kept covered from view. The place I selected for the mortar vessels was under the lee of a thick wood closely interwoven with vines, and presenting in the direction of Forts Jackson and St. Philip an impenetrable mass for 300 yards, through which shot could scarcely pass. From our mastheads the forts could be plainly seen, though observers there could not see us in return. The head vessel of the first division (Lieutenant Commanding Watson Smith) was placed at this point, 2,850 yards from Fort Jackson, 3,600 from St. Philip. The vessels were then dropped in a line close to each other, their positions having been marked by the Coast-Survey party, and Messrs. Oltmanns and Harris superintending personally that each one was acquainted with the proper distance. Next to Lieutenant Commanding Smith's division of seven vessels (*Norfolk Packet*, Lieutenant Commanding Watson Smith; *Oliver H. Lee*, Acting Master Washington Godfrey; *Para*, Acting Master Edw. G. Furber; *C. P. Williams*, Acting Master Amos R. Langthorne; *Arletta*, Acting Master Thomas E. Smith; *William Bacon*, Acting Master William P. Rogers; *Sophronia*, Acting Master Lyman Bartholomew) was placed the six vessels of the third division under Lieutenant Commanding K. R. Breese; *John Griffith*, Acting Master Henry Brown. Lieutenant Commanding K. Randolph Breese was on this vessel, the *Horace Beals*, Acting Master George W. Sumner, having no mortar. *Sarah Bruen*, Acting Master Abraham Christian; *Racer*, Acting Master Alvin Phinney; *Henry Janes*, Acting Master Lewis W. Pennington; *Dan Smith*, Acting Master George W. Brown; hermaphrodite brig *Sea Foam*, Acting Master Hen. E. Williams, and one vessel (the *Orvetta*), Acting Master Blanchard, all lying in line close together.

All the vessels mentioned were anchored and secured to spring their broadsides as occasion might require. In the meantime Lieutenant Commanding John Guest was sent ahead in the *Owasco* to clear the bushes of riflemen who had been found to lurk there, and cover the vessels from the fire of the forts when it should open; the *Westfield*, *Clifton*, and *Miami* being engaged in towing the vessels to their posts.

I placed six* vessels of the second division, under command of Lieutenant W. W. Queen, on the northeast shore of the river, the headmost one 3,680 yards from Fort Jackson, to which the division was directed to turn its attention. The following vessels and acting masters composed this division: *T. A. Ward*, W. W. Queen, commanding second division; *M. J. Carlton*, Charles E. Jack, acting master; *Matthew Vassar*, Hugh H. Savage, acting master; *George Mangham*, John Collins, acting master; *Orvetta*, Francis E. Blanchard, acting master; *Sydney C. Jones*, J. D. Graham, acting master.

* See report of Lieutenant Queen, dated May 3, in which he states that the schooner *Adolph Hugel*, Acting Master James Van Boskirk, was on east bank and schooner *Orvetta* on west bank.—COMPILER.

When the divisions were all placed, signal was made to commence action, and they opened in order, each one firing every ten minutes. The moment the mortars opened, Forts Jackson and St. Philip responded with all their guns that could bear, but for some time did not appear to get the right range, the hulls of the vessels on the northeast shore being covered with reeds and willows, deceived them somewhat, though their shot and shell went over. The fire of the enemy was rapid, and as the shell and shot began to grow rather hot, I sent to the flag-officer asking that some of the gunboats should be sent to draw their fire. For one hour and fifty minutes Lieutenant Commanding Guest had, at the head of the mortar fleet, borne the fire of the forts uninjured, and only left there to get a supply of ammunition. After[wards] I went on board his vessel and ordered him to retire, the mortar vessels having been reinforced by the gunboats sent up by the flag-officer. By midday the fire on the vessels on the northeast shore (Lieutenant Commanding Queen's division) became so rapid, and the shot fell so close, that I went on board to move them. One large 120-pound shell had passed through the cabin and damaged the magazine of Lieutenant Commanding Queen's vessel, the *T. A. Ward*, coming out near the water line; her rigging was cut, and shot flying over her fast. The *George Manham*, Acting Master John Collins, had received a X-inch shot near her water line, so I moved them both (contrary to the wishes of the officers) 200 yards farther astern, throwing the enemy out of his range, which he did not discover for two or three hours. At 5 o'clock in the evening the fort was discovered to be in flames, and the firing from the enemy ceased. We afterwards learned that the citadel had been fired by our bombshells, and all the clothing of the troops and commissary stores had been burned up, while great distress was experienced by the enemy, owing to the heat and danger of the magazine. Had I known the extent of the fire I should have proceeded all night with the bombardment, but the crews had had nothing to eat or drink since daylight. I knew not how much the mortar beds and vessels might have suffered. Night firing was uncertain, as the wind had set in fresh, and not knowing how long a bombardment I might have to go through with, I deemed it best to be prudent. A little after sunset I ordered the firing to cease, and made the only mistake that occurred during the bombardment. The fire in the fort blazed up again at night, but I thought it one of the fire rafts they lighted up every night at the fort.

The first and third divisions, under Lieutenants Commanding Smith and Breese, acquitted themselves manfully that day, and though the shot and shell fell thick about them, behaved like veterans. We fired on this day over 1,400 bombshells, many of which were lost in the air, owing to bad fuzes. No accident of any kind occurred from careless firing, and after a careful examination the vessels and mortar beds were found to be uninjured. On that night, at 2 o'clock, I ordered Lieutenant Commanding Queen to drop out of the line of fire, and I placed him on the south shore in a safer and closer position, though not one where he could work to such advantage, the fort being plainly visible from his late position, and the effect of the bombshells could be more plainly noted. On the south shore the pointing of the mortars could only be done from sights fixed to the mastheads, and many curious expedients were resorted to to obtain correct firing—expedients very creditable to the intelligence of the commanders of the vessels.

We heard afterwards that our first day's firing had been more accurate than that of any other day, though it was all good. On the morning of the 19th we opened fire on the enemy again, when he tried his best to dislodge us from behind our forest protection without effect. Our fire was kept up as rapidly as the men could carefully and properly load, the enemy returning it with what heavy guns he could bring to bear on us, most of his shot going over us among the shipping and gunboats which were on guard and employed drawing the fire of the enemy away from us. About 9 o'clock on the second morning the schooner *Maria J. Carlton*, Charles Jack, master, was sunk by a rifle shot passing down through her deck, magazine, and bottom. I happened to be alongside at the time, and had nearly all the stores saved, also the arms. As she went down the mortar was fired at the enemy for the last time, and that was the last of the *Carlton*. We hauled her onto the bank when we found that she was sinking, and were thus enabled to save many of her stores; but she finally slipped off the bank into deep water and nothing was left visible but her upper rail. Two men were wounded in the *Carlton*.

Acting Master Charles Jack came out in this vessel from New York. He lost his mainmast in a gale off Cape Hatteras, but persevered until he arrived in Key West, and sailed with the flotilla to Ship Island. He went through another gale of wind, but got into port safe. He was almost always up with the rest in working up the river under sail with his one mast, and when his vessel sunk he volunteered his services on board the vessel of Lieutenant Commanding Queen, to whose division he belonged.

On the second day the firing from the forts was rather severe on the masts and rigging of the first division. I wanted to remove them a little farther down, but was prevented from doing so at the request of Lieutenant Commanding Smith, who seemed determined not to withdraw until something was sunk. He had one man killed in the *Arletta*, Acting Master Smith, by a X-inch shot striking between the stop of the mortar bed and the mortar, which disabled it for a time only. It was repaired in two or three hours; the men meanwhile under fire without any occupation to keep up their interest. One or two men were wounded this day. We had another conflagration in the fort, the bombshells having set fire to some quarters put up for officers on the northwest angle of the works; they were all consumed. The firing seemed to be good this day, though some said the bombshells went over, and others said they fell short. The proof of accuracy was that the batteries were silenced every time the bombshells were concentrated on any one point.

The fuzes being so bad, I gave up the plan of timing them, and put in full length fuzes to burst after they had entered the ground. In some respects this was disadvantageous, but we lost but few by bursting before time in the air. The ground being wet and soft, the bombshells descended 18 and 20 feet into the ground exploding after some time, lifted the earth up, and let it fall back into its place again, not doing a great deal of harm, but demoralizing the men, who knew not what the consequences might be. The effect, I am told, was like that of an earthquake. When the bombshell hit the ramparts, they did their work effectually, knocking off large pieces of the parapet and shattering the casemates. On the third and fourth days the ammunition on hand began to grow short and the steamers had to be sent down to

bring more up. The boats of the squadron also assisted all they could in the strong current to supply the vessels. The steamers laid close to the mortar vessels, while the shot and shell were flying all about, but, strange to say, not a vessel was struck, though I expected to see some of them injured. The employment of them in that way could not be avoided. Everything was conducted with the greatest coolness, and the officers and men sat down to their meals as if nothing was going on; shells bursting in the air and falling alongside, and shot and rifle shell crashing through the woods and tearing the trees up by the roots.

On the 21st the fire from the forts on the head of the first division was very rapid and troublesome; 125 shots fell close to the vessels in one hour and thirty minutes without, however, doing them any damage beyond hitting the *Para*, the headmost vessel, and cutting up the rigging and masts. The fire of the enemy had been attracted to the mastheads of one of the large ships which had been moved up and which they could see over the woods. I deemed it prudent to move three of them two or three lengths, much to the annoyance of the officers, who seemed indisposed to yield an inch; still my duty was to look out for the vessels and not have them destroyed. The *Norfolk Packet* got a piece of a shell through her decks and had her rigging and crosstrees cut away and one man wounded. For three days and nights the officers and men had had but little repose and but few comfortable meals, so I divided the divisions into three watches of four hours each, firing from one division about 168 times a watch, or altogether during twenty-four hours 1,500 shell. This I found rested the crews and produced more accurate firing. Overcome with fatigue, I had seen the commanders and crews lying fast asleep on deck with a mortar on board the vessel next to them thundering away and shaking everything around them like an earthquake. The windows were broken at the Balize 30 miles distant.

It would be an interminable undertaking, sir, if I was to attempt to give you a minute account of all the hard work performed in the flotilla, or mention separately all the meritorious acts and patient endurance of the commanders and crews of the mortar vessels. All stuck to their duty like men and Americans; and though some may have exhibited more ingenuity and intelligence than others, yet the performance of all commanded my highest admiration. I can not say too much in favor of the three commanders of divisions, Lieutenants Watson Smith, W. W. Queen, and K. R. Breese. I can only say I would like always to have them at my side in times of danger and difficulty. They were untiring in their devotion to their duties, directing their officers, who could not be supposed to know as much about their duties as they did. I left the entire control of these divisions to these officers, trusting implicitly that they would faithfully carry out the orders which I had given them previous to the bombardment, and knowing that no powder or shell would be thrown away if they could help it. The end justified my confidence in them. During a bombardment of six days they were constantly exposed to a sharp fire from heavy guns. If they sustained no serious damage to their vessels, it was no fault of the enemy, who tried his best to destroy them, and who, after I had withdrawn the vessels of Lieutenant Commanding Queen from a very exposed position, reported that he had sunk them.

After bombarding the fort for three days I began to despair of taking it, and indeed began to lose my confidence in mortars; but a deserter presented himself from Fort Jackson and gave me such an account of the havoc made by our mortar practice that I had many doubts at first of his truth. He represented hundreds of bombshells falling into the fort, casemates broken in, citadel and outbuildings burned, men demoralized and dispirited, magazine endangered, and the levee cut. We went to work with renewed vigor and never flagged to the last.

On the night of the 20th an expedition was fitted out under Commander Bell for the purpose of breaking the chain. It was composed of the gunboats *Pinola* and *Itasca*. It was arranged that all the mortars should play upon the fort while the operation was going on, which they did as fast as they could safely load and fire, nine shells being in the air frequently at one time. The vessels were discovered and the forts opened fire on them at a distance of three and eight hundred yards. Lieutenant Crosby informed me that but for the rapid and accurate fire of the mortars the gunboats would have been destroyed.

The mortars silenced the batteries effectually, and Colonel Higgins ordered the men into the casemates, where they were in no way loth to go. These facts have been obtained from prisoners.

The *Itasca*, Lieutenant Caldwell, slipped the chain of one vessel and was swept ashore by the current, when the *Pinola*, Lieutenant Commanding Crosby, got her off, both remaining in that position over thirty minutes, though seen by the enemy and seldom fired at.

On the 23d I urged Flag-Officer Farragut to commence the attack with the ships at night, as I feared the mortars would not hold out. The men were almost overcome with fatigue, and our supply ships laid a good way off. The enemy had brought over two heavy rifled guns to bear on the head of our line, and I was aware that he was daily adding to his defenses and strengthening his naval force with ironclad batteries. The 23d was appointed, but the attack did not come off. I had fortunately dismounted with a bombshell on that day the heaviest rifle gun they had on St. Philip, breaking it in two, and it annoyed us no more. I did not know it at the time, but thought the ammunition had given out.

On the 23d the order was given to move at 2 o'clock in the order which the flag-officer will mention in his report. The steamers belonging to the Mortar Flotilla were assigned the duty of enfilading a heavy water battery of six guns and the barbette guns which commanded the approach to the forts, and the mortars having obtained good range during the day, were to try and drive the men from the guns by their rapid fire and bursting bombshells over the parapet. The flotilla steamers, composed of the *Harriet Lane*, Lieutenant Commanding Wainwright, leading; *Westfield*, Commander Renshaw; *Owaseo*, Lieutenant Commanding Guest; *Clifton*, Lieutenant Commanding Baldwin; and *Miami*, Lieutenant Commanding Harrell, moved up (when the flag-officer lifted his anchor) 70 fathoms apart and took position under the batteries, the leading vessel 500 yards off, the others closing up as the fire commenced. Then, as soon as the *Hartford*, *Brooklyn*, and *Richmond* passed, they opened with shrapnel on the forts, having received the fire ten or fifteen minutes before replying to it. As the fire was high and they were close inshore, nearer the forts than the enemy supposed, they occupied, as it turned out, a safer position than

the vessels farther out, there being only 1 killed and 1 wounded on board the *Harriet Lane*, while the other steamers remained untouched. The commanders of all the vessels on this occasion did their duty, coolly kept their vessels close up, fired rapidly and accurately, and the signal was not made to retire until the last vessel of our gallant squadron passed through the flames, which seemed to be literally eating them up. Every man, spar, or rope was plainly seen amid the light, and every movement of the ships noted. That last vessel, the gallant *Troquois*, would provokingly linger and slow her engines opposite the forts to give the rebels a taste of her formidable battery. When she also disappeared in the smoke, our signal was hung out to retire, our duty having been accomplished and the fort turning its entire attention to our little force. It could not, however, do us much harm, as the rain of mortar shells almost completely silenced them. Never in my life did I witness such a scene, and never did rebels get such a castigation. Colonel Higgins ordered the men from the batteries into the casemates to avoid the mortar shells which fell with particular effect on that night, while grapeshot and shrapnel from the ships gave them but few opportunities to fire from their casemates. The ships had gone by, the backbone of the rebellion was broken, the mortars ceased their fire, and nothing was heard for a time but the booming of guns as our fleet went flying up the river, scattering the enemy's gunboats and sinking them as they passed. We all sat down to rest and speculate on the chances of seeing our old friends and brother officers again. I was very hopeful myself, for I knew that the enemy had been too much demoralized during the last week by mortar practice to be able to stand against the fire of our ships. I gave the ships when they started forty-five minutes to pass the forts; they were only seventy from the time they lifted their anchors. I lost the services of a well-armed and useful vessel, the *Jackson*, for the attack on the batteries. Her commander, Lieutenant Commanding Woodworth, during the affair, was appointed to tow the *Portsmouth* ahead of the mortar steamers, but was carried down the stream. He persisted, however, in taking her into her berth after the battle was over and the steamers had retired, and anchored her, I believe, within 900 yards of the fort. His reception and that of the *Portsmouth* was a warm one, for the east batteries opened on them, and after escaping miraculously, the *Portsmouth*, with some shots in her hull and rigging and one or two killed and wounded, coolly drifted out from under the guns and took her old position. Had the rebels not been overcome with despair, she would have fared badly. Immediately on the passage of the ships I sent Lieutenant Commanding Guest up with a flag of truce, demanding the surrender of the forts. The flag of truce was fired on, but apologized for afterwards. The answer was "The demand is inadmissible." Giving the men that day to rest, I prepared to fill up the vessels with ammunition and commence the bombardment again. Having in the meantime heard from Flag-Officer Farragut that he had safely passed the batteries, I determined to make another attempt on these deluded people in the forts to make them surrender and save the further effusion of blood. Flag-Officer Farragut had unknowingly left a troublesome force in his rear, consisting of four steamers and a powerful steam battery of 4,000 tons and 16 heavy guns, all protected by the forts. I did not know in what condition the battery was, only we had learned that she had come down the night before ready prepared to wipe out our whole fleet. If the enemy counted so surely on destroying

our whole fleet with her, it behooved me to be prudent and not let the mortar vessels be sacrificed like the vessels at Norfolk. I commenced, then, a bombardment on the ironclad battery, supposing it laid close under Fort Jackson, and also set the vessels to work throwing bombshells into Fort Jackson again to let them know that we were still taking care of them; but there was no response; the fight had all been taken out of them. I sent the mortar vessels below to refit and prepare for sea, as also to prevent them from being driven from their positions in case the iron battery came out to attack them. I felt sure that the steamers alone could manage the battery. Six of the schooners I ordered to proceed immediately to the rear of Fort Jackson and blockade all the bayous, so that the garrison could not escape or obtain supplies. I sent the *Miami* and *Sachem* to the rear of Fort St. Philip to assist in landing troops. These vessels all appeared at their destination at the same time, and when morning broke the enemy found himself hemmed in on all sides. It was a military necessity that we should have the forts; our squadron was cut off from coal, provisions, and ammunition; our soldiers had but little chance to get to New Orleans through shallow bayous; the enemy in the city would hesitate to surrender while the forts held out; communication was cut off between them, and neither party knew what the other was willing to do; so I demanded a surrender again through Lieutenant Commanding Guest, offering to let them retain their side arms and engage not to serve against the United States during the rebellion until regularly exchanged, provided they would honorably deliver up undamaged the forts, guns, muskets, provisions, and all munitions of war, the vessels under the guns of the fort, and all other public property. The answer was civil, and hopes were held out that after being instructed by the authorities of New Orleans they would surrender. In the meantime their men became dissatisfied at being so surrounded. They had no hope of longer holding out with any chance of success, and gave signs of insubordination. On the 28th a flag of truce came on board the *Harriet Lane*, proposing to surrender Jackson and St. Philip on the terms proposed, and I immediately proceeded to the forts with the steamers *Westfield*, *Winona*, and *Kennebec* in company, and sent a boat for General Duncan and Lieutenant-Colonel Higgins and such persons as they might see fit to bring with them. These persons came on board and proceeded to the cabin of the *Harriet Lane*. The capitulation was drawn up and signed, the original of which I have had the honor of forwarding to the Department by Captain Bailey, no opportunity occurring to send it through Flag-Officer Farragut without loss of time. The officers late commanding the forts informed me that the vessels would not be included in the capitulation, as they (the military) had nothing to do with the naval officers and were in no way responsible for their acts. There was evidently a want of unanimity between the different branches of the rebel service. I afterwards found out that great ill-feeling existed, the naval commander having failed, in the opinion of the military, to cooperate with the forts; the true state of the case being that they were both sadly beaten and each laid the blame on the other. While engaged in the capitulation an officer came below and informed me that the iron floating battery (the *Louisiana*) had been set on fire by two steamers which had been lying alongside of her. This was a magnificent iron steam floating battery of 4,000 tons and mounting sixteen

heavy guns and perfectly shot-proof. She had been brought down from New Orleans the day before, and on it the hopes of their salvation seemed to depend, as will appear by the following letter from General Duncan taken in the fort:

FORT JACKSON, LA., April 22, 1862.

CAPTAIN: Your note of this date relative to the steamer *Louisiana*, the forwardness of her preparations for attack, the dispositions to be made of her, etc., has been received. It is of vital importance that the present fire of the enemy should be withdrawn from us, which you alone can do. This can be done in the manner suggested this morning, under the cover of our guns, where your work on the boat can still be carried on in safety and security. Our position is a critical one, dependent entirely on the powers of endurance of our casemates, many of which have been completely shattered and are crumbling away by repeated shocks; and therefore I respectfully but earnestly again urge my suggestions of this morning upon your notice. Our magazines also are in danger.

Very respectfully, your obedient servant,

J. K. DUNCAN,
Brigadier-General.

Captain J. K. MITCHELL,
Commanding Naval Forces, Lower Mississippi River.

I was in hopes of saving this vessel as a prize, for she would have been so materially useful to us in all future operations on the coast, her batteries and strength being sufficient to silence any fort here, aided by the other vessels. Seeing her lying so quiet, with colors down and the two steamers under our guns, I never dreamed for a moment that they had not surrendered. The forts and ourselves had flags of truce flying, and I could not make any movement without violating the honor of the United States and interrupting the capitulation which was being drawn up. The burning of the vessels was done so quietly that no one suspected it until the battery was in a blaze. I merely remarked to the commanders of the fort that the act was in no way creditable to the rebel commander. The reply was: "We are not responsible for the acts of these naval officers." We proceeded with the conference, and while so engaged an officer came to inform me that the iron-clad battery was all in flames and drifting down on us, having burned the ropes that had fastened her to the bank. I inquired of the late commanders of the forts if they knew if the guns were loaded, or if she had much powder on board. The answer was: "I presume so, but we know nothing about the naval matters here." At this moment the guns, being heated, commenced going off, with a probability of throwing shot and shell amidst friend and foe. I did not deign to notice it further than to say to the military officers, "If you don't mind the effects of the explosion which is soon to come, we can stand it." If the ever-memorable Commander Mitchell calculated to make a stampede in the United States vessels by his infamous act, he was mistaken. None of them moved or intended to move, and the conference was carried on as calmly as if nothing else was going on, though proper precautions were taken to keep them clear of the burning battery. A good Providence, which directs the most unimportant events, sent the battery off toward Fort St. Philip, and as it got abreast of that formidable fort it blew up with a force which scattered the fragments in all directions, killing one of their own men in Fort [St.] Philip, and when the smoke cleared off it was nowhere to be seen, having sunk immediately in the deep water of the Mississippi. The explosion was terrific and was seen and heard for many miles up and down the river. Had it occurred near the vessels, it would have

destroyed every one of them. This, no doubt, was the object of the archtraitor who was the instigator of the act. He failed to cooperate like a man with his military confederates, who looked to the means he had at his disposal to save them from destruction, and who scorned alike his want of courage in not assisting them, as well as the unheard-of and perfidious act which might in a measure have reflected on them. How different was the course of the military commanders who, though engaged in so bad a cause, behaved honorably to the end. Every article in the fort was delivered up undamaged; nothing was destroyed either before the capitulation or while the capitulation was going on, or afterwards. The most scrupulous regard was paid to their promises. They defended their works like men, and had they been fighting for the flag under which they were born instead of against it, it would have been honor enough for any man to have said he had fought by their side. After the capitulation was signed I sent Commander W. B. Renshaw to Fort Jackson, and Lieutenant Commanding Ed. [T.] Nichols to Fort St. Philip, to receive the surrender of the forts. The rebel flag was hauled down, and the stars and stripes once more floated over the property of the United States. The sun never shone on a more contented and happy looking set of faces than those of the prisoners in and about the forts. Many of them had not seen their families for months, and a large portion had been pressed into a service distasteful to them, subject to the rigor of a discipline severe beyond measure. They were frequently exposed to punishments for slight causes which the human frame could scarcely endure, and the men who underwent some of the tortures mentioned on a list of punishments I have in my possession must have been unable afterwards to do any duty for months to come. Instead of the downcast countenances of conquered people they emerged from the fort (going home on their parole) like a parcel of happy schoolboys in holiday times, and no doubt they felt like them also.

When the flags had been exchanged I devoted my attention to Commander Mitchell, who was lying a half mile above us with three steamers, one of which he had scuttled. Approaching him in the *Harriet Lane*, I directed Lieutenant Commanding Wainwright to fire a gun over him, when he lowered his flag. I then sent Lieutenant Commanding Wainwright on board to take possession and receive the unconditional surrender of the party, consisting of 14 naval officers and 7 engineers, temporarily appointed. The crew of the ironclad battery consisted of 300 men and two companies of marine artillery, nearly all from civil life and serving much against their will—so they said. Commander Mitchell and the other naval officers were transferred to the *Westfield* as prisoners of war, and, as soon as time would allow, the marines and sailors were sent in one of the captured vessels to Flag-Officer Farragut at New Orleans. The captured military officers were sent up to New Orleans on their parole; and thus ended the day on which the great Mississippi rejoiced once more in having its portals opened to the commerce of the world. The backbone of the rebellion was broken and from the appearance and talk of the soldiers we might soon hope to see the people united again under the folds of the flag of the Union.

While the capitulation was going on I sent the steamer *Clifton* down to bring up troops, and when General Phelps came up I turned the forts, guns, and munitions of war over to his keeping. My next

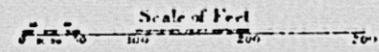
step was to visit Forts Jackson and St. Philip. Never in my life did I witness such a scene of desolation and wreck as the former presented. It was plowed up by the XIII-inch mortars; the bombs had set fire to and burned out all the buildings in and around the fort; casemates were crushed and were crumbling in, and the only thing that saved them was the sand bags that had been sent from New Orleans during the bombardment and when they began to feel the effects of the mortars. When the communication was cut off between them and the city, this resource of sand bags could avail them no longer; it was useless for them to hold out; a day's bombardment would have finished them; they had no means of repairing damages. The levee had been cut by the XIII-inch bombs in over a hundred places and the water had entered the casemates, making it very uncomfortable if not impossible to live there any longer. It was the only place the men had to fly to out of reach of the bombs. The drawbridge over the moat had been broken all to pieces, and all the causeways leading from the fort were cut and blown up with bombshells so that it must have been impossible to walk there or carry on any operations with any degree of safety. The magazine seems to have been much endangered, explosions having taken place at the door itself; all the cotton bags and the protections having been blown away from before the magazine door. Eleven guns were dismounted during the bombardment, some of which were remounted again and used upon us. The walls were cracked and broken in many places, and we could scarcely step without treading into a hole made by a bombshell. The accuracy of the fire is perhaps the best ever seen in mortar practice. It seems to have entirely demoralized the men and astonished the officers. A water battery containing six very heavy guns, and which annoyed us at times very much, was filled with the marks of the bombs, no less than 170 having fallen into it, smashing in the magazine and driving the people out of it. On the night of the passage of the ships this battery was completely silenced, so many bombs fell into it and burst over it. It had one gun in it, the largest I have ever seen, made at the Tredegar Works. I would not pretend to say how many bombs fell in the ditches around the works, but soldiers in the forts say about 3,000. Many burst over the works, scattering the pieces of shell all around. The enemy admit but 14 killed and 39 wounded by the bombardment, which is likely the case, as we found but 14 fresh graves, and the men mostly stayed in the casemates, which were 3 inches deep with water and very uncomfortable. Many remarkable escapes and incidents were related to us as having happened during the bombardment. Colonel Higgins stated an instance where a man was buried deep in the earth by a bomb striking him between the shoulders, and directly afterwards another bomb exploded in the same place and threw the corpse high in the air. All the boats and scows around the ditches and near the landing were sunk by bombs, and when we took possession the only way they had to get in and out of the fort to the landing was by one small boat to ferry them across. All the lumber, shingles, and bricks used in the building or repairs were scattered about in confusion and burned up, and every amount of discomfort that man could bear seemed to have been showered upon those poor deluded wretches. I was so much struck with the deserted appearance of what was once a most beautiful spot that I ordered Mr. Gerdes and his assistants on the Coast Survey to make

MISSISSIPPI RIVER

PLAN OF FORT JACKSON, Showing the effect of the Bombardment by the U.S. Mortar Flotilla and Gunboats April 16th to 21st 1862

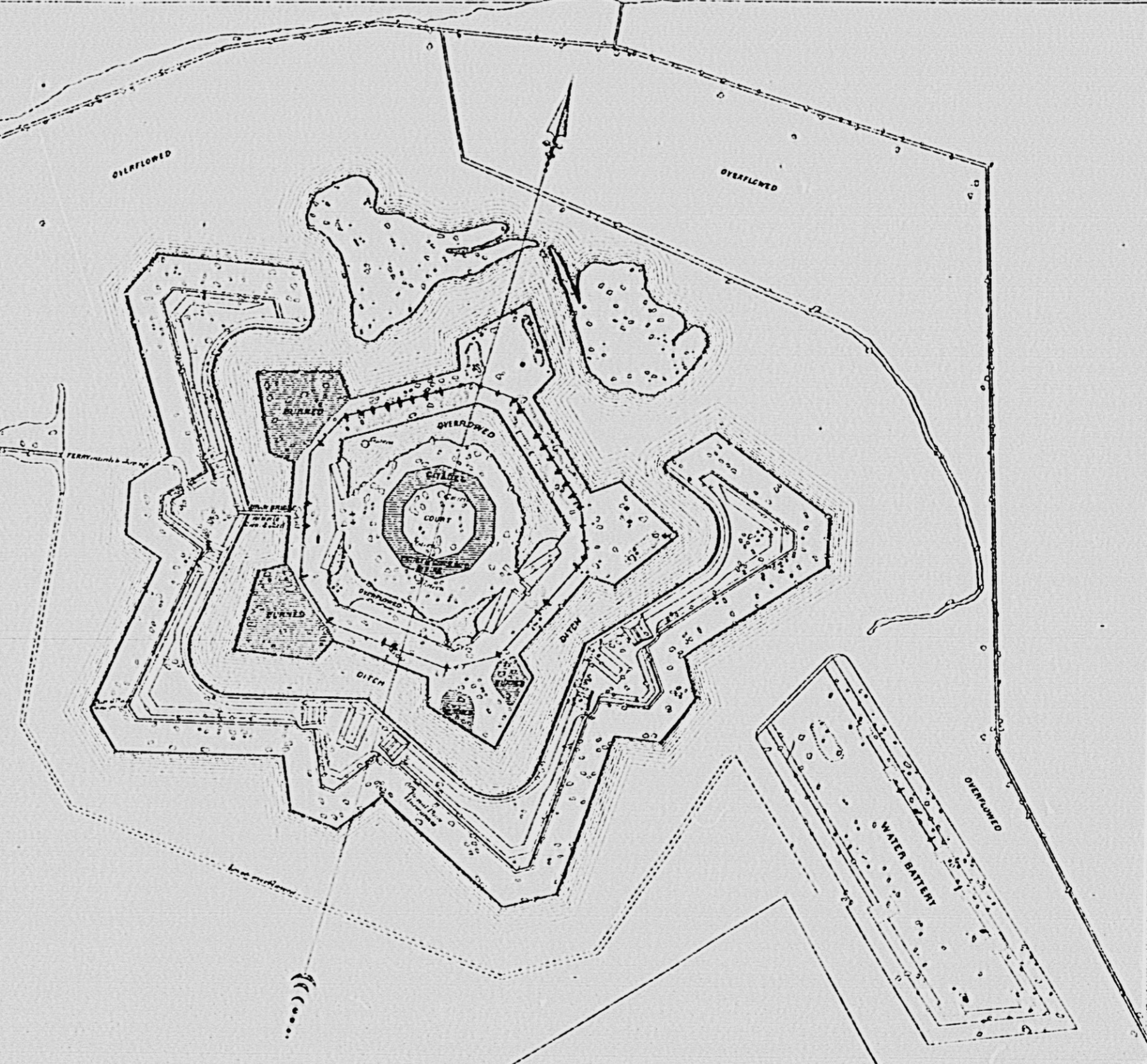
Flag Officer D.C. FORT Commanding Det.
Com. DIRECTOR Commanding Flotilla

Surveyed by J.S. Burns under the direction of
F. W. Lewis, Asst. U.S. Coast Survey,
A.D. Burke, Signal



All the masts and boats on the fort except 2 small ones were sunk. The 4 windmills, the gun houses, and the water cisterns were destroyed. The floors of the casemates were flooded, the towers being broken. All the platforms for pitching mortars were destroyed by fire or shells. All the masonry was crumbled, the mortar was blown through the masonry, and masses of brick & mortar in various places. The outer walls of the fort were cracked from top to bottom & falling in places. The 110 mortar shells, 357 round shot, & 1000 lbs. of iron shot were expended. All mortar shells are computed to have fallen in the ditches & were found there. All mortar shells are computed to have fallen in the ditches & were found there. All mortar shells are computed to have fallen in the ditches & were found there.

Unless made by bombs represented thus ○
Parts that were burned --- ■
Parts in the masonry required with shellings □



Drawn by F. H. ...

me an accurate plan of all the works, denoting every bomb that fell, and, as near as possible, the injury the fort had sustained, every distance being accurately measured by tapeline and compass, and the comparative size of fractures noted. The work has been executed with great zeal and accuracy, though it will only give a faint idea of the bombs that fell about the fort. Many are lost sight of in the water which has been let in by the cut levees; many burst over the fort, but enough have been marked to indicate the wonderful precision of fire and the endurance of the forts. Had the ground been hard instead of being soft mud the first day's bombardment would have blown Fort Jackson into atoms; as it is it is very much injured and will require thorough repair before it can be made habitable.

Fort St. Philip received very little damage from our bombs, having fired at it with only one mortar, and that for the purpose of silencing a heavy rifled gun which annoyed us very much. We were fortunate enough to strike it in the middle and break it in two, and had not much more annoyance from that fort. Two guns were capsized by a bomb at one time, but without injuring them. They were soon replaced. Some trifling damage was done to the works, though nothing to effect the efficiency of the batteries. It was from Fort St. Philip that our ships suffered most, the men and officers there having had comparatively an easy time of it. I felt sure that St. Philip would surrender the moment Jackson hauled down the secession flag, and consequently directed all the attention of the mortar schooners to the latter fort. The final result justified me in coming to this conclusion.

I trust you will excuse me, sir, for dwelling so minutely on matters relating to this important victory, though I have endeavored to make my report as short as possible. Every little incident in this ever-to-be-remembered drama will be interesting to the true lovers of our Union, who will rejoice over the fact that the great river, which is the main artery of our country, is once more in our possession, and that we may soon hope to see the stars and stripes floating over every hut and hamlet along its banks. It only remains for me, sir, to do justice to the officers who have been under my command during this arduous and sometimes unpleasant service. Commander Renshaw, Lieutenant Commanding Guest, Lieutenant Commanding Wainwright, Lieutenant Commanding Harrell, Lieutenant Commanding Baldwin, Lieutenant Commanding Woodworth are the officers commanding steamers connected with the flotilla. Their duties were various and arduous, towing, supplying, and getting under the guns of the fort when opportunities offered, or they were permitted to expose themselves. In the attack on the water battery Lieutenant Commanding Wainwright commanded the *Harriet Lane*, as I noticed, coolly and bravely, and his officers and crew did their duty, all the vessels lying quietly under the heavy fire for fifteen minutes until it was time to open their batteries, which they did with effect until the time came to retire. Commander Renshaw made his rifle gun tell with effect, keeping his vessel in close order. Lieutenant Commanding Guest, with his zealous crew, who had fired over 200 shell at the forts at different times, kept his shell flying as fast as usual, bursting, as I witnessed, with good effect in the midst of the batteries. Lieutenant Commanding Baldwin, whom I have always found ready for any duty, no matter how arduous or thankless, was in no way behind anyone; his heavy

battery of IX-inch and 32-pounders rattled through the outer works of the fort, helping to keep Jackson quiet while our heavy ships were forcing their way through logs chained together, fire rafts, rams, to say nothing of the enemy's gunboats, iron batteries, and forts built to dispute the passage of any fleet which might be sent against them. The steamer *Jackson*, Lieutenant Commanding Woodworth, towed the *Portsmouth* gallantly into fire, though his position was more gallantly than wisely taken. He was fortunate that his vessel and the *Portsmouth* were not cut to pieces. I have been so struck with the energy and zeal of Lieutenants Commanding Woodworth and Baldwin that I hope the Navy Department will reward them by reappointing them as permanent officers in the service, if they will accept it; for while the Navy is composed of such men it will never be defeated in equal contests. Lieutenant Commanding Harrell, of the *Miami*, has had under his command a most wretched and unmanageable vessel, and has not had an opportunity to do himself full justice. He was always ready to do any service required of him, and on the night of the attack, with the rest, worked his battery with effect. As soon as the forts had been passed, on account of his light draft, I sent him to cooperate with General Butler in landing troops outside, which duty he performed to my entire satisfaction.

If the efforts of the Mortar Flotilla have not met your expectations in reducing the forts in a shorter time, it must be remembered that great difficulties existed, first, in the soil which allowed the bombs to sink at least 20 feet by measurement before exploding; the difficulty of seeing the fort, as it is not much above the surrounding bushes, and the endurance of the casemates which were deeply covered with earth and better constructed than supposed. But I am firmly of opinion that the moral effect of this bombardment will go far toward clearing all forts of rebels, and I draw attention to the case of Fort Livingston, which held out a flag of truce the moment three mortar vessels appeared before it.

Flag-Officer Farragut has ordered me to repair to Ship Island to await the arrival of the larger vessels, but not to commence any operations until he arrives. I herewith enclose the reports of the commanders of steamers in relation to the conduct of those under their command. The number killed in the Mortar Flotilla during the bombardment was 1, and 7 wounded. During the attack on the forts 1 killed on board the *Harriet Lane* and 1 severely wounded.

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

DAVID D. PORTER,
Commanding Flotilla.

Hon. GIDEON WELLES.

Special report of Commander Porter, U. S. Navy, commending officers of the Mortar Flotilla.

U. S. S. HARRIET LANE,
South West Pass, May 3, 1862.

SIR: In my general report to the Department I made honorable mention of the officers commanding vessels and divisions in this flotilla, but I think there is something more due to these officers than a general notice, in which manner most every officer comes in for a share of approval without its being specified what particular qualities entitle

Congratulatory letter from the Secretary of the Navy to Commander Porter, U. S. Navy.

NAVY DEPARTMENT, *May 10, 1862.*

SIR: Your dispatch of April 30, inclosing the articles of capitulation of Forts Jackson and St. Philip, which surrendered on the 28th ultimo, after a bombardment of one hundred and forty-four consecutive hours by the Mortar Flotilla, has been received. I have also to acknowledge the receipt of the flags taken in the two forts on that occasion, including the original one hoisted on Fort St. Philip when the rebel forces declared the State of Louisiana to have seceded from the Union, which have been sent forward to the Department.

The important part which you have borne in the organization of the Mortar Flotilla and the movement on New Orleans has identified your name with one of the most brilliant naval achievements on record, and to your able assistance with the flotilla is Flag-Officer Farragut much indebted for the successful results he has accomplished. To yourself and the officers and seamen of the Mortar Flotilla the Department extends its congratulations.

I am, respectfully,

GIDEON WELLES.

Commander DAVID D. PORTER,
Commanding U. S. Mortar Flotilla, Gulf of Mexico.

them to it. To the commanders of divisions in the Mortar Flotilla the country is mainly indebted to the fall of Forts Jackson and St. Philip, for the latter is consequent on that of the former. I can not express to you in sufficient terms the zeal and ability displayed by Lieutenants Commanding Watson Smith, W. W. Queen, and K. R. Breese. They have been indefatigable in drilling their men, infusing a proper spirit into them, and carrying out my orders during the bombardment which lasted without intermission for six days and nights; they gave themselves but little rest. I could draw no distinction between them: neither flagged for a moment in their duty, and though they lost but few men in killed and wounded, they have been exposed to as hot a fire as the enemy were capable of showering upon them. They are the kind of men to lead our ships into battle, and I hope that the Department will take such notice of their conduct as this great occasion merits.

To Commander Renshaw, Lieutenants Commanding Guest, Baldwin, Wainwright, and Woodworth my thanks are particularly due for the zeal they manifested on all occasions to serve, no matter in what capacity and the condition of their vessels for service. If I have not detailed in my general report the various acts of these officers, it is not because I did not appreciate them, but because it would lengthen my report, already voluminous, intending to do them full justice on this occasion.

Lieutenant Commanding Harrell has not had the opportunity to give the same evidence of ability, though I have ever found him ready to carry out my wishes, as he says his vessel is unmanageable. He has, however, done good service, and is a zealous officer.

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

D. D. PORTER,
Commanding Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy.

Additional commendatory report of Commander Porter, U. S. Navy.

U. S. S. HARRIET LANE, *May 6, 1862.*

SIR: I hope you will excuse me for drawing your attention again to officers connected with the Mortar Flotilla, but I deem it my duty to bring to the notice of the Department the merits of those officers who have distinguished themselves particularly, for how otherwise could the Government know who to depend upon in emergencies like those which have so taxed our service.

Commander Renshaw took service in a ferryboat, when officers his juniors were enjoying very much better commands, and I can truly say that no one during this rebellion has performed better service or done more to advance the cause for which we have been fighting. Frail as his vessel is, he has never hesitated to place her under the fire of Forts Jackson and St. Philip, or anything else, when opportunities occurred for doing so, and during the whole bombardment was constantly in a position of danger, executing the duties assigned him with faithfulness and coolness. He is the only officer who has received personally the thanks of Flag-Officer Farragut in a general order, for his handsome management of a dangerous fire raft (the first that came

down), not knowing what combustibles it might contain. No one did more execution with their guns than he did with his hundred pound rifle, which he never lost an opportunity of firing--when he had the time to devote to the enemy. Such officers deserve notice.

Lieutenant Commanding John Guest is also a most deserving officer, always ready for any service and performing that service with zeal and with more than ordinary intelligence. He fired the first and the last gun during the bombardment, and was oftener under fire than any other vessel in the squadron. If his vessel was not disabled, it was from good management and not from keeping out of danger, for if there was anything going on, the *Owasco* was sure to be there. I have not enumerated the particular performances of these two officers, for I could scarce keep note of them among my other duties, but their services have been invaluable. I should feel gratified, personally, if the Department would remember the inferior command held by Commander Renshaw and pay to Lieutenant Commanding Guest some well-merited compliment. I know no one among all the commanders out here who has more faithfully stuck to the work of breaking through the barriers which shut us out from the Mississippi.

I have the honor to remain, your most obedient servant,

DAVID D. PORTER,
Commanding Mortar Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

List of steamers and mortar vessels belonging to the Mortar Flotilla.

U. S. S. OCTORARA,
Pensacola, June 3, 1862.

SIR: In obedience to orders from Flag-Officer Farragut, I herewith inclose a list of the steamers and mortar vessels belonging to the Mortar Flotilla.

Very respectfully, your obedient,

DAVID D. PORTER.

Hon. GIDEON WELLES,
Secretary of the Navy.

Steamers.

Octorara, Comdr. D. D. Porter.	Clifton, Lieut. Comdg. C. H. Baldwin.
Harriet Lane, Lieut. Comdg. J. M. Wainwright.	Miami, Lieut. Comdg. A. D. Harrell.
Westfield, Comdr. W. B. Renshaw.	Jno. P. Jackson, Lieut. Comdg. Selim E. Woodworth.
Owasco, Lieut. Comdg. John Guest.	

First division, schooners.

Norfolk Packet, Lieut. Comdg. Watson Smith.	C. P. Williams, Acting Master A. R. Langthorne.
Arletta, Acting Master T. E. Smith.	O. H. Lee, Acting Master Washington Godfrey.
Sophonria, Acting Master's Mate Lyman Bartholomew.	William Bacon, Acting Master Wm. P. Rogers.
Para, Acting Master's Mate E. G. Furber.	



UNITED STATES MORTAR SCHOONER NO. 7.

Second division, schooners.

T. A. Ward, Lieut. Comdg. W. W. Queen.	Orvetta, Actg. Master Francis E. Blanchard.
Sidney C. Jones, Actg. Master J. D. Graham.	Adolph Hugel, Actg. Master Jas. Van Boskirk.
Matthew Vassar, Actg. Master Hugh H. Savage.	Geo. Mangham, Actg. Master John Collins.
M. J. Carlton, -Actg. Master Charles E. Jack.	

Third division, schooners, K. R. Brees, lieutenant, commanding.

John Griffith, Actg. Master Henry Brown.	Dan Smith, Actg. Master Geo. W. Brown.
Sarah Bruen, Actg. Master Abraham Christian.	Hermaphrodite brig Sea Foam, Actg. Master H. E. Williams.
Racer, Actg. Master Alvin Phinney.	Bark Horace Beals, Actg. Master Geo. W. Sumner.
Henry Janes, Actg. Master L. W. Pennington.	

Report of Lieutenant Guest, U. S. Navy, commanding U. S. S. *Owasco*.U. S. STEAM GUNBOAT *OWASCO*,
Mississippi River, April 28, 1862.

SIR: In obedience to your instructions I submit this report:

At meridian on the 12th of April, the *Owasco* being at the head of the Passes, by your order I got underway to protect the steamer *Sachem*, having on board the Coast-Survey party under Mr. F. H. Gerdes, while making a reconnoissance of the river. On reaching our advanced squadron of gunboats, Commander S. P. Lee, senior officer, I reported to him that I was about to pass ahead for the purpose above indicated. Captain Lee said the enemy were in large force and he would follow with all the gunboats. As it was too late when the *Sachem* got up to us to work, we deferred proceeding till morning. In the meantime I advised you, sir, of the state of affairs, and next morning shortly after I had commenced work, I had the satisfaction to see you pass me with all the steamers of the Mortar Flotilla, which doubtless prevented much annoyance from the enemy.

Clearing the bushes with canister from our howitzers, the surveyors, Messrs. Oltmanns and Bowie, landed in one of our boats and prosecuted their work without molestation.

On the 14th we resumed the work and carried the triangulation well up to the forts on the right bank of the river, supported by the *Westfield*, Commander Renshaw. The surveyors were landed at the point desired in the *Owasco's* gig, under charge of Master's Mate Thomas D. Babb. As the boat shoved off, I observed three of the rebel steamers within gunshot, and fearing they might fire upon our boat, I opened upon them. After firing four shells from the XI-inch gun and three from the rifled gun, the steamers moved up to the forts. At this moment some riflemen in the bushes fired at the gig boat without hurting anyone, although an oar was struck. Mr. Babb, with perfect composure, returned the fire from his boat. The surveying party, with equal coolness, put up their signals and took three angles 100 yards from the spot where they were fired at.

On the 15th, as the work had not been carried sufficiently high up on the left bank of the river, by your order I took the party up that side, followed by the *Miami* as a support.

After the surveyors had finished, finding myself within easy range of the forts, just before leaving I fired an XI-inch shell into Fort Jackson to try their range. They fired twice in return, one of the shot passing over us and falling a quarter of a mile astern, the other just ahead of us.

Too much praise can not be awarded Messrs. Oltmanns and Bowie for the intrepid and skillful manner in which they performed this service.

On the 16th the *Owasco* accompanied you in your experimental trial with three of the mortar schooners in trying the ranges on the forts from the left bank of the river. This day the enemy fired about twenty shots, but without effect.

On the 17th our boats, in charge of Mr. Babb, were employed in towing fire ships clear of the fleet.

On the 18th, at 6 a. m., we got underway and soon received orders from you to proceed ahead of the bomb schooners on the right bank to clear the bushes of riflemen near the designated position of the mortar schooners. In obedience thereto we steamed close along the bank of the river until we arrived at a smoke pipe of a sunken steamer, when the forts, at five minutes past 9, fired two shots at us, which I immediately returned from my XI-inch gun. This was followed by sharp firing from both forts. Being within easy range of Fort Jackson, I directed my fire upon it and continued the action. Twenty minutes later the first mortar schooner opened, and after that at intervals as fast as they could be got into position. At 10 o'clock I was glad to see the *Iroquois*, Captain De Camp, come to my support, and after her the gunboats, one by one. The fire of the forts was dispersed amongst them and was not so severe around us, although still quite sharp. Previous to the appearance of the *Iroquois*, in the thickest of the firing, all on board the *Owasco* were much gratified at a visit from you, sir, when you came to tell us that you had asked that the gunboats of the fleet might be sent to our support.

We maintained our position for two hours and three-quarters until we had expended our last shell, when we retired from action, by your order, having fired 100 XI-inch shell and 37 shell from our rifled gun. Went down immediately to ordnance ship *Sportsman*, filled up with ammunition, found there were no cartridges made, but my men cheerfully worked all night cutting out and sewing up cylinders, and by next morning, the 19th, we were ready for action again.

Coming up with the bomb fleet, and hearing you were on board the flagship, steamed up to our old position and opened fire again on Fort Jackson; fired 55 XI-inch shell and 12 from the rifled gun. The firing from the forts was very sharp. At this time I had another welcome visit from you, and retired at your order, as it was thought XI-inch ammunition was running short and it was desirable to keep it for closer distance.

By your permission I crossed the river to look for an anchor I had slipped the night before, but not finding it, I returned to my old position near the smoke pipe of the sunken steamer, and finding the three leading mortar schooners in great danger of being sunk by the enemy's fire I delivered ten XI-inch shell to Fort Jackson and then sought you to inform you of the fact. Having received orders to withdraw them for a time, I returned and delivered your order to Lieutenant Commanding Watson Smith, who executed it.

On the 20th, 21st, 22d, and 23d we were engaged supplying the mortar schooners with ammunition, very often under fire.

On the 24th, at 3:15 a. m., in the general attack, the *Owasco* took her position, the third in your line, by order, and followed your motions. Opened with shrapnel at 4 a. m. and continued a deliberate fire until 4:45, taking care not to fire in the direction of our ships, which were passing the forts. At 4:45 observed your signal "Retire from action," which we did. Shortly afterwards, observing the *Itasca* running ashore and smoke issuing from her, supposed her to be on fire. I immediately steamed alongside of her with my fire hose ready, when Captain Caldwell informed me he was not on fire but had a shot through one of his boilers. Sent two boats' crews to her assistance. At 9:30 a. m. I proceeded by your order, with a flag of truce flying, to demand the surrender of Forts Jackson and St. Philip. When the *Owasco* reached a position within range, Fort Jackson fired two shots ahead of her. I stopped the engine and sheered across stream. Notwithstanding this, Fort St. Philip fired a shot at the *Owasco*, which passed over us. I returned to report to you, sir, that they did not seem willing to receive a flag of truce. Of course I did not return the fire. An hour afterwards, a boat was seen coming from Fort Jackson with a flag of truce. I went to meet it, by your orders, and asked to be allowed to enter the rebel boat and take your demand to the commanding officer of the fort, but this was declined, and I delivered the demand for surrender to the officer who was sent to meet me. This officer apologized for firing upon the flag, saying there was some misunderstanding at Fort St. Philip, and the commanding officer immediately signaled not to fire, etc. I told him it made no difference. When the boat returned from the fort the officer brought answer from the fort that your proposition to surrender was "inadmissible."

On the 25th employed in clearing the river of men and boats and means of giving information to the enemy, and carried orders to mortar schooners at Pilot Town.

On the 26th employed reconnoitering; encountered a large iron ram and battery disabled floating down the river; boarded and examined it.

On the 27th carried under a flag of truce your written demand for the surrender of the forts and brought you the answer of the commanding officer. Went to the Head of the Passes to overhaul some of the machinery. To-day the forts have surrendered to you, sir, and it is a finale which will stir the heart of every true American with pride and joy. I regard the achievements of our Navy in this river as without a parallel in the naval world.

It is with great pleasure that I bring to your notice Lieutenant Chester Hatfield, first lieutenant of the *Owasco*, who, in all these events, in action and in the very heavy duties which have devolved upon him for weeks past, has proved himself a brave and capable officer. Acting Master D. P. Heath, who had charge of the XI-inch gun, worked it admirably and with perfect coolness and precision. Master's Mate Thomas D. Babb, at the rifled gun, did his duty well. Master's Mate John G. Arbona and my clerk, Mr. A. D. R. Crawford (the latter doing duty as midshipman), were active and efficient. Master's Mate John Utter served the powder division in a very satisfactory manner, assisted by Assistant Paymaster R. Beardsley. Assistant Surgeon W. W. Leavitt, having no wounded, remained on deck and was active carrying orders. The engine was worked by Chief Engineer

W. K. Purse and his assistants, Mr. J. A. Scot, C. H. Greenleaf, and D. M. Egbert.

My crew behaved splendidly. I can not particularize except in one case, that of Edward Farrell, quartermaster, who was stationed at the masthead and observed and reported the effect of the fire of our guns. His intelligence, coolness, and capacity were conspicuous.

The XI-inch gun having been fired 198 times has considerably shaken the *Owasco*, so that the deck will not hold water. After a time, when she can be spared, she will have to be overhauled and calked; in the meantime we will do the best we can, although the men can not sleep dry in their hammocks when it rains.

I am, sir, your obedient servant,

JOHN GUEST,

Lieutenant, Commanding Owasco.

Commander D. D. PORTER,

Commanding Mortar Flotilla.

Abstract log of the U. S. gunboat *Owasco*, Lieutenant Guest, U. S. Navy, commanding.

January 26, 1862.—At 1:20 p. m. put ship in commission.

March 17—From 6 to 8 p. m., put on board the bomb schooner *Adolph Hugel* a prisoner out of our prizes.

March 18.—At 10:30 a. m. took bomb schooner *Dan Smith* in tow; put a prisoner from prize *Eugenia* on board of her.

March 20.—At 12:15 p. m. came to anchor off Pilot Town, Pass à l'Outre, and sent ashore in charge of Acting Master Heath a boat and 12 men, armed. At 11:15 the boat returned, having in tow six boats taken from Pilot Town; took them in tow and got underway. Five of the boats taken from Pilot Town swamped and broke adrift. From 4 to 6 p. m., towing bomb schooner *Racer* up the Mississippi.

March 22.—From 4 to 8 a. m.: A large steamer in sight, lying at anchor outside; she got underway and proceeded out to sea at daylight. From 8 a. m. to meridian: Sent a prisoner to the bomb schooner *T. A. Ward* and a prisoner to bomb schooner *George Mangham*. At 12:40 p. m. made all sail, ran ashore on a spit at the head of the South Pass. At 3:35 lowered second cutter with a kedge to try and get her off. From 4 to 8 p. m.: The U. S. gunboat *Winona* made fast to us with a hawser and tried to tow us off.

March 28.—At 2:50 p. m. got ship off and came to anchor.

April 13.—At 11 a. m. fired a canister from each howitzer into the woods on shore and sent the boat with engineers ashore. Firing from United States gunboats farther up the river. At 3:20 p. m. fired a canister from each howitzer into the bushes on west shore.

April 14.—At 11:30 a. m., having steamed up to the point abreast of fort, sent a boat ashore with the two topographical engineers. Several of the enemy's steamers in sight. Fired 4 shell from XI-inch gun and 3 from rifled gun. At 1:30 the boat returned with the engineers, having made several observations along west bank of river. Some firing from the enemy in ambush upon the boat, which they returned. At 5:35 p. m. got underway and stood inshore.

April 15.—At 12:30 p. m. fired a shell at Fort Jackson and the fort fired two in return. Received on board 50 XIII-inch mortar fuzes.

April 16.—At 5 p. m. steamed up the river in company with three

mortar schooners and several gunboats. The forts opened their fire upon us, firing some twenty times, and in the meantime the schooners returned the fire with about ten XIII-inch shell. At 6:30 the firing ceased.

April 17.—At 5:45 a. m. a fire raft was discovered drifting down; hove up and dropped clear. At 1:40 four rebel steamers came out from the fort and commenced firing on boats from the bomb flotilla. Got underway and went to their relief. Fired from XI-inch gun 1 15-second shell and 5 20-second shell; fired from rifled gun 5 percussion shell. From 4 to 6 p. m.: The boats having got out of harm's way we stood down the river. At 7:45 p. m. a bright light in the direction of Fort Jackson. From 8 to midnight: A scow filled with burning faggots floating down the river, from direction of forts. At 9 p. m. the fire scow commenced to drift toward the anchorage of the United States vessels. Slipped our cable, made for, and sent a boat to the raft in charge of Mr. Babb. Our boat assisted in putting out fire and grounding raft.

April 18.—At 9 a. m. we went up and engaged Forts Jackson and St. Philip from the smoke pipe of the sunken steamer, boat distant $1\frac{3}{4}$ miles from center of Fort Jackson, with XI-inch gun, 15-second fuze. At 9:05 opened with both guns, XI-inch 19-second fuze and rifle percussion shell, and for one hour we engaged them both (the forts) with effect, without damage, under a very brisk fire from each. At 10 a. m. the U. S. gunboat *Iroquois* came up and opened on the forts, and then at intervals the other U. S. gunboats would come up and open fire. At 10:30, running short of 19-second fuzes, sent a boat to the bomb schooner *Norfolk Packet* and procured 30, being all they could spare. Fire rafts coming down the river. At 10:35 one of them ran aground on the point. At 11:05 Fort Jackson, which had been quiet for some time, reopened on us, but not so briskly as at first. At 11:30, having fired all our ammunition away, *Harriet Lane* signaled to us to retire from action. Commander Porter came aboard and told us to go for ammunition to the *Sportsman* and for fuzes to the *S. T. Baker* (ordnance ships). We immediately put about, having been in action for two and three-quarters hours and sustained no injury, during which time we fired 100 shell from XI-inch gun, viz, 70 19-second fuzes, 26 15-second fuzes, and 4 10-second fuzes, leaving patch on to act as solid shot. Also 37 from rifled gun. From meridian to 4 p. m.: At 12:16 ran alongside of bark *Isaac Davis*, of Philadelphia, for ammunition. She not having any to send us, we made for ordnance ship *Sportsman*, and at 2 p. m. made fast alongside of her and commenced to take in ammunition. At 3:30 finished taking in ammunition and passing it below, having taken in 25 kegs powder, 80 15-second fuzes, 68 10-second fuzes, and 2 5-second fuzed shell for XI-inch gun and 10 boxes rifled shell. From 4 to 6 p. m.: Steamer *Matanzas* bringing ship *E. W. Farley* in tow, both filled with troops, came up the river and, on passing them, we cheered ship, which they returned. Received 160 mortar fuzes. 8 to midnight all quiet in the direction of the fort.

April 19.—At 9:05 a. m. opened fire on Fort Jackson with 19-second fuzes from our old position near smokestack of sunken steamer. At 9:15 opened fire on a battery, which was evidently being erected on a mud bank, with rifled gun; fired 13 shots and then stopped on account of shot falling short. At 10:05 Fort Jackson, having been silent for

a long time, opened on the *Oneida*, to all appearances with her casemate guns. At 10:30, having fired 60 shell from XI-inch gun, we dropped down the river to get an anchor which we had slipped and give the gun a chance to cool. At 3:10 p. m., opened on the hulks which buoyed up the chain across the river. At 3:35 let go anchor and made a hawser fast ashore; finding the berth getting too hot for us, hove up anchor and dropped astern and opened on the forts again, the shot falling thick and fast around us. At 4 p. m. stopped firing and dropped down to a bomb schooner, which had been sunk, and made fast to her. 4 to 6 p. m. expended 10 15-second Dahlgren fuzes to gunboat *Iroquois*. At 5:45, having taken anchor and one section of chain from sunken mortar schooner, cast off from her and dropped down the river. 8 to midnight bomb schooners still bombarding Fort Jackson.

April 20.—Commenced and until 4 a. m. Constant fire kept up from mortars on Fort Jackson; the fort made no reply. 4 to 8 a. m.: Mortar schooners still firing. No reply from forts. 8 to meridian: Received 13 10-second fuzes and 12 15-second fuzes filled. Meridian to 4 p. m.: Bomb schooners still firing. Called the riflemen and musketeers to quarters and fired small arms for reloading. At 6:15 p. m. made fast alongside schooner *S. T. Baker* and commenced taking in powder and shell for distribution among mortar schooners; took in 50 barrels of powder. Received on board from bark *I. R. Davis* 1,000 fuzes, 5-second to the inch, for use of mortars. 8 to midnight: Finished taking in shell.

April 21.—At 3 a. m. a fire raft came down the river; steamers *Jackson* and *Westfield* got underway and kept it clear of the shipping. At 6:30 hove up anchor and steamed up along bomb schooners and supplied a number of them with ammunition. 8 to meridian: Engaged in supplying mortar schooners with ammunition; distributed all the powder and shell and 750 fuzes among them. Reported it to Captain Porter, who directed us to go after more. Dropped down the river, and at 10:20 made fast alongside of ordnance schooner *S. T. Baker*, and received from her 30 Dahlgren 20-second fuzes for our own use, also 43 kegs of powder for mortar schooners. Crew engaged taking in XIII-inch shell. Sent to barkentine *Horace Beals* 200 friction primers. Meridian to 4 p. m.: Still taking in shell. At 1:40, having taken in 200, cast off from *S. T. Baker* and proceeded up the river, having in tow the *Richmond's* launch, containing 67 XIII-inch shell. Also our two cutters filled with kegs of powder. One of our cutters upset and the kegs of powder were picked up by a boat from the *Richmond*, and we put our other cutter's load on board of *Horace Beals* for distribution among mortar schooners. Distributed the shells and remaining 250 fuzes among the schooners. 8 to midnight: Mortar schooners still bombarding the fort. At midnight a bright light burning apparently on one of the enemy's hulks.

April 22.—Commences and until 4 a. m. The schooners still bombarding, the enemy burning a fire raft to light up the river. 4 to 8 a. m.: Schooners still bombarding. Fort opened fire again at 7:45. At 8 dropped alongside schooner *S. T. Baker* for ammunition for bomb flotilla. Took in 42 barrels powder and 200 shell, and at 11:50 steamed up toward bomb fleet. Meridian to 4 p. m.: Towed the boats containing powder close inshore, distributing shell among mortar schooners. At 2 p. m., having distributed all the shell and one boat

load of powder, steamed down the river. 8 to midnight: Bomb schooners still at work throwing shell at Fort Jackson.

April 23.—At 1 a. m. fire raft came down. Several boats made fast to raft and towed it away from shipping. Mortar schooners still bombarding forts. Enemy silent. 8 to meridian: Took 42 barrels powder and 200 shell from *S. T. Baker*. Steamed up and distributed it to army mortar schooners. At 1 p. m. took in 200 XII-inch shell. 4 to 6 p. m.: Distributed the 200 shell among mortar schooners.

April 24.—At 4 a. m. opened fire upon Fort Jackson; fired 7 shrapnel, 2 5-second shell, and 1 10-second shell from XI-inch gun, and 7 shell from rifled gun. At 4:45 *Harriet Lane* made signal "Discontinue action." Gunboat *Itasca* apparently on fire. Called all hands to fire quarters and steamed up to her. Found that she had received a shot through one of her boilers. Sent two boat crews to assist her. At 9:20 the rebel ironclad steamer *Manassas* came down the river on fire. The *Harriet Lane* sent a boat and towed her inshore. Steamed over to *Harriet Lane* and received orders to steam up the river under a flag of truce toward Fort Jackson. Did so; fort opened fire on us; returned to *Harriet Lane*. The rebels sent a boat with a flag of truce. At 10:25 steamed up the river and Captain Guest went in a boat and received it and the boat returned to the fort. Two more of the enemy's vessels on fire floated down the river. At 11:40 the rebels sent a boat under flag of truce. Captain Guest received her officers on board this ship. The rebel boat returned to the fort with its officer and crew. 4 to 6 p. m.: Mortar schooners kept up a bombardment till 5.30 p. m.

April 25.—At 7 a. m. took a man from the shore as a prisoner. At 9 a. m., seeing coal schooner *Farland* with colors union down, steamed to her, and learning that she was ashore tried to get her off, but did not succeed.

April 26.—Meridian to 4 p. m.: Sent a boat to Cupid's [Cubitt's?] house; destroyed two boats not worth bringing off. Brought off two rowboats and made them fast on opposite shore. 6 to 8 p. m.: Standing up the river in sight of forts. Something, apparently a floating battery, came drifting down in a smoking condition.

April 27.—Commences and until 4 a. m. A fire raft came down the river. U. S. gunboat *Jackson* got underway and towed it out of the way of shipping. 8 to meridian: When in sight of Fort Jackson, hoisted a flag of truce. At 10:20 Fort Jackson fired a gun. Hove to; a boat from fort coming down under flag of truce, Captain Guest went out to meet it. 10.50, captain returned. At 1 p. m. flag of truce out from Fort Jackson. Captain Guest met it second time and then communicated with flagship *Harriet Lane*. At 4.45 the U. S. gunboat *Jackson* came up from South West Pass, bringing Acting Master Babcock and Acting Master's Mate Tomlinson with the prize crews sent in *Eugenia* and *President*; they returned on board.

April 28.—At 9:20 a. m. U. S. gunboat *Clifton* came down the river and made signal that the forts had surrendered. We gave cheers three times three; *Clifton* returning. Hoisted colors at each mast-head with secession flag under our colors at the main. At 5:30 p. m. sent the prisoner ashore to his residence.

April 29.—At 8 a. m. got underway and started down river to clear wrecks. At 11:20 towed ashore rebel schooner *Joseph H. Toone* and burned her. (This schooner had been captured by U. S. S. *South*

Carolina and recaptured by rebel steamer *Manassas*, and finally captured at Fort Jackson by our fleet.) Towed ashore and burned rebel schooner *Dewdrop*. Towed spars ashore. Took rebel steamer *Tallahassee* in tow; towed her in shore and burned her.

Report of Acting Lieutenant Woodworth, U. S. Navy, commanding U. S. S. J. P. Jackson.

U. S. S. J. P. JACKSON,
Mississippi River, April 30, 1862.

SIR: I have the honor to report to you that in obedience to your order of the 23d instant I proceeded to comply therewith. Thinking it would be a saving of time, about 7 o'clock that evening I dropped down alongside the sloop of war *Portsmouth* and made fast to her. Shortly after midnight she broke from her moorings and was carried downstream by the force of the current. Not having sufficient steam, it was near 2 o'clock, the time we anticipated your signal, before I could recover her. Captain Swartwout not being ready, it was 3:30 o'clock before we started to take the position assigned us. We steamed slowly up river until within a short distance of the point on the Fort Jackson side of the river, and about 300 yards above the sunken steamer, when Captain Swartwout ordered me to stop, and came to an anchor. We were immediately opened upon by a water battery. Casting loose from the *Portsmouth*, we opened upon the battery with our port guns and IX-inch pivot, and continued to engage them, firing until the current drifted me out of range. We were struck twice by fragments of shell, but I am glad to say no one on board was injured, although exposed for sometime to the whole fire of all the batteries of Forts Jackson and St. Philip.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Acting Lieutenant, Commanding.

Captain D. D. PORTER,
Commanding Bomb Flotilla.

Abstract log U. S. S. John P. Jackson, Acting Lieutenant Woodworth, commanding.

February 14, 1862.—Ship put in commission, navy yard, New York.

February 22.—At 6 proceeded down the bay.

March 30.—At 2:30 p. m. sighted Ship Island. At 4 passed along by the west side of Ship Island and stood in among the shipping, and at 7:40 anchored.

April 4.—At 4:30 a. m. saw three rebel gunboats in the distance; beat to quarters and started in pursuit. The *New London* fired the first broadside, the action continuing one hour and a half, the enemy retreating into shoal water. Stood into shoal water, saw men on the wharf at Pass Christian attempting to fire a quantity of bundled hay. Threw in shell and covered the soldiers while landing from the steamer *Lewis*, who was in company. At 2 p. m. sighted a steamer; gave chase and captured her. She proved to be the *P. C. Wallis*, bound from Mobile to New Orleans, laden with turpentine and rosin. Took

from her the captain, J. W. Allman, 19 men, 3 ladies and 3 children, passengers. After the engagement we discovered that we had received two shots, one in our port guard, injuring us to some extent, the other striking the gallows frame. Placed Master Charles G. Arthur on board the *Wallis* with a prize crew, the flag-officer taking her in tow for Ship Island. Started back to the relief of the steamer *Lewis*. At 12 midnight, came to anchor in Ship Island roads.

April 5.—At 10:30 saw three steamers up the sound. Got underway in company with the *New London* and *Calhoun* and started after them, but being unable to trace them out, returned and anchored at Ship Island at 3 p. m.

April 19.—Lying at anchor near the mortar fleet from 6 to 8 p. m., a constant bombardment being kept up.

April 20.—At 4 p. m. hove in sight of the mortar fleet besieging Fort Jackson; got ship clear. From 6 to 8 bombardment of Fort Jackson still continuing.

April 21.—At 2 a. m. a fire raft was sent down from above by the enemy; got underway in order to assist any of the bomb fleet that might be in danger. At 3 steamed up river and came to anchor. From 4 to 8 engagement still going on between the enemy and the mortar boats. From 8 to 12 meridian some of our gunboats engaging Fort Jackson. At 10 some of the gunboats that had been engaging the fort hauled off.

April 24.—From 4 to 8 a. m.: At 4 signal being made, the *Portsmouth* got her anchor and we steamed slowly up the river toward the forts. Commodore Farragut went up to engage Fort [St.] Philip on the right side of the river. While we were going up, the mortar boats were bombarding with renewed vigor. Getting into position, dropped the *Portsmouth* and hauled off, when a masked battery opened on us and poured in on us a murderous fire. We replied briskly with our port after guns and retired out of range, but kept an eye on the movements of the enemy, and being signalized by the commodore dropped down abreast the mortar fleet. During the morning a flag of truce was sent up and firing was forbidden. At 10 a. m. observed the formidable ironclad vessel known as Hollins's ram, drifting slowly down the river on the left bank; she appeared to be disabled. The enemy, after making several ineffectual attempts to tow her under the guns of the forts, abandoned her to the current of the river, after setting her on fire. She was completely riddled with bullets and sank off Wilder's [Wiley's] Jump. At 10:30 another rebel gunboat, badly disabled and on fire, drifted down the river, and blew up when abreast the mortar fleet, her wreck heeling over and exposing her starboard wheelhouse and a portion of her deck. She was boarded by several boats from the squadron and articles taken from her. We ran alongside the wreck and extinguished the fire with our hose, and left her drifting down the river. During the balance of the day the river was filled with fragments of floating wrecks drifting down. From 4 to 6 p. m.: Mortar Flotilla still firing, several rebel boats in sight from royal yards of a ship alongside, also a vessel supposed to be the steam ram in sight from aloft. At 5:45 received orders from Commander Porter to stop coaling and get underway; did so, all sailing vessels getting underway and dropping down river, the steam ram being expected. From 6 to 8: The mortar fleet all underway and working

down river. All other merchant vessels leaving. Commander Porter's steamers in line ready for action, expecting the ram down, as she appeared ready for service before dark.

April 25.—From 12 to 4 a. m.: Lying at anchor in line, cable ready for slipping. The ram in sight from aloft and expected down every moment. Fire rafts passing down the river. From 8 to 12: Kept moving on and off the north bank of the river, watching the movements of the enemy, a steam ram and several of the enemy's steamers lying under the guns of Fort Jackson.

May 1.—From 12 to 4 p. m.: At anchor off the city of New Orleans on the Algiers side of the river. At 5:20 p. m. troops commenced landing from the *Mississippi* and forming on the levee amidst a crowd of spectators.

Report of Lieutenant Harrell, U. S. Navy, commanding U. S. S. Miami.

U. S. S. MIAMI,
Mississippi River, April 24, 1862.

SIR: I have the honor to report that in obedience to your order I weighed anchor at half past 2 o'clock on the morning of the 24th instant and took my assigned position in the line. At the proper time opened and continued fire upon Fort Jackson until ordered to discontinue.

I have pleasure in adding that officers and men did their whole duty, and although shot and shell passed over and fell thickly around us, we sustained no injury.

Very respectfully, your obedient servant,

A. D. HARRELL,
Lieutenant, Commanding.

D. D. PORTER, Esq.,
Commanding Mortar Flotilla, Mississippi River.

Report of Lieutenant Harrell, U. S. Navy, commanding U. S. S. Miami, regarding duty performed by that vessel in transportation of troops.

U. S. S. MIAMI,
Mississippi River, May 3, 1862.

SIR: I have the honor to report that in obedience to your order of the 24th ultimo, which I received immediately after the action of that morning, I received General Butler and staff on board and proceeded to Pilot Town for the boats which I was ordered to procure.

After obtaining them, I immediately started to Isle au Breton Bay and there received on board one regiment of troops, which I landed at Quarantine Station, above and in the rear of Fort St. Philip. I continued conveying and landing troops until the forts surrendered. I then proceeded and landed 750 troops at New Orleans on the 1st instant.

Very respectfully, your obedient servant,

A. D. HARRELL,
Lieutenant, Commanding.

D. D. PORTER, Esq.,
Commanding Mortar Flotilla, Mississippi River.

Abstract log U. S. S. Miami, Lieutenant Harrell, U. S. Navy, commanding.

January 29, 1862.—Ship placed in commission, navy yard, Philadelphia.

February 2.—Weighed anchor and steamed out to sea.

March 26.—At anchor in South East Pass, Mississippi River.

April 13.—Standing up the river. At 9 a. m. joined the *Westfield*, *Clifton*, and *Oneida*, of the Mortar Flotilla. At 11 the *Harriet Lane*, with the flag-officer and Captain Porter, joined us from below, when we all steamed up river. A rebel steamer hove in sight round the bend. There were several shots fired at her, and after returning two or three she steamed out of sight round the bend. At 6:30 came to anchor among the mortar fleet.

April 16.—At 3:55 p. m. went up river to see the sport with the point. At 4:25 came to. The battery opened fire on the U. S. S. *Owasco*; schooner replied.

April 17.—At 5 a. m. saw a large blaze close to the forts. At 6 made it out to be a fire raft. At 9 p. m. the rebels sent a fire raft down the river, which was taken by some of our boats and the fire extinguished.

April 18.—At 8:20 a. m. placed three bomb schooners in position. At 8:50 rebel batteries opened fire, which was returned by the *Owasco*. Fired our guns three times. A general bombardment going on all this watch from mortars and steamers. At 12 midnight a fire in or about the fort burning very low and almost out during the watch.

April 19.—At 5:30 a. m. steamed down the river and took a mortar schooner; then started up the river again. At 6:40 firing commenced from mortar schooner. Firing from mortar schooners going on to midnight.

April 20-23.—Bombardment from the mortar fleet still going on.

April 24.—At 4:30 a. m. general engagement commenced. At 4:50 all the shipping passed the forts.

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Clifton.

U. S. S. CLIFTON,
New Orleans, May 1, 1862.

SIR: I have the honor to report that since my arrival at Pass à l'Outre, on the 18th of March, I have been employed with little intermission as follows: Towing the mortar vessels attached to the flotilla to the South West Pass, and for the succeeding two weeks was constantly engaged in assisting the larger vessels belonging to the flag-officer's squadron, viz, the *Pensacola* and *Mississippi*, over the bar, on which they had grounded, and in aiding the gunboats attached to same squadron when aground in the river.

After this, we were employed in making reconnoissances of Forts Jackson and St. Philip, and in protecting the officers of the Coast-Survey Service while they were engaged in obtaining their distances, and in driving back the enemy's gunboats, which occasionally make their appearance outside the chain.

On the 17th of April we were assisting in towing the mortar schooners into their positions, and during the six days of the bombardment by

these vessels we were unremittingly employed in supplying them with powder and shell and in guard duty, our nights being passed in looking after the fire rafts, which the enemy sent down against the fleet, and in towing them ashore. In this duty, I believe I may say, we were quite successful.

These various duties during the six days of the bombardment carried our vessel pretty constantly under the fire of the enemy.

We have, however, been so fortunate as to escape any injury from their shot.

On the morning of the 24th, in obedience to your order, we got underway, taking our appointed station in the line of steamers under your personal command and proceeded to within short range of the guns of Fort Jackson and opened fire on the enemy from our two forward 1X-inch guns, aided at times by our 1X-inch after-pivot gun and 32-pounder forward broadside gun, using 5-second shell and shrapnel. This we continued until the flag-officer's squadron had passed both forts, when, in obedience to your signal, we drifted out of range. I am happy to state that we escaped without injury.

The duties now entailed upon us were to keep a strict lookout upon the gunboats and floating battery of the enemy, which were lying close under the guns of Fort Jackson, until the morning of the 28th, when, Forts Jackson and St. Philip having surrendered to you, we were dispatched some 16 miles down the river to bring up a portion of the force under General Butler's command, then lying there. On the afternoon of that day this was accomplished, and we arrived in sight of the forts just as our own flags were hoisted in place of the rebel ensigns.

I towed up a large transport ship with 1,300 troops on board, under Brigadier-General Phelps, and, taking five companies of them on board the *Clifton*, landed them at both forts, they receiving their possession of them from the naval officers of your squadron, then in charge of the work.

I also, under your order, placed crews aboard the two rebel steamers then in your possession, and transferred some 250 prisoners, taken from the rebel gunboats and floating battery, to the officer in charge of Fort St. Philip.

We have just arrived here, having towed a transport up the river with a large number of General Butler's troops on board, intended to garrison the city of New Orleans, now held by our squadron.

Permit me here, respectfully, to state that officers and crew, whether employed in the harassing duties, which so constantly devolved upon us, of towing and getting large vessels over the bar, or while engaged with the enemy, have behaved so uniformly well that I hesitate to particularize any one individual. During the time above referred to neither the ship, engines, nor boilers have been for a moment out of order in any respect.

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

C. H. BALDWIN,

Acting Lieutenant, Commanding.

Commander D. D. PORTER,

Commanding Flotilla.

Report of Commander Renshaw, U. S. Navy, commanding U. S. S. *Westfield*.

U. S. S. WESTFIELD,
Mississippi River, May 5, 1862.

SIR: Agreeably to your order, I have the honor to submit the following report of the operations of the U. S. S. *Westfield*, under my command since her arrival in the Mississippi River:

Upon our reaching Pass à l'Outre, on the morning of the 18th of March, I had the honor of reporting my arrival to you in person, and by your order at once proceeded to tow the mortar schooners inside the bar. From that date until the 13th day of April we were constantly engaged towing and assisting in getting the U. S. steamers *Mississippi* and *Pensacola* over the bar at South West Pass.

On the 13th, while engaged covering the Coast-Survey party, who were triangulating the river, you joined us with the *Harriet Lane* and other vessels of the squadron, and ordered me to start ahead and endeavor to reach with our rifle shot two of the rebel gunboats that were below the point watching our motions. Two discharges of the rifle caused them to retire and join some six or eight of their squadron lying under the guns of Fort Jackson. We continued our advance and soon brought the whole squadron within range of our 100-pounder rifle, when we again opened fire, and so successfully that (as I have since learned from prisoners) we broke the shaft of the gunboat *Defiance* and otherwise so much crippled her that she was subsequently sunk by her crew. The forts having opened upon us, our signal of recall was made and we resumed our station.

On the morning of the 17th our boats, together with those of the Mortar Flotilla, extinguished the fire and towed on shore a large fire raft, and on the night of the 17th we ran alongside, to windward of another fire raft. We threw water from our force pumps upon it and materially assisted in subduing the flames.

On the afternoon of the 18th, after assisting in towing the mortar schooners to their positions, I was directed by you to proceed up the river and drive off a steamer that menaced the head of our line of mortar vessels. The steamer fled upon our approach, but, having reached a position that brought the forts in easy range of our rifle, we fired, deliberately, ten shots with that gun, many of which I have reason to believe took effect upon Fort St. Philip, the enemy at the same time throwing their rifle and X-inch shot and shell thickly around us.

At 3:30 a. m. on the morning of the 21st we discovered another large fire raft, which we ran alongside of and assisted in extinguishing. From the 19th to the 24th instant we were engaged, with the rest of the flotilla steamers, in supplying the mortar schooners with ammunition.

On the morning of the 24th we got underway, in company with the flotilla steamers, led by yourself in the *Harriet Lane*, together with all the vessels of the squadron, for the attack on Forts Jackson and St. Philip. At 3:45 we opened fire with all our guns upon Fort Jackson at an estimated distance of 600 yards, and remained in this position until your signal was made to cease firing and retire from action.

I am happy to inform you that during this heavy cannonade this ship was not injured or a man hurt on board, owing to the fire of the enemy from the face of the fort we engaged having passed over us.

It also affords me the highest gratification to express my unqualified approbation and high appreciation of the bravery and zealous attention

to duty of the officers and crew of this ship, whether engaged in our unremitting duties or when under the fire of the enemy's guns.

During our operations against the forts we have expended 35 rifle shot and shell, 11 IX-inch shell, and 17 VIII-inch shell. Here let me state, sir, that upon the several occasions this ship has been under the fire of the forts I have been constrained from using my very efficient rifled gun as frequently as I could have desired in consequence of there being no more projectiles (than those we had on board) upon the station. I will also state that it was in accordance with your wishes that I was thus careful of the few shot and shell we had.

Permit me, in conclusion, to call your attention to the fact, in explanation of the seemingly small amount of ammunition we have expended, that upon all the occasions this ship has been engaged (save the action of the 24th ultimo) it was advantageous to fight her "head on," which prevented the use of all the guns except the rifle.

Respectfully submitted.

W. B. RENSHAW,
Commander, U. S. Navy.

Commander D. D. PORTER,
Commanding Mortar Flotilla, Mississippi River.

Commendatory order of Flag-Officer Farragut, U. S. Navy, regarding the conduct of Lieutenant Commanding Renshaw, U. S. Navy, commanding U. S. S. Westfield.

U. S. FLAGSHIP HARTFORD,
Mississippi River, April 18, 1862.

The flag-officer witnessed with great satisfaction the handsome manner in which Lieutenant Commanding Renshaw managed his vessel and the raft, and the manly exertions and intrepidity of the boats' crews who went off and extinguished the fire raft last evening.

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Observations of Joseph Harris, on U. S. Coast Survey duty, regarding injuries inflicted upon Fort Jackson.

SOUTH WEST PASS, MISSISSIPPI RIVER, *May 4, 1862.*

SIR: While engaged in the survey of the injuries received by Fort Jackson during the bombardment and the passage of the fleet several incidents came under my notice which, at your request, I have now the honor to submit to you in writing:

While waiting for the boat to take us off on the last day on which we were engaged in the survey, Mr. Oltmanns and I fell into conversation with some men who had been in the fort as part of the garrison. One of them, who said he was a New Yorker, particularly impressed us—a reliable, intelligent man, from the moderation of his statements—and I think his information well worthy of note.

I shall merely record his statements, as the conversation on our part which drew forth information on the points where we especially desired is not necessary to the understanding of them, and this communication is likely to be very long without the introduction of any irrelevant matter.

General J. K. Duncan had command of both forts, and Colonel Higgins, who some years ago was an officer of the U. S. Navy, had the immediate command of Fort Jackson. Colonel H. has the credit of being a most brave and vigilant officer.

For forty-eight hours my informant thought Colonel H. had not left the ramparts, and never seemed in the least disconcerted when the bombs were falling thickest around him.

A large proportion of the forces inside the fort were Northern men, and there were also many foreigners. The party that seized the fort early in 1861 was a company of German yagers, and there were a number of Irish also. In all there were some 600 or 700 men in the fort about the time of the bombardment. The Northern men were mostly sent down at an early stage of the proceedings, and I imagine most of them volunteered, hoping in that way to avoid suspicion and perhaps not to have to fight against the Government after all.

(Colonel Higgins had no expectation of being attacked; that is, he thought no fleet could be brought against him sufficiently strong to risk an attack.)

There was a company of sharpshooters attached to the forces under the command of Captain [W. G.] Mullen. They numbered about 200, and were largely recruited from riffraff of New Orleans. They scouted as far down as 8 or 9 miles below the forts and brought nightly reports to Fort Jackson, traveling by the bayous and passes on the southwest side of the river. The main body, however, lay in the edge of the woods below Fort Jackson, about a mile and a half from it. From here they fired on the boat that pulled up under that shore on the 14th.

The grape and canister shot that the *Owasco* threw into the bushes made their berth uncomfortable, and they broke up their camp, came into the fort all wet and draggled, having thrown many of their arms away, and swore that they would go to New Orleans, and they went.

My informant voluntarily gave the credit of reducing the forts to the "bomb fleet." The fort was so much shaken by this firing that it was feared the casemates would come down about their ears. The loss of life by the bombs was not great, as they could see them coming plainly and get out of the way, but the effects of their fall and explosion no skill could avert.

About one shell in twenty failed to explode; even those that fell in the water going off as well as the others. It is well worth noting that the bombs that fell in the ditch close to the walls of the fort and exploded there, shook the fort much more severely than any of those that buried themselves in the solid ground.

The firing was most destructive the first day, and the vessels lying on the northeast side of the river, which were in plain view of the forts, made much the most effective shots. The bomb vessels lying on the other side of the river were at all times totally invisible, the best glasses failing to distinguish their bush tops from the trees around them.

During the bombardment the only guns that were much used were the rifled guns, of which there were three, and the four X-inch columbiads, and Dahlgren VIII-inch guns, eight in number.

The mortars (in the fort) fired occasionally. One of the rifled guns, mounted on the fort proper before the bombardment, was sent two days before the fire opened to Island No. 10.

One of the rifles in the water battery was originally one of the bar-bette guns, 32-pounder. It was sent to New Orleans to be rifled, and a week after the second one was sent, but the first, on trial proving a failure, the second was not changed.

The large columbiad in the water battery was made somewhere in Secessia, but exactly where my informant did not know.

The fort was in perfect order when the bombardment commenced, it having always been very strictly policed, and the dirt which now disfigures everything is the accumulation of a few days. The water did not enter the fort until the levee had been broken with bombs, and during the summer of 1861, when the Mississippi was even higher, the parade ground was entirely dry. There was very little sickness in the fort, the water probably not having stood long enough to create miasma.

The discipline in the fort was very strict, but what seemed to be felt more than the strictness was the bringing in of very young and entirely inexperienced officers, who were placed in command of others much their superiors in knowledge.

Suspected men were closely watched, and the punishment for improper talk among them was to tie a rope around the offenders and let them float in the "stinking ditch."

The impression we derived from this part of the conversation, however, was that the fort was very well governed, and that the man who was speaking had not often come under the displeasure of the authorities, for he was not eloquent on the subject of his wrongs.

The chain as first stretched across the river was quite a formidable obstacle. The chain was brought from Pensacola and was a very heavy one. It was supported by heavy logs, 30 feet long, only a few feet apart, to the under side of each of which the chain was pinned near the upstream end. The chain was kept from sagging down too far by seven heavy anchors, from which small chains ran to the main chain. These anchors were buoyed with can buoys taken from Pilot Town. In a few months a raft formed on the upper side of this chain, which reached up to the forts, and its weight swept away the whole obstruction and went to sea, carrying the buoys with it.

It was then replaced by the lighter chain, buoyed by hulks there, three weeks ago.

Two of the large can buoys were placed in the magazine in the water battery. The night that Flag-Officer Farragut's fleet passed up, Colonel Higgins was so sure of destroying it that he allowed the first vessel to come up with the fort before opening fire, fearing that they would be driven back prematurely and escape him. When they succeeded in passing he remarked, "Our cake is all dough; we may as well give it up."

During this engagement a Captain Jones, from the back country, had charge of those casemate guns which were firing hot shot. He depressed the muzzles of his guns very considerably, fearing to fire too high, and being desirous of working his guns vigorously, had them run out with a jerk, the consequence of which was that the balls rolled harmlessly into the moat, and the guns blazed away powder and hay wads at a most destructive rate. This continued until some of the officers on the ramparts, observing how much his shot fell short, told him of it. He then commenced operations on one particular vessel, which he kept at until some one informed him that he was devoting himself to one of their own chain hulks.

The enemy's gunboats did not come up to the expectations that were formed of them.

The *Louisiana*, especially, was very much relied on, but her crew of 200 men were drunk at the time that they should have done their duty best. I could not find out anything about her from this man, as he had never been aboard her, and did not believe the exaggerated stories that were told here about her.

The small loss of life in the fort is due, to a great extent, to the fact that the men have been carefully kept below, only the guns' crews being allowed out of shelter. The New Yorker was a powder passer for the battery in which the rifled gun and the large columbiads of the main fort were, and therefore had a good opportunity of seeing what went on, they being in pretty constant use.

One bomb broke into the officers' mess room while they were at dinner and rolled on the floor; as it lay between them and the door, they could not escape, but all gathered in a corner and remained there in terrible suspense until it became evident that the fuze had gone out and they were safe.

On the first night of the firing, when the citadel and outhouses were all in flames, the magazine was in very great danger for some time, and a profuse supply of wet blankets was all that saved it. There was great consternation that night, but afterwards the garrison got used to it and were very cool.

A bomb broke into the secret passage cut in the fort. One of the soldiers went into it some distance, when he was discovered by General Duncan and ordered out. The passage was then filled up, and a guard placed over the entrance to keep everyone away from it.

This was told me by Major [Josiah A.] Sawtell, commandant of the fort.

Fort Jackson mounted 33 32-pounders, 2 columbiads, 1 rifle gun, on main parapet; 2 columbiads, 1 IX-inch mortar, in second bastion; 1 columbiad, 2 VIII-inch mortars in third bastion; 8 32-pounder guns in northwestern casemates; 6 32-pounder guns in northeast casemates; 10 short guns in bastion casemates; 2 brass fieldpieces; 2 rifled guns, 1 X-inch columbiad, 1 IX-inch columbiad, in water battery; 3 32-pounder guns on outer curtain. Seventy-five guns in all.

I am not positive about the caliber of the guns. Those that I have called 32-pounder had a caliber of 6.4 inches, and I am not quite positive that there are 10 short 32-pounder guns in the bastion casemates, though such is my recollection. Of these guns 4 were dismounted, but I could not see that the gun proper was injured in any case. Of the gun carriages, 11 were struck, several of them being entirely destroyed, and of the traverses, no less than 30 were injured. A large proportion of the last injuries were on the western side of the outer curtain (where only these guns were mounted), 20 out of 39 being more or less injured.

The ramparts of the fort proper were severely damaged on every side, but particularly on the two northern ones. There has been great patching with sand bags needed; several of the entrances from the parade ground under the ramparts are masses of ruins, some of them being one-third choked up with débris.

The casemates are cracked from end to end; one of the bastion casemates has the roof broken through in three places; another in one place; and its walls are so badly cracked that daylight shines through very plainly, the crack being about 4 inches wide.

The entrances to the casemates are nearly all damaged, the roof cracked and masses of brick thrown down or loosened.

All the buildings were destroyed by fire or bombshell, the two western bastions and the citadel being completely burned out. The walls of the citadel are cracked in many places very badly. Eighty-six shot and splinters of shell struck its faces. The amount of damage here reported would hardly be credited by any one who had taken a casual survey of the premises, and I myself should have considered it exaggerated if I had read it after passing through hastily the first time. After careful examination, however, the impression left on my mind is of a place far gone on the road to ruin, which will stand but little more before it will come down about its defenders' ears. Everything about the fort appears to have started from its place, some hardly perceptibly, others so much that it would be hard to find where the proper place is.

I do not profess an acquaintance with such matters, but it looks to me as if the whole structure would have to be demolished and rebuilt if the Government ever intends to fortify the site again.

I have thus, sir, hastily thrown together the more important part of the information I was able to collect. Had my time been more extended, I might have been able to gather more of the incidents of the siege, and had I supposed it desirable to reduce it to writing I might have obtained a fuller account from those I did question, but my conversation was merely to gratify my own curiosity and pass away an unoccupied hour.

Hoping that you may find this communication of some value, I remain, very respectfully, your obedient servant,

JOSEPH HARRIS.

F. H. GERDES, Esq.,
Assistant, U. S. Coast Survey.

Extracts from letter from Commander Porter, U. S. Navy, to the Superintendent U. S. Coast Survey, acknowledging efficient services rendered.

HARRIET LANE,
Forts Jackson and St. Philip, April 29, 1862.

DEAR SIR: Amid the exciting scenes here, and the many duties that are imposed on me, I must steal a few moments to tell you something of the share the Coast Survey has had in our doings, and to thank you for the valuable assistance rendered me by the party you sent out here. * * *

The results of our mortar practice here have exceeded anything I ever dreamed of; and for my success I am mainly indebted to the accuracy of the positions marked down, under Mr. Gerdes's direction, by Mr. Harris and Mr. Oltmanns. They made a minute and complete survey from the Jump to the forts, most of the time exposed to fire from shot and shell, and from sharpshooters from the bushes. * * * The position that every vessel was to occupy was marked by a white flag, and we knew to a yard the exact distance of the hole in the mortar from the forts, and you will hear in the end how straight the shells went to their mark. Mr. Oltmanns and Mr. Harris remained constantly on board to put the vessels in position again when they had to haul off for repairs or on account of the severity of the enemy's fire. * * *

I can not speak too highly of these gentlemen. I assure you that I shall never undertake a bombardment unless I have them at my side. Mr. Gerdes has been indefatigable in superintending the work, laboring late at night in making charts and providing the officers in command of the ships with them, marking the positions of obstructions in the channel, and making all familiar with the main way. No accident happened to any ship going through, notwithstanding the gentlemen in the forts thought the obstructions impassable. * * * You must excuse my hurried letter, but I could not omit writing to you to thank your good fellows for what they have done for me, and to thank you for sending them to me.

* * * * *

Yours, very truly,

DAVID D. PORTER.

Prof. A. D. BACHE,
Superintendent Coast Survey.

Letter from Commander Porter, U. S. Navy, to the Superintendent U. S. Coast Survey, reporting the wounding of Mr. Oltmanns.

U. S. S. HARRIET LANE,
Ship Island, May 16, 1862.

SIR: I forward to you by the *Baltic* a plan of Fort Jackson, or the remains of it, faithfully drawn under the direction of Mr. Gerdes by Messrs. Harris and Oltmanns, assistants of the Coast Survey. It is a striking specimen of the effects of mortar practice, showing what can be done when distances are accurately determined, as they were in this case, by the gentlemen belonging to the Coast Survey. If you can afford the expense, it would be worth while to have the plan lithographed and kept as a part of the history of this hideous war.

I regret to say that Mr. Oltmanns, of the *Sachem*, has been severely wounded in the left breast by a rebel rifle ball. I sent the *Sachem* in company with three of the mortar steamers, to show them the way up Pearl River, in hopes of finding some of the enemy's gunboats, which have mysteriously disappeared (now most likely burned), and while trying alone to push up the river the *Sachem* was attacked by a body of riflemen. Mr. Oltmanns fell while directing the movements of the vessel. The battery of the *Sachem* was soon brought to bear and the rebels driven away, one of them being shot dead on the branch of a tree. Everything has been done to make Mr. Oltmanns comfortable. I intend to send him to the hospital at South West Pass, where he can be properly attended to. I regret his loss very much, as he has made himself very prominent throughout the operations here, in performing the various duties he was called upon to do, as indeed all the members of the Coast Survey party have. I have not spared the *Sachem*, but have treated her like the rest of the vessels, putting her under fire when it was necessary.

On the 8th of this month, off Mobile entrance, the steamer *Clifton* went ashore on Southeast Shoal, under the guns of Fort Morgan, and neither of the larger steamers could get near enough to help her without danger of grounding. I ordered the *Sachem* to go in and help her by carrying out anchors and lines, and though the shot from the fort were flying over and around the *Clifton*, they went at it

cheerfully and intelligently. The *Olifton* got off just as they got their lines ready and anchors down to heave her off, but Lieutenant Commander Baldwin felt as much indebted to the party on the *Sachem* as if they had been the means of relieving him from his perilous position.

I look upon the *Sachem* in the same light as I would upon a topographical party in the Army, and if I lose her in such employment she will have well paid for herself.

Mr. Gerdes will be employed for the present in looking up the numerous buoys which these people have stowed away or wantonly destroyed, as they have nearly everything else. When found he will put them all down in their proper places. * * *

Very respectfully, your obedient servant,

DAVID D PORTER,
Commanding Flotilla.

A. D. BACHE, LL. D.,
Superintendent Coast Survey.

Report of Acting Master Pennington, U. S. Navy, commanding U. S. schooner *Henry Janes*.

U. S. SCHOONER HENRY JANES, *April 28, 1862.*

SIR: On the evening of the 25th I received orders from Lieutenant [Watson] Smith to prepare for sea, which I did, and on the 26th I received orders to proceed without delay to Bastian Bay to blockade the same, which is within 8 miles of Fort Livingston. The wind being light, I drifted more to the westward than I anticipated and brought up at Fort Livingston. There I fell in with U. S. schooner *Kittatinny*, three-masted. The *George Mangham*, second division, and directly after the *Orvetta*, Captain Blanchard, came to by us. We anchored, and I was informed by the captain of the *Kittatinny* that the rebels in Fort Livingston hoisted the secession flag every Sunday and on that day only. On the 27th instant, at 7:30 a. m., I espied a flag of truce on the fort. I immediately lowered the first cutter and went on shore, the *Kittatinny's* boat reaching the fort five minutes in advance of me, and had the pleasure of hoisting the American flag on the ramparts of the fort, which I would like to have done. After reaching the fort I met a man by the name of Angelo Zernata, whom I formerly was acquainted with in New Orleans. He had been in service six months at Fort Livingston, [in] which place he was born or, [at] least, 2 miles off from the fort. There were also 5 other men and 4 women and 5 children. All were inhabitants of the island except one woman, who is a resident of New Orleans. Her husband was among the troops that left the fort, the wife being sick and not able to move, having been confined to her bed by childbirth three days previous. From her I obtained most of my information. She says the fort was in charge of Colonel Théard, and there were 330 soldiers in all, chiefly French and Italians; that they were poorly clad and but little to eat. The letter that I send with this dispatch was found in the fort. You can judge for yourself of their condition. The woman's name is Colvrick. She washed for them in the fort and never received one dollar for her services; and when they left she had nothing to eat, and also set fire to what was in the fort. She says Colonel Théard told her, the night of the 25th, that New Orleans was in possession of the Union troops; that the rebels laid down their arms without resistance. He (Colonel Théard) left New Orleans on the morning of the 25th

instant. It takes eight hours to come from New Orleans to Fort Livingston by water; the shoalest depth, 3 feet. The steamboat *Bee*, that carried the troops from the fort, is now up the bay, out of reach of our vessels, but can be taken by our boats. They had a quarrel about the boat the night they left, she being owned by the planters on the mainland, part of whom the man Angelo says are Union men. He says most of the people on the opposite side are Union men. The Temple, a small battery above Fort Livingston, is also evacuated; only two guns left there, of a small size. We found at Fort Livingston 11 32-pounders complete, 3 12-pound howitzers, 2 24-pounders, 1 VIII-inch columbiad, new, painted red; 1 80-pound rifled gun, 3 spare field carriages, 1,000 32-pound shot, 70 conical shell, 4 barrels of flour, 1 coil manila rope, 6 shovels, 4 axes, 8 pickaxes, 1 can turpentine, 2 cans paint oil, 20 training tracks, 7 cases of glass, 17 barrels of beef. The officers' department I found furnished comfortable; plenty of wine and number of papers, none later than the 18th instant, which I have. I left the fort in charge of Captain Lamson, whose boat made the land five minutes in advance of mine. The fort is in very good order. The cannon look fine; the rifled one and the VIII-inch columbiad are fine guns. The rifled gun I think is of very long range. They said at the fort that Colonel Théard thought we would attack him very early in the morning with our vessels. They set fire to the fort and a brig loaded with cotton. The fort we saved from the flames. The brig had just bent her sails the day we reached there, and was going to sea that night. Angelo Zernata, soon as I met him, pulled out \$80 in Confederate notes and said that was his six months' labor, and made me a present, also his vessel's papers issued at New Orleans 26th September.

I left the fort at 4 p. m., 27th instant, and at 8 a. m. on the morning of the 28th I espied a lot of small craft at the entrance of Bastian Bay. I tacked ship and stood toward them until in 9 feet water and came to anchor; lowered away two of my boats and went to them. On examination found nothing in them. They were fishing and oystering; there were seven of them, besides seven skiffs. The boats ranged from 5 to 20 tons. They were encamped on Shell Island. I forbade them taking their boats out. Captain Godfrey came in after me, and as I had dispatches for Captain Porter, I told Captain Godfrey he had better look out and keep them in. They can not get through inside, as he lies at the entrance, which is easy to blockade. They say that they carry oysters to New Orleans, but the river being high they can not get through the canal. I could get no information from them in regard to how they were situated at the fort. I believe they are there to take off the prisoners if they have to surrender.

Your obedient servant,

EWIS W. PENNINGTON,
Acting Master, Commanding.

Report of Lieutenant Smith, U. S. Navy, commanding first division of the Mortar Flotilla.

U. S. MORTAR SCHOONER NORFOLK PACKET,
Mississippi River, May 3, 1862.

SIR: On the 18th ultimo, in obedience to your order, the first division of the flotilla moved up to the right bank of the river to the flag indicated by you as distant from Fort Jackson 2,950 yards and from Fort

St. Philip 4,260 yards, the head vessels securing at that point with an anchor a little offshore and light lines from the port bow and quarter to trees.

The other vessels of the division, extending in close order to the distance of 3,620 yards from Fort Jackson, were secured in the same manner.

At 10 a. m. commenced firing upon Fort Jackson, discharging each mortar at intervals of ten minutes. The forts responded, their shot and shells falling around the vessels, and one, a 68-pounder shot, killing a man on board the *Arletta* and lodging under the mortar, but not disabling it. At 6:30 p. m. ceased firing by signal from *Harriet Lane*.

April 19, at 7:30 a. m., the *Harriet Lane* made signal to commence firing. Discharged each mortar at intervals of twenty minutes upon Fort Jackson, until 8:45 a. m., when the interval was shortened to ten minutes. A shell bursting near the mainmast head, disabled one man who was aloft, destroyed a halliard block, and cut two main shrouds. At 4 p. m. ceased firing, the bombardment being continued by the divisions in watches.

On the 20th, 21st, 22d, and 23d the firing was continued by the divisions in watches, excepting during the watch from 8 to midnight of the 20th, when the whole flotilla fired rapidly while an expedition from the squadron cut the barrier chain near the forts.

No further injuries were sustained by persons in the first division, and but little damage to hulls, rigging, or spars, besides the occasional cutting by fragments of shells.

From the 21st the firing from Fort St. Philip was at intervals annoying, and by your direction two vessels at the head of the line directed their fire upon it. On the 23d the enemy did not reply.

April 24, at 3:30 a. m., the firing commencing between the forts and the squadron passing up the river, the whole flotilla commenced firing rapidly upon Fort Jackson. At 4:45 a. m. the squadron, with few exceptions, had passed the forts. Ceased firing by signal from *Harriet Lane*.

During this, 1:15, this vessel fired twenty-eight shells, being at the rate of one in two and two-thirds minutes. The other vessels fired as rapidly.

After the bombardment, on examining the vessels, all were found in condition to continue the fire or perform other service.

The heaviest charges used were 23 pounds to reach Fort St. Philip, distant 4,710 yards, against a fresh wind.

Slight damage was done to the light bulwarks by the shock from the mortars, but the mortar supports and the hulls below the plank-sheer were unaffected.

On the same afternoon six of the mortar vessels were sent to sea upon blockading service, and three of them, the *Arletta*, *C. P. Williams*, and *O. H. Lee*, belonged to this division. Their quick departure and continued absence prevents my giving you the aggregate number of shells fired by the first division during the bombardment.

The four remaining vessels fired 1,512 shells, using 30,994 pounds of powder.

It was not always possible to mark and register the course of each shell, because of our not having a distinct view of the enemy, and the mingling of so many shells as they converged in the direction of the forts. The accompanying reports of the acting masters commanding

the mortar vessels are in a comprehensive form furnished to them, and are as full as accuracy will permit.

The following is from the surgeon's report:

Killed.—James Laver, ordinary seaman on board the *Arletta*; native of Isle of Jersey; struck by an 8-inch solid shot on April 18.

Slightly wounded, disabled.—Michael Brady, carpenter's mate of this vessel; aged 32; native of New York; struck by a fragment of shell on April 19.

Although the enemy's fire was so well directed at times as to threaten the destruction of the vessels, the duties at quarters were performed, and the intervals of rest between watches enjoyed with commendable coolness and composure throughout the division.

Respectfully, yours,

WATSON SMITH,
Lieutenant, Commanding First Division.

Commander D. D. PORTER,
Commanding U. S. Mortar Flotilla, Mississippi River.

Abstract log of U. S. mortar schooner *Norfolk Packet*, Lieutenant Smith, U. S. Navy, commanding.

February 7, 1862.—Navy yard, New York. At 1:30 p. m. put the vessel in commission.

April 17.—Mississippi River. At 4:30 a. m. a large fire was discovered approaching the squadron from up the river. It soon proved to be a fire raft from the enemy. It was taken in tow by the boats of the squadron and secured to the bank of the river, when it exhausted itself. Meridian to 4 p. m.: Crew employed in covering rigging and masts with evergreens. Eight to midnight: At 8 the enemy sent a fire ship down the river, and upon signals being made from flagship the squadron sent their boats to tow it clear of the fleet. At 10, secured the fire raft to the west bank of the river below the squadron.

April 18.—At 9:20 a. m. fired our mortar at 3,800 yards range. At 9:30 hove up our anchor and ran up to our position in the division, distant from Fort Jackson 3,340 yards. At 10 opened our fire upon the forts. First gun from Fort Jackson was fired at 8:40 a. m. Meridian to 4 p. m.: Still at fire upon the forts, throwing shell from our mortar every ten minutes, enemy's shell bursting to our right. At 1:30 the fire rafts of the enemy ran ashore about half a mile above the fleet. Four to 6: Still shelling the forts with a shell from our mortar every ten minutes. At 6:30 the flagship made signal No. 566. Ceased firing.

April 19.—At 7:30 a. m. commenced firing shell from our mortar upon Fort Jackson at the distance of 3,340 yards, throwing one shell every twenty minutes. At 8:45 a. m. commenced firing one shell every ten minutes. Meridian to 4 p. m.: At 1:15 p. m. a shell bursting near our main masthead wounded the carpenter's mate, Brady, and shot away the main throat halyard block and two shrouds of main rigging, a fragment falling upon deck. At 4 p. m. ceased firing and secured. At 8 p. m. commenced firing shell from our mortar upon Fort Jackson, distant 3,340 yards. Fired 23 shell. Ceased firing and secured at midnight.

April 20.—At 4:10 a. m. we were hailed from shore by a deserter from Fort Jackson, whom we took to the flagship. At 8 a. m. com-

menced firing shell from our mortar upon Fort Jackson, distant 3,340 yards, throwing a shell every ten minutes. Meridian to 4 p. m.: Still shelling Fort Jackson with a shell from our mortar every ten minutes. Four to 6 p. m.: Still shelling Fort Jackson with a shell from our mortar every twenty minutes. Ceased firing and secured at 6. At 8 p. m. reopened fire upon Fort Jackson and continued to fire a shell every five minutes until midnight, when we secured. Fort St. Philip opened fire upon us at 9:30, her shot falling close by us, but doing no execution. At 12 midnight ceased firing and secured.

April 21.—At 4 a. m. reopened fire upon Fort Jackson and continued to throw a shell every ten minutes until 8, when we ceased fire and secured. Four to 6 p. m.: Reopened fire upon Fort Jackson at 4 p. m. and threw one shell every ten minutes until 6 p. m.

April 22.—Reopened fire upon Fort Jackson at 12 a. m. and continued to fire a shell every ten minutes. A fire raft from the enemy was set on fire and placed in the river below the forts. No answer to our guns these four hours. Four to 8 a. m.: Still shelling Fort Jackson at 3,340 yards range with a shell every ten minutes. At 9:10 a. m. a IX-inch shell from Fort Jackson struck alongside and burst, throwing the fragments in all directions, one piece cutting our spring stay and penetrating through both decks landed in the hold, cutting our best hawser in several places. Four to 6 p. m.: Reopened fire and directed our fire to Fort St. Philip at the range of 4,760 yards, using very heavy charges, one shell every ten minutes. Eight to midnight: Reopened fire upon Fort Jackson with a shell from our mortar every ten minutes; range, 3,360 yards. No reply to our shots from either fort.

April 23.—Eight to meridian: Reopened fire upon Fort St. Philip with our mortar, throwing a shell every twelve minutes. No reply to our guns to-day. At 6 p. m. reopened fire upon Fort St. Philip with our XIII-inch mortar, throwing a shell every ten minutes.

April 24.—At 2:45 a. m. the signal was made by the flagship to proceed forward. The squadron comprising the steamers weighed their anchors and moved up the river toward the forts. At 3:30 a. m. the forts opened the most terrific fire upon our ships, the Mortar Flotilla at the same time opening a vigorous fire on the forts. In a few minutes the firing became general and for the space of an hour nothing could be heard but the roar of cannon. At 4:45 a. m. the Mortar Flotilla ceased firing and secured. The ships were reported above the forts with all spars standing. At 5 a. m. broke adrift and fell foul of No. 4. Drifted a mile down the river; carried away our starboard rail and boat davit. At 9 a. m. the steamer *Olfyton* took us in tow and at 9:45 we came to an anchor astern of the third division. At 10 a. m. the rebel steam ram *Manassas* drifted down the river completely riddled with shot holes and burning fiercely. At 10:45 she sunk. At 11 the rebel steamer *Anglo-Saxon* drifted down the river on fire and nearly sunk. At 5:30 p. m. the flotilla got underway and stood down the river. At 8 came to in 16 fathoms with our port anchor.

April 28.—Off Pilot Town, South West Pass, Mississippi River. At 1 a. m. a large hulk on fire came drifting down the river. Called away the boats of the flotilla and towed her ashore. At 11:20 a. m. the steamer *Owasco* arrived from up the river, bringing the intelligence of the surrender of both Forts Jackson and St. Philip and the success of our ships at the English Turn.

Abstract log of the U. S. schooner *Oliver H. Lee*, Acting Master Godfrey, U. S. Navy, commanding.

February 4, 1862.—Navy yard, New York. At 1:30 p. m. went into commission.

April 17.—Mississippi River. From meridian to 4 p. m.: At work trimming up masts and rigging with green bushes and leaves.

April 18.—At 7:30 a. m. hove up anchor and ran a hawser to steamer for a tow. At 8:15 steamer took us up the river to within 3,300 yards from Fort Jackson. At 9 dropped anchor and ran a hawser ashore and commenced shelling Fort Jackson through the day until 5 p. m. Expended 58 shell from XIII-inch mortar.

April 19.—At 5:30 a. m. called all hands to quarters and commenced shelling Fort Jackson till 2 p. m. From 4 to 6 p. m.: Hove up anchor and dropped astern about 500 yards; let go anchor. 8 to midnight: At 8 hove up anchor; ran a hawser to steamer to take us up the river into position. At 11 let go starboard anchor and ran a hawser ashore 3,200 yards below Fort Jackson and shelled Fort Jackson until midnight. Expended 51 shell.

April 20.—At 8 a. m. commenced shelling Forts Jackson and St. Philip and continued throughout the day till 7 p. m. At 9 p. m. commenced firing by signal from flagship at Fort Jackson and ceased at midnight. Expended 72 shell.

April 21.—At 4 a. m. called all hands to quarters and commenced shelling Fort Jackson and shelled at intervals throughout the day. Expended 28 shell.

April 22.—At 12 a. m. called all hands to quarters and commenced shelling Fort Jackson. At 4 a. m. ceased firing. At 7 a. m. a shell burst over the schooner and a piece struck the deck. 8 to meridian: At 8 commenced putting up fresh green branches in the rigging and around the masts. At 9:30 hove up anchor and dropped down river to within 3,440 yards of Fort Jackson and commenced firing at the fort. At 4:45 p. m. anchor broke adrift and tide took us across the schooner *Sophonias*'s bow; made signals for a steamer to tow us off. At 9 p. m. got to our position again, and at 9:30 commenced firing at Fort Jackson and ceased at midnight. Expended 67 shell.

April 23.—At 1 a. m. a large fire raft came down the river with the tide. At 8 a. m. commenced firing at Fort Jackson and continued firing through the day until 8 p. m. No return shots from either of the forts to-day. Expended 31 shell.

April 24.—At 1:30 a. m. called all hands to quarters to be ready if the forts opened upon the sloops of war and other men-of-war, gunboats, etc., that were going up to open on the forts. At 2:30 a. m. some of the sloops passed on their way up. At 3 heard a gun fired from the forts, upon which the orders went through the fleet to fire away. We did so. At 7:03 were ordered to cease firing, as our large ships had all passed the forts and were on their way up the river out of the range of the forts. Saw several large fires up the river and saw also two explosions. At 7 a. m. hove up and dropped below the fort. At 8 a. m. saw a ram coming down the river on fire. It passed down the river. Saw also several wrecks of steamers floating down. At 5 p. m. hove up anchor and got under way and sailed down the river on our way to South West Pass, as per order. Expended 16 shell.

Abstract log of the U. S. schooner *Para*, Acting Master Hood, U. S. Navy, commanding.

February 4, 1862.—Ship put in commission at the navy yard, [New York].

February 7.—Steam tug proceeded with us in tow down the bay.

February 18.—Anchored off Key West.

March 11.—Came to anchor at Ship Island.

April 18.—E. G. Furber, acting master, in command. At 8 a. m. taken in tow by U. S. S. *Clifton*; stood up the river and anchored at 10:30 on port bank. Opened fire on Fort Jackson at 11. At 2:10 p. m. ceased firing and moved into position. At 3 resumed firing and ceased at 8.

April 19.—At 7 a. m. opened fire on Forts Jackson and St. Philip; ceased at 4 p. m. Opened again at 8 and ceased at midnight.

April 20.—At 4 a. m. opened fire on the forts; ceased at 8 p. m. Opened again at 10.

April 21.—At 1 a. m. ceased firing. At 4 a. m. opened fire on Fort Jackson. At 9 a. m. ceased firing and hauled to head of the line on account of the shell bursting in mortar; cause, imperfect fuzes; at same time foremast struck by enemy's shell, injuring foremast severely. At midnight opened fire on Fort Jackson.

April 22.—Ceased firing at 4 a. m. Opened fire at noon and ceased at 4 p. m. Opened fire on Fort Jackson at 8; ceased at midnight.

April 23.—At 8 a. m. opened fire on the forts and ceased at noon.

April 24.—2:45 a. m. opened fire on Fort Jackson; ceased at 7:10. 5 p. m. proceeded down the river; at 10:45 came to anchor on port bank of the river.

Abstract log of the U. S. schooner *C. P. Williams*, Acting Master Langthorne, U. S. Navy, commanding.

January 21, 1862.—At 1 p. m. put in commission.

January 23.—At 1 p. m. towboats *Burbeck* and *T. Carey* came alongside and took us in tow, in company with U. S. schooners *John Griffith* and *Racer*.

February 8.—At 2 p. m. received a Key West pilot on board. At 7 came to anchor inside of the fort.

March 13.—At 12:30 a. m. made Ship Island light; came to anchor in the roadstead.

April 8.—At 4:30 p. m. came to anchor at the Head of the Passes.

April 12.—Painted ship with mud by order of the senior officer.

April 15.—At 9 a. m. taken in tow by the *Clifton* and towed up the line. At 12 meridian came to anchor with the fleet.

April 17.—At 9 a. m. hove up anchor and towed up to the flagship.

April 18.—At 8 a. m. commenced action in company with the remainder of the mortar vessels, bombarding Forts Jackson and St. Philip. Continued firing until 6 p. m., when we ceased, by order of Captain Porter.

April 19.—At 8 a. m. commenced action by order of senior officer, both forts returning briskly. Continued firing every ten minutes, our shells falling chiefly in Fort Jackson, dismounting some of their guns. Continued firing during the night, firing every twenty minutes to 10 p. m., when we were ordered to fire every ten minutes to midnight, when we ceased, by order of the senior officer, all hands being at quarters, mortar working beautifully.

April 20.—At 6 a. m. commenced firing by order of senior officer; gun's crew relieving the mortar crew every four hours. Continued firing to midday as fast as we could load, by order of senior officer.

April 21.—During this twenty-four hours continuing firing every ten minutes, all hands being employed either at mortar or lugging ammunition from different vessels. From 4 to 6 p. m. firing every five minutes.

April 22.—Began firing at midnight. 4 a. m., ceased firing. Meridian, commenced firing. Firing every five minutes from 8 to midnight.

April 23.—At 8 a. m. commenced firing every ten minutes. Commenced firing at 8 p. m. every five minutes by order of senior officer.

April 24.—Keeping up a steady fire to cover our ships which went up the river. Ceased firing at 4:30, all hands being engaged. At 8 a. m. hove up anchor and stood down the river. A flag of truce coming from the fort.

April 25.—At meridian came to anchor at Pilot Town. From meridian to 4 p. m. was ordered by senior officer to get underway to blockade Berwick Bay.

Abstract log of the U. S. schooner *William Bacon*, Acting Master Rogers, U. S. Navy, commanding.

February 6, 1862.—At 1 p. m. steamer came alongside, took us in tow, and proceeded down the bay, [New York].

February 18.—At 1:30 p. m. came to anchor in the harbor of Key West.

March 19.—At 4:45 p. m. let go anchor off Pilot Town.

April 11.—At 9:15 a. m. *Westfield* took the vessel in tow and went up the river. At 1 p. m. engaged dressing the masts with green bushes. At 2:20 p. m. a rebel gunboat came down the river and fired into the fleet. At 5:40 signal, "All boats manned and armed to assemble around the flagship."

April 18.—At 8:45 a. m. fire opened from the forts upon the flotilla. At 8:50 the U. S. gunboat *Owasco* opened fire upon the forts. At 9:30 a. m. signal made from the flagship to commence action. At 10 a. m. opened fire on the forts. At 6:30 p. m. signal made to cease firing and secure ship. At 10:30 p. m. two fire ships sent down from the enemy. Thirty-nine shells fired during the day.

April 19.—At 6:40 a. m. signal from the flagship to commence firing. At 8:30 a. m. orders from Captain Porter to fire every ten minutes. At 8:45 a. m. the rebels opened fire on the gunboat *Owasco*. At 9:30 a. m. a shot struck the *Maria J. Carlton* and wounded two men and sunk the vessel. At 9:35 the *Oneida* opened fire on Fort Jackson. At 2:50 two shots from the rebel fort struck the *Oneida* and wounded several men. At 4:20 orders from Lieutenant Smith to cease firing. At 8 p. m. commenced firing on the forts. At 12 midnight ceased firing. Seventy-three shells fired during the day.

April 20.—At 6:30 a. m. called all hands to make preparations for going into action. At 8 a. m. opened fire on Fort Jackson. At 9:35 a. m. the rebels opened fire on the fleet. At 10 a. m. signal from the flagship of the third division to commence firing.

April 21.—At 4 a. m. opened fire on the rebel forts. At 8 a. m. signaled from flagship to cease firing. At 8:20 a. m. two United States

gunboats opened fire on the rebel batteries. At 4:20 p. m. opened fire on the forts. At 5:50 p. m. signals made from flagship to cease firing. At 12 midnight opened fire upon the rebels.

April 22.—At 4 a. m. ceased firing. At 7:20 a. m. the rebels opened fire upon the gunboats. At 12 meridian called all hands to open fire upon the forts. At 4 p. m. signals made from the flagship to cease firing. At 8 p. m. opened fire upon the forts; ceased at 12 midnight.

April 23.—At 8 a. m. first division opened fire upon the forts. At 12 meridian ceased firing. At 6 p. m. called all hands to quarters and opened fire upon the forts; ceased at 8 p. m.

April 24.—At 4 a. m. commenced firing upon the rebel forts, and the United States sloops of war went up the river and attacked the forts. At 5:30 our sloops of war and United States gunboats were seen passing the rebel forts. At 8:30 a. m. several rebel steamers and a battering ram came down the river on fire, supposed to be done by our fleet, and also a flag of truce came down the river from the rebels. At 10:45 orders from flagship for captains to repair on board. At 12 meridian signal made from flagship for carpenters to repair on board. At 5:30 orders from flag-officer of first division to get underway and proceed down the river to South West Pass.

April 25.—At 5:30 a. m. hove up anchor and dropped down the river to South West Pass. At 2:30 p. m. orders from flagship to set up the rigging and prepare for sea.

May 8.—At 4:30 p. m. captain came on board with orders to repair to Ship Island.

Abstract log of the U. S. schooner Arletta, Acting Master Smith, U. S. Navy, commanding.

January 30, 1862.—Received vessel from navy yard authorities, crew from receiving ship *North Carolina*, navy yard, New York.

February 4.—At 12 m. got underway from Horse Shoe. At 3 p. m. passed Sandy Hook.

April 16.—At 3:30 p. m. Commander Porter came aboard; got underway and stood up river; 4 p. m., 1½ miles from fort, anchored. The rebel batteries opened fire, which fell short. Fired five shell from mortar, three taking effect inside of fort; 5 p. m. weighed anchor and stood downstream.

April 17.—At 6 saw a large fire raft drifting down the river; manned boats in obedience to signal; towed raft ashore and scuttled it. Flo-tilla continually arriving. Crew employed covering masts and rigging with branches in imitation of trees. A large fire raft drifting down the river. 8 to 12: Manned boats in obedience to orders to destroy fire raft. Towed it ashore and put out fire.

April 18.—At 9 received signals from flagship to commence firing, which we accordingly did with mortar, with 11-pound charges. Received heavy shots from enemy, range short. At 4:30 p. m. received an 8-inch solid shot on face of mortar, wounded Seaman James Lebar, knocked trucks off mortar, and other trifling damage. At 5:30 ceased firing in obedience to signals. Fired 96 shell with reduced charges.

April 19.—At 9:20 a. m. commenced firing in obedience to signal from flagship. Received orders to fire every twenty minutes. The enemy returning our fire, doing no damage. At 12 midnight ceased firing, having fired 68 rounds.

April 20.—At 4:30 a. m. heard hail from shore, wishing to be taken aboard. At 5 Lieutenant Smith manned his boat, went after him. He proved to be a deserter from Fort Jackson. At 8 a. m. commenced firing, the enemy returning our fire, but doing no damage. Ceased firing at 12 midnight, having fired 78 rounds.

April 21.—At 4 a. m. commenced firing; fired five rounds; ceased firing, being out of ammunition. Received at 4 p. m. from gunboat *Owasco* 48 XIII-inch shell; commenced firing. Received from *Hartford* 5 barrels powder, from powder boat 19 barrels powder; ceased firing at 5 p. m. Received from the *Brooklyn* 11 barrels powder.

April 22.—From 12 to 4 a. m. fired 25 rounds. From 12 to 4 p. m.: Commenced firing on Fort St. Philip, they returning fire, doing no damage; ceased at 4, having fired 29 rounds of 21 pounds powder to the charge. At 8 p. m. commenced firing on Fort Jackson. At 12 midnight ceased, having fired 36 rounds.

April 23.—A large fire raft from the enemy drifted down the river. During this day fired 36 rounds.

April 24.—At 3:30 a. m. commenced firing rapidly on Fort Jackson. The steamers going up under Admiral Farragut. At 5 ceased firing, having expended 22 rounds, the steamers having passed the forts, they firing rapidly in passing. At 10 a. m. saw a battering ram drifting down the river, also a steamer. Hauled to another position. At 5 p. m., in obedience to signals, got underway and proceeded down the river, accompanied by flotilla, and anchored at forks of river in South West Pass.

Abstract log of the U. S. schooner *Eophonria*, Acting Master Darling, U. S. Navy, commanding.

January 29, 1862.—New York Harbor. 1 p. m. received the crew; went into commission under command of Acting Master John A. Darling, U. S. Navy.

April 11.—Acting Master's Mate L. Bartholomew to command pro tem.

April 17.—Mississippi River. 12 to 4 p. m.: Crew employed trimming ship with trees. 8 to 12 p. m.: 8:15 a fire ship hove in sight from up river. Signals from the *Harriet Lane* called away boats unarmed. Proceeded with first and second cutters to the scene of conflagration, where we all succeeded in quenching the fire and towing the fire ship ashore without serious casualty.

April 18.—4 to 8 a. m.: Moved up the river to get a position for bombarding. At 8 came to anchor within 3,000 yards of Fort Jackson and got out lines. At 9 the fort opened fire on our shipping; replied to by two gunboats. At 10 the mortar schooners opened fire, throwing about six shell an hour. 12 to 4 p. m.: Continued bombarding. 5:30 ceased firing in obedience to signals. Expended 60 shell and about 1,400 pounds of powder.

April 19.—At 7 a. m. commenced bombarding. At 9 continued bombarding until 4 p. m., when we ceased firing. Expended 64 shell and about 1,500 pounds of powder. 8 to 12 p. m.: Resumed firing at 8 and continued till midnight. Expended 24 shell and 550 pounds of powder.

April 20.—8 to 12 meridian: Continued bombarding. 8 to 12 midnight: Continued bombarding till 8; rested two hours and resumed at 10, firing until midnight. Expended 81 shell and about 1,950 pounds of powder.

April 21.—From 4 to 8 a. m.: Continued bombarding. Expended 21 shell and 500 pounds of powder. 4 to 6 p. m.: Continued bombarding. Expended 12 shell and 270 pounds of powder.

April 22.—12 to 4 a. m.: Continued bombarding. Expended 24 shell and 550 pounds of powder. 12 to 4 p. m.: Continued bombarding. Expended 45 shell and about 1,100 pounds of powder. 8 to 12 midnight: Continued bombarding. Expended 24 shell and 550 pounds of powder.

April 23.—8 to 12 meridian: Continued bombarding. Expended 20 shell and 470 pounds of powder. 6 to 8 p. m.: Continued bombarding. Expended 10 shell and 235 pounds of powder.

April 24.—3:30 a. m., continued bombarding. About 4 a. m. Commodore Farragut's fleet of steamers ascended the river under cover of the fire of the Mortar Flotilla and passed the forts, exchanging a heavy fire. Ceased bombarding at 5 a. m. Expended 29 shell and about 700 pounds of powder. 8 to 12 meridian: At 9 a. m. a flag of truce came down and communicated with Captain Breese, of the *Horace Beals*. At 11 hove up and dropped down alongside the flagship. 4 to 6 p. m.: Received orders to go to Pilot Town, South West [Pass]. Unmoored ship and proceeded down the river.

April 25.—At 5 a. m. anchored at Pilot Town.

Report of Lieutenant Queen, U. S. Navy, commanding second division of the Mortar Flotilla.

U. S. SCHOONER T. A. WARD,
Mississippi River, May 3, 1862.

SIR: I beg leave to submit to you the following report of the second division of the Mortar Flotilla:

On the morning of the 18th of April, 1862, my vessel was towed into position by the U. S. S. *Miami* at 8:30 a. m. I anchored 3,900 yards below Fort Jackson, on the eastern bank of the river. The schooners of my division anchored astern of me in the following order, viz, *Matthew Vassar*, *George Mangham*, *Adolph Hugel*, *Maria J. Carlton*, and *Sidney C. Jones*, the *Orvetta* having previously taken a position on the western bank of the river, and thus being separated from the division.

Both forts immediately opened on us, firing very rapidly. At 8:45 we commenced firing on Fort Jackson, the shot from the forts falling in every direction around us, one of which struck so close to our port quarter as to throw down some barrels of powder in the magazine by the concussion, but doing no damage. Shortly afterwards another struck us, cutting away the forward shrouds of the port main rigging, passing through the wardroom bulkhead, pantry, stateroom, deck, storeroom, and extra magazine, escaping through the starboard quarter 6 inches above water line, doing considerable damage. I at once directed Mr. Hatch to drop the vessel down some 300 yards which he did, followed by the three vessels lying immediately astern of me. I then went to the *Sidney C. Jones*.

After taking their new positions, the vessels which had dropped astern recommenced firing.

While lying in her former position the *Mangham* received a shot in her port bow, which passed through her galley and lodged in the mortar bed, doing no further injury.

The vessels were now actively engaged throwing shell into the fort, and as no intervening object obstructed our sight, we could see the effect of our shell as each one lodged in or near the forts. We continued firing all day, not even ceasing for the men to eat their meals. About 5:30 p. m. we could see heavy smoke rising from a building outside the fort, caused by the bursting of a shell, and soon after the fort was seen to be on fire in three separate places, which soon formed into one mass of flames, since discovered to have been the citadel. At 6 p. m. we ceased firing in obedience to signal from the *Harriet Lane*. At this time we could distinguish men upon the ramparts trying to extinguish the flames.

At 9 o'clock I received an order from you to drop down 800 yards and be in readiness to move across the river early in the morning, as you thought it likely the enemy would move his guns down the river and open on us in the morning. This we did, and nothing more of any importance occurred during the night. It is strange to say that, although the shot came around us in immense numbers, yet not one man was even wounded during this first day's engagement.

On the morning of the 19th instant we were taken in tow by the *Clifton* and took our position in line, with the rest of the flotilla, on the west bank of the river, and at 8:30 a. m. were all engaged in throwing shell into the fort. The *Hartford* moved up and anchored off our beam, but finding she was drawing the enemy's fire on the flotilla (as they fell short of her) she moved down again. The shot and shell from the forts fell thick around us, but did not do us any injury, with one exception, viz: About 10 o'clock a. m. the *Maria J. Carlton*, of this division, was struck by a shot, which passed through her magazine floor and out her bottom; she immediately began to sink, and the crew, with the assistance of others, soon got most of the movables out of her. The mortar and shells they left, as they could not remove them.

We ceased firing at 12 m., and from this time continued firing by watches, each division taking a watch. Nothing particularly important occurred during the next day until 10:35 p. m., when the gunboats *Pinola* and *Itasca* went up the river to cut the chain. As soon as they started, the Mortar Flotilla commenced firing very rapidly and continued until 12:35 a. m., when the gunboats returned. We continued, as usual, firing by watches until the morning of the 24th of April, when we commenced at 2:30 a. m. to fire as rapidly as possible while the steamers passed up the river to attack the forts. We did not cease until signaled to do so by you, at 5:30 a. m.

Both officers and men behaved gallantly, and where everyone did his duty so well it is almost impossible to award praise to any single individual. As our galley was rendered almost useless during the bombardment, the men suffered some inconvenience in getting cooked the rations that were served out to them, and their sleep was also much interrupted, but I am glad to say that not a murmur of dissatisfaction was to be heard among them. I may also mention that Acting Master J. Duncan Graham, my executive officer, was in command of

the U. S. schooner *Sidney C. Jones* during the whole of the bombardment, and acted to my entire satisfaction. The conduct of William Hatch and John [M.] Richards, master's mates, during the bombardment, has also met my warmest approval, the former having sighted the mortar every time it was fired during the action, the latter having charge of the powder division and making himself generally useful about the vessel. The only wounded in this division were two of the crew of the *Carlton*, one severely, the other slightly.

Very respectfully, your obedient servant,

W. W. QUEEN,
Lieutenant, Commanding,
Commanding Second Division Mortar Flotilla.

Commander D. D. PORTER.
Commanding Mortar Flotilla.

Abstract Log of the U. S. schooner T. A. Ward, Lieutenant W. W. Queen, U. S. Navy, commanding.

January 17, 1862.—At 1 o'clock p. m. received the crew from the U. S. receiving ship *North Carolina*, and put the vessel in commission.

March 19.—Pass à l'Outre, Mississippi River. At 1 p. m. hove up anchor and proceeded up the river.

March 20.—At 10 a. m. U. S. gunboat *Westfield* came into collision with us and stove our first cutter and Whitehall boat. At 10:30 she took us in tow; we hove up anchor and proceeded up the river. At 3:45 p. m. came to anchor in the South West Pass.

March 22.—At 10:30 a. m. Captain Porter came on board and arranged the mortar for trial. At 11 fired eleven shots with the mortar. Transferred to U. S. gunboat *Sciota* at 4 p. m. the three men of the steamer *Magnolia's* prize crew. Sent on board U. S. schooner *Maria J. Carlton* 79 pounds of powder.

April 12.—From 8 to meridian: Received from the U. S. S. *Richmond* 24 Enfield rifles with bayonets, 24 knapsacks with straps, 4,000 ball cartridges, and 6,000 rifle caps. From schooner *S. T. Baker*, 1 heavy 12-pounder howitzer with boat carriage, 4 boxes with shell, 12 boxes with shrapnel, 6 boxes of canister, 6 Bormann fuzes.

April 14.—At 9 a. m. received 4 boxes with caps from U. S. S. *Richmond*.

April 15.—Mississippi River. At 6 a. m. hove up anchor and proceeded up the river in tow of U. S. S. *Harriet Lane*.

April 17.—From 8 to meridian: Got green bushes from shore to dress ship with. From meridian to 4 p. m.: Finished dressing ship. An engagement about 2 miles above us between the rebel gunboats and some of ours. At 8 p. m. a large fire raft came down the river. At 9:30 fire raft extinguished and towed down the river.

April 18.—At 7:30 a. m. steamer *Miami* took us in tow toward our position at 3-mile range from Fort Jackson, on the opposite side of the river. At 8 shot and shell flying about us thickly. From 8 to meridian: At 8:30 dropped anchor in 5 fathoms of water and commenced bombarding Fort Jackson, at the same time a shot striking us on our port quarter, doing us no injury. At 9 a rifle shot struck us, cutting our port main swifter, passing through the wardroom and over the

magazine and out through the starboard quarter at the water's edge. Immediately slipped anchor and dropped down the river to repair damages. At 11 hove up anchor and proceeded up the river again and resumed our station. At 11:15 recommenced bombarding Fort Jackson. From meridian to 4 p. m.: Continued bombarding the fort. At 5 a big fire in Fort Jackson. At 6 received signals to cease firing. From 6 to 8 p. m.: Fort Jackson still on fire. At 8 hove up anchor and dropped down the river 800 yards, where we came to with our port anchor in 4 fathoms of water.

April 19.—At 5 a. m. hove up anchor and U. S. S. *Clifton* took us in tow to the other side of the river, where we took our station in a line with the flotilla, and at 7:30 recommenced bombarding Fort Jackson. From 8 to meridian: Still bombarding the fort. U. S. schooner *Maria J. Carlton* sunk by the enemy's shot. Received from her C. E. Jack, acting master; Douglass F. O'Brien, acting master's mate, and M. Cassidy and P. Greene, seamen. At 12 noon ceased firing. Several shot passing over us. From 6 to 8 p. m.: Recommenced bombarding, firing very briskly. At 8 ceased firing.

April 20.—At 12 a. m. recommenced bombarding Fort Jackson. At 8 a. m. recommenced firing. At 12 noon ceased firing. At 8 p. m. recommenced bombarding. At 12 midnight ceased firing.

April 21.—At 8 a. m. recommenced firing. At 12 m. ceased firing. At 6 p. m. recommenced firing. At 8 ceased firing.

April 22.—At 4 a. m. called all hands to quarters and recommenced firing. At 8 a. m. ceased firing. Received 3 boxes of friction primers and sent 1 on board U. S. schooner *Orvetta* and 1 on board U. S. schooner *Adolph Hugel*. Received 20 barrels of powder and 128 mortar shell. At 4 p. m. called all hands to quarters and recommenced bombarding. At 4:45 carried away starboard axletree of mortar. At 5 received new truck and axletree from U. S. barkentine *Horace Beals*, fired mortar, and recommenced bombarding. At 6 p. m. ceased firing.

April 23.—At 12 a. m. recommenced bombarding. At 4 a. m. ceased firing. From meridian to 4 p. m.: Recommenced bombarding. Received 11 barrels of powder. At 4 p. m. ceased firing. Received 34 shell for mortar. From 8 to midnight: Called all hands to quarters and recommenced bombarding.

April 24.—At 12 a. m. ceased firing. At 2:30 a. m. called all hands to quarters and recommenced bombarding, firing very rapidly. United States fleet under Flag-Officer Farragut proceeded up the river, firing broadsides into the forts when within reach. At 5:30 a. m. by signals ceased firing. A severe engagement going on up the river between the United States fleet and the enemy. From 8 to meridian: Exchanged flags of truce with the enemy twice. At 4 p. m. recommenced bombarding. At 5 ceased firing. From 6 to 8 p. m.: Hove up anchor and proceeded down the river, in company with all the sailing vessels of the Mortar Flotilla, after expending 362 shell during the bombardment. From 8 to midnight drifting down the river.

May 6.—At 6:30 a. m. made Chandeleur Island, bearing N. W. At 2 p. m. passed the western point of Ship Island, and, proceeding up the harbor, came to anchor in 5 fathoms of water.

Abstract log of the U. S. schooner *Maria J. Carlton*, Acting Master Jack, U. S. Navy, commanding.

January 29, 1862.—Went into commission at 4 p. m. (navy yard, New York). Received from the Ordnance Department 1 XIII-inch mortar, 250 mortar shells and equipment.

February 4.—At 11:15 a. m. weighed anchor; steam tug came alongside and towed us to sea.

March 13.—At 9:30 a. m. made Ship Island; came to anchor abreast the flagship.

April 18.—At 9:30 a. m. signals from flagship to commence action. Put mortar in gear and fired until 7 p. m.

April 19.—From 8 a. m. to 12 meridian: Took position for action. At 10 was struck by a rifle shot from the forts, striking the quarter-deck close by the hatch, breaking a beam and some carlines, thence through the magazine went out starboard quarter. Commenced to fill rapidly. Set signals that we were disabled, when a number of boats came to our assistance. Tried to save everything that we could. Vessel sinking rapidly. Water on berth deck. Three of crew slightly wounded. Crew and officers transferred to various vessels of the fleet.

Abstract log of the U. S. schooner *George Mangham*, Acting Master Collins, jr., U. S. Navy, commanding.

January 11, 1862.—At 12:30 p. m. left the navy yard, Philadelphia, and proceeded down the river.

March 16.—At 6 p. m. let go anchor off Pass à l'Outre.

April 15.—At 5:40 a. m. got underway and in tow of the *Harriet Lane*; proceeded up the river and anchored at 10.

April 17.—A fire raft in sight up the river. At 9:15 a. m. hove up anchor and in tow of the *Miami* proceeded up the river. At 10:45 came to anchor on the east side of the river. At 2 p. m. three rebel steamers hove in sight up the river; four of our gunboats exchanged a few shots with them, when they ran away.

April 18.—At 6:30 a. m., in obedience to signals, proceeded up the river; anchored on the east side of the river and began firing at 9:30. After firing a few shots we were obliged to change our position a little down the river, from where we exchanged 77 shots with the rebels. At 6:30 p. m. Fort Jackson apparently on fire, and we ceased firing for the night.

April 19.—At 6 a. m. we were towed across to the west side of the river. At 9 commenced firing and continued until 8 p. m.

April 20.—At 12 midnight commenced firing and continued until 4 a. m. At 10:45 commenced firing and continued until 12 meridian.

April 21.—Commenced firing at 8:05 and continued until 12 m. At 6 p. m. commenced firing and continued until 8.

April 22 to 25.—Firing morning and night. At 5 p. m. of the 25th hove up anchor and beat down the pass.

April 26.—At 7:30 p. m. came to anchor in Baratavia Bay.

April 27.—At 7:40 a. m. a flag of truce was hoisted on Fort Livingston and a boat from the U. S. schooner *Kittatinny* was sent on shore.

Abstract log of the U. S. schooner *Orvetta*, Acting Master Blanchard, U. S. Navy, commanding.

January 27, 1862.—Went into commission, F. E. Blanchard, U. S. Navy, acting master, in command.

April 17.—Mississippi River, 8 to 12 p. m.: 8:30 a fire ship from the enemy hove in sight. All boats were ordered away to put it out and tow it ashore.

April 18.—12 to 4 a. m.: 7 a. m. was towed to our station on the left bank of the river by the U. S. gunboat *Westfield*. Commenced the bombardment at 10 a. m. Fired one shell in every ten minutes, distant from Fort Jackson 3,880 yards, using 4-pound charge and full-length fuze. The enemy returned the fire. Our firing was very accurate. One of the enemy's shot struck the U. S. schooner *T. A. Ward*. No one was wounded. 6:30 p. m. ceased firing. All was quiet during the night.

April 19.—8 a. m., commenced the bombarding with more effect than before. The enemy returned the fire; one of their shot struck the schooner *Maria J. Carlton*. The firing was kept up all night. The enemy ceased at 6 p. m.

April 20.—8 a. m., the whole fleet commenced firing one shot in every ten minutes with good effect, the enemy returning with no effect, and ceased at 3 p. m. 4 p. m. was ordered to fire once in twenty minutes. 9 p. m. was ordered to fire once every five minutes. 10:30 p. m. our ammunition ran out.

April 21.—6 a. m. received 61 shell and 3 barrels of powder from steamer *Owasco*. 9 a. m. commenced firing once in twenty minutes. The enemy fired several shot with no effect. 12 m. received 128 shell and 30 barrels of powder; opened fire on the fort from 6 to 8 p. m.

April 22.—At 4 a. m. commenced firing once in twenty minutes; 8 a. m. the enemy fired a few shot with no effect. Received 112 shell and 15 barrels of powder. 4 to 6 p. m.: Fired once in twelve minutes, the enemy firing on the fleet with no effect.

April 23.—At 12:30 a. m. commenced firing on Fort Jackson once in twelve minutes. Ceased firing at 4 a. m. 12 m. commenced on Fort Jackson once in ten minutes. 4 p. m. ceased firing. The forts did not return the fire during the day.

April 24.—At 3:30 a. m. five sloops and five gunboats proceeded up the river and passed the forts under a very heavy fire from Fort St. Philip and their gunboats and rams, the whole mortar fleet throwing shells into Fort Jackson while the vessels were passing. The amount of shell and powder expended was 7,000 pounds powder and 342 shell. 5 p. m. dropped down the river. 11 p. m. came to anchor at the Head of the Passes.

April 27.—At 8:30 was signalized by the U. S. schooner ——— that a flag of truce was flying over Fort Livingston. At 8:40 saw the flag and sent a boat to the fort. At 2:30 got underway.

Abstract log of the U. S. schooner *Adolph Hugel*, Acting Master Jencks, U. S. Navy, commanding.

January 13, 1862.—At 7:30 a. m. left wharf at Chester, Pa., in company with U. S. schooner *George Mangham*, bound to Hampton Roads.

April 11.—Mississippi River. Acting Master James Van Boskirk, commanding.

April 17.—A fire raft was sent down the river by the enemy. All boats ordered to take it in tow down the river.

April 18.—At 9 a. m. came to anchor and commenced bombarding Fort Jackson; were in action until 12 m., when were ordered to drop down river a short distance, as the enemy had our range and we were too much exposed. 12 to 4 p. m.: Got our position and went into action. At 7 ceased firing. Large fire at Fort Jackson and two explosions; were ordered to drop down out of enemy's range. Ammunition expended this day: Mortar powder, 1,140 pounds; shell powder, 448 pounds; shell, 64.

April 19.—At 7.30 a. m. a steamer took us in tow and came to anchor on the left side of the river. 8 to 12 m.: Commenced bombarding the fort. Ammunition expended during the day: Mortar powder, 1,294 pounds, 1 ounce; shell powder, 525 pounds; shell, 75.

April 20.—Still in action. Ammunition expended during the day: Mortar powder, 1,322½ pounds; shell powder, 581 pounds; shell, 83; fuzes, 83.

April 21.—From 12 a. m. until noon, firing by divisions. From 12 to 4 p. m., gunboats Nos. 4 and 9 engaged with the rifle pits. Shot from the rebels falling around us very thick. Firing kept up by first and third divisions. Several double-banked, armed boats proceeded up the river, but returned soon after. A fire raft rounding the point, coming down. Ammunition expended during the day: Mortar powder, 487½ pounds; shell powder, 203 pounds; shell, 29; fuzes, 29.

April 22.—Firing by divisions. Trimmed the vessel off with branches. Ammunition expended during the day: Mortar powder, 1,124 pounds; shell powder, 455 pounds; shell, 67; fuzes, 67.

April 23.—12 to 4 a. m.: Second division commenced firing and received no return. Rebels sent down a fire raft. 4 to 8 a. m.: Firing by the first and third divisions; no return from the rebels. Firing by divisions during the day. Ammunition expended: Mortar powder, 701 pounds; shell powder, 266 pounds; shell, 45; fuzes, 45.

April 24.—At 3:30 a. m. fleet got underway and proceeded up the river. At 4 a. m. the Mortar Flotilla commenced firing briskly. The United States steamers passing the forts. A battering ram and two rebel steamers drifting down the river on fire. From 8 to 12 m.: A flag of truce came down alongside of the U. S. S. *Owasco* and went up again. 12 to 4 p. m.: A rebel gunboat came down to the point; U. S. S. *Westfield* and No. 5 engaged her. Four large rebel steamers near the fort. 4 to 6 p. m.: Mortar Flotilla commenced action. 6 to 8: Mortar Flotilla got underway and proceeded down the river. At 11:30 came to anchor at the Head of the Passes. Ammunition expended this day: Mortar powder, 601½ pounds; shell powder, 245 pounds; shell, 35; fuzes, 35.

April 28.—At 1:30 lowered the first cutter, with an officer and 7 men, to put out a fire raft that came floating down, by order of Lieutenant W. W. Queen; boat returned at 3 a. m. Received news from up river by the *Owasco* that Forts Jackson and St. Philip had surrendered. Dressed and cheered ship.

Report of Commander Porter, U. S. Navy, transmitting report of Lieutenant Breese, U. S. Navy, commanding third division of the Mortar Flotilla.

U. S. S. HARRIET LANE,
Ship Island, May 14, 1862.

SIR: I beg leave to enclose the report of Lieutenant Commanding Breese, of the Mortar Flotilla, which was omitted among those of the other officers.

I have forwarded all these reports because I could not very well myself enter into all the details without lengthening out my report to an unwarrantable size, but as those things are matters of history, and are mentioned by the actors themselves in a graphic and at the same time very modest style, I beg leave to ask that they be placed on file.

I have the honor to remain, very respectfully, your obedient servant,
DAVID D. PORTER,
Commanding Flotilla.

HON. GIDEON WELLES.

Report of Lieutenant Breese, U. S. Navy, commanding third division of the Mortar Flotilla.

U. S. BARKENTINE HORACE BEALS,
Mississippi River, April 30, 1862.

SIR: I have the honor to submit the following report of the part taken by the third division, Mortar Flotilla, under my command, in the bombardment of Fort Jackson.

At 9:30 a. m. of the 18th instant the *John Griffith* (on board of which vessel I hoisted my divisional flag), *Racer*, and *Sarah Bruen* were taken in tow by the *Clifton* and towed into position assigned, astern of the first division, on the right bank of the river, at the following distances from the center of Fort Jackson: *John Griffith*, 3,900 yards; *Racer*, 3,940 yards, and *Sarah Bruen*, 3,980 yards.

About 10 a. m. the *Griffith* opened fire from her mortar, and was soon followed by the *Racer* and *Sarah Bruen*.

At 2 p. m. the rear vessels of the first division having been advanced, the *Henry Janes*, *Dan Smith*, and *Sea Foam* came up under sail and took their positions ahead of the *Griffith* at the following distances from the fort: The *Henry Janes*, 3,630 yards; the *Dan Smith*, 3,730 yards, and the *Sea Foam*, 3,850 yards. At about 2:15 p. m. they opened fire from their mortars.

A constant fire was kept up by each vessel from the time of taking position until 6:37 p. m., when signal to cease firing was made.

During the day the *John Griffith* threw 69 shell, the *Racer* 50, the *Sarah Bruen* 61, the *Henry Janes* 24, the *Dan Smith* 31, and the *Sea Foam* 43.

Second day.—At 6:25 a. m., April 19, recommenced fire upon Fort Jackson from the whole division, which was kept up, each vessel firing at intervals of about ten minutes, until 8 p. m., when ceased firing.

During this day the *Griffith* threw 92 shell, the *Racer* 88, the *Sarah Bruen* 88, the *Janes* 97, the *Dan Smith* 92, and the *Sea Foam* 88.

Third day.—At 4 a. m., April 20, opened fire upon the fort from the division, each vessel firing at intervals of about ten minutes.

At 8 a. m. ceased firing and at 10:13 a. m. reopened from the whole division, as before.

From 4 p. m. to 10:10 p. m. each vessel firing at intervals of twenty minutes.

From 10:10 p. m. to 12:33 a. m., 21st, as rapidly as possible, supporting the gunboats cutting the chain. From 12:33 a. m. to 4 a. m., at intervals of fifteen minutes.

During this day, ending at 4 a. m., the *Griffith* threw 119 shell, the *Racer* 117, the *Sarah Bruen* 113, the *Henry James* 113, the *Dan Smith* 119, the *Sea Foam* 111.

Fourth day.—At noon the division again commenced fire, each vessel firing at intervals of about ten minutes, ceasing at 4 p. m. At 8 p. m. reopened as before, keeping up the fire until midnight.

During this day the *Griffith* threw 50 shell, the *Racer* 50, the *Sarah Bruen* 56, the *Henry James* 55, the *Dan Smith* 55, the *Sea Foam* 47.

Fifth day.—At 8 a. m., April 22, each vessel of the division commenced fire, firing at intervals of about ten minutes. Ceased fire at noon. Reopened at 6 p. m. and fired until 8 p. m., firing as before.

During the day the *Griffith* threw 56 shell, the *Racer* 46, the *Sarah Bruen* 49, the *Henry James* 40, the *Dan Smith* 67, and the *Sea Foam* 52.

Sixth day.—At 4 a. m., April 23, the division reopened fire, each vessel firing at intervals of about ten minutes, ceasing at 8 a. m.

At 4 p. m. again opened fire from each vessel of the division at intervals of about twelve minutes, keeping it up until 6 p. m.

The *Griffith* threw during the day 38 shell, the *Racer* 28, the *Sarah Bruen* 36, the *Henry James* 34, the *Dan Smith* 63, the *Sea Foam* 51.

Seventh day.—At midnight, April 24, the division opened fire, each vessel firing at intervals of ten minutes.

At 3:40 a. m., the guns of the fort having opened upon the fleet passing up the river, the division commenced firing as rapidly as possible, ceasing at 4:52 a. m., by signal, the fleet having passed the forts.

At 5:30 a. m. opened fire upon the enemy's steamers near the fort; ceased at 5:48 a. m.

At 3:55 p. m. commenced again upon the fort, ceasing at 5:04 p. m.

At 5:20 p. m. the division got underway and dropped down the river.

During this day the *Griffith* threw 54 shell, the *Racer* 81, the *Sarah Bruen* 67, the *Henry James* 52, the *Dan Smith* 66, and *Sea Foam* 60.

The *Horace Beals*, with ordnance stores, temporarily under the command of Acting Master George W. Sumner, executive officer, was towed up to within 600 yards of the rear of the mortar vessels and discharged her ordnance stores as were required with great promptness. During the bombardment she received many of the articles saved from the *Maria J. Carlton*, and a X-inch gun, carriage, and ammunition, from the *Jackson*.

She also received the sick and wounded of the flotilla, and several of the wounded of the squadron. Three of the men of the *Beals*, with Acting Master Sumner, served on board the *Harriet Lane* during the engagement with the forts.

The enemy's shot and fragments of shell at times flew about the division in all directions, several pieces of the latter of the size of an egg, and many smaller pieces, were picked up on board of the different vessels, but through God's mercy not a person was struck, nor have I a casualty of any kind to report during the whole bombardment.

The *Sarah Bruen* has a hole through her foremast which I am at a loss to account for, unless a fragment of the enemy's shell which struck the face of the mortar at the edge of the bore (as it was about to be fired) fell into the mortar, and, being discharged, went through the mast.

A little rigging cut here and there is all the damage I have to report done by the enemy.

The general effect of firing the mortars upon the vessels was to knock out the roundhouses forward, and the light pine board bulwarks in the line of fire. The *John Griffith* leaked more than usual during the bombardment, but has since tightened up; she has always been considered a weak vessel.

The *Racer's* deck, on port side abreast of fore hatch, started from the carlines giving way, they not having been originally properly strengthened.

The mortars show no sign of injury.

The mortar carriages worked remarkably well, the only damage being, in some instances, the loss of the feather to the eccentric axle and the breaking of the screws that confine the socket to eccentric. These very slight injuries did not hinder the working of the mortar in the least. The screws were promptly replaced, a number of spare ones having been made.

The turntable in some of the vessels was found to have recoiled, in the line of fire, from an inch to an inch and a half. It was easily roused into position and kept so by a breeching. Twenty-two and a half pounds of powder were fired from the *Griffith* at the rebel iron-clad gunboat, with no visible strain on vessel or carriage beyond that already experienced.

The mortars were served equally well by the mortar crew and gun's crew, watch and watch, during the bombardment. Not a mistake or an accident occurred in loading the mortars, or in filling and fuzing the shell, evincing the care and pains taken by the officers of the division in training their crews, as well as the attention in time of action by the latter to their duties.

Notwithstanding the loss of sleep, regular meals, and cooked food, the officers and men were ever ready to volunteer for any expedition or service against the enemy. And I must remark upon the cheerfulness and alacrity with which, when much exhausted, they manned their boats to keep up a proper supply of powder and shell.

The acting masters commanding the different vessels of the division gave the direction of fire from the mainmast heads (from which place only was Fort Jackson to be seen); regulating the charges used as required, they kept their posts while engaged, with scarce a relief, subject not only to the shock of their own mortar, but also from the one in their rear.

The conduct of the officers and the men during the bombardment is worthy of all praise. The different missiles of the enemy flying about the division in all directions did not distract them in the least in the discharge of their duties, nor, I may say, from their well-earned rest at the close of their watch.

Accompanying me to the *John Griffith* from the *Horace Beals* was Assistant Surgeon Edes, Mr. A. W. Bacon (my clerk), and my boat's crew. Dr. Edes had every preparation made for the care of wounded men, he remaining on board the *Griffith* during the bombardment, ready to give his services wherever needed.

Mr. Bacon acted as signal officer, and was engaged in taking notes. I visited each vessel of the division frequently night and day while in action, finding the same good order in each.

The minute directions given by you were strictly carried out.

I have only to add that, as the vessels and mortars are now fitted, the preparations for action and the service of the mortars made beforehand were ample, and did not require to be altered in the least during the bombardment, nor has any suggestion from the seven days' actual service been made in the way of improvement, except as a precaution, the breeching around the turntable.

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant, Commanding Third Division, Mortar Flotilla.

Commander DAVID D. PORTER,

Commanding Mortar Flotilla.

Abstract log of the U. S. bark Horace Beals, Lieutenant Breese, U. S. Navy, commanding.

February 5, 1862.—At 1 p. m. ship was put in commission, navy yard, New York.

February 8.—At 5:45 a. m. called all hands up anchor and got underway, making all sail.

March 11.—At 4 p. m. made the shipping at Ship Island and came to anchor.

March 19.—All the fleet towed up the river. At 7 p. m. heard heavy firing up the river.

April 8.—Anchored at the Head of the Passes.

April 18 and 19.—From 8 to meridian: Schooners open the bombardment. At 11 up anchor and proceeded up the bank as far as possible; came to anchor just astern of the steamer *Mississippi*. From 4 to 6 p. m. brisk fire going on between the fleet and the forts. At 7 ceased firing upon the forts. From 4 a. m. to meridian fleet firing on the forts. At noon received on board the effects of the schooner *M. J. Carlton*, which was sunk during the forenoon. From 8 to midnight firing by divisions.

April 20.—Fleet firing briskly upon the forts.

April 21.—Bombardment still kept up; no return from the forts.

April 24.—At 3 a. m. the fleet of steamers got underway and proceeded up the river for the purpose of passing the forts. Heavy firing from the mortar vessels and steamers on our side and from the forts of the enemy. The firing ceased at 5:30, the large vessels having passed the forts. Several rebel steamers on shore and afire above the forts. At 7 one of the enemy's vessels blew up. At 6:30 mortars reopened fire upon the forts. At 8:30 the ram *Manassas* floated down the river, having been abandoned and set on fire inside. At 1 p. m. a Confederate States gunboat came down the river in the same condition. Two flags of truce came down the river. At 9 the mortar vessels ceased firing. At 3:30 p. m. mortar fleet reopened fire upon the forts. Fire heard from up the river. Fleet firing on the forts until 5 p. m.

April 28.—At 9:30 a. m. got underway and stood up the river. The steamer *Owasco* passed down the river and reported that the forts had surrendered. At 11 came to anchor.

Abstract log of the U. S. schooner John Griffith, Acting Master Brown, U. S. Navy, commanding.

January 21, 1862.—Went into commission, navy yard, New York.

January 23.—At 1 p. m. hove up anchor and proceeded to sea.

March 11.—At 8 : 15 a. m. came to anchor at Ship Island.

April 16.—At 9 : 30 a. m. Captain Breese came on board and gave orders to get underway and proceed up river. At 10 cleared for action. At 11 anchored in sight of Fort Jackson, rebel steamer in sight. At 4 : 30 moved up river. At 5 dropped anchor and commenced firing at Fort Jackson. After firing four times hove up anchor and dropped down on the other side of the river.

April 17.—From 4 to 8 a. m.: A large fire [raft] was discovered coming down the river. At 6 it came down abreast of the fleet. It was found to be a large flatboat filled with combustible matter. Manned launch and cutter and assisted in towing it on shore. At 11 sent launch, crew armed and equipped, up river.

April 18.—At 6 a. m. hove up anchor and, towed up, took a position on the left bank of the river; ran out lines and hauled to the shore. At 11 commenced bombarding, the enemy returning the fire, which mostly fell short. From 12 to 4 p. m. keeping up a brisk fire with mortar during the afternoon, enemy slackening fire. At 6 : 30 p. m. ceased firing. Number of shell fired, 68. No firing from the fort. At 11 a large fire raft came floating down the river, doing no damage.

April 19.—At 6 : 30 a. m. commenced firing on the fort and continued firing during the forenoon, the enemy returning the fire very slowly, rebel gunboats making their appearance above the fort. From 12 to 4 p. m. keeping up a brisk fire at the fort during the afternoon, the enemy not returning the fire. Distance from the fort, 3,840 yards. At 8 p. m. ceased firing. Number of shell fired at fort during the day, 91.

April 20.—At 4 a. m. commenced firing at the fort, the enemy not returning the fire. Ceased firing at 8, commenced again at 9, and continued during the day. Kept up the fire during the afternoon, using 15½ pounds of powder and 7-second fuze. At 5 : 30 ceased firing; number thrown was 58. At 10 began firing and continued during the night, the enemy not returning the fire from the fort.

April 21.—At 4 a. m. ceased firing. Number of shell thrown 55, using 16 pounds of powder and 8-second fuze. At 12 began firing and continued until 4 p. m., throwing 28 shell at Fort Jackson during the time. At 8 p. m. began firing and continued until 12 midnight, throwing 23 shell.

April 22.—At 8 a. m. began firing and continued during the forenoon. Number of rounds, 34. No firing during the afternoon. At 6 p. m. commenced firing and ceased at 8, throwing 18 shell. Firing from 9 : 30 till 10, throwing 3 shell.

April 23.—Firing from 4 to 8 a. m. Brisk firing from the forts, shot and shell striking all round and beyond us. Firing from 4 p. m. to 6 p. m.

April 24.—At 3 : 30 a. m. the fleet moved up to attack the forts (Jackson and St. Philip). At 3 : 45 commenced firing from the forts. At 4 commenced firing [this vessel]. At 5 ceased firing from mortar.

The fleet passed the forts. At 9 the steam ram *Manassas* came floating down, on fire. Shifted broadside guns on the starboard side ready for action. At 4 p. m. Captain Porter came on board and gave orders to shell the floating battery lying by the fort. At 4:15 commenced firing, using 20 pounds of powder. At 5:30, in obedience to orders, proceeded down the river and came to anchor at the Head of the Passes at 10 p. m.

April 25.—Damage done during the bombardment: Foresail used in covering rail badly damaged by concussion, unfit to repair; tore away water-closets forward; started plank off bulwark in front of mortar; broke doors and windows in front of the cabin; damaged barometer, rendering it unfit for use.

April 28.—At 2 a. m. a fire raft came floating down; passed under the west shore. At 11:15 the gunboat *Owasco* came down and reported the surrender of Forts Jackson and St. Philip.

Abstract log of the U. S. schooner *Sarah Bruen*, Acting Master Christian, U. S. Navy, commanding.

February 3, 1862.—New York navy yard. At 1:30 p. m. went into commission.

April 17.—Mississippi River. At 6 p. m. put sails on the side and trimmed the rigging with bushes.

April 18.—At 10 a. m. commenced action, shelling the forts through the day. Ceased firing at 6:30 p. m.

April 19.—7 a. m. commenced firing. At 10 a. m. a round shot went through the foremast. Firing through the day. At 8 p. m. ceased firing. Some of the fleet still shelling Fort Jackson.

April 20.—At 4 a. m. commenced firing at Fort Jackson. At 8 a. m. ceased firing. At 10 a. m. commenced firing, and continued shelling Fort Jackson through the day.

April 21.—Still firing at Fort Jackson. At 4 a. m. ceased firing at Fort Jackson. At 12 m. commenced firing. At 4 p. m. ceased firing. At 8 p. m. commenced firing again. At 12 midnight ceased firing.

April 22.—Commenced at 8 a. m. firing at Fort Jackson. At 12 m. ceased firing. At 6 p. m. commenced firing. At 8 p. m. ceased firing.

April 23.—At 4 a. m. commenced firing. At 8 a. m. signals to cease firing. At 4 p. m. commenced firing.

April 24.—At 12 a. m. commenced firing. At 3:45 a. m. commenced rapid firing. At 5:10 a. m. ceased firing. At 6:45 a. m. commenced firing; ceased at 7:30 a. m. At 4 p. m. commenced firing. At 5:10 ceased firing.

Abstract log of the U. S. schooner *Bacer*, Acting Master Phinney, U. S. Navy, commanding.

January 21, 1862.—Ship put in commission, navy yard, New York.

April 17.—Mississippi River. At 5 a. m. discovered a dense smoke 4 or 5 miles above, near the advance of the fleet, which proved to be from a burning fire raft set afloat by the enemy. No damage occurred, it being grappled by our vessels and towed ashore. At 1 p. m. was towed up the river and anchored near the left bank under shelter of the dense foliage, and set about trimming masts and rigging with

branches to disguise ship. At 8 p. m. discovered fire raft coming down the river. At 9 boats were called away to tow it off, which they accomplished, and ours returned at 10 o'clock.

April 18.—At 10:15 a. m. commenced firing shell and continued to fire once in 10 minutes till sunset, at which time the buildings within the fort (Fort Jackson) were seen to be in flames, and signals were made by Commander Porter to cease firing.

April 19.—At 6:30 a. m. commenced and continued firing until 7 p. m., during which time fired 88 shells.

April 20.—At 4 a. m. commenced firing and continued till 8. Re-commenced at 11. The forts replied briskly. At 10 commenced firing every five minutes and continued at that rate until 12 midnight. Vessel badly shattered forward.

April 21.—At 2 a. m. a fire raft came down the river and passed through the fleet without doing damage. From 12 to 4 a. m. fired once in fifteen minutes and ceased at 4, up to which time, from 4 a. m. Sunday, 20th, we fired 117 shells. At 11 a. m. got 48 shells from the *Miami* and commenced firing again at 12. At 4 p. m. got orders to cease firing, up to which time we fired 31 shells. At 8 p. m. recommenced firing and ceased at 12 midnight, at which time we fired 19 shells.

April 22.—Commenced firing at 8 a. m. A few shot and shell from the enemy's forts came over and near us this morning. From 10 to 11 a. m. the forts fired briskly. At 12 we ceased firing. Fired at intervals until 8 p. m.

April 23.—Fired during this day 28 shells.

April 24.—At 12 midnight commenced fire on the forts. At 2 a. m. the large vessels and gunboats moved up to the attack, when we commenced to fire as rapidly as possible and continued so to fire until the fleet had passed the forts. At 8 a. m. fired a number of rounds with full charges (20 pounds) powder at rebel gunboats near the forts, and in expectation of their descent upon us, we got both broadside guns over on starboard side and loaded them with 5-second shell. At 4 p. m. opened fire with mortar upon two or three large steamers of the enemy lying near the forts, fired 8 rounds, when we received orders from Lieutenant Breese to get underway immediately and proceed to South West Pass. At 5 got underway, worked slowly down the river, coming in contact after dark with two masts or large spars. At 10 becalmed and anchored near Head of the Passes. Fired this day 81 shells.

April 25.—Anchored off Pilot Town.

April 28.—The gunboat *Owasco* came down through the fleet, bringing the intelligence that Forts Jackson and St Philip had surrendered to Commander Porter.

Abstract log of the U. S. schooner *Henry Janes*, Acting Master Pennington, U. S. Navy, commanding.

January 30, 1862.—Ship put in commission, navy yard, New York.

February 3.—From 8 to meridian. Left the buoys and proceeded down the river.

March 11.—At 1:30 p. m. came to anchor inside Ship Island.

April 15.—Came to anchor about 6 miles below Fort Jackson.

April 18.—At 9 a. m. steamer towed us into line of battle; hauled close in to the bank and moored. At 1 p. m. opened fire on Fort Jackson with mortar; fired every fifteen minutes.

April 19 to 22.—Firing on forts, the rebels returning the fire.

April 22.—At 11 p. m. a shot struck from the rebel guns, cutting three of the fore shrouds off and jib halyards in four places; two pieces of shell also fell on deck from the enemy's guns on Forts Jackson and St. Philip.

April 23.—Firing on Fort Jackson.

April 24.—At 12 a. m. commenced firing. At 2:30 Flag-Officer Farragut's fleet passed up and engaged the forts, we throwing shells as fast as possible until the fleet was between the forts, then ceased. We saw Hollins's ram sink, and three steamers. At 4 p. m. opened fire on the iron battery lying at the fort. At 5:30 got orders to cease firing and drop out and proceed down to South West Pass. At 10 came to anchor 2 miles above the Head of the Passes.

April 28.—Got underway and proceeded on. At 8 a. m. made seven schooners lying close in behind Shell Island. Stood close in and came to anchor; manned two boats, went and took charge of the schooners; left them in charge of Captain Rogers, of schooner *Oliver H. Lee*.

May 6.—Lying in Ship Island Harbor.

Abstract log of the U. S. mortar schooner *Dan Smith*, Acting Master Brown, U. S. Navy, commanding.

January 30, 1862.—Ship put in commission, navy yard, New York.

February 3.—Took a pilot and started for sea.

February 18.—At 6:15 came to anchor off Tufft's Observatory, Key West.

March 11.—Came to anchor off Chandeleur light.

April 16.—At 6:30 p. m. several shots were fired at the forts from two of the schooners that went up this morning.

April 20.—At 4 a. m. called to quarters and commenced action: At daylight saw a rebel battery thrown up, mounting two guns. At 8:30 the new battery opened on one of our gunboats, but did not strike her. At 9 all the flotilla opened fire and kept it up during the day. The rebels fired briskly this a. m., but without doing any damage, most of their shot falling short, and those that did not fall short went over the fleet. At 1 p. m. rebels ceased firing and remained so up to 8 p. m. At 8:30 received orders to commence firing (at a certain signal being made) as frequently as possible. At 8:40 the signal was made and the firing commenced from the whole flotilla. At this time two Union gunboats started up river, and under cover of our fire cut the chain, so the river is now clear. The rebels returned the fire briskly, but did no damage whatever.

April 21.—At 2:30 a. m. signal was made to cease firing, with the exception of this (third) division, which continued firing until 4 a. m. at intervals of ten minutes. At 3 a. m. a large fire raft drifted by. At 4 a. m. third division ceased firing. At 12, noon, signal for this division to commence action. At 1:30 Fort St. Philip opened fire, but the shot fell short. At 2 p. m. a hot fire from both forts and the battery. Shell exploded all around us. At 2:30 one burst directly overhead, pieces falling on all sides. At 8 p. m. commenced action again and ceased at 12.

April 22.—At 8 a. m. commenced action; both forts returned the fire briskly. At 10 a shot passed close to our masthead and struck

astern of us in the water. At 11 a shell passed between our masts and struck on the gunboat *Oncida's* deck, where it burst, wounding several men. At 12 noon ceased firing and sent boats for powder and shell. At 3 p. m. a shot passed between our masts and struck in the water close alongside. At 6 p. m. commenced action and ceased at 8. No shot from rebels after 6.

April 23.—At 4 a. m. commenced action; ceased at 8. At 4 p. m. commenced again; ceased firing at 6. Rebels did not fire a shot during the day. During the night kept up the bombardment by division, firing at intervals of ten minutes.

April 24.—At 12 midnight the third division commenced firing at intervals of ten minutes. At 2 a. m. signal from the flagship for the fleet to get underway. At 3:40 fleet consisting of sloops of war and gunboats steamed up river. At 4 a. m. the fleet opened on the forts and at the same time the flotilla opened, firing as fast as possible, as per order received previously. The engagement (which was a very heavy one) lasted one and one-fourth hours, when, the fleet being by the forts, we were ordered to cease at 5:15 a. m. At 7:30 a ram made its appearance, drifting down river. At 7:40 received orders to open on floating battery seen above the forts. At 7:55 received orders to cease firing and clear away the guns. Got both guns on starboard side ready for use. At 8:15 fired a shot at the ram, striking her at the water's edge; the smoke was bursting out on all sides, showing that she was on fire. The U. S. S. *Owasco* went to her under a flag of truce, but no one was on board. A rebel steamer, burned to the water's edge, also drifted by. A boat from the fort came down under flag of truce this a. m. and returned. This p. m. the same boat came down again, but returned as before. At 4 commenced firing at a battery seen abreast the fort. At 5:15 ceased. At 5:30 dropped down river as per order. During the bombardment this vessel has expended 40 barrels powder and 493 shells.

April 25.—At 7 p. m. the *Harriet Lane* came down; received orders to be ready for sea in the morning.

April 26.—At 5:30 a. m. got underway and stood out.

Abstract log of the U. S. brigantine *Sea Foam*, Acting Master Williams, U. S. Navy, commanding.

January 27, 1862.—New York. The commanding officer, Henry E. Williams, took charge from Lieutenant Cooper.

April 17.—Mississippi River. About 9 p. m. saw a fire raft coming down river on the east side.

April 18.—5:30 a. m. called all hands and sent first cutter for greens, etc., to disguise ship. 12 m. Commander Porter came alongside and gave orders to sail up into position. 2:35 p. m. commenced firing shell from mortar. 6:40 p. m. signal from flagship to cease firing; complied with the order. Number of shell fired was 43.

April 19.—5 a. m. called all hands, cleared decks, and got ready for action. 7 a. m. signal from flagship to commence firing every twenty minutes; complied. 8 a. m. orders from Commander Porter to fire every ten minutes. Fired 31 shell up to noon. Continued firing at intervals of from five to ten minutes. 8 p. m. received orders to cease firing. Number of shell thrown from 12 m. up to 8 p. m., 57.

April 20.—4 a. m. called to quarters and commenced firing as per orders. 7:45 started mortar circle. 8 ceased firing as per orders. 10:10 a. m. ordered to commence firing again. Up to noon threw 31 shell. 12 m. ceased firing. 12:15 p. m. resumed firing and continued throwing shell during the afternoon. Ceased firing at 6:19 p. m. Commenced again at 10:20 p. m. and continued till 12 midnight. Number of shell thrown during afternoon was 56.

April 21.—12 to 4 a. m.: Commenced firing shell and continued till 4 a. m., during which time threw 22 shell. 12:05 p. m. called to quarters and commenced firing. 4 p. m. ceased firing. 8 p. m. resumed firing and continued till 12 midnight. Fired during the afternoon, 49 shell.

April 22.—8 a. m. commenced firing and continued till 12 m., during which time threw 32 shell. 3:30 p. m. orders came to pick out a boat's crew and have them all ready at a moment's notice for secret service; complied. 6 p. m. commenced firing. 7:30 orders came countermanding the boat expedition. 8 p. m. ceased firing; threw 20 shell.

April 23.—4 a. m. commenced firing and continued till 8, firing in quick succession; threw 40 shell. Commenced firing again at 4 p. m. and continued till 6:08 p. m., during which time threw 11 shell.

April 24.—Commenced firing shell at 12 a. m., and up to 4:53 a. m. threw 45 shell. At 3 a. m. observed all the sloops of war and gunboats advancing up the river. At 3:38 they commenced action, when we received orders to fire in quick succession. Complied, and continued till 4:53, when, seeing rockets from our vessels, immediately ceased firing. During the above time averaged one shot every two and one-half minutes. At 6:24 a. m. commenced firing and threw 6 shell, ceasing at 7:08. 7 a. m. observed a battering ram floating down; shifted port gun to starboard side and fired 3 shots from broadside guns, when orders came to cease firing; complied. 4 p. m. commenced firing; ceased at 5:10; threw 60 shell during the day. 5:15 p. m. received orders to get underway and drop down the river to our original station; complied immediately.

Letter from the Secretary of the Treasury to the Secretary of the Navy, transmitting report of Superintendent of Coast Survey.

TREASURY DEPARTMENT, *May 22, 1862.*

SIR: At the instance of the Superintendent of the Coast Survey, I have the honor to transmit herewith a copy of the journal of Assistant F. H. Gerdes, U. S. Coast Survey, showing the services rendered to the fleet under command of Flag-Officer Farragut, U. S. Navy, and to the mortar fleet under command of Captain D. D. Porter, U. S. Navy.

I am, very respectfully,

S. P. CHASE,
Secretary of the Treasury.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Extracts from a report of Assistant F. H. Gerdes, commanding surveying steamer Sachem, to Prof. A. D. Buche, Superintendent of the Coast Survey.

April 13.—At daylight of the 13th of April I again got underway and took the lead, the gunboats of the flotilla of the naval vessels in the vicinity following the *Sachem*. The following disposition was made of my party:

1. Subassistant J. G. Oltmanns and Mr. T. C. Bowie repaired on board of the *Owasco* and used during the day a boat and armed crew from that vessel. They ascended the river on the west bank.

2. Myself and Assistant Jos. Harris, after leaving the *Sachem* off the salt works, at anchor, took our own boat with an armed crew and ascended the river on the east bank.

3. Subassistant R. E. Halter went with another of our boats and an armed crew to the salt works to occupy with a theodolite the top of the chimney of the old engine building, which had been trigonometrically determined by the Coast Survey.

We succeeded in the operations and came within 3 miles of the forts before night set in. The last lines of this day were observed on Fort St. Philip flagstaff. On our return on board the *Sachem*, we mapped the work and brought it up as far as we had progressed during the day.

April 14.—On the 14th of April, at sunrise, I consulted with Captain Porter, and we concluded to continue the work and to ascend the river until the positions of the hulks which support the chain across the Mississippi could be properly determined.

A large portion of the fleet went up to the conspicuous point (which I have named Porter's Point) just 2 miles below Fort Jackson, and engaged the enemy to draw their attention from our boats. This, however, was only partially effected; they had probably found out the day previous that engineering operations were in progress, and now undertook to stop them.

When Mr. Oltmanns passed Porter's Point he was fired on with eight or nine rifle shots, but fortunately the whole damage consisted in breaking the blade of an oar. The fire was promptly returned and the operations were continued.

The observations were successfully continued during this day, and the mapping was completed during the evening and part of the night.

April 15.—In the morning Captain Porter came on board and we consulted as to the continuance. I sent Mr. Oltmanns and Mr. Bowie again up the river in the *Owasco*. They ascended within $1\frac{1}{2}$ miles from the lower fort, and were quite successful in getting intersections on the hulks and on the two flagstuffs of the fortifications. They found that during the previous night all the signals which we had put up during the day before had been removed; besides, it was ascertained that a number of men were hidden in the bushes. There was hardly anywhere on the shore a footing to be got, and we had to resort to all kinds of observations, instruments, and positions. Some stations, consisting of flags in overhanging branches, and the angles, were measured below the same with a sextant in a boat. Others were chimney tops of deserted houses, on which we mounted small theodolites, having to work our way through the roof. A few only were on terra firma.

April 17.—I saw and consulted with Captain Porter and the flag-officer. To the latter I gave a copy of the map and a memorandum

of distances, for which he expressed much gratification. He spoke with the highest regard of the Coast Survey, and said many kind words of the intrepidity, determination, system, and dispatch of the party under my charge, and considered our services of great value to the fleet.

Captain Porter desired me to furnish him with points along the shore, every 100 or 150 meters apart, on both banks of the river, for the purpose of placing the mortar vessels at given distances from the forts. This was accomplished to-day, Mr. Oltmanns and Mr. Bowie taking the west side and Mr. Harris the east side of the river. Meantime three more copies of the map and memoranda were finished on board and distributed to the fleet.

Several of the enemy's gunboats came out, and both our boats were fired at repeatedly.

April 18.—Before daylight on the 18th of April Mr. Oltmanns went on board the *Harriet Lane*, and Mr. Harris on some other gunboats, both with directions to assist in placing the mortar vessels exactly in such positions as were marked out by Captain Porter the day before, and which had been determined by the same gentlemen. Tow after tow, consisting of one of the former ferryboats *Westfield* and *Clifton*, each with three or four mortar boats, came up, and the latter were in a short time all stationed at given distances from the forts. As soon as all were in position the enemy commenced firing, and from our side the bombardment fairly commenced.

Mr. Oltmanns and Mr. Harris both carried out my instructions to the letter and placed the mortars in the exact spot as designated by Captain Porter, at accurately known distances. They were, during the whole day, under fire.

General Butler made his appearance in the river with 7,000 men, which he offered to the flag-officer.

April 19.—Early in the morning I had a conference with the commander, who desired me again to send two officers to the flotilla for the purpose of moving some of the mortars to other places, and furnish them with the distances and bearings. This was done accordingly. One of the vessels on which Mr. Harris was engaged was struck by a round shot; and another vessel, where Mr. Oltmanns was in a boat alongside, was sunk while he was speaking with the captain. During the day we furnished also two more charts for the fleet. In the evening Captain Porter sent me word again to dispatch early next morning two officers for giving data. You see they keep us pretty busy.

April 20.—Early in the morning Messrs. Oltmanns and Halter made the rounds of the mortar vessels at the request of the commander of the flotilla, and changed the position of a few, giving them again bearings and distances. I went on board the *Harriet Lane* in the forenoon, but did not see Captain Porter, who was in his gig among the fleet. The mortar firing during the day was kept up vigorously, and I presume that 1,500 shots were sent toward the forts. In the evening an officer from the *Pensacola* came on board to get some information about the depth of the river in the immediate locality of the forts, and Mr. Oltmanns and myself gave him all the details that had come under our observation.

April 22.—At daylight Captain Porter sent me a note, requesting me to drop down to The Jump and to wait for a boat which had been sent on an expedition in the rear of Fort Jackson, and to bring her up

the river directly on her arrival in the Mississippi. I went down with the steamer and anchored off the upper point of The Jump, and took the opportunity to reconnoiter that passage more specially. At sundown I sent Mr. Halter to the commander of the flotilla to report that we did not see anything of his boat, but that I would wait during the night. I received a letter from him in return, stating his fears that the boat's crew would be lost, and begging me to go in search of them, as he had his hands full of the attack that, in all probability, was to come off during the night. This, of course, was resolved on, and to-morrow by sunrise a boat will be sent for the purpose.

April 23.—At daylight I dispatched Mr. Oltmanns, the first mate, and a crew of six men, all doubly armed and well provisioned with food and water, in the second cutter, in search of the missing boat expedition, directing him to leave written notices at the mouth of the multifarious bayous naming the route to be pursued, to hoist in his boat the American ensign, and to do anything in his power to find out the crew which must have lost their way in the labyrinth of marsh streams.

Mr. Harris returned from the fleet and brought me a message from Captain Porter to come up and run alongside. I fired two 32-pounders as a signal for Mr. Oltmanns to return and set also a blue signal at the fore. Calling on the flag-officer, he said he had no vessel to spare from the engagement and would consider it a favor if I would carry some of his wounded men in the *Sachem* to the hospital at the mouth of the South West Pass. He further added that, as he was preparing a severe night attack with the fleet, it would seem too hard to carry these poor crippled fellows with him in the fight. Of course I at once consented very cheerfully and repeated that whenever he could make use of me I would be at his service. Meanwhile Mr. Oltmanns had not returned from his search for the boat expedition, but I had to let him shift for himself, knowing that he would bring up somewhere safely.

At 4 in the afternoon the wounded men were sent on board, two of whom had suffered amputation and all of them in a dangerous state. At a quarter to 5 I was steaming down, having made the poor men as comfortable as I could. Mr. Harris brought the hospital physician on board, who took charge of the patients, and we sent them in our double-banked boat on shore.

April 21.—The gunboat *Miami* anchored alongside the *Sachem* bringing me a verbal request from Captain Porter to accompany General Butler's expedition to the rear of Fort St. Philip. I had previously sent Mr. Harris up to the fleet to see the commander and report the derangement of our engine. At 5 p. m. General Butler arrived in the *Saxon* and called on me in person, bringing me a letter at the same time from Captain Porter. I arranged with him to meet him as soon as my repairs had been made at Isle au Breton, and to send an officer with him in the *Saxon* to pilot his vessels through Pass à l'Outre. Mr. Oltmanns also came back from his boat expedition in the rear of Fort Jackson, having been within 1½ miles of the fort.

April 26.—In the morning Captain Boggs, of the *Varuna*, steam gunboat, came on board to go with me to General Butler's ship. He had lost his vessel during the passage of the fleet past the forts on the 24th, being run into from two different quarters by ironclad steamers of the enemy. His was a most brilliant exploit. His ship sunk with her colors flying, but not before she had crippled, burned, and sunk

six of the opposing steamers. In the afternoon I got underway, the machinery working well forward. We dropped anchor alongside the *Harriet Lane* and I had a conference with the commander. He sent his and other engineers to examine the *Sachem's* machinery, when all appeared right.

April 27.—We got underway after sunrise and stood off Pass à l'Outre and brought over the bar 15 feet. At noon we arrived off Sable Island, where we found General Butler in the steam transport *Mississippi*. I called directly on him and had a long conversation respecting the coast. At 2 o'clock he came on board the *Sachem* and I took him to the rear of Fort Jackson, from thence he took a boat up to the Quarantine, using one of the smaller bayous for his passage. I dispatched Mr. Harris at once to stake out a 4-foot line along the coast, as the general intends to make an experiment with his rifled guns on the forts from here. We also ascertained the distance by bearings on Forts St. Philip and Jackson. Mr. Halter reported again to me, and was sent out at 8 o'clock in the evening to stake out the boat channel to the Quarantine with lamps, so that troops might be conveyed there during the night. He returned at 2 o'clock, having successfully performed the task. Four hundred men were sent in safely during the night, and the garrison at the camp of the Quarantine now consists of one full regiment.

In the morning the captain of the gunboat *Miami*, which was aground close by the *Sachem*, sent on board, requesting assistance. I ran ahead of him, sent him a 9-inch hawser, and got him afloat by 8 o'clock in the morning. In the afternoon I sent Messrs. Oltmanns and Harris to Fort Bayou to put up a signal, Mr. Halter having found out in the morning that both signals at this place and at Raccoon Point were lost. While the boat was away, at 2:30 p. m., both secession flags at Forts Jackson and St. Philip were hauled down. The most intense excitement followed. I saw the *Harriet Lane* and three other steamers with a flag of truce on the fore steaming up to the forts, and directly afterwards saw a large steamer of the enemy enveloped in flames. This proved to be the new ironclad battery *Louisiana*. She burned entirely down. At about a quarter before 3 her magazine exploded with a crash and shock, the like of which I never witnessed. The cloud of smoke rose to an estimated height of at least 600 feet and pieces of the wreck could be seen flying in the air very distinctly. At 3 o'clock the *Harriet Lane* came up, and after the firing of one gun I had the inexpressible delight of seeing the stars and stripes waving once more over Forts Jackson and St. Philip. I fired a salute directly and gave the information to the other vessels near. I sent a recall for my party, there being no further use to prosecute the work here, and Captain Porter had expressed a desire that I should join him at the forts as soon as they were ours. In the evening General Williams came in the *Miami*, and when I communicated the news, the cheering, Yankee Doodle, and Hail Columbia, it seemed would never end. At 11 o'clock p. m. we got underway and steamed toward Pass à l'Outre.

April 29.—We crossed the bar at 6 a. m. with 15 feet, half tide, running the north side of the middle ground again as before. We passed the forts early in the afternoon. At 4 o'clock I took the commander of the flotilla over to Fort Jackson, my officers having also arrived in a separate boat. We inspected closely for a couple of hours

the damage done by the mortars and I can not understand to this minute how the garrison could have possibly lived so long in the enclosures. The destruction goes beyond all description. The ground is torn by the shells as if a thousand antediluvian hogs had rooted it up. The holes are from 3 to 8 feet deep and are very close together, sometimes within a couple of feet. All that was wood in the fort is completely consumed by fire; the brickwork is knocked down, the arches stove, guns are dismounted, gun carriages broken, and the whole presents a dreadful scene of destruction.

April 30.—Early in the morning I received a communication from the commander, requesting me to await here his return from New Orleans, where he goes to-day in the *Harriet Lane*. I also hear that a gunboat is going North, and I conclude, therefore, this report, to send it by the same.

Allow me to add a few words to express the high gratification which the gallant and able deportment of my officers has given, not only to myself, but, I have reason to believe, to everybody in the fleet and to the general of the land forces. I hope you will say that we have done our duty.

Very respectfully, your obedient servant,

F. H. GERDES,
Assistant, U. S. Coast Survey.

Report of Julius H. Kroehl, in charge of submarine operations in the Mississippi River.

WASHINGTON, *June 2, 1862.*

SIR: According to your order, dated Navy Department, February 27, 1862, I started the following day for New York, reported myself March 1 to Commodore Paulding, commandant of the New York navy yard, and applied to him for passage to the Gulf of Mexico. The U. S. S. *Oneida*, Captain Lee, was the first vessel to leave for the Gulf Squadron. March 7 I transferred all the tools aboard of her and joined her myself March 8. She left the port of New York March 9, and, after coaling in Key West, arrived March 26 in the South West Pass, Mississippi River.

I reported myself to Captain David D. Porter, commander of the Mortar Flotilla, the following day, March 27, and received orders from him to transfer all the tools to, and join myself, the U. S. S. *Westfield*, Captain William B. Renshaw, which order was executed April 2. Aboard the *Westfield* I prepared submarine charges of 180, 90, 50, and 5 pounds of powder, and reported to Captain Porter that I was ready for immediate service.

Sunday, April 13, the steamers attached to Captain Porter's Flotilla, together with the U. S. steamers *Oneida*, *Varuna*, and (Coast Survey) *Sachem*, made a reconnoissance of Forts Jackson and St. Philip, at the same time protecting the surveying party under command of Captain F. H. Gerdes, assistant, U. S. Coast Survey.

After chasing one of the rebel gunboats beyond the chains which were stretched across the Mississippi River below Fort Jackson, we had an opportunity of examining these obstructions. We found that the chains were sustained by five hulks (marked I, II, III, IV, V in the annexed sketch). We also saw two rafts (c and d) near the shore,

and hulk VI above the chains, and there is no doubt that the chains extended, before the freshet, from Fort Jackson to Fort St. Philip, as the guardhouses (marked a and b) which were standing when the forts surrendered indicate.

Before the rebel gunboats were driven under the protection of the guns of Fort Jackson we saw them work on the chains and hulks and tow them into their position as indicated. We could not see that the chains were fastened to the shore, as reported by some parties, for there were no means ashore to lower and hoist them. Besides the rebel gunboats, as well as the fire rafts sent against us, passed between hulk V and the shore without any detention whatever. As soon as the object of our reconnoissance was accomplished the steamers returned to their anchorage off the salt works. In coming downstream we saw one of the rafts which formerly sustained the chains, but had drifted down and lodged near the shore, and Captain Porter decided to destroy it by submarine blasting, to convince himself of its practicability. Accordingly, on Tuesday, April 15, Captain Porter and myself went up to the raft, placed a 50-pound charge under it, and exploded the latter by a galvanic battery. The raft was completely shattered, and by the next day had disappeared.

The bombardment of Fort Jackson by Captain Porter's Mortar Flotilla commenced April 18. The rebels at 11:30 sent down a large fire raft, which grounded above the hulk V (marked A). At 12:30 p. m. they sent another raft down; this grounded below the hulk, and is marked B. In the evening I received orders from Captain Porter to make a close reconnoissance of the hulks, rafts, and chains, and report to him the following morning. At 10 p. m., one boat from the *Richmond*, under command of Lieutenant Terry, and another boat from the *Clifton*, under command of Acting Master Howell, came alongside the *Westfield*. I joined the *Richmond's* boat, which stood for the fire raft B, below hulk V, followed at a distance of 20 yards by the *Clifton's* boat. As soon as we were abreast of the raft B we stood for hulk III, but the moon rising at that time and revealing the two boats to the enemy, Lieutenant Terry decided to return, not wishing that the enemy should have an indication of our purpose and prevent the breaking of the chains on the following night. From the time we left the *Westfield* until our return we saw flashes of light, made every five minutes, on both shores, and answered sometimes by one and at other times by three of the hulks. When we were near hulk IV Lieutenant Terry, as well as the crew, heard the hail of sentries.

I reported to Captain Porter verbally the following morning the result of our reconnoissance; also that I was ready to break the chain the ensuing night. After consultation it was decided to go up with a sufficient number of boats to board the hulks, if necessary, and either break the chains with chisels and hammer, and slip the anchors, or to place a 180-pound torpedo under the bow of each hulk, about 10 feet below the surface of the water, and sink the hulks by exploding the torpedoes. Captain Porter applied to Flag-Officer Farragut for the necessary boats' crews, but the latter decided to send Fleet Captain H. H. Bell in charge of the expedition. Captain Porter came on board the *Westfield* with Captain Bell, and informed me of the decision of the flag-officer. I was informed that the boat expedition was to start at 8 p. m., and ordered to be ready, but, though I waited until

midnight, for reasons unknown to me the expedition was delayed that night.

Sunday, April 20, I went aboard the flagship and had a consultation with Flag-Officer Farragut and Captain Bell. I urged the boat expedition, but Captain Bell informed the flag-officer that it was impossible for boats to go alongside the hulks, as the water fell there from 3 to 4 feet. The flag-officer then coincided with Captain Bell that the expedition should be undertaken with steamers; also that 100 pounds of powder should be placed on the forward and another 100 pounds of powder on the aft chains on the decks of the hulks and exploded by five-minute fuzes. I did not get permission to use hammer and chisel to break the chains, but was allowed to place a 180-pound charge under the bow of one hulk and another charge of 180 pounds of powder on one of the chains of the deck and explode the same by a galvanic battery. It appeared to me that it was considered less dangerous to explode 200 or 300 pounds of powder on the deck of one hulk than to break the chains with a hammer and chisel. The *Pinola*, *Vineo*, and *Itasca* were ordered to be fitted for the expedition.

In the afternoon I went on board the gunboat *Pinola*, Captain Crosby, and took with me five 180-pound charges, batteries, and one sailor, Murry, from the *Westfield*. At 8 p. m. Captain Bell came aboard the *Pinola*, and soon afterward we started up river. We boarded first hulk No. I, when Fort Jackson opened a rapid fire on us, and it was soon joined by the batteries of Fort St. Philip. Captain Bell decided to leave this hulk on account of being too near the batteries. The *Pinola* dropped downstream and soon boarded hulk No. III. I placed a torpedo under the starboard bow of the hulk, while Captain Bell superintended the placing of the 180-pound torpedo on the aft chain and a 100-pound keg of powder with a five-minute fuze on the forward chain. I found that the latter appeared to be from seven-eighths to 1 inch, and the after-chain of from $1\frac{1}{4}$ to $1\frac{1}{2}$ inches, round iron. As soon as I reported that I was ready Captain Bell ordered the *Pinola* to clear the hulk, but the starboard anchor had caught under the forward port chain plates of the hulk and the anchor as well as 15 fathoms of chain had to be slipped. Instead of dropping downstream by a hawser fastened to the hulk, as I requested, Captain Bell gave the order to back the engine. This, together with the rapid current, made it impossible to reel the wires off fast enough, and before we were the proper distance from the hulks the wires parted and I was unable to explode the charges. Captain Bell also had omitted to fire the five-minute fuze in the 100-pound keg of powder, and so far this part of the expedition proved entirely unsuccessful. We did not board the same hulk again, but, in running up the river, boarded another one, which proved to be hulk V. We found that the chains had been parted and soon were informed that the gunboat *Itasca*, Captain Caldwell, had boarded this hulk, pried out the chains, then boarded hulk IV, drifted it ashore (in position of 4), and was herself aground a little above this hulk. The enemy's fire, which had been very rapid and severe on us, was at this time silenced by the rapid and excellent fire of the Mortar Flotilla, or else both vessels with all on board would have been lost, we being often as near as 400 yards from the forts. It also proved very fortunate that none of the powder was exploded from Hulk III, for it prevented the enemy's seeing us, the night being so dark that we could not see half a ship's length ahead.

The *Itasca* sent a hawser aboard the *Pinola*, but it was soon parted. After parting two more hawsers, the *Pinola* at last succeeded in getting the *Itasca* off. We then ran up the river, and were at one time near Fort Jackson. Captain Bell then ordered the *Pinola* downstream, when shortly after she struck with her port side under the bow of a hulk, which, from her poop deck, I knew to be No. III. We soon got clear of it, started down the river, and anchored ahead of the flagship. We found the next morning that the chains were broken and that the hulks were dragged into different positions, as indicated by dotted lines and arabic figures. We found that hulk I had been dragged into position 1, with her bows downstream, and hanging to hulk II by the chains; hulk III had been dragged downstream by the *Pinola* into position 3, and hulk IV had been driven ashore at 4 by the *Itasca*. Hulk VI had not been touched. Had Captain Porter's plan been carried out, the chains would have been completely broken and all the hulks would have been out of the way of the vessels passing the forts.

The hulks shaded darkest in the sketch indicate the position of the hulks on the night of April 20; those shaded lighter show the position of the hulks as we found them the same night, with chains marked between them.

The fleet of Flag-Officer Farragut passed between Forts Jackson and St. Philip on the morning of April 24, Captain Porter's steamers enfilading Fort Jackson, while the Mortar Flotilla kept up a rapid fire on the latter. The flotilla withdrew on the afternoon of the same day and went down the river.

April 25 I destroyed, by Captain Porter's orders, what remained of the mortar schooner *Maria J. Carlton*, sunk by a shell April 19.

Forts Jackson and St. Philip surrendered to Captain Porter April 28. The *Louisiana*, when she was blown up, occupied the position marked in the annexed sketch.

Captain Porter's Mortar Flotilla rendezvoused at Ship Island May 5. May 7 Captain Porter's steamers were off Mobile Bar. I then joined, by Captain P.'s orders, the U. S. Coast Survey steamer *Sachem*, where I assisted Captain F. H. Gerdes and party in making some charts and other work. After reconnoitering in Lake Pontchartrain and Pearl River, the *Sachem* returned to Ship Island May 6. May 20 I got permission from Captain Porter to go home in the U. S. steam transport *Baltic*. We left Ship Island May 23 and arrived in New York May 31. The acids which I took with me from New York I left at Ship Island in charge of the master machinist. The two galvanic batteries, tin canisters, and small tools I shipped on board the *Baltic*, consigned to the U. S. navy yard, New York.

I take the liberty of attaching a copy of Captain Porter's order for my return home. I shall always hold myself in readiness to serve our Government in any capacity I am able to fill, and hope that soon an opportunity may offer itself.

I am, very respectfully, etc.,

JULIUS H. KROEHL.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. OCTORARA,
Ship Island, May 20, 1862.

SIR: As there will not likely be any further necessity for your services out here, I think it would be the desire of the Navy Department to have you return home; and the *Baltic* offers you an opportunity of doing so. I regret that your mission has not been more satisfactory to yourself, which, however, is no fault of yours, you having held yourself in readiness always to perform what you came to do, and you have shown a commendable zeal in carrying out what was required of you. You had better report yourself to the honorable Secretary of the Navy immediately on your arrival, and make a report of your proceedings to him.

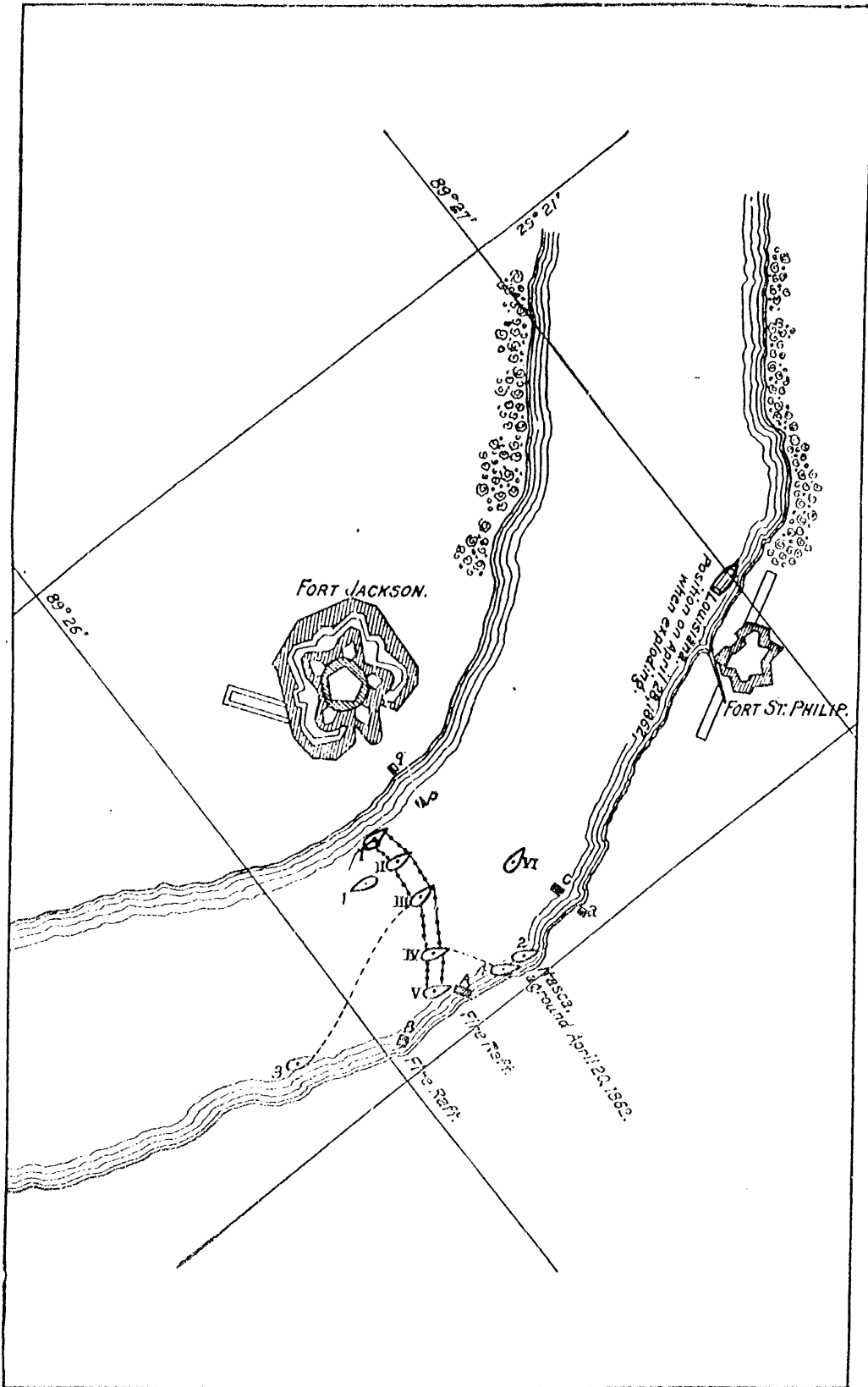
Had you been permitted to carry out the plan arranged between us, the chains would have been broken thoroughly the night before the fleet started up, and no obstacle would have been left in the way. In cases of danger you have exhibited the coolness necessary to carry out your perilous calling, and the Government may always rely on you to perform that kind of service.

I hope the honorable Secretary of the Navy may allow you to come out here and raise all the valuable property that has been sunk, and which can be easily recovered.

Yours, respectfully,

DAVID D. PORTER,
Commanding Mortar Flotilla.

J. H. KROEHL, Esq.



Report of Flag-Officer Farragut, U. S. Navy, transmitting papers relating to the surrender of Forts Jackson and St. Philip.

No. 69.]

U. S. FLAGSHIP HARTFORD,
Off' the City of New Orleans, May 1, 1862.

SIR: I have the honor to forward herewith to the Department all the papers relating to the surrender of Forts St. Philip and Jackson to the forces under my command.

I am, very respectfully, your obedient servant,
D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

[Enclosure.]

U. S. S. HARRIET LANE, *April 29, 1862.*

SIR: The morning after the ships passed the forts I sent a demand to Colonel Higgins for a surrender of the forts, which was declined. On the 27th I sent Lieutenant-Colonel Higgins a communication (herewith enclosed) asking again for the surrender. His answer is enclosed.

On the 28th I received a communication from him, stating that he would surrender the forts, and I came up and took possession, drew up articles of capitulation, and hoisted the American flag over the forts. These men have defended their forts with a bravery worthy of a better cause. I treated them with all the consideration circumstances would admit of. The three steamers remaining were under the command of Commander J. K. Mitchell. The officers of the fort acknowledge no connection with them, and wished in no way to be considered responsible for their acts. While I had a flag of truce up they were employed towing the iron floating battery of 16 guns (a most formidable affair) to a place above the forts, and while drawing up the articles of capitulation in the cabin of the *Harriet Lane* it was reported to me that they had set fire to the battery and turned it adrift upon us. I asked the general if it had powder on board or guns loaded; he replied he could not undertake to say what the Navy officers would do. He seemed to have a great contempt for them. I told him we could stand the fire and blow up if he could, and went on with the conference, directing the officers to look out for their ships. While drifting down on us, the guns getting heated exploded, throwing the shot about the river, and a few moments after the battery exploded with a terrific noise, throwing fragments all over the river, and wounding one of their own men in Fort St. Philip. It immediately disappeared under the water. Had she blown up near the vessels she would have destroyed the whole of them. When I had finished taking possession of the forts I got underway in the *Harriet Lane* and started for the steamers, one of which was still flying the Confederate flag. I fired a shot over her and they surrendered. There were on board of them a number of naval officers and two companies of marine artillery. I made them surrender unconditionally, and for their infamous conduct in trying to blow us up while under a flag of truce I ordered them to close confinement as prisoners of war, and think they should be sent to the North and kept in close confinement there until the war is over, or they should be tried for their base conduct. I have a great

deal to do here, and will send you all papers when I am able to arrange them. I turned over the forts to General Phelps.

Fort Jackson is a perfect ruin. I am told that over 1,300 shells fell in and burst over the center of the fort. The practice was beautiful. The next fort we go at we will settle sooner, as this has been hard to get at. The naval officers sunk one gunboat while the capitulation was going on, but I have one of the other steamers at work, and hope soon to have the other. I find that we have to be the hewers of wood and drawers of water, but as the soldiers have nothing here in the shape of motive power we will do all we can. I should have demanded an unconditional surrender, but with such a force in your rear it was desirable to get possession of these forts as soon as possible. The officers turned over everything in good order except the walls and buildings, which are terribly shattered by the mortars.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Flotilla.

Flag-Officer D. G. FARRAGUT.

List of officers at Fort St. Philip, La., included in capitulation of Forts Jackson and St. Philip, April 28, 1862.

M. T. Squires, captain, Louisiana Regiment of Artillery, senior officer.

Richard C. Bond, captain, Louisiana Regiment Artillery.

J. H. Lamon, captain, Louisiana Regiment Artillery.

Charles Assenheimer, captain, Louisiana Volunteers.

Armand Lartigue (absent at date of capitulation), captain, Bienville Guards, recruited in the parish.

J. K. Dixon, second lieutenant, C. S. A., commanding company.

Charles D. Lewis, assistant surgeon, P. C. S. A.

Carleton Hunt, first lieutenant, Louisiana Regiment Artillery.

Henry W. Fowler, first lieutenant, Louisiana Regiment Artillery.

Lewis B. Taylor, first lieutenant, Louisiana Regiment Artillery, and acting assistant quartermaster.

William C. Ellis, first lieutenant, Louisiana Regiment Artillery.

P[eter] Ruhl, first lieutenant, Louisiana Volunteers.

Andrew J. Quigley, second lieutenant, Louisiana Regiment Artillery.

William B. Jones, second lieutenant, Louisiana Regiment Artillery.

H. L. Blow, second lieutenant, C. S. A.

George Houze, acting second lieutenant, C. S. A.

J[ulius] Dussel, second lieutenant, Louisiana Volunteers.

J[ohn] A. Guershet, second lieutenant, Louisiana Volunteers.

S[imeon] Martin, second lieutenant, Bienville Guards, recruited in the parish.

A[lphone] Chaussier, second lieutenant, Bienville Guards, recruited in the parish.

Official.

CHAS. N. MORSE,
Lieutenant and Post Adjutant.

List of officers at Fort Jackson, La.

HEADQUARTERS FORTS JACKSON AND ST. PHILIP, LA.,

April 28, 1862.

1. Brigadier-General J. K. Duncan, P. C. S. A.
2. Lieutenant William M. Bridges, aid and inspector-general.
3. Captain W. J. Seymour, aid-de-camp, volunteer.
4. Captain J. R. Smith, volunteer aid-de-camp.
5. Somerville Burke, assistant surgeon, P. C. S. A.
6. Dr. Bradbury, volunteer surgeon.
7. Lieutenant-Colonel Edward Higgins, P. C. S. A., commanding Forts Jackson and St. Philip.
8. Charles N. Morse, lieutenant, Louisiana Regiment Artillery, and post adjutant.
9. William B. Robertson, captain, Louisiana Regiment Artillery.
10. J. B. Anderson, captain, Louisiana Regiment Artillery.
11. R. J. Bruce, first lieutenant, Louisiana Regiment Artillery, commanding Company D.
12. E. W. Baylor, first lieutenant, Louisiana Regiment Artillery, commanding Company H.
13. F. Peter, captain Company I, Twenty-second Regiment Louisiana Volunteers.
14. James Ryan, captain Company H, Twenty-second Regiment Louisiana Volunteers.
15. S. Jones, captain Company I, Twenty-third Regiment Louisiana Volunteers.
16. F. O. Cornay, captain company, St. Mary's Cannoneers.
17. Beverly C. Kennedy, first lieutenant, Louisiana —.
18. Abner N. Ogden, first lieutenant, Louisiana Regiment Artillery.
19. Richard Agar, first lieutenant, Louisiana Regiment Artillery.
20. Beverly C. Kennedy, first lieutenant, Louisiana Regiment Artillery.
21. James W. Gaines, first lieutenant, Louisiana Regiment Artillery.
22. D[enis] Simon, first lieutenant, Twenty-second Louisiana Volunteers.
23. George Nungesser, first lieutenant, Twenty-second Louisiana Volunteers.
24. George O. Foote, first lieutenant, St. Mary's Cannoneers.
25. William T. Mumford, second lieutenant, Louisiana Regiment Artillery.
26. Edward D. Woodlief, second lieutenant, Louisiana Regiment Artillery.
27. Charles Wermes, second lieutenant, Twenty-second Louisiana Volunteers.
28. Christian Jacobs, second lieutenant, Twenty-second Louisiana Volunteers.
29. George Mann, second lieutenant, Twenty-second Louisiana Volunteers.
30. Thomas J. Royster, second lieutenant, Twenty-second Louisiana Volunteers.
31. Walter S. Jones, second lieutenant, Twenty-third Louisiana Volunteers.
32. Robert Maurer, second lieutenant, Twenty-third Louisiana Volunteers.

33. Minos T. Gordy, second lieutenant, St. Mary's Cannoneers.

The company of St. Mary's Cannoneers, 88 strong, also came up on the U. S. steam gunboat *Kennebec*.

Corporal Murray, of Company E, Louisiana Regiment Artillery.
One private from Company D, Louisiana Regiment Artillery.

Official.

CHAS. N. MORSE,
Lieutenant and Post Adjutant.

U. S. S. HARRIET LANE,
Mississippi River, April 26, 1862.

SIR: When I last demanded the surrender of Forts Jackson and St. Philip I had no positive assurance of the success of our vessels in passing safely the batteries on the river. Since then I have received communication from Flag-Officer Farragut, who is now in possession of New Orleans. Our troops are, or will be, in possession of the prominent points on the river, and a sufficient force has been posted outside of the bayous to cut off all communication and prevent supplies.

No man could consider it dishonorable to surrender under these circumstances, especially when no advantage can arise by longer holding out, and by yielding gracefully he can save the further effusion of blood.

You have defended the forts gallantly, and no more can be asked of you. I feel authorized to offer you terms sufficiently honorable to relieve you from any feeling of humiliation.

The officers will be permitted to retire on parole with their side arms, not to serve again until regularly exchanged. All private property will be respected, only the arms and munitions of war will be surrendered to the United States Government and the vessels lying at or near the fort. No damage must be done to the defenses. The soldiers will also be paroled and be permitted to return to their homes, giving up their arms. I am aware that you can hold out some little time longer, and am also aware of your exact condition, as reported to us by a deserter, which convinces me that you will only be inflicting on yourself and those under your command unnecessary discomforts without any good result arising from so doing.

Your port has long been closed to the world, by which serious injury has been experienced by many loyal citizens. I trust that you will not lend yourself to the further injury of those interests when it can only entail calamity and bloodshed without any possible hope of success or relief to your forts. Your surrender is a mere question of time, which you know is not of any extent, and I therefore urge you to meet my present proposition. By doing so you can put an end to a state of affairs which will only inflict injury upon all those under you who have strong claims upon your consideration.

I remain, very respectfully, your obedient servant,

D. D. PORTER,
Commanding Mortar Fleet.

Colonel EDWARD HIGGINS,
Commanding Confederate Forces in Forts Jackson and St. Philip.

HEADQUARTERS FORTS JACKSON AND ST. PHILIP,

April 27, 1862.

SIR: Your letter of the 26th instant, demanding the surrender of these forts, has been received. In reply thereto I have to state that no official information has been received by me from our own authorities that the city of New Orleans has been surrendered to the forces of Flag-Officer Farragut, and until such information is received no proposition for a surrender can be for a moment entertained here.

Very respectfully, your obedient servant,

EDWARD HIGGINS,
Lieutenant-Colonel, Commanding.

Commander DAVID D. PORTER, U. S. Navy,
Commanding Mortar Fleet.

U. S. S. HARRIET LANE,
Mississippi River, April 30, 1862.

SIR: I enclose herewith the capitulation of Forts Jackson and St. Philip, which surrendered to the Mortar Flotilla on the 28th day of April, 1862. I also enclose in a box (forwarded on this occasion) all the flags taken in the two forts, with the original flag hoisted on Fort St. Philip when the State of Louisiana seceded. Fort Jackson is a perfect wreck, everything in the shape of a building in and about it was burned up by the mortar shells, and over 1,800 shells fell in the work proper, to say nothing of those which burst over and around. I devoted but little attention to Fort St. Philip, knowing that when Jackson fell, Fort St. Philip would follow.

The Mortar Flotilla is still fresh and ready for service, and to-morrow we proceed to Mobile to finish our work there. Truly the backbone of the rebellion is broken. On the 26th of the month I sent six of the mortar schooners to the back of Fort Jackson to block up the bayous and prevent supplies getting in. Three of them drifted over to Fort Livingston, and when they anchored the fort hung out a white flag and surrendered. The *Kittatinny*, which had been blockading there for some time, sent a boat in advance of the mortar vessels, and, reaching the shore first, deprived them of the pleasure of hoisting our flag over what had surrendered to the Mortar Flotilla. Still the fort is ours, and we are satisfied.

I am happy to state that officers and crew are all well and full of spirits.

I have the honor to remain, with great respect, your obedient servant,

DAVID D. PORTER,
Commanding Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosure.]

Articles of capitulation.

U. S. S. HARRIET LANE,
Mississippi River, April 28, 1862.

By articles of capitulation entered into this twenty-eighth day of April, one thousand eight hundred and sixty-two, between David D. Porter, commander, U. S. Navy, commanding the U. S. Mortar Flotilla, of the one part, and Brigadier-General J. K. Duncan, commanding the coast defenses, and Lieutenant Colonel Edward Higgins, commanding Forts Jackson and St. Philip, of the other part, it is mutually agreed:

1st. That Brigadier-General Duncan and Lieutenant-Colonel Higgins shall surrender to the Mortar Flotilla Forts Jackson and St. Philip, the arms, munitions of war, and all the appurtenances thereto belonging, together with all public property that may be under their charge.

2d. It is agreed by Commander David D. Porter, commanding the Mortar Flotilla, that Brigadier-General Duncan and Lieutenant-Colonel Higgins, together with the officers under their command, shall be permitted to retain their side arms, and that all private property shall be respected; furthermore, that they shall give their parole of honor not to serve in arms against the Government of the United States until they are regularly exchanged.

3d. It is furthermore agreed by Commander David D. Porter, commanding the Mortar Flotilla, on the part of the United States Government, that the noncommissioned officers, privates, and musicians shall be permitted to retire on parole, their commanding and other officers becoming responsible for them, and that they shall deliver up their arms and accouterments in their present condition, provided that no expenses accruing from the transportation of the men shall be defrayed by the Government of the United States.

4th. On the signing of these articles by the contracting parties the forts shall be formally taken possession of by the United States naval forces composing the Mortar Flotilla, the Confederate flag shall be lowered and the flag of the United States hoisted on the flagstaffs of Forts Jackson and St. Philip.

In agreement of the above, we, the undersigned, do hereby set our hands and seals.

DAVID D. PORTER,
Commanding Mortar Flotilla.

WM. B. RENSRAW,
Commanding Westfield.

J. M. WAINWRIGHT,
Lieutenant, Commanding U. S. S. Harriet Lane.

J. K. DUNCAN,
Brigadier-General, Commanding Coast Defenses.

EDWARD HIGGINS,
Lieutenant-Colonel, C. S. A., Comdg. Forts Jackson and St. Philip.

Witnessed by:

ED. [T.] NICHOLS,
Lieutenant, Commanding U. S. Gunboat Winona.

J. H. RUSSELL,
Lieutenant, Commanding U. S. Gunboat Kennebec.

Report of Flag-Officer Farragut, U. S. Navy, transmitting paroles.

No. 85.]

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 2, 1862.

SIR: I have the honor to forward herewith the paroles which I [have] given to the prisoners captured by this fleet.

I am, very respectfully, your obedient servant,
D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Commander Porter, U. S. Navy, transmitting list of prisoners implicated in the blowing up of the C. S. S. Louisiana

U. S. S. HARRIET LANE,
Forts Jackson and St. Philip, May 2, 1862.

SIR: Enclosed is a list of prisoners of war captured by me (after the capitulation of the forts) on board of the steamers *Burton*, *Landis*, and *Defiance*, the latter of which was sunk by order of John K. Mitchell, late commander in the U. S. Navy. By order of Flag-Officer Farragut, I send them home in the *Rhode Island*, subject to the order of the Department, on account of their infamous and perfidious conduct in setting fire to and blowing up the floating battery *Louisiana* and sending her adrift upon the four vessels of ours that were at anchor while they had a flag of truce flying and were engaged in drawing up the capitulation of the forts, the vessels under the command of J. K. Mitchell, with the exception of one, having no colors up at the time. These persons have forfeited all claim to any consideration, having committed an infamous act, unknown in any transaction of this kind.

Had the *Louisiana* blown up in the midst of our vessels she would have destroyed every one of them. As it was, good fortune directed her toward Fort St. Philip, when she exploded with great force, scattering fragments all over the work, killing one of their own men in the fort, and landing a large beam close to the tent of Commander McIntosh, who was lying with one arm blown off, another broken, his kneecap shot away, and a leg broken. The surgeon in attendance pronounced it the most perfidious act he had ever heard of. The explosion was seen and heard for many miles, and it was supposed that the forts were blown up.

Enclosed is a letter* from J. K. Mitchell, stating that the persons mentioned there had nothing to do with the transaction, I shall, however, carry out the orders of the flag-officer, and send them home in the *Rhode Island*, subject to the consideration of the Department.

I have the honor to remain, very respectfully,
D. D. PORTER,
Commanding flotilla.

HON. GIDEON WELLES,
Secretary of the Navy.

*See p. 309.

[Enclosure.]

List of Confederate officers.—Captain J. K. Mitchell, First Lieutenant John Wilkinson, Second Lieutenant W. H. Ward, Third Lieutenant W. C. Whittle, jr., Lieutenant A. F. Warley, Surgeon Joseph D. Grafton, Lieutenant F. M. Harris (the above is a list of the ex-naval officers of the United States), Purser L. E. Brooks, Gunner [James] Wilson, Boatswain [Samuel] Jones, Carpenter [Virginus] Cherry, Captain's Clerk George Taylor, Captain's Clerk W. [B.] Clarke, Chief Engineer W[ilson] Youngblood, Second Assistant Engineer James Harris, Second Assistant Engineer M[ilton T.] Parsons, Third Assistant Engineer Theo. Hart, Third Assistant Engineer Jos. Elliott, Third Assistant Engineer James Waters.

Engineers from the Manassas.—[Thomas A.] Menzies, third assistant engineer; [J. B.] Weaver, second assistant engineer; [Orrin] Culver, second assistant engineer; [William] Newman, third assistant engineer.

Report of Commander Porter, U. S. Navy, forwarding list of prisoners captured in Fort Jackson.

U. S. S. HARRIET LANE,
Ship Island, May 15, 1862.

SIR: I have the honor to enclose the paroles of the officers captured in Fort Jackson, with the list of men remaining at the time of the surrender. The list of officers and men in Fort St. Philip must have been sent to the flag-officer, together with the list of persons captured by the *H. Lane* in the steamers *Burton*, *Landis*, and *Defiance*, under late Commander J. K. Mitchell, consisting of 250 of the crew of the iron steam battery *Louisiana* and the Crescent Artillery, composed of over a hundred officers and men. The number of men in the two forts during the bombardment was 1,100, but about 200 left before the flag of truce was sent down. The rolls of the fort were handed in to the officers taking charge, but our troops taking possession a short time after, everything was thrown into disorder, and it was not possible to obtain them.

Very respectfully, your obedient servant,

DAVID B. PORTER,
Commanding Flotilla.

Hon. GIDEON WELLES.

Agreement of the commanding officer of the C. S. S. *McRae* to return at once to Forts Jackson and St. Philip after landing wounded at New Orleans.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 27, 1862.

The Confederate steamer *McRae* having come up from the forts under a flag of truce to the flag-officer, with wounded from the Confederate fleet there, the flag-officer consents to the wounded and the surgeon being landed at the city of New Orleans; provided the said Confederate steamer *McRae* will land the same with all diligence and return whence she came in the same condition in every respect in which she came up, except landing her surgeon and wounded and such other

persons as her commander may desire, provided they are not military or naval men. And furthermore that she will depart hence on her return to Forts Jackson and St. Philip by 10 o'clock in the forenoon of the 28th day of this present month. To the fidelity of which the commander of the said Confederate steamer pledges his word of honor.

C. W. READ,
Lieutenant, U. S. Navy.

Approved.

D. G. FARRAGUT,
Flag-Officer, Comdg. Western Gulf Blockading Squadron.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, regarding the disposition of prisoners.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 1, 1862.

SIR: You will send all the officers of the rebel flotilla home in the *Rhode Island*, to abide the decision of the honorable Secretary of the Navy.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander D. D. PORTER,
Commanding Mortar Flotilla, U. S. S. Harriet Lane.

List of Confederate prisoners.

List of rebel prisoners received from the U. S. S. *Colorado* and brought North by the U. S. S. *Rhode Island*, return trip, sailing from New Orleans May 8, 1862:

Navy officers.—John K. Mitchell, commander; J[ohn] Wilkinson, lieutenant; W. H. Ward, lieutenant; W. C. Whittle, jr., lieutenant; A. F. Warley, lieutenant; F. M. Harris, lieutenant; Joseph D. Grafton, surgeon; L. E. Brooks, purser; George Taylor, purser; William B. Clarke, purser; Wilson Youngblood, chief engineer; James Harris, second assistant engineer; M. Parsons, second assistant engineer; Theo. Hart, third assistant engineer; Joseph Elliott, third assistant engineer; James Waters, third assistant engineer; Thomas A. Menzies, third assistant engineer; George J. Weaver, third assistant engineer; Orrin Culver, third assistant engineer; William Newman, third assistant engineer; J. H. Dent, third assistant engineer; J. H. Tomb, third assistant engineer; Henry Fagan, third assistant engineer; James Wilson, gunner; Virginius Cherry, carpenter; B. Kennon, lieutenant; David Porter, purser's steward.

Army officers, etc.—T. H. Hutton, captain; B[enj.] Dart, first lieutenant; William Hervey, first lieutenant; Joseph W. Boyle, second lieutenant; Thomas H. Handy, second lieutenant; L. B. Haynes, first lieutenant; O. Edwards, lieutenant; Charles H. Westervelt, ordnance sergeant; James Carille, sergeant; William M. Turner, corporal;

Samuel Gibson, private; Anthony Metcalf, private; R. Silk, private; Patrick Conyan, private.

Respectfully submitted.

STEPHEN D. TRENCHARD,
Lieutenant, Commanding.

[Telegram.]

NEW ORLEANS, *April 22, 1862.*

Bombardment still goes on day and night; casualties few, but forts much cut up. Can you send two X-inch columbiads in haste or spare any powder?

M. LOVELL.

General JONES.

[Telegram.]

NEW ORLEANS, LA., *April 23, 1862.*

Bombardment continues with unabated vigor; now five days and nights. We still hold out, with 4 casualties, but Fort Jackson much cut up. Want more powder if it can be had.

M. LOVELL.

General S. COOPER.

[Telegram.]

APRIL 23, 1862.

I have to report this morning, as previously, that the bombardment is still going on furiously. They have kept it up furiously by reliefs of their divisions. One of their three-masted gunboats, painted gray, came above the point this morning, but was struck and retired. We are hopeful and in good spirits, and I can not speak in too high praise of all the officers and men. I have no further casualties to report. Let the people have faith and fortitude and we will not disgrace them.

J. K. DUNCAN,
Brigadier-General.

Major-General LOVELL.

[Telegram.]

APRIL 23, 1862.

A heavy, continued bombardment has kept up all night, and is still progressing. There have been no further casualties except two men slightly wounded. God is certainly protecting us. We are still cheerful, and have an abiding confidence in our ultimate success. We are making repairs as best we can. Our best guns are still in working order. Most of them have been disabled at times. The health of the troops continues good.

Twenty-five thousand XIII-inch shells have been fired by the enemy, thousands of which fell in the fort. They must soon exhaust themselves; if not, we can stand as long as they can.

Brigadier-General J. K. DUNCAN,
Commanding Fort Jackson.

Major-General LOVELL.

Letter from Flag-Officer Mitchell, C. S. Navy, to Brigadier-General Duncan, C. S. Army, regarding position to be taken by the naval force off Fort Jackson.

C. S. GUNBOAT LOUISIANA,
Near Port St. Philip, April 24, 1862.

GENERAL: On returning to the *Louisiana*, I find that we have no tender on whose steam power we can rely, and many of the volunteer troops on board of the *W. Burton* are intoxicated. Under these circumstances, as well as the exhausted condition of our own crew, and excessive difficulty in handling the vessel, will prevent our taking the position, at least to-day, that I proposed and was arranged between us this forenoon.

I will, however, as you suggested in your communication, take up a position above, to protect the approaches in that direction.

Having no adequate motive power of our own, it will be an easy matter for the enemy's vessels, that have it, to take up such a position that our guns can not reach him for want of elevation or be brought to bear upon him. I will, however, do all I can to keep him back from above.

The *McRae* has lost her IX-inch gun; of course we can not expect much assistance from her.

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

J. K. MITCHELL,

Commanding C. S. Naval Forces, Lower Mississippi.

Brigadier-General J. K. DUNCAN,

Commanding Coast Defenses, Fort Jackson.

Letter from Brigadier-General Duncan, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, regarding the position of the naval force.

FORT JACKSON, LA., *April 24, 1862.*

CAPTAIN: From all that we can see and learn the enemy, with the exception of one or two gunboats, has passed up the river, so that there will be no use in changing your present position to one farther above. I regret to learn the condition of the volunteer troops on board the *W. Burton*. This, together with the exhausted condition of your crew, will prevent your taking up the position below, which was agreed upon this morning, for the present. You may be able to take it up, however, when your crew recover from their fatigue, and when you are able to control the irregularities of the volunteers.

Very respectfully, your obedient servant,

J. K. DUNCAN,

Commanding Coast Defenses.

Captain J. K. MITCHELL,

Commanding C. S. Naval Forces, Lower Mississippi.

Letters from Brigadier-General Duncan, C. S. Army, to Flag-Officer Mitchell, C. S. Navy, requesting that the river be lighted by fire barges.

FORT JACKSON, LA., *April 24, 1862.*

CAPTAIN: As I have no boats of any kind, I must ask of you to light up the river with fire barges to-night, if it possibly lies in your power.

The absence of light greatly impairs the accuracy and effectiveness of our fire upon the enemy.

Very respectfully, your obedient servant,

J. K. DUNCAN,

Brigadier-General, Commanding Coast Defenses.

Captain J. K. MITCHELL,

Commanding U. S. Naval Forces, Lower Mississippi.

Letter from Brigadier-General Duncan, C. S. Army, to Captain Mitchell, C. S. Navy, making general suggestions regarding naval cooperation.

FORT JACKSON, *April 24, 1862.*

CAPTAIN: The lower schooner will be lighted by firing her from a rowboat from Fort St. Philip at early dusk. As this light dies away, the next one above will be fired, and so on all night.

Unless you can better yourself materially, I would not advise any movement on your part from your present position, owing to all the adverse circumstances mentioned in your letter.

In regard to the *Defiance*, the authority over her which I formerly had has been transferred to you; but we will freely lend you any assistance which you may require in deposing her commander, or in exercising your authority over her.

Keep a vigilant lookout for another attack to-night, when we will mutually support each other and do all that we possibly can.

Captain Squires has been directed by Colonel Higgins to furnish you such assistance as you may require.

Very respectfully, your obedient servant,

J. K. DUNCAN,

Brigadier-General, Commanding Coast Defenses.

Captain J. K. MITCHELL,

Commanding U. S. Naval Forces, Lower Mississippi.

Letter from Flag-Officer Mitchell, C. S. Navy, to Brigadier-General Duncan, C. S. Army setting forth his crippled condition.

C. S. S. LOUISIANA,

Fort St. Philip, April 24, 1862.

GENERAL: Your second and third notes of this date are at hand. We are in a helpless condition for the want of tugboats. The *W. Burton* is crippled, and the *Landis* also, and the gunboat *Defiance* will not do anything for us. If she comes within my reach I will deprive her captain of his command, by force, if necessary.

The anchor we have down can not purchase, and we are afraid to slip it, to move about 300 yards higher up, where we can be better secured.

We shall probably remain where we are and do all we can to defeat the enemy should he attack us again.

It will be out of our power, I am afraid, to light up the bank below

St. Philip to-night, or set adrift fireboats, as none are at hand, and they have all disappeared apparently.

I have the honor to be, very respectfully, your obedient servant,
 JOHN K. MITCHELL,
Commanding U. S. Naval Forces, Lower Mississippi.

General J. K. DUNCAN,
Commanding Coast Defenses, Fort Jackson.

Letter from Captain Mitchell, U. S. Navy, to Brigadier-General Duncan, U. S. Army, regarding transportation of wounded.

U. S. S. LOUISIANA,
Near Fort St. Philip, April 25, 1862.

GENERAL: The U. S. S. *McRae* goes up this afternoon to New Orleans under a flag of truce to carry our wounded, and it affords me great pleasure to offer the wounded under your command a passage in her to the city. If you desire to avail yourself of the opportunity, please let me know and send the wounded on board as soon as possible.

With great respect, I have the honor,
 JNO. K. MITCHELL,
Captain, U. S. Navy, Commanding.

General J. K. DUNCAN,
Commanding U. S. Coast Defenses, Fort Jackson.

Letter from Brigadier-General Duncan, U. S. Army, to Captain Mitchell, U. S. Navy, accepting offer for transportation of wounded.

FORT JACKSON, LA., *April 25, 1862.*

CAPTAIN: I am much obliged for your offer, and will take advantage of the same to send the wounded of both forts to the city on board of the steamer *McRae*, in charge of Dr. Foster.

Very respectfully, your obedient servant,
 J. K. DUNCAN,
Brigadier-General, Commanding Coast Defenses.

Captain J. K. MITCHELL,
Commanding Naval Forces, Lower Mississippi River.

Report of Lieutenant Read, U. S. Navy, regarding injuries sustained in an attack upon the U. S. S. *Resolute*.

U. S. S. MCRÆ, *April 26, [1862].*

SIR: Lieutenant Arnold, in charge of the *Resolute*, informs me that he was attacked yesterday afternoon by two of the enemy's vessels. The *Resolute* received two shots in her hull—one forward, which will be below the water line when the vessel is afloat. Lieutenant Arnold is of the opinion that she can not be repaired within three days. The place where she was struck was ironed, and in consequence is considerably torn.

He also reports that the enemy's cutters are above him and, from appearances, he thinks they intend attacking him.

The *Resolute* has a quantity of provisions on board and some 400 rounds for her guns.

Respectfully, etc., your obedient servant,

C. W. READ, *Lieutenant.*

[Commander J. K. MITCHELL.]

Charge of Brigadier-General Duncan, C. S. Army, to the soldiers of Forts Jackson and St. Philip to stand by their guns.

FORT JACKSON, LA., *April 27, 1862.*

SOLDIERS OF FORTS JACKSON AND ST. PHILIP:

You have nobly, gallantly, and heroically sustained, with courage and fortitude, the terrible ordeals of fire, water, and a hail of shot and shell, wholly unsurpassed during the present war. But more remains to be done. The safety of New Orleans and the cause of the Southern Confederacy—our homes, families, and everything dear to man—yet depend upon our exertions.

We are just as capable of repelling the enemy to-day as we were before the bombardment. Twice has the enemy demanded your surrender, and twice has he been refused.

Your officers have every confidence in your courage and patriotism, and feel every assurance that you will cheerfully and with alacrity obey all orders, and do your whole duty as men, and as becomes the well-tried garrisons of Forts Jackson and St. Philip. Be vigilant, therefore, and stand by your guns, and all will yet be well.

J. K. DUNCAN,

Brigadier-General, Commanding Coast Defenses.

Letter from Lieutenant-Colonel Higgins, C. S. Army, to Commander Porter, U. S. Navy, accepting terms of surrender.

HEADQUARTERS FORTS JACKSON AND ST. PHILIP,

April 28, 1862.

SIR: Upon mature deliberation it has been decided to accept the terms of surrender of these forts, under the conditions offered by you in your letter of the 26th instant, viz, that the officers and men shall be paroled, officers retiring with their side arms. We have no control over the vessels afloat.

Very respectfully, your obedient servant,

EDWARD HIGGINS,

Lieutenant-Colonel, Commanding.

Commander DAVID D. PORTER, U. S. Navy,

Commanding Mortar Fleet.

Report of Commander Emmons, U. S. Navy, Commanding U. S. S. Hatteras, regarding the chase and escape of a blockade runner from Berwick Bay.

U. S. S. HATTERAS,
Blockading Berwick Bay, April 18, 1862.

SIR: Upon my return here after one night's detention at the South West Pass (by order of Captain Bailey to assist the *Portsmouth* over the bar), I discovered two steamers coming down the bay and steamed in to cut them off. The smaller put back, and the other (a mate of this vessel in appearance) ran out to windward of me, hugging the reef to the eastward. When near enough to prevent her escape back to the bay, I took a course that became a chord of a semicircle that she had to run to get to seaward of me. In this I gained to within about 4 miles of her, after which she had crossed my bows and it became a stern chase, in which she gradually left me. But hoping that she might be headed off by some of our cruisers, or that something would break down on board of her, I continued the chase so long as she remained in sight, which carried me some 20 miles to the southward of Ship Shoal, or 55 miles from here, where I returned the same night.

I still hope she may be picked up before reaching Havana, where I presume she is bound with cotton, etc. But in any event you will probably hear of her departure, and I wish you to know how it took place, and that with a pressure of from 28 to 30 pounds of steam on this vessel, making fourteen revolutions per minute, and two firemen employed pouring cold water upon the heated journals, I could not catch this rebel, which was owing entirely to our foul bottom (being an iron vessel), and our speed having from this cause gradually diminished within the last six months from 12 to 8½ knots per hour.

I can furnish no better evidence than this to yourself, nor the Navy Department, that we not only require here a faster, but a vessel of less draft, that will enable us to command the shoal channels of this extensive coast and bay, where the enemy's commerce is continually passing.

They very seldom attempt the sea now, but when they do, they carry speed that makes it very difficult, if not impossible, for one vessel guarding three channels and 30 miles of coast, to head them off.

In conclusion, I am happy to inform you that after three days of hard labor I have succeeded in recovering my two lost guns.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Western Division of Gulf Blockading Squadron.

P. S.—My coal will probably run short during next month, and as I shall then have but about a month's provisions on board, I hope it will be convenient for you to send something to relieve me, that I may replenish at the Mississippi Passes or Ship Island.

G. F. E.

Expedition from U. S. bark Arthur, at Aransas Pass, April 21, 22, 1862.

Abstract log of U. S. bark Arthur, Acting Volunteer Lieutenant Kittredge, U. S. Navy, commanding.

April 21, 1862.—At 12 m., off Cedar Bayou, hoisted out first, second, and third cutters, fully equipped and armed, Captain Kittredge in charge of the boats left on an expedition; the ship in the meantime standing upon short tacks under easy sail. At 7:40 p. m., it beginning to grow dark and no signs of our boats, made the best of our way toward Aransas, there to meet our boats according to orders from Captain Kittredge.

April 22.—At 5 p. m. saw Aransas Pass light-house bearing S. W. by W., distant about 12 miles. At 6:30 saw three men coming over the sand hills on St. Joseph's Island, waving a flag. Immediately tacked ship and stood toward them, and on getting abreast of them, seeing a large number of them congregating together, still waving a flag, supposed them to be our men. Hove to and sent the first cutter in charge of Mr. Barker, who returned in about one hour bringing Mr. Merrithew and about one-half of our number of men; then returned to the shore and by 10:30 p. m. brought off Captain Kittredge and all the remainder of our men, who having been cut off and hemmed in by the enemy, after capturing a schooner and two sloops, were compelled to abandon them and even to leave the two boats behind them, barely escaping capture by a superior number of rebel troops. The expedition, while inside in the bays, captured two sloops and a schooner, unbent the schooner's sails and abandoned her, not wishing to set her on fire, for fear of exciting suspicion. Proceeded to beat the sloops toward Aransas, but on nearing it, discovered two sloops and a schooner full of armed men, showing that the proceedings of the boats had been discovered. Released the sloops under promise that they should at once proceed toward Matagorda Bay, and started with the boats toward St. Joseph's Island. The sloops, contrary to promise, hauled their wind and ran for Corpus Christi Bayou, informing the enemy where our boats were secreted, waiting for dark to escape. The sloops immediately gave chase, intercepting the boats, landed 40 men, who commenced firing on our men, who returned their fire, but being attacked by double their number, were obliged to abandon their boats and cross St. Joseph's Island and proceeded on board by the first cutter sent for their relief from the ship.

Report of Maj. William O. Yager, commanding Camp Aransas.

HEADQUARTERS CAMP ARANSAS, TEX., *April 25, 1862.*

SIR: On the 22d instant intelligence reached the Shell Bank [Reef] that the enemy had run two of their launches through Cedar Bayou and captured three sloops, one of which, the *Democrat*, they stripped of her sails and left the captain and mate to pole their way to land. With the other two they bore down toward Shell Bank, with the purpose of running past the fort with friendly appearance, and thence out the Aransas Pass to the blockader. They had approached within 6 miles of the fort, and were tacking back and forth, as if waiting for night before attempting to pass. When, with two sloops, carrying 32 men, Captain Neal, myself, and Lieutenant Canfield set out after them,

they put back in haste. But having no place where they could get out of the bay with their prizes without passing us, they quit them and took to their launches. They made directly for Blind Bayou [or Pass] and soon entered it. We left our boats and hurried across by land to intercept them. Finding themselves thus headed off, they reluctantly abandoned their launches and made off to the sandhills, firing upon our men, who were now kept from pursuing them by the depth of the water in the pass at the point where we approached it. (We could have swum across, but then have been on the wrong side, with wet ammunition. Their fire was returned with spirit for several rounds, but without damage to either party.) The blockading vessel, meantime, was within 2 miles of the scene, an interested spectator. I wonder that she did not shell us. It may be that she did not fully understand the situation of parties, and may have mistaken our boats for their prizes. The Yankees, 22 in number, soon disappeared among the sandhills, and the folly of groping about in the dark after them being manifest, we returned with their launches and contents to Shell Bank. Our prizes are cutters or launches, one pulling five and the other four oars, capable of carrying 10 and 14 men, respectively, with sails; a fine mariner's compass, a pennant, three pairs of handcuffs, and two guns belonging to the men, taken by them on the two sloops; the sails of the *Democrat*, some rations, one boarding pistol, and other trifles.

On our return to the bank we met Major Forshey and Lieutenants Aspinwall, [George E.] Conklin, and Russell, with parties, on three other boats; but darkness prevented any further proceedings.

The captain of the bark (Kittredge) was in the party. They left the bark with five days' rations; handcuffed the men taken on the *Swan* and *Mustang*, more for humiliation than to secure them.

Some of the Yankee soldiers expressed great dissatisfaction with their commander; said they would not fight for him if they could avoid it.

The men of the *Swan* and *Mustang* seemed very grateful for their release.

On the 21st the *Burkhart* was chased by these launches for several hours; but want of knowledge of the channels on the part of the enemy prevented them from overtaking her.

I have not been able to engage suitable schooners for guard boats in the bays. Chartered a sloop (the *Rebecca*) to lie about Blind Pass, but for some cause she has not returned from Saluria, according to contract. I sent an armed party up to Saluria yesterday to carry some returning boats and to escort Major Forshey.

I have the honor to be, very respectfully, your obedient servant,
WM. O. YAGER,

Major, Mounted Battalion, Commanding Camp Aransas, Tex.

Lieutenant B. E. BENTON,

A. A. A. G., Southern Military District of the Rio Grande.

P. S.—The compass taken from the enemy was sent by Major Forshey to General Hébert, to be presented, with his permission, to Commodore William W. Hunter, chief naval commander of the Department of Texas, from the officers engaged in the expedition.

Respectfully,

W. O. Y.

Letter from Majors Forshey and Yager, C. S. Army, to Commander Hunter, C. S. Navy, presenting captured compass.

CAMP ARANSAS, TEX., *April 23, 1862.*

As a tribute of respect for your past services and the gallantry of your character, this elegant compass is presented by the officers of the expedition of yesterday. It was captured with the two launches and their appurtenances of the blockading bark *Arthur* after a short but spirited skirmish at the Blind Pass near Aransas. At the same time three vessels they had taken were rescued.

Having obtained the permission of the general commanding, we desire by this small token to intimate to you our determination that this portion of the line of inland trade can not be attacked with impunity.

With great respect, we have the honor to remain, on behalf of ourselves, Captain B. F. Neal, Lieutenants Charles A. Aspinwall, George [E.] Conklin, John C. Russell, and Charles Canfield, your obedient servants,

C. G. FORSHEY,
Major Artillery, Engineer Coast Defense.

WILLIAM O. YAGER,
Major Mounted Battalion, Commanding Camp Aransas.

Commodore W. W. HUNTER,
Naval Commander, Department of Texas.

Letter of Commander Hunter, C. S. Navy, to Major Forshey, C. S. Army, acknowledging receipt of compass.

SAN JACINTO, *May 19, 1862.*

I have safely received the trophy and letter accompanying it. May I ask to accept for yourself, and tender to Captain B. F. Neal, Lieutenants Charles A. Aspinwall, George [E.] Conklin, John C. Russell, Captain Canfield, and Major William O. Yager my high appreciation of the compliment, for which I am indebted to your gallant conduct in the public service and good will toward myself.

I am, very respectfully,

WM. W. HUNTER,
Commander, C. S. Navy.

C. G. FORSHEY, C. S. Army,
Major Artillery, and Engineer Coast Defenses.

Captures made by the U. S. S. Calhoun, while on special service in Lake Pontchartrain, April 22 to May 17, 1862.

Report of Lieutenant DeHaven, U. S. Navy, regarding the capture of the steamer *Whiteman*, May 6, 1862.

U. S. S. CALHOUN,
Lake Pontchartrain, May 6, 1862.

SIR: I have the honor to report that while convoying and assisting the transportation of United States troops to occupy Fort Wood, La., I discovered the rebel steamer *Whiteman*, about 9 a. m. this day, com-

ing from Fort Pike into Lake Pontchartrain. After she had proceeded up the lake about 5 miles, we gave chase and fired one shot across her bow to bring her to.

I sent an officer on board and ascertained she was from Mobile, having left that city yesterday morning, and was bound to New Orleans. She was flying at the time an unknown flag, consisting of a red ground and a blue cross. I sent for the captain of the vessel, and a young man, H. C. MacEwan, representing himself as an English subject, appeared, and claimed to be owner and master both. On asking him for the ship's papers, register, charter party, etc., he replied that he had none, and that there were none on board. He stated that he was aware of the blockade of the Southern ports, but was willing to run the risk of being captured. He also admitted that she was owned in Mobile, and that was his home, but claimed exemption for the vessel because she was sailing under what he termed an English flag. He also admitted that she had run the blockade on two former occasions.

I then sent for the crew, and having reason to doubt the truthfulness of the statements I had received, I questioned some of them and ascertained that the captain's name is C. W. Norton, who now figured as the mate, and that he and E. F. Shields, of Mobile, are the veritable owners of the vessel.

Upon searching the vessel I could not discover any papers that would throw any light on the mission or ownership of the steamer. There is a small safe on board, but the officers deny having any key to fit the same. I therefore await a more favorable opportunity to examine its contents. The pretended captain, Mr. H. C. MacEwan, is not a citizen of the United States, and I believe can not legally command an American vessel in American waters. I also copy the following paragraph from the Mobile Advertiser and Register, of May 5, which I found on board. The original I retain to send north with the books and statements for legal adjustment:

The Whiteman arrived.—The steamer *Whiteman*, Captain C. W. Norton, whose departure from Bay St. Louis we announced on Friday, arrived here at 2:30 o'clock yesterday, loaded down with a precious freight of sugar and molasses.

Captain Norton informs us that he saw no Federal vessels of any sort en route, except two or three lights at Ship Island, and met with no incidents of interest on his trip.

He thinks with a couple of gunboats he could capture everything belonging to the Federals on the lakes between this and Pontchartrain. He passed through Grant's Pass at 11 o'clock Saturday morning and saw nothing of the multitudinous forces of the enemy which rumor persisted in placing in that locality.

From unmistakable evidence I have every reason to believe that this vessel has been for some months past engaged by the enemy in transporting stores and violating the rules governing the blockade at present instituted by the United States.

The mate of the steamer this afternoon stated voluntarily that the *Whiteman* is owned by Captain C. W. Norton and E. F. Shields, who is at present at New Orleans awaiting the arrival of the boat at that port. He also states that Mr. MacEwan is neither the captain nor owner of the vessel, but was placed in that position to meet the present emergency. The following is a complete list of those found on board at the time of her capture:

H. C. MacEwan, captain; C. W. Norton, mate; John Murray, pilot; Daniel McDowne, second mate; Daniel Carrol, Henry Anderson, R. C. Taylor, engineers; Dennis Pettit (colored, free), steward; Sol.

Battell (colored, free), cook; Jeremiah Riley, John Scherwun, Joseph Plumber, John Fair, Joseph Rush, William Jasper, Charles Lyman, and Peter King, deck hands and firemen.

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

JOSEPH E. DEHAVEN,
Lieutenant, Commanding.

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

Report of Lieutenant DeHaven, U. S. Navy, regarding contents of safe captured on the steamer *Whiteman*.

U. S. S. CALHOUN,
Ship Island, Miss., May 9, 1862.

SIR: On opening the safe taken from the steamer *Whiteman*, which I was enabled to do to-day, I found in it a large rebel ensign and two passes, with instructions for passing Fort Pike, from the rebel commandant recently occupying the fort.

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

JOSEPH E. DEHAVEN,
Lieutenant, Commanding.

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

Report of Lieutenant DeHaven, U. S. Navy, regarding the cutting out of the C. S. S. *Corypheus*, May 13, 1862.

U. S. S. CALHOUN,
Lake Pontchartrain, May 14, 1862.

SIR: I have the honor to report the successful cutting out last night of the Confederate gunboat *Corypheus* by a small party from this steamer.

The expedition, in charge of Mr. John Fraser, proceeded to Bayou Bonfuca and found her securely moored and guarded by some rebel troops. No resistance, however, was offered. The vessel's log book and some papers, proving her to have been in the rebel service, were found on board. The vessel originally carried one rifled gun and a small brass piece, the latter only now remains—a 4-pounder.

I await a favorable opportunity to send the vessel and papers to the north for adjudication.

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

JOSEPH E. DEHAVEN,
Lieutenant, Commanding, U. S. Navy.

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

Report of Lieutenant DeHaven, U. S. Navy, regarding the capture of the schooner *Venice*, May 14, 1862.

U. S. S. CALHOUN,
Lake Pontchartrain, May 15, 1862.

SIR: I have the honor to report the capture of the Confederate schooner *Venice* [*Venus* in prize list], in Lake Pontchartrain last night.

She was taken near the borders of the parish of St. John Baptist, while violating the blockade of the Southern ports, instituted by the Government of the United States.

The cargo consisted of 225 bales of cotton, but recently purchased in the States of Louisiana and Mississippi. The papers found on board prove her to belong to Confederate parties in the city of New Orleans, although she is now claimed by a subject of Great Britain. I can not but regard her as a legal prize to this steamer, and shall therefore send her to Key West as soon as practicable for adjudication.

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

JOSEPH E. DEHAVEN,
Lieutenant, Commanding, U. S. Navy.

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

Abstract log of the U. S. S. Calhoun, Lieutenant Joseph E. DeHaven, U. S. Navy, commanding, April 22 to May 17, 1862.

April 22.—Eight to 12 a. m.: Sent a boat from the shore to reconnoiter, but saw nothing of the enemy.

April 24.—At 1 p. m. got underway and started in chase of a small boat running into a creek off Biloxi, which succeeded in escaping.

May 4.—At 11:30 a. m. boarded and captured, off St. Joseph's, sloop *Charles Henry*, of Pensacola, with Confederate papers. At 4:30 p. m. arrived at Fort Pike, steamed alongside of wharf, went on shore with a detachment of United States troops, took possession of it and hoisted the American flag. Fort somewhat damaged, guns spiked, buildings burned, as well as gun carriages.

May 5.—At 7 a. m. got underway and stood into Lake Pontchartrain. At 9 captured the schooner *Rover*, with a load of brick. Put a prize crew on board and sent her to Fort Pike, in charge of Master's Mate Cushman. Took captain and 8 passengers on board.

May 6.—At 10 a. m. saw the rebel steamer *Whiteman* coming into Lake Pontchartrain. After she had proceeded about 2 miles up the lake gave chase and fired a shot across her bow and hove her to. Sent a boat aboard and found she was from Mobile, bound to New Orleans, without papers. Put a prize crew on board of her in charge of Mr. D. T. Potter.

May 8.—Released the sloop *Charles Henry* and crew.

May 11.—At 4:30 p. m. arrived at Lakeport, and saw the rebel steamer *Creole* lying in the canal. Went on board with a boat's crew and found she had arrived twenty-four hours previous and had been captured by soldiers belonging to the U. S. Army.

May 13.—At 9:30 p. m. sent first cutter up the bayou and cut out the rebel gunboat *Corypheus*.

May 14.—At 3 a. m. first cutter returned, bringing rebel gunboat *Corypheus*. At 10:30 p. m. captured the rebel schooner *Venice*, loaded with cotton. On boarding her, found the captain, owner, and a crew of 5 men on board. Put prize crew on board.

May 17.—The steamer *Creole* took out of the prize schooner *Corypheus* one 12-pounder rifle howitzer, one 24-pounder, and ammunition.

Report of Lieutenant Febiger, U. S. Navy, commanding U. S. S. Kanawha, regarding the capture by that vessel of the schooner R. C. Files.

U. S. GUNBOAT KANAWHA,
Off Mobile, Lat. 29° 39', Long. 88° 08', April 21, 1862.

SIR: I have the honor to report the capture by this vessel of the schooner *R. C. Files*, while attempting to run the blockade of Mobile, Ala. At 10:50 p. m., of the 20th, Sand Island light-house bearing about N.W., distant 22 miles, discovered a schooner standing to the southward and eastward. Upon closing with her, discovered that she had a deck load of cotton. Ordered her to heave to. On account of heavy sea and wind was not able to board her until 3:10 p. m. of the 21st. Upon examination could find no papers, the captain stating they had been thrown overboard. The name of the schooner was given as the *R. C. Files*, from Mobile, laden with cotton. Placed a prize crew of five men on board, under charge of Acting Master L. H. Partridge, with instructions to proceed to Key West for adjudication.

Enclosed is a muster roll of the officers and crew entitled to a share of the capture.

Very respectfully, your obedient servant,

JNO. C. FEBIGER, U. S. Navy,
Lieutenant, Commanding.

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

Correspondence regarding the protection of refugees from Texas in Matamoros, Mexico, April 21-30, 1862.

Letter from the U. S. consul at Matamoros to Lieutenant Hunter, U. S. Navy, commanding U. S. S. Montgomery, requesting assistance.

CONSULATE OF THE UNITED STATES OF AMERICA,
Matamoros, April 21, 1862.

SIR: There are now in this city about 100 persons (refugees from Texas), and among them some 20 or more soldiers, some of whom were United States soldiers and were prisoners in San Antonio and have escaped. As it has become dangerous for them to remain here longer, I take the liberty to ask if you could aid me in getting them off to some safe place.

They, both citizens and soldiers, are nearly all destitute of funds, and from the close proximity to Fort Brown, it is particularly urgent that something should be done at once, and the military commander of this city requested me this morning, verbally, to send them away, and as the commanders on the Texas side are trying every possible means to recover them, I am fearful that they may succeed.

I think that, could we get the soldiers as far as Ship Island, they would enlist in the Federal army again; in fact, many of them have never been discharged, but were surrendered to the rebels in Texas by General Twiggs.

The young man who takes this letter to you [will say] how far matters have progressed and the danger there is of our men being given up.

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

L. PIERCE, Jr., *U. S. Consul.*

Commander U. S. SHIP,
Boca del Chico.

Letter from Lieutenant Hunter, U. S. Navy, to U. S. consul at Matamoras, Mexico, assuring the protection of the U. S. Government.

U. S. S. MONTGOMERY,
Off Mouth of the Rio Grande, April 23, 1862.

SIR: I wrote you in great haste a few lines yesterday, acknowledging yours of the 21st. I have carefully considered the contents of your letter. You say that there are about 100 persons (refugees from Texas) now in Matamoras, seeking asylum there; that it has become dangerous for them to remain there longer, and you ask my aid in getting them off to some safe place. Mexico is bound to protect these poor men, and if she fails in so doing it will be considered a very grave offense by our Government, and one which our people will insist upon being fully vindicated, and with the whole of our power if necessary. An American citizen, or anyone claiming to be such, shall have the full protection of his Government, so far as I have it in my power to give it to him.

The young man who delivered your letter said something about an arrangement said to have been entered into between the military commandant at Matamoras and the rebel commanding officer at Brownsville, to deliver up Americans to the rebels, in exchange for Mexican deserters. I sincerely hope it may not be so, but, sir, if it is done, or threatened to be done, I shall consider Mexico in league with our enemies and no longer neutral, but willing to be at war with the United States, and I shall act accordingly, and shall feel justified in seizing Mexican property and citizens anywhere that may come within my power. The military commandant of Matamoras is assuming a grave responsibility by doing anything inconsistent with our treaties with Mexico. We do not ask the aid of Mexico to put down the rebellion in our country, nor her advice. She may rest assured that we will use any and all means to suppress, and will consider all who aid the rebels in anyway, directly or indirectly, as our enemies.

These men should be escorted to the coast by a Mexican guard and delivered to our boats, which will come to take them. I have moved this vessel near the shore for the purpose of receiving these men. It was my intention to have left here last night for a few days, but your letter decides me to remain, as I consider nothing of so much importance for me to attend to as the protection of anyone claiming to be an American, and the poorer and more humble the individual, strengthens his right and my desire to protect him.

I hope, sir, that Mexico, now acting in the person of her military commandant at Matamoras, will at once see and do her duty in the premises, and that I shall be relieved from the grave responsibility of using the power under my command to do what it is her solemn duty to do.

Let the men be sent at once. I will give them food and clothing and shelter, and have them conveyed to the North in a few days. It would be better that the men come down in the large steamer, and off to the anchorage in the *Matamoras*, as the weather may be such that I can not take them off from the shore in my boats for several days; but it should be clearly understood that they are to be fully protected by Mexico until delivered under our flag.

I consider this business of getting our citizens out of Mexico and under our protection of so much importance that I send Mr. Niblo,

paymaster of this vessel, with this letter to you, in order that you may take immediate action in the matter.

I am, sir, respectfully, your obedient servant,

CHARLES HUNTER,
Lieutenant, Commanding, U. S. Navy.

Letter from the U. S. consul at Matamoras to Lieutenant Hunter, U. S. Navy, reporting the arrest and subsequent release of Americans in Matamoras.

CONSULATE OF THE UNITED STATES OF AMERICA,
Matamoras, April 24, 1862.

SIR: After I had started my messenger down on the 21st instant, several rebel officers came over from Brownsville and, with the police force to assist them, commenced arresting all Americans that were in any way obnoxious to them, and were confining them in a guard-house, for the purpose of taking them over the river.

When I first heard of it, they had four, and by the time I had arrived at the plaza, they had ten or more. I laid the case before the commander at once, in writing, expressing my opinion in the matter, and followed it up, by going to see him, and accordingly they were released just in time to save themselves. They had already started, some toward the river, where were 50 well-armed men on the Texas side to receive them. It was an outrage of the roughest kind, the rebel officers in some cases bursting open doors and entering (with the police at their heels) with cocked pistols in their hands.

Yesterday I addressed a letter to the colonel to ask protection for the men until they could get away. He did not answer. The only way that the men can be got on board will be explained to you by Mr. Niblo. No one is safe here at present, and threats are freely sent over that they will have all they care about capturing, and I am fearful some attempt will be made on their way down.

It was a bargain, as I had supposed when I first sent my communication. The Mexicans were to give up whatever Americans they had pointed out to them, and the rebels were to give up some men obnoxious to the Mexicans in return.

Since commencing this I have received a long official letter from Colonel Capistran. He says that our citizens are entitled to as much protection as his own while here, and that they shall have it.

I enclose with this a list of the soldiers and also of the citizens who have started to-day, or will start by to-morrow morning.

They all understand that they are to take the oath of allegiance when they get on board. My office having been entirely destroyed, with its contents, during the late revolution here, I have no blanks or forms and have forgotten the form of the oath.

I am afraid our Government undervalues the possession of this frontier. It is now the grand thoroughfare for their foreign mails, passengers, commissioners, cotton, or, indeed, anything that they wish.

Of course all the cotton that is shipped from this port comes from Texas, and it is probable that most of the merchandise brought here finds its way into the interior of the Southern States, and were this line occupied by our armies it would be giving a heavy blow to the rebellion. I have addressed Mr. Seward on this subject.

Mr. Nible has posted himself well in affairs here, and will be better able to explain them to you than I can by writing.

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

L. PIERCE, Jr.,
U. S. Consul.

Lieutenant CHARLES HUNTER, U. S. Navy,
Commanding U. S. S. Montgomery, Boca del Rio.

Letter from the U. S. consul at Matamoras, Mexico, to Lieutenant Hunter, U. S. Navy, commanding U. S. S. Montgomery, forwarding an additional list of refugees.

CONSULATE OF THE UNITED STATES OF AMERICA,
Matamoras, April 26, 1862.

SIR: I send you herewith another list. Many of the men had run out of town during the excitement and are just getting back again.

The rebels in Brownsville supposed the men were going down the river in the steamboat, and had intended to force her to round to on the Texas side, when they could do as they pleased.

There is a Spaniard here from Monterey, who was introduced to me by the Spanish consul, with a request that I would ask of you the favor to take him on board, as he otherwise will not be able to get away for some time, and he has a large amount of specie with him. He would take the first vessel bound to Havana or Spain.

His name is Mariano Hernandez.

At present everything appears quiet here.

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

L. PIERCE, Jr.,
U. S. Consul.

Lieutenant Commanding CH. HUNTER,
U. S. S. Montgomery, Boca del Rio.

Letter from Lieutenant Hunter, U. S. Navy, commanding U. S. S. Montgomery, to the U. S. consul at Matamoras, regarding the arrival on board that vessel of refugees.

U. S. S. MONTGOMERY,
Off the Rio Grande, April 26, 1862.

SIR: I have your communications of the 24th instant, as also that of this day. I am astonished that the Mexican authorities in Matamoras should permit such outrages as the dragging to prison of American citizens by a piratical crew of foreigners, and they aided by her own police.

I am glad to know that our citizens were released, and I am still more glad to inform you that the 51 named by you as coming to the shore to get on board this vessel for protection are on board. They were brought off with great difficulty, the surf being very high on the shore. Our boat went six times, and came out each time half full of water.

I hope it will be known in the rebel camp that we take from the shore all loyal Americans who desire to go North.

I will bring on board and put in any vessel he may desire, the

Spanish citizen, Mr. Mariano Hernandez, if no legal impediment exists to his leaving Mexico.

Very respectfully, your obedient servant,

CHARLES HUNTER,
Lieutenant, Commanding.

L. PIERCE, JR., Esq.,
U. S. Consul, Matamoras.

Letter from Lieutenant Hunter, U. S. Navy, commanding U. S. S. *Montgomery*, to the commanding officer of Confederate forces at mouth of Rio Grande River, announcing intended bombardment.

U. S. S. MONTGOMERY,
Off the Rio Grande, April 29, 1862.

To-morrow, at 10 a. m., the batteries of this vessel will be opened upon your command. I inform you that you may cause to be removed the women and children and any noncombatants.

Should you, and the men serving under you, feel disposed to swear allegiance to the United States, you will hoist a white flag at 9 a. m. to-morrow and immediately come off to this vessel in your own boats, with a white flag displayed on them.

CHARLES HUNTER, U. S. Navy,
Commanding U. S. S. Montgomery.

THE COMMANDER OF ANY ARMED MEN AT THE MOUTH OF THE RIO GRANDE, TEXAS, UNITED STATES.

Letter from the commanding officer of Confederate forces at mouth of Rio Grande River to Captain Hunter, U. S. Navy, declining to surrender.

HEADQUARTERS SECOND REGIMENT, TEXAS MOUNTED RIFLES,
Fort Brown, April 30, 1862.

SIR: Your note to Captain Brewin has been referred to me. I am only sorry that circumstances do not allow us to meet you on the sea. If you will come ashore you shall be met as brave men ever meet the invaders of their soil, who come to execute the edicts of a despotic government.

We are battling for our rights, and do not desire to unite our destinies with a government and a people who have disregarded and trampled upon principles sacred to liberty and to free institutions.

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

JOHN S. FORD,
Colonel Second Regiment, T. M. R., Comdg. Lower Rio Grande.

Captain CHARLES HUNTER,
U. S. S. Montgomery, off Mouth of Rio Grande.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, for the seizure of vessels trading without permits from the Government Departments.

NAVY DEPARTMENT, *April 29, 1862.*

SIR: It is not unlikely that vessels may make their appearance at Ship Island or in that vicinity for the purpose of trading with the

Army or Navy without authority to do so. None should be allowed there without the permission of the Treasury, War, or Navy Departments, and should you discover any that have not such permission, you will seize them and send them into port for adjudication.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT.

Report of Flag-Officer Farragut, U. S. Navy, requesting an increase of men for his command.

No. 67.]

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, April 29, 1862.

SIR: I have to inform the Department that 500 men are required to fill up the complement of this squadron. I would therefore respectfully request that they may be sent out with as little delay as practicable.

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

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Lieutenant Febiger, U. S. Navy, commanding U. S. S. Kanawha, regarding the capture by that vessel of the British sloop Annie, April 29, 1862.

U. S. GUNBOAT KANAWHA,
Ship Island, May 17, 1862.

SIR: I have the honor to report the capture of the British sloop *Annie* (14 tons burden), laden with cotton, from Mobile, bound to Havana.

At 9:40 p. m., April 29, made a sail steering to the southward and eastward. At 10:15 boarded and took possession, she proving to be the British sloop *Annie*, from Mobile, laden with 40 bales of cotton.

I have given Acting Master's Mate Robert P. Boss instructions to ship the cotton by the first transport ship returning North and to proceed with it as prize master, he having all the necessary papers to bring the case to adjudication.

I enclose herewith muster roll of officers and crew entitled to a share in the capture.

Very respectfully, your obedient servant,

JOHN C. FEBIGER,
Lieutenant, Commanding.

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

Order of the Secretary of the Navy to Acting Master D'Oyley, U. S. Navy, commanding U. S. bark William G. Anderson, to proceed to duty in West Gulf Squadron.

NAVY DEPARTMENT, *April 30, 1862.*

SIR: As soon as the U. S. bark *William G. Anderson*, under your command, is in all respects ready for sea, proceed with her, with all

practicable dispatch, to Ship Island direct, and report to Flag-Officer Farragut, or the senior officer present, for duty in the Western Gulf Blockading Squadron.

Before sailing transmit to the Department a muster roll of the crew and a separate list of the officers of the *William G. Anderson*.

I am, respectfully, etc.,

GIDEON WELLES.

Acting Master N. D'OYLEY,

Commanding U. S. bark William G. Anderson, Boston.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Colvocoresses, U. S. Navy, commanding U. S. storeship Supply, regarding the station of that vessel.

U. S. FLAGSHIP HARTFORD,

Off the City of New Orleans, April 30, 1862.

SIR: You will proceed with the U. S. storeship *Supply* under your command up to the Quarantine, 5 miles above the forts, and anchor your vessel, in order to give supplies to the vessels of this squadron as they may require them.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Commander GEORGE COLVOCORESSES,

Commanding U. S. Storeship Supply.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Swartwout, U. S. Navy, regarding coal vessels.

U. S. FLAGSHIP HARTFORD,

Off the City of New Orleans, April 30, 1862.

SIR: You will be pleased to send all the coal vessels with coal now below, and those arriving, up to the Quarantine, 5 miles above the forts on the Mississippi River, in order to give supplies of coal to the vessels of this fleet as they may require them.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Commander S. SWARTWOUT,

Commanding U. S. Sloop Portsmouth.

Report of Flag-Officer Farragut, U. S. Navy, regarding the disposition of the crews of prize vessels.

U. S. FLAGSHIP HARTFORD,

Off the City of New Orleans, May 1, 1862.

SIR: Your dispatch of 1st April, 1862, directing me, if it can be done with safety, to send the officers and crews taken in prizes to the ports they be sent to for adjudication, has been received, and in reply I would beg leave to state that such a course would be impossible, as the captured crews would, in all probability, rise and retake the vessel,

on account of the small number of men we are able to spare to man the prizes.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Western Gulf Blockading Squadron.

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

Order of Flag-Officer Farragut, U. S. Navy, to Commander Smith, U. S. Navy, commanding U. S. S. Mississippi, to report at New Orleans.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 1, 1862.

SIR: So soon as your engines are in order and you have taken on board your supplies of coal and provisions, etc., you will come up to this anchorage with the *Mississippi* and report to me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander M. SMITH,
Commanding U. S. S. Mississippi.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, regarding the capture by that vessel of the Confederate schooner Magnolia.

U. S. S. HATTERAS,
Berwick Bay, May 1, 1862.

SIR: I am happy to inform you that I captured the rebel schooner *Magnolia* this morning, with 212 bales of cotton, out of Berwick, bound to Havana, and I have just dispatched her to Key West for adjudication and condemnation, in charge of an officer and prize crew.

The master of this vessel, Patrick Ward, informs me that all communication with New Orleans had been cut off just previous to his leaving Berwick, and that the last telegram from New Orleans informed them that your squadron of thirteen vessels had arrived before New Orleans. He also said that he saw [it]. If so, I congratulate you. All that can now escape in this direction, I presume, will try to do so.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Western Division of Gulf Blockading Squadron.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, forwarding copies of papers captured with the schooner Magnolia.

U. S. S. HATTERAS,
Berwick Bay, La., May 1, 1862.

SIR: I have the honor to enclose you copies of papers found on board of the rebel schooner *Magnolia*, captured to-day by this vessel while on her way from Berwick, bound to New Orleans, with a cargo of cotton. I have sent the originals with a prize officer and crew in the

vessel to Key West for adjudication and condemnation, and have reported the facts to Flag-Officer Farragut, who, if reports are true, is now before New Orleans with a large portion of his squadron.

I have thought this course advisable, as the vessel herself is not valuable and I am in want of the officers and crew sent in her, being short of both in my complement.

The news of our squadron's approach to New Orleans caused some Union expressions on the part of some of the foreign population of New Orleans, and some 15 or 20 Germans were shot down on the levee, according to the account of one of our prisoners, who was present and saw it done. Another mode of "firing the Southern heart."

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

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

May 6.—I have the honor to add that I have just chased an outward-bound rebel steamer ashore on a reef within this bay, and she is a total loss, the crew having set her on fire and escaped to the shore before my boats reached her. She was loaded with cotton and turpentine, and supposed to be the *Fashion*, bound to Havana.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, commanding Mortar Flotilla, to proceed to Ship Island and await the coming of the former.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 1, 1862.

SIR: As soon as your vessels are ready, I wish you would proceed to Ship Island with them and await my arrival with the heavy ships.

I do not wish you to attempt any operations until we are ready to support you, as we have a knowledge of at least two rams or ironclad batteries at Mobile, and they might destroy the small vessels if they entered the bay. But I do not think they will venture outside.

If you have a vessel to spare, I wish you would send into Baratavia Bay and take possession of the fort, which I am informed has been abandoned.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander D. D. PORTER,
Commanding Mortar Flotilla, U. S. S. Harriet Lane.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, to send vessel to Berwick Bay for the interception of blockade runner.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 1, 1862.

SIR: If you could spare one of your lightest draft vessels to run up into Brunswick's [Berwick] Bay, I am informed by our consul at

Havana that there are two or three steamers of the first class about to sail from there with a large amount of cotton for Havana. I have no vessel of so light a draft as to be able to run up that bay.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Commander D. D. PORTER,

Commanding U. S. Mortar Flotilla, U. S. S. Harriet Lane.

Order of the Secretary of the Navy to Captain Eagle, U. S. Navy, commanding U. S. ship Santee.

NAVY DEPARTMENT, *May 1, 1862.*

SIR: Proceed with the U. S. frigate *Santee* to Ship Island and report to Flag-Officer Farragut.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain HENRY EAGLE,

Commanding U. S. Frigate Santee, Vera Cruz, Mexico.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Eagle, U. S. Navy, commanding U. S. ship Santee, to proceed to duty at Vera Cruz, Mexico.

U. S. FLAGSHIP HARTFORD,

Off the City of New Orleans, May 2, 1862.

SIR: As soon as a relief can be sent to take your place, you will proceed to Vera Cruz and relieve the *Potomac*, Captain [L. M.] Powell, and look after the interests of the citizens of the United States.

You will communicate with me as often as possible by way of Key West, and whenever you require provisions you will run up to Ship Island or Key West to replenish.

As this place has surrendered, and all the forts in the vicinity, it would be well to demand the surrender of Galveston. Tell them it is only a matter of time, and I will be along your way soon.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Captain HENRY EAGLE,

Commanding U. S. Frigate Santee.

Order of the Secretary of the Navy to Lieutenant Brown, U. S. Navy, commanding U. S. S. Octorara, to proceed to Ship Island, Miss.

NAVY DEPARTMENT, *May 2, 1862.*

SIR: Proceed with all practicable dispatch with the *Octorara* to Ship Island and report to Commander D. D. Porter. Should Commander Porter not be at Ship Island, you will join him wherever he may be.

I am, respectfully, etc.,

GIDEON WELLES.

Lieutenant GEORGE BROWN, etc.,

Hampton Roads, Va

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, advising the capture of vessels in Lake Pontchartrain.

FLAGSHIP HARTFORD,
New Orleans, May 2, 1862.

DEAR CAPTAIN: General Butler and myself are both anxious to have the gunboats taken possession of on Lake Pontchartrain and in the sound. If any of your vessels of a light draft can get in with the *New London* and *Calhoun*, you could not do better service at this moment than by getting hold of them.

Very truly and respectfully,

D. G. FARRAGUT,
Flag-Officer, etc.

Commander D. D. PORTER,
Commanding Mortar Flotilla.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Swartwout, U. S. Navy, commanding U. S. ship Portsmouth.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, May 2, 1862.

SIR: You will, with as little delay as possible, bring the U. S. sloop *Portsmouth*, under your command, up the Mississippi and anchor her off the fortifications at Carrollton for the protection of the army.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander SAMUEL SWARTWOUT,
Commanding U. S. Sloop Portsmouth.

Order of Flag-Officer Farragut, U. S. Navy, to Commander DeCamp, U. S. Navy, commanding U. S. S. Iroquois, regarding transfer of command.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, May 3, 1862.

SIR: Upon Commander J. S. Palmer's reporting and assuming the command of the *Iroquois*, you will consider yourself detached and will report for the command of the U. S. gunboat *Wissahickon*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander JOHN DECAMP,
Commanding U. S. S. Iroquois.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, May 3, 1862.

SIR: On your way down the river you will stop at Pilot Town and supply the hospital with everything that may be needed for the comfort of the sick and wounded that you have on board. I neglected to

mention it to you when on board, but they must be the first considered, and if you have nothing left those on the western end of the line will have to be neglected; but I still wish you to run down to the end of the blockade in order to deliver the dispatches and spread the news of the surrender of this city, etc.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron

Commander S. D. TRENCHARD,

Commanding U. S. S. Rhode Island.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, regarding the occupation of Baton Rouge, La.

U. S. FLAGSHIP HARTFORD,

Off the City of New Orleans, May 3, 1862.

Sir: As I understand that in the present high state of the river it is almost impossible to get up or down without getting on shore above Baton Rouge, I do not think it proper for you to go above that point. You will therefore proceed no higher unless you receive news there that renders it absolutely necessary, but send three or four of the gunboats up under Commander Lee to Vicksburg. They say that coming down the river is the most hazardous, as you come with such velocity that if you run on shore, on the spits, it is extremely difficult to get off. So that I think it would be most certain to drop down.

I wish you to return so soon as you have taken possession of Baton Rouge, if I do not join you. We must attend to another work in a few days; in fact, every day is a great loss.

If you find the enemy in force at Baton Rouge, you will do well not to attack until a sufficient force is assembled for the purpose.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Captain THOMAS T. CRAVEN,

Commanding U. S. S. Brooklyn.

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer McKean, U. S. Navy, regarding matters pertaining to the West Gulf Squadron, and its operations.

U. S. FLAGSHIP HARTFORD,

At Anchor off the City of New Orleans, May 3, 1862.

MY DEAR COMMODORE: You little know how you heap coals of fire on my head for my apparent bad faith with you in the case of the *Calhoun*. Nothing but the apparent necessity of the case would have induced me to yield to the representations of the officers at Ship Island to keep her to protect that island and the [Mississippi] Sound from the enemy's gunboats; but I am at the ——— and every now and then I am beset with rumors that the enemy is coming in force against them, and that they have nothing but the *New London*, and she without support. But

what has been the case? The *Calhoun* has not been the slightest benefit to me. She has been undergoing repairs all the time, taking officers and men from my force without rendering me the slightest service. Be assured that nothing but a belief that the stern necessities of the service warranted it would have induced me to acquiesce to the wishes of Bailey and the other commanders who thought you had gone home, and that those who had no right to the vessel would have the advantage of their prize; while we were in daily annoyance from the enemy's gunboats in the sound, where we could not pursue them.

I have just had a similar demand on me, while I am surrounded with difficulties, for succor for Ship Island. My vessels are wanted everywhere and I have no more to send. I have sent a force up the Mississippi to Vicksburg, and shall soon follow. I must protect this city, and I must send a large force to Mobile, where I must be present. This game is pretty well played out, but our labors have only just begun, and half of my vessels are stopped at Fortress Monroe to look after the ram, and the blockade must go by default of vessels. I can not conquer forts without forces, and I can not blockade without a force of a different kind, light-draft vessels; so we go.

I should have sent my requisition on you, but I looked upon Key West as a separate thing from your command, but as being within your jurisdiction; but I had no disposition to pass you by.

I have an abundance of coal just now, but when I was first ready to attack New Orleans I had not a vessel; but they have continued to arrive ever since.

We had warm work, but, thank God, I was permitted to realize the expectations of the Government and my friends, and that with a comparatively small loss. We lost 36 killed and 130 wounded in the whole fleet. We had a short but warm reception at the forts just below the city, but we soon got near enough to bear away and give them a broadside, and at so short a distance that they never fired another gun from the battery, and the *Pensacola* on the other side served them the same way; but they came near using up Bailey (who was ahead of his line) before I could get up to draw the fire from him to ourselves. He is a gallant old fellow, and I am delighted that he had a chance to distinguish himself before he retired to rest from his labors. But never was a man more ably supported than I was and am. Porter's mortar fleet poured a terrible fire on them while we were passing. I only lost one midshipman and one master's mate, and I believe no other officer hurt, for which I feel most thankful.

I hope you will forget the *Calhoun*, and allow me still to subscribe myself,

Your friend,

D. G. FARRAGUT.

Flag-Officer Wm. W. MCKEAN,

Commanding Eastern Gulf Blockading Squadron, Key West.

Please to make my kind regards to Judge Marvin and family, to General ———, and any other of my friends at Key West; also to your paymaster, my old friend B——y.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, regarding pilots.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 5, 1862.

SIR: Having heard this morning that you were aground some 70 miles up the river, I have obtained two pilots, one for yourself and the other for Captain Lee. As Captain Lee proceeds farther up the river than your vessel, you will give him the youngest of the pilots and retain the old man for the *Brooklyn*. I send them up in the *Kennebec*, who will also accompany your fleet.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain T. T. CRAVEN,
Commanding U. S. S. Brooklyn, Mississippi River.

P. S.—You will learn from the younger of the two pilots, who is very intelligent, the force of the gunboats above you. They all appear to be much the same as those we encountered below, except one, which he thinks mounts 8 guns. They are towboats and river boats. He says the most dangerous thing about them is that they are all prepared to butt, and will therefore try to run the gunboats down.

The getting ashore of the *Rhode Island* has completely paralyzed me, or I should have been with you long ago. I do not wish you to go higher than Baton Rouge before I join you, or you find it absolutely necessary to render assistance to the other vessels.

General Butler and myself have made an agreement with the city authorities to permit all vessels laden with provisions for the city, in which sugar is included, to land.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Smith, U. S. Navy, commanding U. S. S. Mississippi, for a movement of gunboats to New Orleans.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 5, 1862.

SIR: You will, with all possible dispatch, bring the U. S. S. *Mississippi*, under your command, up to this anchorage. On your way up you will render such assistance by towing as you can to the U. S. ship *Portsmouth*, to enable her to get up the river. Direct all the gunboats to come up at once. * * *

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander M. SMITH,
Commanding U. S. S. Mississippi.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Swartwout, U. S. Navy, commanding U. S. ship Portsmouth, to proceed to New Orleans.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 5, 1862.

SIR: You will, with all possible dispatch, bring the U. S. ship *Portsmouth*, under your command, up to this anchorage.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander SAMUEL SWARTWOUT,
Commanding U. S. Sloop Portsmouth.

Order of Flag-Officer Farragut, U. S. Navy, to the commanding officer of the U. S. S. Kensington, to proceed with dispatches to Brazos, Tex.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 5, 1862.

SIR: You will proceed to Pilot Town and deliver all the medical stores, etc., to Surgeon Wales, also the fresh provisions and case meats you can get from the *Rhode Island* for the use of the sick and wounded.

You will then take my dispatches down to Captain Eagle, of the *Santee*, and Lieutenant-Commander Hunter, of the *Montgomery*, off Brazos. My dispatches are on board the *Rhode Island*. You will touch off Baratavia and Brunswick's [Berwick] bays, Galveston, and all along the coast, and should any of the vessels need water you will fill them up and return and report to me at the South West Pass, and if not there you will learn my whereabouts.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

[Acting Master FREDERICK CROCKER, U. S. Navy,]
Commanding U. S. S. Kensington.

Order of Flag-Officer Farragut, U. S. Navy, to Commander De Camp, U. S. Navy, commanding U. S. S. Wissahickon, to proceed to New Orleans.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 5, 1862.

SIR: You will, with as little delay as possible, bring the U. S. gunboat *Wissahickon*, under your command, up to this anchorage.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander JOHN DE CAMP,
Commanding U. S. Gunboat Wissahickon.

Letter from Flag-Officer Farragut, U. S. Navy, to the U. S. consul-general at Havana, Cuba, regarding the escape of blockade runners from New Orleans.

U. S. FLAGSHIP HARTFORD,
Off the City of New Orleans, May 5, 1862.

SIR: I have the honor to acknowledge the receipt of your communication in relation to the vessels running the blockade from New Orleans and other places on the coast.

I had supposed that it was an impossibility for any vessel to have escaped from New Orleans since I had crossed the bar with the *Mississippi*, but by a combination of circumstances I discovered, first, by telegrams found in the possession of the captain of the *Magnolia*, and, lastly, through an American who is true to our cause, that these vessels run through a bayou, [Grand] Caillou, about half-way between Barataria and Berwick bays, from which some fifteen vessels have passed out. They even go from Red River, through the various bayous down that way, but as our vessels are now extended up the river, I hope, as high as Vicksburg, and as twenty to thirty thousand bales of cotton have been destroyed by the enemy between this place and Baton Rouge, I apprehend that there is not a great deal left of last year's crop to be transported. New Orleans is truly desolate; its wharves are in ruins, while its banks are overflowed to within a few inches of its top. There are about four sailing vessels in port and five or six steamers preserved from the ruins. General Butler and myself are now using every effort to induce people to bring in marketing from the country, in order to prevent starvation in the city.

I have the honor to be, very respectfully, your obedient servant,
D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

R. W. SHUFELDT, Esq.,
U. S. Consul, Havana, Cuba.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, U. S. Army, regarding pilots.

U. S. FLAGSHIP HARTFORD,
Off New Orleans May 5, 1862.

MY DEAR GENERAL: As I contemplate going up the river to-morrow, will you have the kindness to send me off a pilot or two, if you can get them? Those you sent me I have given to other vessels.

Very respectfully, your obedient servant,
D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

General B. F. BUTLER,
Commanding Department of the Gulf.

P. S.—If you contemplate sending up your troops soon, we will have the way clear for you.

Order of Flag-Officer Farragut, U. S. Navy, to Commander De Camp, U. S. Navy, commanding U. S. S. Wissahickon, regarding the assembling of United States vessels at New Orleans.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 6, 1862.

SIR: You will proceed down to the *Wissahickon* in the steamer *Kensington*, and you will bring your vessel up to this anchorage without delay. Get all the dispatches from the *Rhode Island* for the vessels below, and you will please deliver them. Tell Captain Smith, of the *Mississippi*, and the other gunboats that you may find below, to hurry up here.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander JOHN DE CAMP,
Commanding U. S. Gunboat Wissahickon.

Report of Flag-Officer Farragut, U. S. Navy, requesting additional vessels for the reduction of Mobile.

No. 87.]

U. S. FLAGSHIP HARTFORD,
Off City of New Orleans, May 6, 1862.

SIR: Since sending my force of gunboats, together with the *Brooklyn*, up the river, I have been informed that the enemy have eighteen gunboats up at Memphis and in the vicinity of Fort Randolph, and an iron-cased ram building somewhere near the same locality. This would require nearly my whole force up the river, so that I will not have a sufficient force to attack Mobile until more gunboats arrive.

I have therefore to request that you will send me all the available steam force, drawing less than 16 feet, that you may have at command, as I am anxious to reduce that place as soon as possible, as I understand they are building an ironclad ram there of great dimensions, so that time presses.

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

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Johnson, U. S. Navy, to proceed up the Mississippi River in command of the U. S. S. Tennessee.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 7, 1862.

SIR: On the arrival of the *Portsmouth* off New Orleans, at the place assigned her by the senior officer present, Captain Morris, you will take command of the *Tennessee* and follow me up the Mississippi.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant P. C. JOHNSON, Jr.,
U. S. Sloop Portsmouth.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Colvocoresses, U. S. Navy, commanding U. S. storeship Supply, to discharge his cargo and proceed North.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 7, 1862.

SIR: You will discharge everything out of the *Supply* that remains on board (after the fleet have sailed) into the *Fearnot*, and take on board the broken guns from this ship as ballast, and when so discharged you can proceed North, and upon your arrival report to the honorable Secretary of the Navy.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander GEORGE COLVOCORESSES,
Commanding U. S. Storeship Supply.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Morris, U. S. Navy, to order the U. S. ship Portsmouth to work on the raft above Carrollton.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 7, 1862.

SIR: As there is a quantity of ammunition on board the *Wilder* and the schooner which took the shells out of the *Rhode Island* to be cared for, what you and the vessels can not take on board must be sent down in the *Wilder* and put on board the *Fearnot* or *Sportsman*, and the schooner sent back to her moorings off Algiers. The *Wilder* will have to take them down, I presume, but if she does not leak you can keep her anchored in your vicinity. When the *Portsmouth* arrives, direct Commander Swartwout to go up and anchor near the raft just above Carrollton, so that he can work at it daily, getting the logs apart and send them drifting one at a time down the river. We have directed the *Tennessee* to be armed with two 30-pounder rifled guns and ammunition, etc., and also 50 Enfield rifles, with ammunition and equipments, and as soon as she is ready you will send her up the Mississippi after me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain HENRY W. MORRIS,
Commanding U. S. S. Pensacola, off City of New Orleans.

Order of Flag-Officer Farragut, U. S. Navy, to Acting Master Fauccon, U. S. Navy, looking to the saving of demurrage on coal and store vessels.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 7, 1862.

SIR: You will take on board the *Fearnot* all the ammunition and stores remaining on board the schooner *S. T. Baker*, except the XIII-inch shells for the mortar fleet, and if she has nothing left, you

will give her her discharge, as you will do to all the coal vessels as they are discharged. Please say to the commanders of vessels that I wish them to discharge one vessel at a time, unless under most imperious necessity; and you can leave enough coal in them for ballast, on condition that they will put it on board the coal vessel at Ship Island.

I have assigned this duty to you, Captain Faucon, with a perfect confidence in your ability and fidelity to look after the interests of the Government, and you will therefore see that these vessels are discharged as fast as possible and the Government saved the demurrage.

With great respect, very respectfully,

D. G. FARRAGUT,
Flag-Officer, etc.

Acting Master E. H. FAUCON,
Commanding U. S. Ship Fearnot.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, U. S. Army, referring to complaints of owners of vessels seized for Government use.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 7, 1862.

DEAR GENERAL: The captains and owners of the steamers are constantly applying to me for certificates of my having taken their vessels, for this or that reason, to all of which I have but one general reply, that I considered them as lawful prizes and subjected to seizure by the United States, to be used for our purposes, the legality or illegality to be decided hereafter by the judiciary. It is impossible for us to know who are loyal or who are not. I certainly do not wish to deprive any good man of his property. But as I shall now turn all these vessels, except the *Tennessee*, over to you, you will, of course, use your own judgment in disposing of the different vessels. The owners of the *Burton* and *Diana* claim to be good Union men; how far such is the case remains to be seen.

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

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

General B. F. BUTLER,
Commanding Department of the Gulf.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Trenchard, U. S. Navy, regarding treatment of Confederate officers as prisoners of war.

U. S. FLAGSHIP HARTFORD,
Off New Orleans, May 7, 1862.

SIR: In reply to your letter of this date, I have to state that you are to treat the rebel officers as prisoners of war, and according to the manner in which they may conduct themselves. I do not wish them to be treated with too much harshness, nor with too great consideration.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander S. D. TRENCHARD,
Commanding U. S. S. Rhode Island, off New Orleans.

Surrender of Baton Rouge, La., May 8, 1862.

Report of Flag-Officer Farragut, U. S. Navy, transmitting correspondence.

No. 90.]

U. S. FLAGSHIP HANFORD,
Off' Baton Rouge, La., May 14, 1862.

SIR: I have the honor to forward herewith for the information of the Department the correspondence which has taken place between Commander Palmer, commanding U. S. S. *Iroquois*, and the mayor of the city of Baton Rouge; also my correspondence with the mayor, and his replies.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Commander Palmer, U. S. Navy, commanding U. S. S. *Iroquois*.

U. S. S. IROQUOIS,
At Anchor off' Baton Rouge, May 9, 1862.

SIR: Agreeably to your instructions I proceeded up the river and anchored on the evening of the 7th close in abreast this city. I sent an officer on shore to summon the mayor on board, but as he was not in town the next in authority accompanied my officer on his return, and I was informed that the *Brooklyn* and gunboats had passed up without communicating, and that the mayor and council would, in the morning, be prepared to receive any communication that I might make. I accordingly addressed the enclosed letter, numbered 1, and received in reply that marked No. 2.

Here is a capital of a State with 7,000 inhabitants, acknowledging itself defenseless, and yet assuming an arrogant tone, trusting to our forbearance.

I was determined to submit to no such nonsense, and accordingly weighed anchor and steamed up abreast the arsenal, landed a force, took possession of the arsenal, barracks, and other public property of the United States, and hoisted over it our flag. No resistance was offered.

I then addressed the mayor the communication marked 3, to which No. 4 is the reply, and shortly afterwards the *Brooklyn* hove in sight, coming down the river and anchoring near us. I reported what I had done to Captain Craven, who thoroughly endorsed my action.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron.

[Enclosures.]

No. 1.]

U. S. S. IROQUOIS,
At Anchor off' Baton Rouge, May 8, 1862.

SIR: As there seems to be no hope of a senior officer arriving this afternoon, I shall proceed to carry out the intentions of the flag-officer.

The same terms shall be afforded the city of Baton Rouge as were granted to New Orleans. It must be surrendered to the naval forces of the United States.

The rights and property of its citizens shall be respected, but all property belonging to the so-called Confederate States must remain intact, to be delivered over when demanded.

The flag of the United States must be hoisted on the arsenal.

An answer is expected this evening.

Respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

HIS HONOR THE MAYOR OF BATON ROUGE.

No. 2.]

MAYOR'S OFFICE,
City of Baton Rouge, May 8, 1862.

SIR: Your note of this date has been received, in which you say, "The city of Baton Rouge must be surrendered to the naval forces of the United States, and that the same terms will be granted as were to the city of New Orleans."

This note has been submitted to the board of selectmen, and I am instructed to say that the city of Baton Rouge will not be surrendered voluntarily to any power on earth. We have no military force here and are entirely without any means of defense. Its possession by you must be without the consent and against the wish of the peaceable inhabitants.

Further, to say that the city of Baton Rouge has not in possession any property whatever except such as acquired by the municipal law incorporating it, and exercises no authority over any public property whatever.

Having no control over the arsenal except for purposes of preserving the buildings since its evacuation, it can not be expected that this city would be called on to surrender it, or exercise any act other than such as may be conservative and not offensive to the sensibilities of the people by hoisting the flag of the United States, as required by you.

Yours, respectfully,

B. F. BRYAN,
Mayor.

JAS. S. PALMER,

Commander of U. S. S. Iroquois, at Anchor off Baton Rouge.

No. 3.]

U. S. S. IROQUOIS,
At Anchor off Baton Rouge, May 9, 1862.

SIR: I have to acknowledge the receipt of your reply to my note of yesterday's date.

I now inform you that I have taken possession of the arsenal and hoisted over it the flag of the United States.

War is a sad calamity, and often inflicts severer wounds than those upon the sensibilities. I therefore trust I may be spared from resorting to any of its dire extremities; but I warn you, Mr. Mayor, that this flag must remain unmolested, though I leave no force on shore to protect it.

The rash act of some individual may cause your city to pay a bitter penalty.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

His Honor B. F. BRYAN,
Mayor of Baton Rouge.

No. 4.]

MAYOR'S OFFICE,
City of Baton Rouge, May 9, 1862.

SIR: Your note of this date is received, and I agree with you that war is a sad calamity, and it is greatly to be hoped its horrors will not be visited by the intelligent and Christian commander of a hostile fleet upon the innocent, peaceable, and unoffending citizens within the jurisdiction of the town.

In my former note I disclaimed any jurisdiction over the grounds upon which the arsenal is situated, and to preserve order within the limits of this city has always been and will continue to be my duty.

What depredations may be committed without the limits of Baton Rouge, the authorities of this city can not in fairness be held responsible, and I can not conceive why you should make such requirement of the inhabitants.

A moment's reflection must convince you that you have not, in conscience, morals, or by any rules of international or statutory law, any such right. But should you adhere and hold this city responsible for the acts of men over whom I have no jurisdiction, I ask that before letting loose your dogs of war, you give the women and children and peaceable citizens an opportunity of avoiding the sad calamity.

If there has been to-day any manifestation to interrupt your proceedings at the barracks, you may be assured that none of the citizens of this city were engaged, and neither will they be.

Yours, respectfully,

B. F. BRYAN,
Mayor.

JAS. S. PALMER,
Commander U. S. S. Iroquois, off Baton Rouge.

U. S. FLAGSHIP HARTFORD,
At Anchor off Baton Rouge, May 10, 1862.

SIR: On my arrival before your city, Captain Palmer laid before me his correspondence with your honor for the surrender of the city, and has thus far acted in accordance with my views.

I have no wish to interfere with your municipal authority, but desire that you will continue to exercise your functions as mayor and maintain order in the city, and, as the sole representative of any supposed authority, you will suppress every ensign and symbol of government, whether State or Confederate, except that of the United States, whose flag has already been hoisted, by order of Captain Palmer, on the arsenal, and which I expect will be respected by yourself and others, so far as not to permit it to be disturbed.

I understand that you have a foreign corps employed as a police guard for the maintenance of good order. They will be respected as such and not interfered with, unless General Butler should deem it necessary to take charge of the city, in which case he, or his commandant, will issue his own instructions.

Permit me herewith to forward you a few of his proclamations.

I am, with great respect, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

HIS HONOR THE MAYOR,
Baton Rouge.

U. S. FLAGSHIP HARTFORD,
At Anchor off Baton Rouge, May 10, 1862.

SIR: I find upon examination a quantity of coal at the foundry recently employed by the Confederate Government, casting shot, etc. This coal I shall require for the use of my vessels, and shall therefore take it, but as a general thing I desire to trade with the people and pay for whatever I require.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

HIS HONOR THE MAYOR,
Baton Rouge.

MAYOR'S OFFICE,
Baton Rouge, May 10, 1862.

SIR: I have to acknowledge the receipt of your communications of this morning's date, and in reply have to say that it is my desire and earnest determination to maintain order and quiet in this city, and to that end shall employ all the force at my command. I think I can safely assure you that, so far as the citizens of this place are concerned, no interference upon their part will be made with the flag which you have caused to be hoisted at the arsenal, and in order that it may not be molested I have issued my proclamation enjoining all citizens not to interrupt or interfere with it.

The bearer of this, Mr. William Markham, of the firm of Hill & Markham, are the owners of the coal which you inform me you require for the use of your vessels. At my instance, Mr. Markham presents himself in person to make such arrangements for disposing of it as may meet with your expressed wish.

I am, very respectfully, your obedient servant,

B. F. BRYAN,
Mayor.

Flag-Officer D. G. FARRAGUT,
U. S. Flagship Hartford.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Morris, U. S. Navy, commanding U. S. S. Pensacola, regarding coal for the United States vessels in the Mississippi River.

U. S. FLAGSHIP HARTFORD,
At Anchor off Baton Rouge, May 10, 1862.

SIR: You will use all diligence to have our coal vessels towed up the river. You can let the *Tennessee* fill up with coal and tow up one of the coal vessels for supply of the gunboats. I am now coaling at this place, but the quantity here is small, and if the gunboats get up to Vicksburg they must have coal there to keep their station. Send me up all the gunboats, and keep the *Mississippi* to cover the landing of General Butler's troops, 18 or 20 miles above the city, where I left the *Kineo* to take the place of the *Iroquois*. I forgot that I had given Commander Palmer permission to run up to Baton Rouge.

Just [as soon] as you can get a steamer to tow up a coal vessel, send her up until she meets the squadron.

I think Lieutenant Caldwell was overexcited with his news from above, and should have coaled at this place rather than run down, but make the gunboats fill with coal before they leave New Orleans, and take some on deck, so as to get here at least with their bunkers full. They must not expend so much coal; they said they burned 13 tons coming up, and this ship only expended 17 tons.

Please inform General Butler that the ----, just leaving to fortify Vicksburg, should have from one to three regiments of troops at that place. I can hear nothing of the army from above.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain HENRY W. MORRIS,
Commanding U. S. S. Pensacola, off New Orleans.

P. S.--Tell General Butler that the railroad opposite Vicksburg is overflowed for about 18 miles, and that the cars do not run on it for that distance.

Respectfully,

D. G. F.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Lee, U. S. Navy, commanding U. S. S. Oneida, regarding coal for the United States vessels in the Mississippi River.

OFF BATON ROUGE, May 10, 1862.

SIR: You will proceed up the river, as heretofore directed. At Natchez you will probably find some coal; if so, fill up.

Your vessels might have coaled here instead of going down; the *Itasca* and the small vessels at least. I am now coaling and will follow up to Natchez. The large vessels will not, in all probability, go higher up; but the gunboats must go ahead so long as they have coal enough to get back, even to this place, for, from this down, there is an abundance of wood with which they can manage to get down the river. I will order coal up from below by the first opportunity, to be brought up for the use of the gunboats. If there is no coal at Natchez, I will give all I can spare and let you proceed on. You will

stop all provisions, etc., from going up to supply the army at Memphis.

I had a man on board last night who is just from Memphis and Vicksburg, and he states that they are beginning to fortify Vicksburg; that they have only a small battery of six guns on the slope of the hill, and are commencing another just below the town, but there are no guns there yet.

If it is possible for you to get a gunboat into the Yazoo River a few miles they will be able to capture or compel the enemy to destroy the ram now building there, which is a thing of the first importance, as they say it will be finished in three weeks.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Commander S. P. LEE,

Commanding U. S. S. Oneida, Mississippi River.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, to take possession of Natchez, Miss.

U. S. FLAGSHIP HARTFORD,

Off Baton Rouge, May 10, 1862.

SIR: You will proceed with the *Iroquois* under your command to Natchez and there await my arrival. You will take possession of the town in the same manner as this place has been.

If you find any coal at Natchez, you will first coal the gunboats and dispatch them to Vicksburg and fill your own ship. I herewith enclose orders for Commander Lee.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Commander JAMES S. PALMER,

Commanding U. S. S. Iroquois, off Baton Rouge.

Evacuation by Confederate and occupation by Federal forces of Pensacola, Fla., May 10, 1862.

Report of Commander Porter, U. S. Navy, commanding Mortar Flotilla.

U. S. S. HARRIET LANE,

Pensacola, May 10, 1862.

SIR: On the 7th instant I left Ship Island with the steamers belonging to the Mortar Flotilla and the *Sachem*, for Mobile bar, for the purpose of fixing on a place for the mortar vessels to lie and to plant buoys for the ships to run in by when they should arrive. Great excitement seemed to exist within the forts on the appearance of our steamers. I have reason to think that Fort Gaines was evacuated, and some were of opinion that the troops were leaving Fort Morgan. I think, though, that they were reinforcing it from Fort Gaines. One of our steamers, the *Clifton*, got ashore under the guns of Fort

Morgan, which opened fire on her, and when they had got her range beautifully, and were throwing the shot over her, they stopped firing. Lieutenant Commanding Baldwin went to work coolly and got his vessel off just as I sent him assistance, and while I had to cover him from Commander Randolph's gunboats, which were contemplating an attack on him. Thinking better of it, the commodore went up to Mobile.

The weather being bad, I sent the steamers back to Ship Island and stayed myself to relieve Lieutenant Commanding Febiger while he went to Ship Island to coal. I cruised that night inshore to the eastward, in hopes of picking up some vessel trying to run the blockade. At 2 a. m. a brilliant light illuminated the sky, and I discovered that the navy yard at Pensacola, Fort McRee, the naval hospital, Warrington, and some parts of Pensacola were in flames. Fort Pickens bombarding with shells we stood in, and, when light would permit, entered the harbor of Pensacola. I found all the above-mentioned places burning fiercely, and mostly in ashes. Without communicating with the fort, I proceeded to the town of Pensacola, where I found that General Arnold had already sent Captain Jackson, of the Army, in the schooner *Wood* to call upon the town to surrender. I sent for the mayor on board the *Harriet Lane*, who promised that the citizens would behave themselves peacefully. I found that the rebels had evacuated the place on hearing that our steamers the day before were going to run into Mobile Bay, and that the squadron and Mortar Flotilla would soon follow them. A thousand rebels were encamped 5 miles outside of Mobile; they had destroyed everything that time would permit. Fort Barrancas, marine barracks, muster office in the yard, one new stone building, the smithery (I believe), and the shears are still in fair state of preservation; the yard was so hot that I did not go into it. General Arnold having no steamer at command, and no means of transportation, I placed the *Harriet Lane* at his service, and at 3 o'clock had 400 men, two pieces of artillery, horses, and some luggage carts on the other side, when the troops took possession and hoisted once more the United States flag on the forts and navy yard, so long occupied by the rebels. We land 900 more men on the other side to-night, when I shall proceed to hunt up some steamers for General Arnold to keep open communication between the United States troops and cover them if attacked. He is without any support of this kind, so necessary to a general in his position.

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

DAVID D. PORTER,

Commanding Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Brigadier-General Arnold, U. S. Army.

HDQRS. WESTERN DISTRICT, DEPT. OF THE SOUTH,
Pensacola, Fla., May 10, 1862.

MAJOR: I have the honor to report that about 12 o'clock last night it was reported to me that Fort McRee, the navy yard, marine hospital, and barracks, and several other buildings, and two rebel steamboats were on fire, which, being simultaneously ignited, indicated that

they had been abandoned by the rebels and purposely fired by them. To prevent the spread of these fires and to disperse these wicked destroyers of property I opened my batteries, with very happy effect. I directed my aid-de-camp and acting assistant adjutant-general, Lieutenant Jackson, to go on board a small naval schooner lying off the harbor, to run in and summon the city of Pensacola to surrender, which the mayor did to the extent of his authority, which has been very limited.

Commander Porter arrived here this morning on board the gunboat *Harriet Lane*. With his kind assistance in transporting my men across the bay, I have been enabled to take military possession of Forts Barrancas and McRee, Barrancas Barracks, and the navy yard, over which the flag of the Union now waves. Fort Barrancas is very little injured by the fire, and Barrancas Barracks not at all. Fort McRee is seriously damaged, marine hospital destroyed, and several storehouses in the navy yard were burned.

I am, major, respectfully, your obedient servant,

L. G. ARNOLD,

Brigadier-General, U. S. Volunteers, Commanding.

MAJOR CHARLES G. HALPINE,

Assistant Adjutant-General, U. S. Vols., Dept. of the South.

Additional report of Brigadier-General Arnold, U. S. Army.

HDQRS. WESTERN DISTRICT, DEPT. OF THE SOUTH,
Pensacola, Fla., May 15, 1862.

MAJOR: I have the honor to report that with a portion of my command (1,000 strong) I took military possession of Pensacola on the 12th instant.

The march from Barrancas was uninterrupted, excepting that the vedettes of some rebel cavalry that were hovering around the city fired two shots at my advanced guard. I had the troops formed in square around the flagstaff in the center of the plaza, and raised the flag of the United States amid the cheers of the soldiers, mingled with those of many citizens.

I take pleasure in adding that the U. S. schooner *Maria A. Wood*, Anthony Chase, master (U. S. Navy), commanding, was the first vessel that had the honor to run into the harbor of Pensacola since the attack on Sumter. He, with his officers and crew, participated with much spirit in reeving new halyards on the flagstaff and raising the flag.

Captain David D. Porter, U. S. Navy, ordered the sloop of war *Vincennes* from Mobile Bay to Pensacola. She arrived off the city a short time after I had entered it with my command, where she now lies.

* * * * *

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

L. G. ARNOLD,

Brigadier-General, U. S. Volunteers, Commanding.

MAJOR CHARLES G. HALPINE,

Assistant Adjutant-General, Department of the South.

Abstract log of the U. S. schooner *Maria A. Wood*; Acting Master Anthony Chase, U. S. Navy, commanding.

May 9, 1862.—At 12 m. there were signals made from Fort McRee of a red and blue light, and it was answered at several places on the mainland, and shortly after the navy yard was on fire and several small houses to the north of the navy yard, and then the houses around Fort Barrancas and Fort McRee, and several houses at Pensacola were set on fire at the same time. Fort Pickens opened fire on the rebel batteries, but was unanswered.

May 10.—At 5:35 a. m. we arrived at the city of Pensacola and sent a boat ashore at the city under a flag of truce, and they returned at 7:30, the city and all the property having been delivered into our hands by the civil authorities, and then we stood back to Fort Pickens. At 9 we met the U. S. S. *Harriet Lane* steaming up the river toward Pensacola. She fired a shot across our stern. We tacked ship immediately after the shot was fired and stood up the river after her. At 9:45 we came to anchor under the *Harriet Lane's* stern off Pensacola, about one-half mile distant from the city. At 10 captain left the ship to board the *Harriet Lane*. At 10:20 captain returned on board; we got the ship underway and stood down the river. At 12 came to anchor near Fort Pickens.

May 12.—Cruising in Pensacola Bay. At 9 a. m. the gig left the vessel with an armed crew in command of Executive Officer S. V. Bennis, to take a small boat that was sailing up there, and they took her and brought her down to the vessel. At 2:30 the *Dolphin* went ashore in charge of Executive Officer S. V. Bennis and spiked a gun that was on the wharf and returned again at 3 p. m. At 6:05 the troops from the fort arrived in the city, and at 6:15 the captain and executive officer and Lieutenant Kaufman, U. S. Army, went ashore and took our men and the soldiers that we had on board, and they fell in [on] the square, around the flagstaff, with the troops, and at 6:20 two of our crew hoisted the flag, and the troops took possession of the city. At 8:45 the boats returned on board.

Abstract log of the U. S. ship *Vincennes*, Lieutenant John Madigan, U. S. Navy, commanding.

May 12, 1862.—At 6 p. m. came to anchor, Fort Pickens bearing W. S. W. At 9:20 p. m. hove up anchor and proceeded up the bay.

May 13.—At 1:20 a. m. let go anchor. At 2 a. m. thick fog; saw the light of a fire inshore. At 11 came to anchor opposite the railway wharf [Pensacola].

May 15.—From 4 to 6 p. m.: The *General Meigs* arrived at the wharf with troops. A fire broke out in a dismantled steamer lying at the wharf; sent the whaleboat to assist in putting it out. From 6 to 8 p. m. saw the lights of several fires on shore.

Report of Commander Porter, U. S. Navy, regarding the condition of the Pensacola navy yard.

U. S. S. OCTORARA,
Pensacola, June 2, 1862.

SIR: I have just returned from an examination of the navy yard at this place. The rebels have done their work completely. The yard

is a ruin. I was mistaken in a former communication in saying the marine barracks were spared. I should have said the military barracks. The stone wharves are useful and will hold a large amount of coal. The armory still stands, the chimney to the smithery, the new casting shop, and new storehouse; the shears injured near the top, but capable of being repaired, and a number of pile drivers. There are some chains still left in the yard, eight buoys for the channel, five or six anchors, a quantity of ready-made ironwork, and a number of piles of 32-pound shot. I think that a number of guns have been thrown into the dry-dock slip. The gun carriages are visible. The diving bells are still in good order, and these things can easily be removed. There is a ship here drawing 21 feet (the *New Eagle*) in the slip, discharging coal on the wharf; she was too deep to enter Ship Island or South West Pass. The schooner *Maria Wood* is taking in what copper is to be found lying about the yard. The buildings now standing will do very well for temporary smithery and carpenter's shop, with some rough repairs and additions, and the climate and position of this place is so far superior to Ship Island that I would respectfully recommend a removal of all naval property to this place.

The health of the Mortar Flotilla is improving rapidly. The disease which so much increased our sick list is diminishing.

I have the honor to remain, very respectfully, yours,

DAVID D. PORTER,
Commanding Mortar Flotilla

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Colonel Jones, C. S. Army, Twenty-seventh Mississippi Infantry.

MOBILE, ALA., *May 14, 1862.*

SIR: In accordance with your instructions I have the honor respectfully to tender the following report of my evacuation of the forts, navy yard, and position at and near Pensacola, Fla.

On being placed in command of that place by Brigadier-General Samuel Jones, March 9 last, his instructions were to move, as fast as my transportation would allow, the machinery and other valuable property from the navy yard. This was kept up steadily until the night of the evacuation.

On receiving information that the enemy's gunboats had succeeded in passing the forts below New Orleans with their powerful batteries and splendid equipments, I came to the conclusion that, with my limited means of defense, reduced as I have been by the withdrawal of nearly all my heavy guns and ammunition, I could not hold them in check or make even a respectable show of resistance. I therefore determined, upon my own judgment, to commence immediately the removal of the balance of my heavy guns and ammunition, and dispatch to you for your approval, which was answered by one advising me to continue doing so. On receipt of General Lee's written instructions on the subject, I pushed on the work with renewed vigor, and night and day kept up the removal of guns and valuable property.

* * * * *

On the morning of the 9th, all the work of removing the sick and baggage having been completed, I published orders that my forces should present themselves to the best advantage to the enemy, and as

soon as it was dark they were quietly marched out of their camps and started on the road to Oakfield. Sentinels were posted as usual on the beach, and they were withdrawn one hour after the other troops had left. All these instructions were obeyed to the letter and much to the credit of the comparatively raw troops under my command.

When my infantry were well on the road and out of range of the enemy's guns the cavalry were assigned their places to commence the necessary destruction at a signal previously agreed upon, to be given from the cupola of the hospital, and one answering at the navy yard, Barrancas, and Fort McRee. Precisely at 11:30 o'clock, when everything was perfectly quiet, both on the enemy's side and ours, the most painful duty it ever fell to my lot to perform was accomplished, namely, the signalizing for the destruction of the beautiful place which I had labored so hard night and day for over two months to defend, and which I had fondly hoped could be held from the polluting grasp of our insatiate enemy. The two blue lights set off by Colonel Tattnall and myself at the hospital were promptly answered by similar signals from the other points designated, and scarcely had the signals disappeared ere the public buildings, camp tents, and every other combustible thing from the navy yard to Fort McRee were enveloped in a sheet of flames, and in a few moments the flames of the public property could be distinctly seen at Pensacola. The custom-house and commissary storehouses were not destroyed for fear of endangering private property, a thing I scrupulously avoided.

As soon as the enemy could possibly man his guns and load them, he opened upon us with the greatest fury, and seemed to increase his charges as his anger increased. But in spite of bursting shell, which were thrown with great rapidity and in every direction, the cavalry proceeded with the greatest coolness to make the work of destruction thorough and complete, and see that all orders were implicitly obeyed. Their orders were to destroy all camp tents, Forts McRee and Barrancas, as far as possible, the hospital, the houses in the navy yard, the steamer *Fulton*, the coal left in the yard, all machinery for drawing out ships, the trays, shears—in fact, everything which could be made useful to the enemy. The large piles of coal were filled with wood and other combustibles, and loaded shells put all through it, so that when once on fire the enemy would not dare to attempt to extinguish it. Loaded shells were also placed in the houses for the same purpose, and the few small smoothbore guns I was compelled to leave were double-shotted, wedged, and spiked, and carriage chassis burned. The shears in the navy yard were cut half in two, and the spars and masts of the *Fulton* were cut to pieces.

* * * * *

In removing the large columbiads from their batteries, which were in full view of the enemy, I was compelled to resort to General Johnston's plan of replacing them with wooden imitations as they were removed. * * *

Having received orders not to destroy any private property, I only destroyed at Pensacola a large oil factory containing a considerable quantity of resin, the quartermaster's storehouses, some small boats, and three small steamers used as guard boats and transports. The steamers *Mary* and *Helen* were the only private property of their kind burned. The steamboat *Turel*, which we had been using as a transport, was sent up the Escambia River, she being of very light draft,

well loaded with stores, machinery, etc., with orders to cut down trees and place every obstruction possible in the river behind her. She has arrived safely at a point I deem beyond the enemy's reach, and she has been unloaded of her freight. * * *

I regret to acknowledge the receipt of a telegraphic dispatch from the honorable Secretary of War, dated subsequent to my evacuation, directing me not to burn the houses in the navy yard. I received one from him the day before the evacuation, directing me to spare all private dwellings not useful to the enemy for war purposes, which was done. The first-named dispatch reached me after my arrival in the city.

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

THOMAS M. JONES,
Acting Brigadier-General, U. S. Army.

Brigadier-General JOHN H. FORNEY,
Commanding Department of Alabama and West Florida.

Report of Lieutenant Read, U. S. Navy, commanding U. S. S. New London, regarding affairs at Ship Island, including two engagements with the enemy's gunboats.

U. S. S. NEW LONDON,
Off Ship Island, May 10, 1862.

SIR: I have just received your communication of April 30, by the U. S. S. *Westfield*, too late to reply by the army steamer *Saxon*, which sailed this evening for New Orleans.

Everything is going on well at Ship Island. All the coal vessels arriving here I sent at once to the river, with the exception of one which was loaded with coal; that vessel I detained here, thinking you would not require an article of that quality, or at least to await your orders.

The machine shop is about ready for general operations. The mechanics are quite anxious to receive some pay to send to their families. I have no money to pay them.

The sound has been entirely free of rebel gunboats since our two engagements, which I have already reported to you. All fishermen report that the rebels have burned two of their gunboats since our fights with them, the *Oregon* and *Pamlico*. The *Oregon* is certainly burned. I have since learned that we put seven shot through the *Carondelet* (a new gunboat) and struck the *Oregon* several times, the *Pamlico* getting off uninjured.

Our operations in the sound since your departure have consisted in two engagements: First, the *New London* with two rebel gunboats; their speed and shoal water saved them from capture; second, the *New London* and U. S. S. *Jackson* with three of their gunboats; the above causes saved them again, but badly damaged; the capture of two steamboats and two schooners; also the occupation of Forts Pike and Wood by our assistance.

I am very sorry I can not report that we have done more. Our failure consists in the fact that we have no material to work upon.

I have received a note from General Butler, desiring to open communication between Ship Island and New Orleans by way of the lake.

There is now no danger of the rebel gunboats attacking Ship Island, or at any time, only by rumor.

The bomb flotilla is here, and I will take advantage of this propitious time and if possible go into Lake Pontchartrain, where I think I can do the enemy some damage. If I get in, I will communicate by railroad.

Several of their steamboats are hid away up Pearl River, and it is, I fear, a difficult matter to reach them.

There is no necessity of any more vessels for the protection of Ship Island or the sound.

I have sent the *Calhoun* to Forts Pike and Wood with supplies. I will join her at once and scour Lake Pontchartrain.

I have already reported all important facts, but fear you have not received my communications.

We would be glad to join in an attack on Mobile, if any is to be made.

Very respectfully, your obedient servant,

A. READ,
Lieutenant, Commanding.

Flag-Officer DAVID G. FARRAGUT,
Commanding Western Division, Gulf Blockading Squadron.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, to proceed to Natchez, Miss.

U. S. FLAGSHIP HARTFORD,
Off Baton Rouge, May 11, 1862.

SIR: You will proceed to-morrow morning at daylight to Natchez in the U. S. S. *Brooklyn*, under your command, and if on your way you should meet any of the gunboats you will supply them with coal and order them to proceed up the river. If either one of them should be broken down, tell Captain Lee to let her remain as a guard at the mouth of the Red River, and to prevent troops or supplies from passing to or from the railroad of Bayou Sara.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Captain THOMAS T. CRAVEN,
Commanding U. S. S. Brooklyn, off Baton Rouge.

Order of Flag-Officer Farragut, U. S. Navy, to Commander De Camp, U. S. Navy, commanding U. S. S. Wissahickon, to proceed to Natchez, Miss.

U. S. FLAGSHIP HARTFORD,
Off Baton Rouge, May 11, 1862.

SIR: You will proceed with the *Wissahickon*, under your command, to-morrow morning at daylight, in company with the *Brooklyn*, to Natchez, but if you find that you can not keep up with her without straining your engine too much, you will proceed up without attempting to drive her.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander JOHN DE CAMP,
Commanding U. S. Gunboat Wissahickon, off Baton Rouge.

Capture of British schooner Julia, May 11, 1862.

Report of Acting Master Lamson, U. S. Navy, commanding U. S. schooner Kittatinny.

U. S. SCHOONER KITTATINNY,
Off South West Pass, Mississippi River, June 30, 1862.

SIR: Enclosed please find a list of the officers and crew attached to this vessel at the capture of the English schooner *Julia*, since sent to Key West, Fla., for adjudication.

Very respectfully, your obedient servant,

C. W. LAMSON,
Acting Master, Commanding.

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

Abstract log of the U. S. schooner Kittatinny, Acting Master Lamson, commanding.

May 10, 1862. -- At 3:20 p. m. sent a lugger armed with a 12-pounder and 12 men under Master's Mate [J. H.] Gregory to capture a schooner loaded with cotton that our captain learned was lying about 30 miles up the bayou, toward Baratavia.

May 13. -- At 3:30 p. m. a sail batteau came off from the fort with one of the men that was sent on the expedition of the 10th instant, who reports that they had taken the schooner *Julia*, together with her cargo of 65 bales of cotton, her master, and 2 men. That they had got the schooner down as far as the depth of water would permit. That they had taken out of the schooner 20 bales of cotton, which had been landed at Fort Livingston, and the lugger had returned to the schooner for more.

Capture of steamer Governor A. Mouton, May 11, 1862.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras.

U. S. S. HATTERAS,
Blockading Berwick Bay, May 12, 1862.

SIR: I send you the rebel steamer *Governor A. Mouton*, in charge of Master [S. C.] Cruse and a prize crew, for such disposition as you may choose to make of her. She will not carry fuel enough to carry her to Key West, and may be useful to you or the army in the Mississippi River.

I chased her on shore to the southward of my station last night, when she was set on fire and all hands struck out up the beach and in boats. I captured the latter, containing 1 passenger, mate, 2 engineers, cook, and 7 of the crew. A portion of these I send you with a list and inventory of things found on board. The captain, pilot, and clerk escaped.

From all accounts there is but one more steamer left that usually runs down this coast, and she, the prisoners tell me, is now repairing up the Sabine; two others have lately been wrecked on the coast.

I hope it will be convenient for you to send my officer and prize crew back soon, as I am very short of officers and men and have several prisoners on board without any marines to look after them.

I have seen nothing of the *Rhode Island*, and will ask you to forward my mail with yours to the United States.

I am, very respectfully, your obedient servant,
GEO. F. EMMONS,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Western Division of Gulf Blockading Squadron.

Report of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, regarding the sending of the prize to Mississippi Sound, for the disposition of the flag-officer.

U. S. S. HATTERAS,
Blockading Berwick Bay, May 12, 1862.

SIR: Not meeting the mail steamer *Rhode Island*, I have had no opportunity to communicate with the flag-officer until to-day. Having captured the rebel steamer *Governor A. Mouton*, from Sabine Pass, bound to Berwick Bay with some freight on board, I dispatched her to the Mississippi Passes, in charge of a prize crew, for such disposition as the flag-officer may think proper to make of her. She is not a proper sea boat, and only carries about three days' fuel.

I hear of two others wrecked down the coast, and the prisoners tell me that the only remaining one running out of Berwick is now up the Sabine River repairing.

I am, very respectfully, your obedient servant,
GEO. F. EMMONS,
Commander.

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

I enclose a list of the crew of the *Governor A. Mouton*, and an inventory of things found on board. They ran her ashore and set her on fire, but I succeeded in getting her off.

[Enclosures.]

List of prisoners taken from steamer Governor Mouton.

Name.	Rank.	Native of—	Age.	Eyes.	Hair.	Complexion.	Height.
Samuel Parker	Captain	New York ..	36	Gray	Light	Fair	5 8
William Rupperusberg	Mate	Germany ..	35	Brown	Dk. brown ..	Dark	5 6½
E. M. Elliott	Engineer ..	Georgia ..	29	Dk. hazel ..	do	do	5 5½
Henry Watkins*	do	England ..	41	Lt. blue	Gray	Light	5 8½
John Erb	Fireman ..	Bavaria ..	41	Gray	Sandy	do	5 6½
Edw'd Van Hoorebeke	do	Belgium ..	30	Black	Brown	Dark	5 7½
Edward Butler*	do	Germany ..	27	Brown	do	Light	5 8
Thomas Chapman	do	England ..	26	Gray	do	do	5 4
Edmund Miller	do	Germany ..	32	do	do	do	5 6½
Mattice Troy*	do	Austria ..	30	Blue	Lt. brown ..	do	5 7½
Godfrey Carhar*	do	Germany ..	35	Gray	do	do	5 5½
Louis Beaudrau*	Cook	Canada ..	25	do	Dk. brown ..	Dark	5 5½
Abe Smith	Passenger ..	Ohio	31	Hazel	Brown	Light	6 6
John McClane	Clerk	Ireland ..					
Nat Burgess	Pilot	Louisiana ..					

*Were sent in the prize; the others are still retained as prisoners on board.

The captain's clerk and pilot ran, and Mr. Smith, passenger, was sent on shore at Mulberry Island, to the southward of Vermilion Bay, at his own request. The boat could not land and he goes with others to the Mississippi Passes.

GEO. F. EMMONS,
Commander.

List of cargo found on board steamer Governor Moulton.

4 bbls. pork.
18 kits mackerel.
9½ bbls. mackerel.
1 bbl. oil or lard.
15 boxes tobacco.
16 bags flour.
2 hds. bacon.
1 tierce bacon.
1 hd. corn meal.
2 boats.

2 anchors.
1 chain.
One box containing 47 1-lb. canisters of powder, 1 bag of balls, 1 old rifle, 1 old musket, and a few articles of provisions were retained on board of the *Hatteras*, with six prisoners, and the furniture and bedding usual in such boats.

G. F. EMMONS,
Commander.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding the raising of the U. S. S. Varuna.

NAVY DEPARTMENT, *May 13, 1862.*

SIR: The Department has directed Messrs. Johnson & Higgins, of New York, to send one of their agents to New Orleans in the steamer *Connecticut* to examine the sunken steamer *Varuna*, with a view of raising her. If the *Varuna* can not be raised by the force under your command, you are authorized to contract with this agent on the terms you may deem best for the interest of the Government for the raising of her or any other sunken vessel belonging to the U. S. Navy.

Very respectfully,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Order of Captain Morris, U. S. Navy, to Lieutenant Preble, U. S. Navy, commanding U. S. S. Katahdin, regarding the procuring of coal.

U. S. SLOOP OF WAR PENSACOLA,
Off New Orleans, May 13, 1862.

SIR: You will proceed as soon as possible down the river and fill up your coal, taking as much in bags as you can stow on deck. After filling your bunkers you will then take a full coal vessel in tow (selecting the largest that you can tow) and proceed with her up the river and join the squadron.

You will please to order as many of the coal vessels as you can communicate with to get underway and come up to the city, whenever the wind will enable them to do so. On your return up the river, when you get near this ship, I will have a letter ready for you to take to the flag-officer.

I am, very respectfully,

HENRY W. MORRIS,
Captain, Senior Officer Present.

Lieutenant GEORGE H. PREBLE,
Commanding U. S. Gunboat Katahdin, off New Orleans.

*Correspondence with the authorities at Natchez and Vicksburg, Miss.,
May 13 to 22, 1862.*

Letter of transmittal from Flag-Officer Farragut, U. S. Navy, to the Secretary of the Navy.

No. 93.]

U. S. FLAGSHIP HARTFORD,
Near Natchez, Miss., May 27, 1862.

SIR: I have the honor to forward herewith, for the information of the Department, the correspondence which has passed between Commander James S. Palmer, commanding U. S. gunboat *Iroquois*, and the authorities of Natchez; also the correspondence between Commander S. P. Lee, commanding U. S. gunboat *Oneida*, and the authorities of Vicksburg, in relation to the surrender of those cities to naval forces under my command.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Commander Palmer, U. S. Navy, enclosing correspondence with the authorities at Natchez.

U. S. S. IROQUOIS,
At Anchor off Natchez, May 13, 1862.

SIR: In obedience to your order of the 10th instant, I left Baton Rouge at 4 in the afternoon of that day and proceeded up the river until I overtook the *Oneida* and the gunboats, some 40 miles below this, who accompanied me on to my present position off this city, which I reached at 2 on the afternoon of yesterday.

I addressed to the mayor the accompanying letter, marked 1, which they refused to receive at the landing, and the tone seemed to be that of resolute nonintercourse. This conduct being rather more dignified than wise, I instantly seized the ferryboat, then on this side occupied in filling herself with coal, which I intended to secure also, and placing on board of her a force from this squadron, of seamen and marines, and a couple of howitzers, under the command of Lieutenant Harmony, of this ship, sent her across to the landing with orders that, if there were not there some of the authorities to receive my communication, he was to land his force, march up to the town, which was about half a mile distant, with colors flying, and there cause the mayor to receive and read my letter. But when the party had reached the landing they found two members of the common council, sent with an apology from the mayor to receive my communication. They begged that the force should not be landed, as they intended to make no resistance, and seemed disposed to acquiesce in anything I demanded.

The party then returned, and the following morning I received the enclosed reply, numbered 2, together with the proclamation which I also enclose.

The city being now virtually surrendered, and by the proclamation of the mayor so announced to its inhabitants, I concluded to send an officer on shore, to which purpose I sent the note marked No. 3.

In an hour or two, being notified by signal that the committee with an escort was in waiting to receive my officer, I dispatched Lieutenant McNair, of this ship, to ascertain from the mayor whether there were any public buildings from which the rebel flag had been hitherto displayed; if so, it was my intention to hoist there the flag of the United States, which I should require to be guarded and respected by the authorities, also to say that I was as anxious as he was to preserve the peace and quiet of the town; that we were not here to make war upon its peaceful inhabitants, and that I should land no force unless I considered it absolutely necessary. This officer was received most courteously and even kindly by the authorities; the mayor assured him that their flag had never been officially displayed in Natchez; that their Government had no buildings or property in the town, but that if I chose to hoist the flag of the United States the authorities would do their best to protect it, but hoped they would be spared the responsibility for the possible act of an excited populace.

As this city, unlike Baton Rouge, had never occupied a military position, but was simply a trading town, and as the mayor and authorities had behaved in so sensible and gentleman-like a manner, I concluded to leave the question of hoisting the flag open until your arrival, and so informed them.

The policy of my forbearance I submit to your better judgment.

I am, very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron.

[Enclosures.]

No. 1.]

U. S. S. IROQUOIS,
At Anchor off Natchez, Miss., May 12, 1862.

SIR: In advance of the squadron now coming up the Mississippi, I am instructed by the flag-officer to demand the surrender of the city of Natchez to the naval forces of the United States.

The same terms will be accorded as were granted to New Orleans and Baton Rouge.

The rights and property of all peaceable citizens will be respected, but all property in this city belonging to the so-called Confederate States must be delivered up and the flag of the United States must wave unmolested and respected over your town.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

HIS HONOR the MAYOR OF NATCHEZ.

No. 2.]

MAYOR'S OFFICE,
Natchez, Miss., May 13, 1862.

SIR: Your communication of the 12th instant has been received by me and laid before the board of selectmen of this city, and I am directed to return the following reply:

Coming as a conqueror, you need not the interposition of the city authorities to possess this place. An unfortified city, an entirely

defenseless people, have no alternative but to yield to an irresistible force, or uselessly to imperil innocent blood. Formalities are absurd in the face of such realities. So far as the city authorities can prevent, there will be no opposition to your possession of the city; they can not, however, guarantee that your flag shall wave unmolested in the sight of an excited people, but such authority as they possess will be exercised for the preservation of good order in the city.

As to property belonging to the Confederate States, they are not aware of any such within the limits of the city.

Very respectfully, your obedient servant,

JOHN HUNTER,
Mayor.

JAS. S. PALMER,
Commander U. S. S. Iroquois, at Anchor off Natchez, Miss.

[Subenclosure.]

MAYOR'S OFFICE,
Natchez, Miss., May 13, 1862.

The city being in the possession of the forces of the United States, it is earnestly requested that the citizens will preserve good order and commit no act that might provoke the injury of a defenseless people, and it is hereby enjoined upon them that they abstain from any such acts.

JOHN HUNTER, *Mayor.*

No. 3.]

U. S. S. IROQUOIS,
Off Natchez, May 13, 1862.

SIR: I shall send an officer on shore to communicate with you. I request that a committee may be at the landing to receive him at your earliest convenience.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commander, U. S. Navy.

HIS HONOR JOHN HUNTER,
Mayor of Natchez.

Letter from Commander Lee, U. S. Navy, to the authorities at Vicksburg, Miss., demanding surrender of that place.

U. S. S. ONEIDA,
Near Vicksburg, May 18, 1862.

The undersigned, with orders from Flag-Officer Farragut and Major-General Butler, respectively, demand the surrender of Vicksburg and its defenses to the lawful authority of the United States, under which private property and personal rights will be respected.

Respectfully, yours,

S. PHILLIPS LEE,
Commanding Advance Naval Division.

The AUTHORITIES AT VICKSBURG.
Also signed by General Williams.

Letter from the military governor of Vicksburg to Commander Lee, U. S. Navy, refusing to surrender.

HEADQUARTERS' VICKSBURG, *May 18, 1862.*

SIR: As your communication of this date is addressed to "The Authorities of Vicksburg," and that you may have a full reply to said communication, I have to state that Mississippians don't know, and refuse to learn, how to surrender to an enemy. If Commodore Farragut or Brigadier-General Butler can teach them, let them come and try.

As to the defenses of Vicksburg, I respectfully refer you to Brigadier-General Smith, commanding forces at and near Vicksburg, whose reply is herewith enclosed.

Respectfully,

JAS. L. AUTREY,
Military Governor and Colonel, Commanding Post.

S. PHILLIPS LEE,
Commanding Advance Naval Division, U. S. S. Oneida.

Letter from Brigadier-General Smith, C. S. Army, commanding defenses of Vicksburg, to Commander Lee, U. S. Navy, refusing to surrender.

HEADQUARTERS DEFENSES OF VICKSBURG, *May 18, 1862.*

SIR: Your communication of this date addressed to "The Authorities of Vicksburg," demanding the surrender of the city and its defenses, has been received.

Regarding the surrender of the defenses, I have to reply that having been ordered here to hold these defenses, it is my intention to do so as long as in my power.

Respectfully,

M. L. SMITH,
Brigadier-General, Commanding.

S. PHILLIPS LEE, U. S. Navy,
Commanding Advance Naval Division.

Letter from the mayor of Vicksburg to Commander Lee, U. S. Navy, refusing to surrender.

MAYOR'S OFFICE,
Vicksburg, Miss., May 18, 1862.

Your communication of this date addressed to "The authorities at Vicksburg" has been delivered to me.

In reply, I will state to you that as far as the municipal authorities are concerned we have erected no defenses, and none are within the corporative limits of the city; but, sir, in further reply, I will state that neither the municipal authorities nor the citizens will ever consent to a surrender of the city.

Respectfully, yours,

L. LINDSAY,
Mayor of the City.

S. PHILLIPS LEE, U. S. Navy,
Commanding Advance Naval Division.

Letter from Commander Lee, U. S. Navy, to the mayor of Vicksburg, requesting the removal of women and children, in view of proposed bombardment of the city.

U. S. S. ONEIDA,
Below Vicksburg, Miss., May 21, 1862.

SIR: It becomes my duty to give you notice to remove the women and children beyond the range of our guns within twenty-four hours, as it will be impossible to attack the defenses without injuring or destroying the town, a proceeding which all the authorities of Vicksburg seem determined to require. I had hoped that the same spirit which [induced] the military authorities to retire from the city of New Orleans, rather than wantonly sacrifice the lives and property of its inhabitants, would have been followed here.

Respectfully, yours,

S. PHILLIPS LEE, U. S. Navy,
Commanding Advance Naval Division.

L. LINDSAY, Esq.,
Mayor of the City of Vicksburg.

Letter from the mayor of Vicksburg to Commander Lee, U. S. Navy, regarding a postponement of the twenty-four hours' notice.

MAYOR'S OFFICE,
Vicksburg, Miss., May 21, 1862.

SIR: Your communication of this date was handed to me at a late hour this evening, too late to give public notice to the women and children. In consequence thereof, I shall date your twenty-four hours' time from to-morrow morning, the 22d instant, at 8 o'clock a. m.

Respectfully,

L. LINDSAY,
Mayor.

S. PHILLIPS LEE, U. S. Navy,
Commanding Advance Naval Division, U. S. S. Oneida.

Letter from Commander Lee, U. S. Navy, to the mayor of Vicksburg, declining to grant more than twenty-four hours' notice.

U. S. S. ONEIDA,
Below Vicksburg, May 22, 1862.

SIR: I have to acknowledge the receipt of your communication of yesterday evening, and in reply have to state that my communication of yesterday in relation to the removal of the women and children was for the purpose of placing it at my option to fire or not, as I might think proper, at the earliest moment, upon the defenses of the town, without producing a loss of innocent life, and to that determination I shall adhere.

Respectfully, yours,

S. PHILLIPS LEE,
Commanding Advance Naval Division.

L. LINDSAY, Esq.,
Mayor of the City of Vicksburg.

Report of Brigadier-General Dahlgren, U. S. Army, commanding at Washington, Miss., regarding the occupation of Natchez.

COMMANDANT'S OFFICE, CONFEDERATE POST,
Washington, Miss, May 17, 1862.

SIR: It becomes my duty to inform you of the facts connected with the occupation by the enemy of the city of Natchez, located within my command. Their gunboats had been reported for several days previous, having passed Bayou Sara on their way up, that being the first point of telegraphic communication below the city. On Tuesday night they were 6 miles below Ellis Cliffs and 23 below Natchez.

The rockets and other signals from the cliffs arrested their progress, and they returned down the river. They remained between there and Bayou Sara until Saturday night, at 7 o'clock, when my scouts informed me of their passing Walche's plantation, 35 miles below Natchez, to the number of 5 gunboats. No further information of their movements was received until 12 o'clock on Monday, when intelligence from the post at the cliffs and the scouts on the opposite side of the river was received simultaneously with the fact of the leading boat coming in sight from the bluffs at Natchez.

In a few hours five of them anchored in line of battle opposite the city, and soon after a cutter, commanded by an officer and 12 men, with the Federal flag flying in the stern sheets, left the leading vessel, the *Iroquois*, steering for the usual landing of the city. Just before this nearly 100 unarmed recruits for Virginia, who were to have been taken by the ferryboat to the *Vicksburg*, at her location 5 or 6 miles above the city, were ordered off the ferryboat, with directions to march by and to Brookhaven, knowing that by that mode they would arrive safely, though not so speedily.

Soon after the steamer *Vicksburg* came in sight, rounding the point, intending to land at Natchez, but on discovering her danger, of which I apprised her by firing a musket, she promptly put about to escape capture, which she succeeded in doing, though after two ineffectual shots fired at her from the foremost gunboat, the balls from which I saw distinctly strike the water, notwithstanding we were all aware, as no doubt the enemy was, that her cabin was occupied by women and children.

I had stationed Adjutant Lyle at the landing with 9 armed men, all that could be procured or raised for the defense of the city of Natchez, with orders to receive the communication from the enemy if it came in the usual form, viz, under a flag of truce. As the boat of the enemy exhibited no such flag, a letter, which the officer of the boat had, and endeavored to send to the authorities, was decidedly refused by Adjutant Lyle. The officer of the boat, in a very unusual manner, hailed for some person to carry his letter. A man from among the crowd of our people rushed forth to receive the letter, when he was promptly arrested, and is now in jail at Fayette awaiting his trial. The officer, then, finding his inability in that manner to communicate with any of the authorities, after venting sundry expressions, returned to the *Iroquois*. Soon after, perceiving that the enemy had seized the steam ferryboat, with a view of landing a body of men, I ordered Adjutant Lyle, if the force of the enemy was overpowering, to commence his retreat by the time they had partly crossed the river, so as to make his movement leisurely, quietly, and orderly, which order he executed in

a commendable manner. The force of the enemy, represented as 130 strong, well armed, and with artillery, being too powerful for any resistance I could make—for, after repeated exertions by every means, I could only procure 5 others who were willing to defend the city, making 14 in all, coupled with the fact of the conscripts positively refusing to do duty—I notified the city authorities of my inability, and turned the control of the city over to them.

Meanwhile, the enemy had rapidly approached the shore, without any flag of truce, with the view, I presume, of landing and taking forcible possession of the city, which I stood carefully watching and observing, when, to my surprise, after a few moments' delay, they pushed off and rejoined their squadron without landing any force.

Some time afterwards, in calling on the mayor, I learned that they had delivered a letter—the same no doubt that I had refused in the morning—to a person who claimed to act under the civil authority in receiving the letter in that manner. Next morning at 8 o'clock, before the civil authorities had replied to that letter, which it appears was a formal demand for the surrender of the city, I visited in person the city council, and in writing protested against the reception of any communication from the enemy except in accordance with the customary rules and regulations of war, a copy of which I enclose. This was, however, unheeded, and communication opened with the enemy, after the unusual and degrading insult had been offered to them, the object of the enemy being to ignore any right on our part to be considered belligerents, but only illegal and unauthorized combatants, and as such not entitled to the usages of civilized warfare.

On Tuesday morning I left the city, after it had been surrendered to the enemy, and have not been inside of it since. * * *

I still watch their movements very assiduously and carefully, and after they had been joined by several transports and landed a thousand troops on the Louisiana shore, I ordered all the cotton burned within a distance of 5 miles of the city of Natchez, and after some of their men had entered the city I ordered all the cotton within 10 miles of the same place to be burned, modifying the order so far as to authorize the removal beyond that limit by any who chose to do so. * * * Upon the arrival of the flagship all of the squadron except three gunboats promptly departed, bound upward.

Our condition here is a matter of deep regret and solicitude to me. * * * Without any organized military power, with conscripts who refuse to serve, * * * without arms, without supplies, equipage, munitions, or commissary stores of any description; with a population the strength of which has already joined the army, and many of the residue, if not disaffected, at least wavering and in trepidation of their property or personal security from the appearance of the power of the enemy, as evidence of which it is stated on good authority that one of the persons who had been authorized to receive the letter from the enemy for the civil authorities in their second visit apologized to the Federal officer for the fancied insult given him by Adjutant Lyle in refusing the first proffered communication, which he had done by my positive orders, and still further open manifestations of treason have shown themselves, * * * but more than all, from the absence of a decided military strength to warn them of the futility of any hostile attempts. All these are matters that I desire to lay before

you. * * * I desire also your opinion in relation to the correctness of my position in refusing any communication with the enemy except by a flag of truce, as before stated.

* * * * *

Respectfully, your servant,

C. G. DAHLGREN,
Commandant.

Brigadier-General THOMAS JORDAN,
Assistant Adjutant-General, Corinth.

Report of Acting Master Gregory, U. S. Navy, commanding U. S. brig Bohio, regarding the capture in Mississippi Sound of the schooner Deer Island.

U. S. BRIG BOHIO,
Off Petit Bois, May 14, 1862.

SIR: At 5:30 a. m., May 13, 1862, saw a schooner in Mississippi Sound. It being calm I dispatched an armed boat and 14 men, in charge of Master's Mate James Sheppard, to cut her out. When he was discovered by those on board the schooner they scuttled and sunk her, taking to their boats, which we succeeded in capturing, together with the owner of the cargo, the captain, 2 men, and 12 bags of flour.

At 10 a. m. sent the gig, armed with 6 men, in charge of Master's Mate J. W. Jones.

At 1:30 p. m. both boats returned to the brig with the 4 prisoners, 12 bags of flour, and 1 boat. The schooner proved to be the *Deer Island*, from Mobile, bound to Biloxi, with a cargo of 20 barrels and 30 bags of flour and 3 tierces rice. The following are the names of the prisoners: Francis Slado, owner of cargo; Paul Slado, captain; Ramon Slado, and John Roderigues. Reported the above on the 15th to the commanding officer of the blockading squadron off Mobile, and on the 16th released the prisoners by his orders on parole.

Very respectfully, your obedient servant,

WM. D. GREGORY,
Acting Master, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

[Report of same date and like tenor to Flag-Officer Farragut, U. S. Navy.]

Report of Acting Master Williams, U. S. Navy, commanding U. S. brig Sea Foam, regarding the capture of two sloops, Sarah and New Eagle, May 15, 1862.

U. S. BRIG SEA FOAM,
Ship Island, May 24, 1862.

SIR: I respectfully submit the following detailed report of the capture of the two sloops [*Sarah and New Eagle*], taken in company with the U. S. schooner *Matthew Vassar*, on the morning of May 15, 1862.

At daylight three sails in sight, one a schooner to the eastward, hove to; ran down to her (as per orders, it being our third day out)

and spoke her; found her to be the *Matthew Vassar*, one of the inshore squadron. Finding that she had received no further orders, tacked and stood for the other two vessels about 8 miles off. *Matthew Vassar* tacked with us. Upon approaching, found them to be two sloops. Disguised ship as much as possible and ran within one-half mile before they became aware of our being a United States vessel. When within one-fourth mile from *Matthew Vassar* and one-third of a mile from us, *Matthew Vassar* dropped his boats; one of the sloops trying to escape, fired the howitzer across her bows; she came to immediately; boarded them and found them to be loaded with cotton, one containing 15 bales and the other 32 bales. Received information from prisoners that there was another vessel to the northwest, which left with them, and that there were other vessels ready to run the blockade. Left prizes in charge of Captain Savage and left one man (James Quinn, ordinary seaman) on board to represent my vessel and report to you on arrival, and stood to the northward with all sail set.

I annex a complete muster roll of officers and crew on board my vessel at the time.

Yours, respectfully,

H. E. WILLIAMS,
Acting Master, Commanding.

K. R. BREESE,
Lieutenant, Commanding Third Division, Mortar Flotilla.

Report of Commander Porter, U. S. Navy, regarding the capture, by vessels of the Mortar Flotilla, of the sloops New Eagle and Sarah, May 15, 1862.

U. S. S. OCTORARA,
Ship Island, May 20, 1862.

SIR: On the 8th instant all the mortar vessels were refitted, provisioned, and ready for service. Not wishing to have them idle, in the absence of occupation, and having heard that six steamers and ten schooners (Confederates) were lying in Havana and about to run into Mobile (as they have no other place to go), I placed six of the mortar vessels in a line across the harbor in latitude 30°, out of sight land, and 10 miles apart.

On the 15th instant two vessels were seen standing to the southward by the *Sea Foam*, Acting Master [H. E.] Williams, and the *C. P. Williams*, Acting Master A. R. Langthorne. Both gave chase and captured the Confederate vessel *New Eagle* and the British vessel *Sarah*, sloops, loaded with cotton, tar, and turpentine, and bound to Havana. These are some of those "numerous vessels" which the rebels claim to be "continually running the blockade," not much larger than a frigate's launch, and quite unseaworthy.

I transferred the cargoes (50 bales of cotton) to the *Baltic*, "for the better preservation thereof," and sent the papers to the marshal at New York. I would not risk sending any of my men in such rattle-traps. I would rather burn them.

I am told that the course I have pursued is the one approved of. I hope it is right.

I do not think anything can pass the line of mortar vessels without being seen. They are fast sailers, and can overhaul anything on the coast.

I stationed the *Owasco* outside the schooners to intercept the steamers, but her blowing-off arrangements gave out, endangering the safety of the vessel, and she was obliged to return to port. I send six more schooners off to-morrow, while three are employed in effectually closing up the Mississippi Sound.

I have the honor to remain, very respectfully, yours,
 DAVID D. PORTER,
Commanding Mortar Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Lieutenant Preble, U. S. Navy, to Major-General Butler, U. S. Army, requesting that vessels in the Mississippi River be required to display the American flag.

U. S. GUNBOAT KATAHDIN,
New Orleans, May 16, 1862.

DEAR SIR: In passing up and down the river below New Orleans the last three days I have noticed boats and schooners at plantations wearing the French flag, which, by build and register, they can not be entitled to. I have also noticed that where English or French flags are not worn none is hoisted.

It has seemed to me that every vessel plying upon the river should be compelled to wear the flag of our Union or be seized and forfeited. Feeling this, I have thought it my duty to bring this matter to your notice.

Very respectfully, your obedient servant,

GEO. H. PREBLE,
Lieutenant, U. S. Navy.

Major-General BUTLER,
New Orleans.

[Telegram.]

NAVY DEPARTMENT, *May 16, 1862.*

Carry out your instructions of January 20 about ascending the Mississippi River, as it is of the utmost importance.

G. V. FOX,
Acting Secretary.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Letter from the Assistant Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, urging the execution of orders to ascend the Mississippi River.

NAVY DEPARTMENT, *May 17, 1862.*

MY DEAR SIR: In last night's New York papers it was stated, via Natchez and Cairo, that your squadron had returned to New Orleans, instead of continuing their course up the river to Memphis. This

information may not be true, but the probability of it has distressed the President so much that I immediately dispatched the *Dacotah* from Hampton Roads by telegraph to proceed with all speed to notify you to carry out the instructions of January 20, marked confidential. So soon as we heard of the fall of New Orleans, we notified Foote and Halleck that you would be in Beauregard's rear at once; and we learned with great pleasure that a division of vessels started from New Orleans on the 26th [April], and a little later we learned of the capture of Baton Rouge, and later still that they were near Vicksburg, and yesterday that they had returned to New Orleans. This retreat may be a fatal step as regards our western movements, since our advance to Memphis would have been the means of forcing Beauregard to fight or retreat, besides capturing all the enemy's gunboats, which have already made one attack upon our Western Flotilla, and are preparing for another.

We hear of their fortifying the river with the utmost expedition to prevent your ascent, and you may now find formidable obstacles which you would not have done after the panic created by your magnificent dash; but still it is of paramount importance that you go up and clear the river with the utmost expedition. Mobile, Pensacola, and, in fact, the whole coast sinks into insignificance compared with this. The first question we asked Bailey was, "How many ships you had sent up." He said, "None." I said, "Impossible; the instructions were positive and founded upon the probability of a condition of things which has happened exactly as anticipated, and the carrying out of which will be the most glorious consummation in history." He said he thought you had forgotten them. I have hardly slept since, especially as three weeks have passed and nothing except a return is rumored. I send this by a fast boat, chartered for ordnance stores, and she may reach you before the *Dacotah* with the telegraph.

At any rate there is not a moment to be lost in the Mississippi.

Very respectfully,

G. V. Fox.

Flag-Officer D. G. FARRAGUT.

Order of the Acting Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding the enlistment of contrabands as seamen.

NAVY DEPARTMENT, *May 17, 1862.*

SIR: The difficulty of meeting the demand for seamen renders it important that those now serving on board the storeships should be employed to a better advantage.

You will, therefore, on the arrival of the *Potomac*, transfer as many of her crew as can be spared without detriment to the service to the seagoing vessels of the squadron and supply their places with enlisted contrabands, as they are termed.

Very respectfully, etc.,

G. V. Fox,
Acting Secretary.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Ship Island.

Memorandum from papers of Commander Emonson, U. S. Navy, commanding U. S. S. Hatteras, regarding the capture of Confederate sloop Poody, May 17, 1862.

Captured off Vermilion Bay May 17, 1862, one day out of Sabine Pass, bound to Berwick; about 20 tons, coppered, 2 anchors, 30 fathoms chain, and rigged complete; with a small cargo, consisting of 35 sacks of flour, 8 sacks cornmeal, 4 bags of coffee.

Crew.	Rate.	Nativity.	Age.
J. de Jacquin.....	Master.....	France.....	37
John Vergne.....	Seaman.....	do.....	33
Chas. Olpin.....	do.....	England.....	24
W. H. Phares.....	Passenger.....	Virginia.....	30

Took the cargo on board, put Master's Mate Hazlitt, 3 men, and a boy in charge, with a boat, arms, and provisions for two weeks, with additional water and some kentledge for ballast, and took into service as the *Hatteras's* prize. Subsequently, gave her one month's provisions and some other necessary outfits, and on the 27th left her with orders to her commander to remain and recover whatever he could fish up from the shoal where we were ashore last March; and, in case of separation, to leave by the 6th of June and look for me at the South West Pass of the Mississippi or at Ship Island. See subsequent appraisement—\$300.

An offer of \$300 for the sloop by F. E. Costanze in March, 1863, direct to care of J. M. G. Parker, postmaster in New Orleans. Wrote the admiral for instructions; received no answer, and just before my departure from New Orleans, in August, 1863, sold her for \$300 and placed the proceeds in the hands of Paymaster Dunn at New Orleans.

G. F. E.

Report of Lieutenant Hunter, U. S. Navy, commanding U. S. S. Montgomery, regarding affairs at the mouth of the Rio Grande.

U. S. S. MONTGOMERY,

Off the Mouth of the Rio Grande, Texas, May 18, 1862.

SIR: We arrived off this place Saturday night, 19th April, and anchored here the next day; then blowing heavily from northward and westward. On the 21st there came over the bar the Mexican steamer *Matamoras*, three small schooners under Mexican colors, and two large boats. I sent boats to all, and found them with papers from Mexico, and all right. They were loaded with cotton, hides, and wool, which they discharged on board the vessels lying here; took in various goods and returned to Mexican side of river before night.

All the vessels here were also boarded and found to be, so far as could be judged, neutral traders, with cargoes for Matamoras. The papers of all were endorsed with notification of the blockade. I heard of a rebel schooner being inside, loaded with lead, powder, and coffee, bound to Berwick Bay. That night I sent an armed boat to lay close to the bar to watch for her. On the 22d, I went to the steamer *Matamoras* to see her, and have an eye to what she was taking in from a Danish brig from Hamburg; all appeared legal. Returning, I stopped

on board an American schooner and there met a young man from our consul at Matamoras, who gave me his letter of 21st, of which, and my answer to it on 22d, I send copies. On the 23d we got underway and anchored three-fourths of a mile outside of the breakers, on the Mexican shore, to be near where I directed the distressed Americans to come.

24th, 25th, 26th, and 27th, nothing out; heavy sea on the bar. Early on the morning of the 25th there appeared on the beach a number of men at the place designated for the refugees to come. The surf was too high to attempt to send a boat. At 9 sent two boats to the edge of the breakers, but could not communicate with the men. On the 26th our surfboat, in charge of Acting Master Fletcher, reached the shore and brought off 11 men. It went six times, and by night we had 51 Americans on board, the boat each time half full of water.

I heard from some of the refugees that there were men detained as soldiers at Brownsville who would be glad to get away if they could, but that they were watched closely. On the 29th I wrote the enclosed letter and sent it on shore by the steamer *Matamoras*.

My object was to make a show as if I intended landing, hoping to draw three or four hundred men from Brownsville here, that the Northern men there might have an opportunity of escaping. On the 30th we moved to just outside of the bar, in 16 feet water, on the Texas side, with a spring on our cable; got out all our boats and crowded them with men, filling in with refugees, and they lay astern in line. At five minutes to 10 went to quarters, and as the bell struck four, fired a shell from our X-inch and then from rifle, and our short 32s, in all 26 or 27 shells. Could have landed with my gig's crew without arms. At 11:30 called the boats alongside, hoisted them in, and moved into deeper water.

Every few days some one, or two, or three men appear on the beach and we bring them off. There are two American vessels here which are fearful of being taken if we leave, and these refugees and the rebel schooner keep me here. I do not permit a rebel flag to be shown. I am constantly on the watch to detect irregular trade. I do not think that contraband goes on shore here, but I suppose many of the goods now landing will be consumed in Texas, and all the cotton, of course, comes from there.

I now report a circumstance that has given me great annoyance, and I fear that you, at a distance, may think I did not do all that I could to prevent it. On the afternoon of the 30th of April there arrived off here a small schooner called the *Grenfell*, of 30 tons, Captain W. C. Harrison, under English colors, with a regular clearance from Havana for Matamoras, cargo, 30 boxes sugar and 9 boxes of medicines. We boarded her and endorsed her papers after she had anchored. Captain, mate, two sailors, two passengers with passports as Mexican citizens, and the supercargo were the persons on board. About 5:30 p. m. I saw a small lighter of 8 tons was alongside, and saw passed into her from the *Grenfell* two long boxes. I immediately sent a boat to the lighter (she then being near us), and had the boxes opened. They contained hair cloth. In the lighter was one of the passengers and the supercargo of the *Grenfell*. At daylight on the 1st of May, discovered a sail to the northward and eastward; got underway and went to her, and boarded the same schooner *Grenfell*, about 6 miles west of the entrance to the Brazos Santiago. I ordered the boarding officers

(two) to take possession, and went on board myself with the officer I intended to send in her, to seal up her papers. I found her a miserable little old craft of no value. She had been a lighter in the harbor of Havana. The captain protested that he had had no intention of running the blockade; that he had left the anchorage because it was so rough (having no windlass and being short-handed); that his vessel would not work, and that, the wind being light, he had drifted where he was; that he had come to sell the vessel to Mexicans for a lighter at this bar. Taking all into consideration, and knowing that they would swear to anything, and that vessels frequently get underway from here when it is rough, and, fearful of injuring innocent people, I released her and returned here. The schooner was all day beating up to the anchorage. In the afternoon I sent a boat 3 miles seaward to her and bored 9 boxes of sugar and probed them to see if there were arms; the boxes contained sugar. The next day (2d) she was in sight, apparently beating up against strong winds and currents. The next morning at daylight a sail was discovered to northward and eastward, wind fresh from southward and eastward; got underway, but before we got off the Brazos Santiago saw a schooner inside, under sail, and when off the [unfinished]

[CHARLES HUNTER,
Lieutenant, U. S. Navy.]

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, to proceed without delay to open communication in the Mississippi River.

NAVY DEPARTMENT, *May 19, 1862.*

SIR: A dispatch, in triplicate, has been sent to you by the *Dacotah*, *Ocean Queen*, and *Coatzacoalcos*, directing you to carry out your instructions of January 20 in relation to ascending the Mississippi so soon as New Orleans should be in your possession.

Another vessel being about to sail from New York, probably to-morrow, I avail of that opportunity to say to you that the President of the United States requires you to use your utmost exertions (without a moment's delay, and before any other naval operations shall be permitted to interfere) to open the river Mississippi and effect a junction with Flag-Officer Davis, commanding (pro tem.) the Western Flotilla.

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, regarding duties to be performed by that vessel.

FLAGSHIP HARTFORD,
Off Natchez, May 19, 1862.

DEAR CAPTAIN: The coal arrived last night. You will therefore coal to-day and tow the brig up to us. We will anchor and await you and the *Iroquois*, about 15 or 20 miles up the river. I see the troop transport has gotten on shore below; you will have to see that she is

off before you come up. There is a schooner below with coal, and also one company of troops on board. She must also be brought up.

I think they will telegraph to Vicksburg that we have gone up, and the moral effect will be produced to make them surrender the gun-boats. I will go up as soon as I can, in one of the smaller vessels, with the troops.

Respectfully, yours,

D. G. FARRAGUT,
Flag-Officer.

Captain T. T. CRAVEN,
Brooklyn.

Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, regarding the cruise of that vessel to New Orleans, delivering supplies to the squadrons.

U. S. S. RHODE ISLAND,
Hampton Roads, Va., May 20, 1862.

SIR: I have the honor to report the arrival here of this vessel on her return from another trip to the blockading squadrons.

The *Rhode Island* sailed from Philadelphia on the 5th ultimo, and arrived at Hampton Roads on the 7th, where she was detained until the 12th in receiving on board a propeller for the U. S. S. *Mercedita*, a crosshead for the U. S. S. *Mississippi*, and a large quantity of shell and shrapnel for the squadrons.

On the afternoon of the 1st instant she reached the fleet off New Orleans, delivered the dispatches to Flag-Officer Farragut, furnished the vessels with supplies, got underway at 5 p. m. the following day to continue her course to the westward, and I regret to state that in turning to head down the river the sheer of the steamer was checked by a strong eddy caused by the freshet, and she grounded on a bank near the levee on the Algiers side. The steam tug *St. Charles* was soon sent to our assistance, and on the 3d instant another, the *Salvie Robinson*, was also dispatched. They not being of sufficient power to move us, we commenced to lighten the ship by taking out the coal and other weighty material. At midday on the 6th, aided by the U. S. S. *Katahdin* and the tugs already referred to, we succeeded in getting the steamer off without her having sustained the slightest injury, as the bank on which we struck was composed of soft mud.

The articles removed were speedily replaced, and we left New Orleans on the 8th.

In consequence of the attendant delay, Flag-Officer Farragut decided not to send the *Rhode Island* to the westward, and directed the steamer *Kensington* to proceed with the mails, etc., to the western limits of Texas.

In proceeding down the river we landed on the 9th instant, for the naval hospital at Pilot Town, all the fresh provisions, ice, etc., required by the surgeon in charge, then proceeded outside and received from the U. S. S. *Colorado* the rebel prisoners. Continuing on our course, we arrived at Ship Island the following morning, and there met the mortar fleet; furnished the vessels with fresh supplies, received the mails, communicated with the vessels off Mobile, and arrived off Fort Pickens at 10 the same evening. A boat came off soon after with

the intelligence that Fort Barrancas had been evacuated by the rebels the day before, and that General Arnold desired this steamer to remain until the next day for his dispatches.

Early on the morning of the 11th the *Rhode Island* stood in for the harbor, and anchored soon after, inside, abreast of Fort Pickens. It was a thrilling sight to see the old flag waving over the forts and navy yard.

Commander Porter, with the *Harriet Lane*, was there, aiding General Arnold in the transportation of his troops to occupy the forts on the opposite shore.

The rebels before evacuating endeavored to destroy all the public works, and General Arnold, to prevent the consummation of this vile act, opened a heavy fire of shot and shell upon them, and by this means saved Fort Barrancas, the light-house, and the barracks.

The naval hospital and nearly all the buildings in the navy yard were destroyed.

It is said that the strongest Union feeling prevails in the town of Pensacola, and the inhabitants desire to be secured protection by our forces in order that they may make public demonstrations of their loyalty.

Upon conferring with Commander Porter as to whether the *Rhode Island* could render any aid in getting the troops over, he urged me to push on with all dispatch with the mails and the information that Pensacola and all its defenses are in the hands of our forces. I left immediately, touching at Key West for coal.

On the 2d instant, Flag-Officer Farragut commenced dispatching his vessels up the river, and himself followed in the *Hartford* on the afternoon of the 7th, leaving off New Orleans the *Pensacola*, *Portsmouth*, and *Katahdin*.

Intelligence was brought on the 8th by a deserter from the rebel Camp Moore, near Baton Rouge, that the stars and stripes were waving over that city, and that our gunboats were reconnoitering the river above. Considerable Union feeling was evinced in Baton Rouge upon the arrival of our forces.

Flag-Officer McKean, with the *Niagara*, was at Key West on the 16th instant.

The *Rhode Island* stopped at Port Royal on the 17th instant, received the mails, and early next morning got underway again. The U. S. S. *Connecticut* was about entering Port Royal as the *Rhode Island* left.

During the last trip of the *Rhode Island* she has supplied 118 vessels, being 20 more than on the previous one.

A draft of 75 men, received from the receiving ship *Princeton*, was delivered to the U. S. ship *Vermont* at Port Royal for service in the South Atlantic Squadron.

I have the honor to forward the usual abstracts required by the Department, together with a copy of Flag-Officer Farragut's instructions relating to the return of this vessel.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Lieutenant, Commanding.

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

Letter from Major-General Butler, U. S. Army, to Captain Morris, U. S. Navy, requesting the services of Acting Master Wiggin, U. S. Navy.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, May 20, 1862.

SIR: Acting Master George Wiggin is now unattached. I have need of a competent and skillful seaman, acquainted with these waters, to take charge of my flotilla of boats on the lake and between this port and Mobile. I desire much that Mr. Wiggin should be ordered to report to me for that purpose if not inconsistent with the interests of public service.

If need be will you transmit this application to Flag-Officer Farragut, and oblige.

Very respectfully

BENJAMIN F. BUTLER,
Major-General, Commanding.

Captain HENRY W. MORRIS,
Senior Officer, New Orleans.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, revoking the order to send Commander De Camp north.

NAVY DEPARTMENT, May 21, 1862.

SIR: In consequence of the gallant behavior of Commander John De Camp while in command of the *Iroquois* in the engagement with the enemy on the Mississippi, the recent order of the Department to you to send him home is hereby revoked.

If you can spare the frigate *Santee* from the squadron, she had better be sent home for the purpose of being laid up. If this be done, let such stores as she may not need and the squadron may require, be taken out of her, and also only a sufficient number of officers and men remain aboard as may be necessary to bring her north with safety. The men that bring her home should be those of her crew, and in the squadron, that can be conveniently transferred to her, who have the shortest time to serve.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, etc.

[Telegram.]

CAIRO, May 21, 1862.
(Received 12:15 a. m., 22d.)

Memphis papers of the 17th announce Federal fleet, under Farragut, opposite Vicksburg, bound up.

H. F. THAYER.

Colonel E. S. SANFORD.

Report of Commander Porter, U. S. Navy, regarding cotton captured by the U. S. schooner Arletta, thrown out by an escaping steamer.

U. S. S. OCTORARA,
Ship Island, May 22, 1862.

SIR: On May 21, in latitude $29^{\circ} 44'$ and longitude $89^{\circ} 29'$, Acting Master Thomas E. Smith, of the mortar schooner *Arletta*, fell in with a steamer steering south; chased her and fired at her.

The steamer proved to be a vessel likely out of Mobile. Being hard pressed by the *Arletta*, she threw overboard 45 bales of cotton and finally escaped to windward, though the *Arletta* put a shot into her.

The *Arletta* and *Dan Smith* picked up the 45 bales of cotton, which I have shipped to New York in the *Baltic*.

I did send the *Owasco* to lie in the same latitude and longitude where this steamer escaped, but she proved unfit for sea service, having no Kingston valve and a most defective blowing-off apparatus, and was obliged to put into port, it requiring seven days' hard labor to partially repair what was a great piece of negligence on the part of the contractors.

Very respectfully, yours,

DAVID D. PORTER,
Commanding Mortar Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, approving his course in the Mississippi River.

NAVY DEPARTMENT, *May 22, 1862.*

SIR: The Department learns with much pleasure that you have gone up the Mississippi. The opening of that river is the first object to be attained since the fall of New Orleans. The ironclads of the enemy have made an attack upon our flotilla in the West and have been repulsed. They are mostly fitted as rams, but are not equal to those you have already so gloriously extinguished. The *Susquehanna* is the only vessel that can be sent to you. The contractors of machinery have disappointed the Government in every instance and placed the Department in a most embarrassing position as to vessels.

I think the Mortar Flotilla had better open fire upon Fort Morgan, whilst the more important duty of opening of the Mississippi devolves upon the other vessels under your command. The *Susquehanna*, drawing 19 feet water, is ordered to go off Mobile and there await your orders. Commander Hitchcock is in command.

The *Kearsarge* and *Ino*, in the Mediterranean, are ordered to report to you, and also the *Cayuga*, at New York, so soon as she is ready.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Order of the Secretary of the Navy to Commander Hitchcock, U. S. Navy, commanding U. S. S. Susquehanna.

NAVY DEPARTMENT, *May 22, 1862.*

SIR: On your arrival off Mobile, to which place you will go with the greatest dispatch, you will remain until you hear from Flag-Officer Farragut, unless there shall be an ample force to meet and defeat any attempts of the enemy from that port.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander R. B. HITCHCOCK,

Comdg. U. S. S. Susquehanna, Hampton Roads, Va.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, U. S. Army, stating that the general opinion was not in favor of attacking Vicksburg.

U. S. GUNBOAT KENNEBEC,

Below Vicksburg, May 22, 1862.

DEAR GENERAL: I received your kind note,* together with the mail, by the steamer *Fox*. My ship had got off and was about 40 or 50 miles below Vicksburg, at Grand Gulf, which is the most dangerous part of the river, and beyond which I am unwilling to risk the large ships.

It appears to be the general opinion here among the officers, General Williams included, that there is very little use in attacking Vicksburg, as the guns on the heights are so elevated that our fire will not be felt by them. As they have so large a force of soldiers here, several thousand in and about the town, and the facility of bringing in 20,000 in an hour by railroad from Jackson, altogether [I] think it would be useless to bombard it, as we could not hold it if we take it. Therefore we have determined to blockade it and occasionally harass them with fire until the battle of Corinth shall decide its fate. General Williams is going up the Red River, where he thinks he may be more useful, and I have given him a gunboat to accompany him. I shall soon drop down the river again, as I consider my services indispensably necessary on the seaboard. I am greatly obliged to you for your kindness in towing up my coal vessels. I do not see that I can be of any service here, and I do not see as General Williams will be of any use here with the small force he has. I shall endeavor to get down as soon as possible.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Major-General B. F. BUTLER, U. S. Army,

New Orleans, La.

I have already supplied your troops with as much bread as I could spare, as well as pork. They have been able thus far, I think, to get fresh beef, but are much in want of bread and flour.

* Not found.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Morris, U. S. Navy, advising the retention of prize steamers of light draft for blockading purposes.

U. S. GUNBOAT KENNEBEC,
Below Vicksburg, May 22, 1862.

DEAR CAPTAIN: I received your letter, together with enclosures, by steamer *Fox*. I do not wish you to turn over any more prize steamers of light draft to the army, as they are indispensable to us in blockading the western coasts [of] Louisiana and Texas. If I had a dozen of them they could be profitably employed in the waters of the Atchafalaya. If we could mount but one howitzer, it would be sufficient to make prizes of vessels running the blockade. I was pleased to hear Captain Read had been so successful in the waters of Pontchartrain. I must endeavor to get down as soon as possible and attend to my duties on the seaboard.

We have coal enough up here at present, but when the *Tennessee* comes up, send a month's provisions and small stores for 500 men, if they are to be had. Our vessels are getting low in provisions, and have had to supply the army with five or six thousand pounds of bread and several barrels of pork.

You do not make any mention of the arrival of the *Pumpero* or other store vessel. Our vessels are out of many articles of stores now, as well as provisions. The provisions and small stores I spoke of just now are for the gunboats and not the ships.

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.
Captain HENRY [W.] MORRIS,
U. S. S. Pensacola.

Instructions of Flag-Officer Farragut, U. S. Navy, to Commander Lee, U. S. Navy, regarding operations against Vicksburg.

U. S. GUNBOAT KENNEBEC,
Below Vicksburg, Miss., May 22, 1862.

SIR: You will keep up a strict offensive blockade upon Vicksburg, firing upon them whenever you discover any work going on in the shape of batteries. A shell thrown in upon them occasionally will obstruct them and retard their work, besides keeping the town in a state of siege, cramping their supplies from below and above.

You will keep a good lookout for their gunboats, and endeavor to destroy them on the first opportunity. This blockade will have to be kept up until the battle of Corinth takes place, as the fate of Vicksburg will depend upon that battle. You will send one of the gunboats down to New Orleans, whenever your necessities are pressing, to communicate with the commanding naval officers for supplies, etc., or for repairs. The *Tennessee* will be sent up with provisions and ordnance stores as soon as I can; also a quantity of coal—five or six hundred tons per month.

One of the gunboats should be sent down the river as low as Natchez occasionally, say about once a week, to look at the bluffs to see that no batteries are erecting below to prevent your descent. So soon as

the river begins to fall you will keep a careful watch upon it and drop down before the shoal places are reduced below 12 or 14 feet water.

Very respectfully,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.
 Commander S. PHILLIPS LEE, U. S. Navy,
Senior Officer, Commanding Blockade.

Order of the Secretary of the Navy to Captain Powell, U. S. Navy, commanding U. S. frigate Potomac, regarding the disposition of that vessel.

NAVY DEPARTMENT, May 23, 1862.

SIR: Proceed with the *Potomac* to Ship Island, where you will receive instructions from Flag-Officer Farragut concerning the disposition of that vessel.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain L. M. POWELL, U. S. Navy,
Commanding U. S. Frigate Potomac, Key West.

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Lee, U. S. Navy, giving his reasons for not attacking Vicksburg.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, Miss., May 24, 1862.

SIR: Yours* of the 22d instant has been duly received, and in reply I have to state that you are entirely mistaken as to my reasons for not bringing up the ships and attacking the town of Vicksburg. I rather temporarily yielded from the force of circumstances than to any opinion I had formed as to the propriety of blockading Vicksburg rather than attacking it, which circumstances were the difficulty of navigating the Mississippi River with the large vessels and the impression which seemed to prevail with yourself and the officers of the advance division of the inadequacy of the force at Vicksburg to take the place.

This brings me to the concluding paragraph of your letter—that of superseding you in the command. No one seemed to be more impressed than yourself with the inadequacy of the force, and the only disposable vessels I had to add to it were the *Iroquois* and *Katahdin*, and the commander of the *Iroquois* was your senior. You had already enjoyed the privilege of your seniority and it was but right that Commander Palmer should have the same privilege.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Western Gulf Blockading Squadron.
 Commander S. P. LEE,
Commanding U. S. Gunboat Oneida.

* Not found.

Circular.

U. S. S. IROQUOIS, *May 26, 1862.*

The vessels, one at a time, in the order of the rank of their commanders, will take the advance guard, keeping underway between dusk and daylight, preserving a position about a mile from our anchorage. A red light and a gun will be the signal for the approach of the enemy, when the vessels will all get underway ready for action, with plenty of steam, and show a red light.

In case of an attempt to ram one of our vessels, two others will ram the rammer, firing into the enemy, of course, whenever there is an opportunity to do so with effect, and without injury to our own vessels, being careful to put wads over their solid shot, should their guns be depressed. When underway, two red lights will be the signal to fall back in good order.

Our policy, in case of a fight, is to get above the enemy and run him down, and fire when practicable. Each vessel will, by boat, sound out the passage inside the sunken island on our starboard side, and learn how near it may safely be approached, both above and below the bushes on it. Captain Lee will take the advance to-night.

The vessels having the advance will, on the second morning after, proceed to and a little below Warrenton and reconnoiter carefully, to see that the enemy have erected no batteries commanding the passage of the river there. Throw a shell at any known or suspected place of a battery. Commanders will report upon their return.

J. S. PALMER,

Commander, Commanding Blockading Squadron.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, to perform duty in towing coal vessel.

U. S. FLAGSHIP HARTFORD,
Mississippi River, May 26, 1862.

SIR: You will tow down to New Orleans the coal vessel *Golden Lead*, the captain of which will hand you this order, and on your way down you will fill up your vessel with coal from her.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Captain T. T. CRAVEN,
Commanding U. S. S. Brooklyn.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Ransom, U. S. Navy, commanding U. S. S. Kineo, to perform duty in towing coal vessel.

U. S. FLAGSHIP HARTFORD,
Mississippi River, May 26, 1862.

SIR: As I am very anxious for you to get to Red River as soon as possible, you will take the coal brig *John R. Rhodes* in tow alongside

of you, and coal from her on your way down, and leave her at the mouth of the Red River, to be taken down to New Orleans by the *Tennessee*.

Very respectfully, your obedient servant,

H. H. BELL,
Commander, U. S. Navy, for Flag-Officer
Western Gulf Blockading Squadron.

Lieutenant Commanding G. M. RANSOM,
Commanding U. S. Gunboat *Kineo*.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Johnson, U. S. Navy, commanding U. S. S. Tennessee, to perform duty in towing coal vessels.

U. S. FLAGSHIP HARTFORD,
Mississippi River, May 26, 1862.

SIR: You will take the coal brig *John R. Rhodes* in tow, which vessel you will find at the mouth of the Red River, also the coal vessel *Pleiades*, the captain of which will hand you this order, and you will take them both down to New Orleans.

Very respectfully, your obedient servant,

H. H. BELL,
Commander, U. S. Navy,
For Flag-Officer Western Gulf Blockading Squadron.

Lieutenant Commanding P. C. JOHNSON,
Commanding U. S. S. *Tennessee*.

Report of Lieutenant Preble, U. S. Navy, commanding U. S. S. Katahdin, regarding the operations of that vessel in the Mississippi River from May 13 to 26, 1862.

U. S. S. GUNBOAT KATAHDIN,
Mississippi River, May 26, 1862.

SIR: Agreeably to orders from Captain Morris, I left New Orleans on the morning of the 13th instant and proceeded to Pilot Town, where I arrived the same evening and transferred my sick to the hospital. In passing down the river, I spoke all the coal vessels between New Orleans and Pilot Town and ordered them to proceed to New Orleans with such dispatch as wind and weather would allow, taking tow, when tow was to be obtained, from any passing steamer.

The following morning I made fast alongside of the brig *J. R. Rhodes*, laden with 240 tons of coal, and, coaling as I proceeded up river, arrived at New Orleans on the 16th, and there received orders from Captain Morris to continue on with her to the squadron.

Received his dispatches and got underway the same evening and continued on up river. On the 17th, we fell in with the prize steamer *Fox*, aground, and anchored near her, rendering her every assistance in our power, and then proceeded until 11 p. m. and anchored. Late that night the *Fox* came along, having been got afloat, when I dispatched by her all the mails and letters I had on board for the squadron. On the 18th, at the plantation of a Mr. Burbank, 50 miles above

New Orleans, the ladies came out displaying an American flag, evidently of home manufacture, having a stripe as well as a star for each State of the Union. We cheered this evidence of patriotism and Union feeling, and dipped our ensign in further acknowledgment.

The same day we and the brig grounded twice, but got off without difficulty. On the 19th, we landed at the plantation of a Mr. Branger, to procure marketing, where we were informed by the negroes their master had left three days previous for the army at Corinth to serve as a private, being unable to obtain a commission. They said also the last year he had made 1,200 hogsheads of sugar on his plantation, which was all in store, none of it having been sold or removed. On the 21st, I received a young man on board named Richard M. Lewis, who represented himself as a native of western Virginia, and had escaped in his skiff from Grand [Big] Bend, on the Red River, because they wanted to force him to be a soldier. He said that about two weeks ago a party of about 100 Union men assembled secretly at Marksville to devise measures to preserve their cotton; that a skirmish with the rebels ensued, in which two or three were killed and some wounded, and about 30 of the Union men made prisoners and the remainder dispersed.

About 400 militia are now assembled at Marksville, who are taking up all suspected persons, stopping supplies, etc. They have interrupted, if not entirely stopped, the supply of provisions to New Orleans from Red River. He said the evening before our ships arrived at New Orleans that Governor Moore left in the steamboat *General Hodges* for Red River, and, report said, took with him \$2,000,000 in specie, which he carried to Monroe, in Louisiana, on the Washita [Ouachita]. His informant was a young woman, the daughter of the woman he worked for, who, with 300 other women, came up in the *Hodges* from New Orleans as passengers.

On the 24th I sent the young man on board the *Fow*, to be taken to New Orleans. We grounded again about 11 p. m., the 21st, but backed off without injury, and came to anchor soon after midnight until daylight, when we again got underway.

The 22d we passed Fort Adams. The 23d, grounded again abreast of Ellis Bluff [Cliffs], 18 miles below Natchez, unable to stem the current with our tow. Fortunately, the same evening, the *Fow* came along, and I pressed her into my service, and soon after got the brig and ourselves afloat, the brig drifting off into the stream and we remaining alongside the bank. In the morning the *Fow* took the brig in tow and towed her beyond Natchez, and then proceeded down river. We then took the brig again in tow, and so kept her until we anchored her Sunday morning, the 25th, in company with the coal vessels *Althea* and *Golden Lead*, about 8 or 9 miles above Natchez, having towed her over 390 miles against the strong current of the river at an expenditure of 54 tons of coal.

We were boarded by the officer from the *Richmond* charged with the defense of the coal vessels, who reported that on the 21st, while on shore for marketing, four of his men were captured and taken as prisoners into the interior, and that on the 22d fire was opened upon the vessels from a fieldpiece, placed on a bluff on the left bank, but without effect, and that they dropped the vessels, where we found them, out of range. He has since learned that the prisoners were taken to Fayette, about 28 miles from Natchez.

It has been threatened, he says, to put two guns on the *Rosalie*, ferryboat, and come up and capture and burn the vessels.

After leaving the coal vessels, the same forenoon, I called alongside a boat with four white men in it, and took their paroles, which I enclose. The man named Katze, who had evidently been a soldier or an officer, at first refused to give his parole, but on my threatening to keep him a prisoner if he did not, concluded to sign it. After examining their baggage and papers, I released them with a pass to New Orleans, endorsed upon the duplicate of their parole, which I gave them. The only letter containing any information of interest found upon them I enclose, marked B.

I took occasion to say to these men, and asked them to repeat my words at Natchez, where they proposed stopping, that as lawless people had seized four of our unarmed men as prisoners, that perhaps it was my duty to keep them as such, and that if such a course was continued, we would be forced to retaliate and make prisoners of all persons found upon the river.

The coal schooner *Althea* having lost both her anchors, I loaned her one of the 400-pound kedges I took from the New Orleans levee; and to the captain of the *Rhodes* an iron metallic boat I picked up after our passage of the forts, he having loaned his only boat to the *Fox*, by whom it was sent back to New Orleans for assistance. I also gave permission to the *Fox* to supply herself with 7 tons of coal from the brig *Rhodes*. Monday morning, the 26th, when about 4 miles above Grand Gulf, we met and boarded the *Richmond*, going down, when, by Captain Alden's advice, I started to return to the coal brigs for their protection, as all the squadron was on its way down from Vicksburg, and he thought it unnecessary for me to proceed on. Soon after repassing Grand Gulf we heard the report of artillery in that direction, and also saw the *Laurel Hill*, and stopped our engine to allow her to come up, and sent a boat on board; found that she had been attacked by two fieldpieces, and had 1 man killed and 2 wounded.

At General Williams's request I turned around to return to Grand Gulf to attack the battery, when the *Brooklyn* and *Kineo* hove in sight, and also went around and stood upstream with the same object, the other transport, *Ceres*, having been fired into.

As I was proceeding up the river I received your verbal order to proceed to Vicksburg and report to the *Oneida*, which I shall hasten to obey.

On our arrival at Grand Gulf, the *Kineo* being in the advance, fired a few shots, when a flag of truce was shown and the *Brooklyn* ordered "Cease action."

Very respectfully, your obedient servant,

GEORGE H. PREBLE.

Flag-Officer D. G. FARRAGUT,

Comdg. Western Blockading Squadron, Mississippi River.

Report of Lieutenant Weitzel, U. S. Engineers, giving his opinion regarding the requirements for holding New Orleans.

HEADQUARTERS DEPARTMENT OF THE GULF,

New Orleans, May 27, 1862.

MAJOR: I have heard from pretty good authority that the steamer *Cathoun*, now on duty in Lake Pontchartrain, has been ordered to Pensacola, and this has compelled me to make the following statement

of what I consider necessary for a thorough possession and defense of this place:

The land forces must thoroughly occupy the city and hold securely the lines above Carrollton. I consider the present force and its disposition sufficient for that purpose under present circumstances.

The naval forces must keep perfect control of the river and Lake Pontchartrain. The present disposition of the naval vessels is adequate to keep the city in subjection and protect our left flank above Carrollton. A few gunboats to keep the river clear above us is all that is necessary there, and this is of great importance. We have undoubted information that attempts are at this moment being made to supply Beauregard's army with fresh beef from Alexandria, La., and in this way, viz, via Red, Black, and Tensas rivers, by land to a point above Vicksburg, and then across the river to Corinth.

In the lake there should be one boat (say the *Creole*) continually at Pass Manchac. This was mentioned at Washington before we started even as of the highest importance. The *New London* and *Calhoun* are not the least more than sufficient to keep the lake clear and well blockaded, particularly as the draft of water of the former will often render her unserviceable. I must therefore protest against the removal of the *Calhoun* from the lake unless she is replaced by another vessel of as light draft of water.

There is no point in the United States which, to be held, requires such a harmonious cooperation of the land and naval forces as this. This cooperation will be especially necessary when the requisite land forces for the operations at Mobile are withdrawn. I have therefore deemed it my duty to submit this, and I request that a copy of it be furnished the flag-officer. Neither the *Mississippi*, *Pensacola*, nor *Portsmouth* can be used at Mobile, on account of their draft of water. They can nowhere be better employed than here. The gunboats employed in scouring the river above us and cutting the lines of supplies and communication of the enemy will undoubtedly soon be relieved by the gunboats under Flag-Officer Foote.

Should the enemy by any success be able to detach a force sufficient to warrant the attempt, I have no doubt it would be made. Under the above arrangement of land and naval forces it would be futile. The prize is too important to be endangered in the least degree, and I am perfectly willing to be considered overcautious rather than to have neglected representing this matter in such strong terms.

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

G. WEITZEL,

Lieut., U. S. Engineers, and Chief Engineer, Dept. of the Gulf.

Major GEORGE C. STRONG,

Assistant Adjutant-General, Department of the Gulf.

Letter From Flag-Officer Farragut, U. S. Navy, to the mayor of Baton Rouge, La., making enquiry regarding the removal of United States flag from the arsenal.

U. S. FLAGSHIP HARTFORD,

At anchor off' Baton Rouge, May 28, 1862.

SIR: I regret to see that notwithstanding your assurance that the citizens of Baton Rouge would not interfere with the United States

flag flying over its arsenal, that nevertheless it has been taken down during my absence, thereby showing that it will not be permitted to fly unless protected by a military force. This I had hoped to avoid, and I trust that you have some explanation to make, showing that it has been the work of lawless persons.

I will be pleased to see your honor on board.

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

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

His Honor the MAYOR OF BATON ROUGE.

Letter from the French vice-consul at Baton Rouge, La., to Flag-Officer Farragut, U. S. Navy, in behalf of the citizens of that city, disclaiming responsibility for attack upon a United States vessel.

OFFICE OF VICE-CONSUL OF FRANCE,
Baton Rouge, May 28, 1862.

SIR: In the temporary absence of the mayor of Baton Rouge, and in the recess of the council of the same city, I am requested and authorized by the citizens to inform you that the attack which was made on one of your small boats this morning, and subsequently firing on one of your vessels, were made by a troop of mounted men from the country:

The citizens, therefore, wish that the city may not be held responsible, and thousands of unprotected women and children exposed to the dangers of a cannonade and bombardment and driven from their homes in consequence of proceedings which they could not control. As early as possible, no doubt, the authorities or the citizens will send a communication to the commander of the rangers, urging him to avoid compromising the safety of the women and children and the security of the property of the city by skirmishing with your forces within the corporate limits. In the meantime it is hoped and expected that hereafter, should you deem it proper to cannonade or bombard the city, you will give timely notice for the withdrawal of the women and children and all noncombatants.

I assure you, sir, of my high respect,

L. BONNECUZE,

Vice-Consul of France, Baton Rouge.

Commodore FARRAGUT, U. S. Navy,
Off Baton Rouge.

Letter from Flag-Officer Farragut, U. S. Navy, to the French vice-consul at Baton Rouge, La., promising to give notice before attack.

U. S. FLAGSHIP HARTFORD,
At Anchor off Baton Rouge, [May 28, 1862].

SIR: In reply to your communication of this morning, I have to state that no one could have been more surprised than myself at the wanton attack made upon my small unarmed boat, with an officer and four boys, while attempting to land at the foot of one of your streets. I felt assured at the time that it must be the act of some lawless band,

as I had received every assurance from the mayor and council, and even from many of the citizens of Baton Rouge, that every effort would be made by them to preserve order and prevent any overt act that might in any way compromise their town. Hence you may easily imagine my surprise at the salutation we received this morning. Notwithstanding the provocation, however, I did everything in my power to avoid the destruction of either life or property of the citizens of Baton Rouge. I endeavored, as far as practicable, to inflict the punishment where it was due. Should there be no further attack upon us, there will be no necessity for my firing upon the town, but I can not promise that when attacked I will not return the fire, but you may be assured that if time and opportunity are given, you shall have due notice for the removal of the women and children.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

VICE-CONSUL OF FRANCE,
Baton Rouge.

Report of Brigadier-General Williams, U. S. Army, regarding measures of cooperation with the naval forces off Baton Rouge.

HEADQUARTERS SECOND BRIGADE,
Baton Rouge Arsenal, May 29, 1862.

MAJOR: My last report from just below Vicksburg is supposed to have reached headquarters by the hands of Lieutenant McCoy acting brigade commissary, sent with the steamer *Benton* for subsistence stores and clothing; ammunition, also much needed for our small arms, should have been required at the same time. The latter is now nearly exhausted.

Arriving here this morning at 6:30 a. m., under escort of the war sloop *Brooklyn* and gunboat *Kineo*, I found the flag-officer off the town with the *Hartford* and *Kennebec*. Having called upon the flag-officer, he represented to me that the inhabitants, in momentary expectation of sack, burning, and pillage at the hands of the rebels, entreated our protection, and that he himself had opened the batteries of his own vessel on a party of irregular cavalry who rode down to the water's edge yesterday and fired into one of his boats, wounding an officer and 2 men. With a view of saving the public buildings and affording protection to the lives and property of loyal citizens, the flag-officer suggested the expediency of landing the troops, in which I the more readily concurred, the troops requiring rest, the means of cooking, and cleaning themselves. To enable me to effect this, my subsistence being exhausted, the flag-officer has kindly supplied me with subsistence, chiefly bread and meat, for three days. Meanwhile I must rely on the return of the *Benton*, with Lieutenant McCoy, and such supplies of fresh meat as it may be in my power to procure from the surrounding country, invested with guerrilla bands.

* * * * *

The steamer *Star*, with subsistence stores, Lieutenant McCoy in charge, has, as I write, arrived from New Orleans, and brings Major-General Butler's dispatch of May 27.

* * * * *

I shall refer to the flag-officer, requesting the assistance of one or two gunboats, what the major-general commanding says about the probable attempt of the rebels to bring troops and beef cattle down the Red River and thence by the way of the [Big] Black River to rear of Vicksburg, but in my position here and objects here shall await his further orders before taking part with the troops in intercepting, etc. [Big] Black River enters the Mississippi at Grand Gulf, some 40 miles below Vicksburg, and intersects the Jackson Railroad some 12 miles behind Vicksburg. I suggested to the flag-officer a movement by that river on the rear of Vicksburg, to destroy the railroad bridge at the railroad crossing of the [Big] Black River, understood to be about 1 mile long, but on consulting the pilots they said the river was not navigable for our gunboats; that the trade by the river was inconsiderable, and carried on by boats of the lightest draft. When off Vicksburg we learned from negro runaways that the rebels had a battery of four guns at the railroad bridge for its protection and to defend the approach up the [Big] Black River, and while at the town of Grand Gulf (mouth of the [Big] Black River), the 26th, were informed by like authority that a battery of eleven guns had been placed 12 miles above the mouth as a further defense against our advance. It is proper for me to report that, having, on the 26th, been fired on by a field battery of four guns when off the town of Grand Gulf and descending the river (with the loss of 1 man killed and 1 officer slightly wounded), the gunboat *Kineo*, at the instance of Captain Craven, fired several shot and shell into the town, and the battery, with its camp, about $1\frac{1}{2}$ miles in rear of the town, was thereby persuaded to leave. Learning, however, toward evening, that they had left their camp and one gun behind in their hasty flight, I dispatched four Wisconsin companies, under Major Boardman, to capture the gun and remove and destroy the camp. These troops came up as the last of the rebels were leaving, guns and tents having preceded them. A few shots only were exchanged between pursuers and pursued, and the pursuit discontinued as the night came on. One of our men was slightly wounded in the left arm and several of the rebels were seen to fall. It would have been well had matters ended thus and we should still have been gainers, but I regret to say that my aid-de-camp, Lieutenant George De Kay, who volunteered to accompany Major Boardman, having most inconsiderately placed himself in advance of the advance guard, was severely, and it is feared fatally, wounded, receiving seven buckshot in the left arm and five in the left side and back. * * *

I regret to say that the flag-officer left for New Orleans before I could communicate with him respecting the probable transmission of men and supplies by the rebels via the Red River and the [Big] Black River to Vicksburg, but would respectfully here suggest that a gunboat at the mouth of either river would effectually stop any such proceeding. The gunboats *Kineo* and *Kennebec* left here by order of the flag-officer for the protection of Baton Rouge—I should suppose not available for that service at this time, if I had the authority to order them. * * *

While writing, Captain Bailey, the officer of the day, is announced, and reports he has reliable authority, or at least the authority of loyal men, for saying that Colonel Wingfield, of the rebels, with 2,500 men is, at this writing (4 p. m.), within 3 miles of the town, and is supported 5 miles in rear by a force of 7,000, with sixteen guns, supposed

to be siege guns. He is informed by the same source that the rebel chief has notified all the families to leave the town with their effects, and says the families are leaving in great consternation. I have made up my mind how to defend the town, and am about to confer on the subject with our friends of the Navy, Captains Ransom and Russell of the gunboats *Kinco* and *Kennebec*, respectively.

Respectfully, your obedient servant,

T. WILLIAMS,
Brigadier-General Volunteers.

Major GEORGE C. STRONG,
*Acting Assistant Adjutant-General,
Headquarters, New Orleans.*

*Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Russell,
U. S. Navy, commanding U. S. S. Kennebec.*

U. S. FLAGSHIP HARTFORD,
Off' Baton Rouge, May 29, 1862.

SIR: You will remain with the *Kennebec* under your command at this anchorage until you receive further orders from me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant Commanding J. H. RUSSELL,
Commanding U. S. Gunboat Kennebec, off' Baton Rouge.

*General order of Flag-Officer Farragut, U. S. Navy, requiring the
enlistment of contrabands.*

U. S. FLAGSHIP HARTFORD,
Off' Baton Rouge, May 29, 1862.

Below you will find an extract from a communication from the Navy Department in relation to the enlistment of contrabands, by which you will be guided.

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

The large number of persons known as contrabands flocking to the protection of the United States flag affords an opportunity to provide in every department of a ship, especially for boats' crews, acclimated labor. Flag-officers are required to obtain the services of these persons for the country by enlisting them freely in the Navy, with their consent, rating them as boys, at \$8, \$9, and \$10 per month and one ration. Let a monthly return be made of the number of this class of persons employed on each vessel under your command.

*Letter from Flag-Officer Farragut, U. S. Navy, to Brigadier-General
Williams, U. S. Army, regarding articles made by convicts for use of
the Confederates.*

U. S. FLAGSHIP HARTFORD,
Off' Baton Rouge, May 29, 1862.

SIR: The keeper of the penitentiary here informs me that the Confederates are having tents, bowie knives, and other useful articles for their forces made there by the convicts.

I have to request that you will have all the coal vessels remaining at this place towed down to New Orleans should there be no naval vessels present to take them down at the time of your leaving.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Brigadier-General T. WILLIAMS, U. S. Army,

Commanding U. S. Land Forces, Baton Rouge.

Detailed report of Flag-Officer Farragut, U. S. Navy, regarding operations in the Mississippi River.

No. 100.]

U. S. FLAGSHIP HARTFORD,

At Anchor off New Orleans, May 30, 1862.

SIR: I have just arrived here from up the river as high as Vicksburg, at least 300 miles farther than I was ever from sea water before since the days of my childhood.

So soon as New Orleans was taken and the necessary preparations of coaling, etc., made by the gunboats, I directed Commander S. P. Lee to push up the river to Vicksburg to cut the railroad and do whatever was necessary to cut off the supplies of the enemy. I soon after sent Captain Craven in the *Brooklyn*, and Commander Palmer arriving to take command of the *Iroquois*, I ordered him up to take Baton Rouge and Natchez, his vessel being in bad condition. From all I could hear of the river, it was thought a great risk to send the large ships above Baton Rouge. In fact, the rebels exulted in seeing our ships go up, as they said we would never get one of them back again. I was unavoidably detained some days by the business of the squadron in New Orleans, but, notwithstanding, I arrived at Baton Rouge the day after Captain Craven, and approved the act of Commander Palmer in the demand of the surrender of the place, and then I pushed on to Natchez and did the same thing. In the meantime I got the ship aground and was very near losing her, but, fortunately, by taking out some of the guns and coal, I got her off in two days, but my health suffered from anxiety and loss of sleep. We have no pilots. We take the boatmen who go up in the steamers or flatboats, and generally have to force them, but they know little or nothing of the river's depth or channel for vessels of our draft. I at last arrived at Vicksburg, when I learned from Commander Lee that he had been detained by first one cause and then another, so that he only arrived two days before me, and in the meantime the enemy had removed heavy columbiads from the seaboard (Pensacola or Mobile) and placed them on the heights, eight or ten in number, where we could not reach them with our guns, and the men were perfectly covered by the edge of the hill, and they had, some said eight and some ten thousand men, to defend the place, and full military possession of the country in the rear by General Lovell, of 30,000 men at Jackson. In the meantime General Williams arrived with 1,400 or 1,500 men, in transports, and I had a consultation with him and the officers in command of the vessels, and the general and a large majority of the commanders concurred in the opinion that it would be better to keep the force as a blockade of the place than to run by, having the gunboats of the rebels, fifteen in

number, which are all fitted for ramming, in front, with ironclad bows and ironclad surroundings to their machinery, and the fortifications of Vicksburg in the rear, and a most difficult navigation of five or eight hundred miles to our supplies, which were nearly exhausted, and the river beginning to fall. All these considerations induced me to abandon the idea of attacking Vicksburg beyond harassing it, to prevent the erection of more batteries.

I also found the troops without provisions, and we were obliged to supply them as far as possible, and even then they lived on half rations more than half the time, so I left all the gunboats—*Iroquois*, *Oneida*, *Wissahickon*, *Sciota*, *Winona*, and *Katahdin*—off that place and returned to this place this morning.

I have sent the gunboats a supply of coal, and will send them provisions as soon as possible. No one can form an idea of the difficulties the vessels have to contend with in this river. Everything—that is, coal and provisions—have to be towed up the river to them. Their coal did not last them halfway up. I obtained 300 tons at Baton Rouge, by which means I got the boats forward on the way up. I then had the *Tennessee* filled and sent up, and Captain Morris had several coal vessels towed up to Natchez, but on my way down I found that the guerrilla system had been adopted by the enemy, and that three or four of the men who ventured to land had been seized and made prisoners. I determined to move the coal vessels down to Baton Rouge, where we had a force to protect them. On my way down the army transports were fired into at Grand Gulf, and General Williams determined to burn the town, but the inhabitants protested their innocence and said it was the act of a band of guerrillas, over whom they had no control. He pursued them a short distance, and had one of his aids, Lieutenant De Kay, badly wounded and one of his men killed. When I arrived at Baton Rouge, the chief engineer, Mr. Kimball, asked to land at a house on the wharf in the dingey while I was addressing a letter to the mayor, to get his washed clothes, and, as we had always been well treated at Baton Rouge, I granted the request, but cautioned him. They did not give him time to land, but the boat got ashore and thirty or forty guerrillas ran down and fired into the boat at a very few yards distance, putting three buckshot into Mr. Kimball, and wounding two of the boys also. They got off, however, and none of their wounds is dangerous. I shelled them from this ship and the *Kennebec* so long as there were any to be seen, but I spared the town as much as possible. The citizens came on board and denounced the act as a most cowardly act on the part of the guerrillas, but confessed that they had not the power to control them, and appeared grateful to me for not injuring the city more. The mayor was absent, but returned in the afternoon and came on board and made all the explanations he could of the same character, and they all protested that they would try and raise a sufficient force to control them, but as General Williams arrived the next morning, he landed and took possession of the United States barracks, and has now some 3,000 men there, with two parks of artillery. The women and children were ordered to leave the town in the afternoon by the guerrillas, who said they intended to attack General Williams, which I do not believe they will do. I brought down three Northern females, who had been teaching school there and had become odious simply because they were Northerners. I left two gunboats to protect the general at Baton

Rouge, the *Kennebec* and *Kineo*, and returned to this place to obtain supplies, having been compelled to give everything we could possibly spare to the general for his troops, since when his supplies have reached him.

Thus, sir, you have the account of my cruise up the river; one of greater anxiety I never had. The elements of destruction to the Navy in this river are beyond anything I ever encountered, and if the same destruction continues the whole Navy will be destroyed in twelve months. More anchors have been lost and vessels ruined than I have seen in a lifetime, and those vessels which do not run into others are themselves run into and crushed in such a manner as to render them unseaworthy.

I have not at this moment one-third of the vessels fit for duty outside, and if struck by the ram, which they say is at or near Vicksburg, the *Arkansas*, there is not one that will resist her; their sides are smashed in, their cutwaters entirely broomed up and removed. The *Troquois* is pronounced by the engineers, by survey, as the one requiring a total overhaul and should be the first sent home. They all require more or less repairs to their machinery, but the hulls all require docking—ribs broken, plank-sheer gone, stems torn off to the wood ends, etc. It is the result of carelessness in almost every instance on one part or the other, but the results have been most disastrous, added to which, half the men's times are out, and they are becoming clamorous to go home (all the one-year men—the *Colorado's*, *Santee's*, *Montgomery's*, and many men on board the *Pensacola*), and while I am worked beyond my physical ability to keep up with my work, I find everything suffering on the coast. Complaints of wants of all kinds come to me when within striking distance, so that I feel compelled to go to Ship Island, or outside, to attend to the wants of my squadron for a short time.

In the meantime General Butler proposes to ascend the Mississippi with 7,000 men to assist in the taking of Vicksburg, provided that Commander Porter will send six to ten bomb vessels to shell the heights. The river is now falling, and if the ships ascend they will never descend until next spring, if at all.

The Department will see that I am sadly off for vessels to carry out their orders, both as to the river and blockade of the coast. I hope, therefore, it will, at its earliest convenience, supply the deficiency in both vessels and men.

I have the honor to be, very respectfully, your obedient servant,
D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Report of Flag-Officer Farragut, U. S. Navy, on his return to New Orleans, regarding the need of vessels for his command.

U. S. FLAGSHIP HARTFORD,
At Anchor off New Orleans, May 30, 1862.

SIR: On my arrival from up the river I received your military telegram of May 16, by the *Dacotah*, directing me to carry out the orders of the Department of the 20th January last, by ascending the river.

I had already done so as far as I considered it possible under the circumstances. Going up a river and transporting supplies against a current of 4 or 5 knots, for many hundred miles, is a slow operation on the Mississippi, and our transports will be subjected to a fire from every bluff after passing Natchez. Even our troops were fired on from the bluffs at Grand Gulf, and the gunboat *Kennebec* at Ellis Cliffs, in coming down, when they pass with great velocity. What, therefore, would be the exposure in going up, of the merchant transports, when it requires an hour to make the bend? During the whole time she would be under fire from the bluffs.

As I am so much in want of vessels, I was grieved to part with the *Dacotah*, but as your order was for her to return to Hampton Roads, I considered it your wish that I should not consider her as originally one of my squadron; but if I do not receive additional vessels, the Department may be assured that we will be liable to disaster above, as they are preparing one of the largest rams, ironclad, and unless we have something of the same kind to meet her, it will be a chance if the gunboats are not destroyed by her. But I am satisfied that if they can ever get a fair broadside at her she will not succeed long, although the accounts of the attack on Foote's gunboats is pronounced a great success, even by our own papers. Why can not the Department spare us a monitor? It would be most gratefully received, as worth all the gunboats in the river.

I am, with great respect, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

G. V. Fox, Esq.,

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

Report of Commander Porter, U. S. Navy, regarding the transfer of the Mortar Flotilla from Ship Island to Pensacola, Fla.

U. S. S. OCTOBERA,

Pensacola, May 30, 1862.

SIR: I have the honor to report my arrival at this place with the Mortar Flotilla and four of the steamers. One (the *Owasco*) is cruising and the *Miami* and *Harriet Lane* are at Ship Island undergoing repairs.

A good deal of sickness broke out in the flotilla and I left Ship Island in consequence. I am happy to say an improvement took place as soon as I came here. We have still many cases.

The navy yard, though destroyed, offers more facilities for repairs than can be found anywhere else. Many kinds of ironwork useful for ships are at hand, ready made, left behind by the rebels. The wharves are serviceable still, and the shears are standing, though somewhat injured. I find part of the smithery still remaining, and am working in the yard on repairs needed in the flotilla. I would beg leave to recommend, sir, that the blacksmiths at Ship Island be removed to this yard, where there is plenty of accommodation for them outside, and buildings inside capable of being turned to good purpose. They are much dissatisfied at Ship Island, and half of them will die if left there. Here they will be satisfied. Ship Island is perfectly valueless now

that Pensacola is in our possession, and I take the liberty, in the absence of the flag-officer, of recommending that all material be moved to this place. Two ships came to Ship Island drawing too much water to go inside. I consulted the requirements of the public service and ordered them here to discharge in the navy yard, where there is already 400 tons of anthracite coal. I also brought up here the three vessels containing ammunition sent out in the *Baltic*. I have written to the flag-officer reporting these matters, but there is little chance at present of getting any instructions.

I stopped off Mobile yesterday to reconnoiter the forts. I am under the impression that few men remain in them, and that Fort Gaines is almost dismantled. They are fortifying "up the bay" with the guns taken out of the forts. One steamer ran the blockade from Mobile last Tuesday in a fresh gale, loaded with 2,000 bales of cotton. She was chased hard by the mortar vessel *C. P. Williams*, A. R. Langthorne, acting master, who gained on her and was throwing shot into her amidships when his chain bobstay parted and he was obliged to take in sail to save his masts. There is one more steamer at Mobile ready to slip out, and that will be the last of them. The *Owasco*, Lieutenant Commanding Guest, is on the lookout for her. The rebels are still hanging around in guerrilla parties, but our presence, I think, will drive them away entirely. The fact of a naval force being necessary here induced me to come, besides other considerations. I hope my move will meet with the approbation of the Department.

We are leading rather an inactive life for us, though I keep the vessels cruising all I can off Mobile and along the coast.

It will be gratifying when we hear that our services will be needed again. This is a large flotilla to be kept idle in a war where every man's energy is needed to bring rebellion to a close.

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

DAVID D. PORTER,
Commanding Mortar Flotilla.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Ransom, U. S. Navy, commanding U. S. S. Kineo, regarding the capture of steamer Ella, from the Red River.

U. S. GUNBOAT KINEO,
Off Baton Rouge, May 31, 1862.

SIR: The steamer *Ella* (Master Henry W. Keags) has been intercepted at this place, by Lieutenant Commanding Russell, with a cargo of corn and salt from Red River, and states that he has pledged himself to the person selling him his cargo not to carry the same to New Orleans.

Under the circumstances, I have deemed it proper to place an officer (Mr. G. A. Faunce, acting master's mate) and four men on board of her, to report to the flag-officer or the senior officer present at New Orleans.

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

GEO. M. RANSOM,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Commander Alden, U. S. Navy, regarding the supposed capture of four men left on the coal vessels above Natchez.

U. S. S. RICHMOND,
New Orleans, May 31, 1862.

SIR: I have respectfully to report that there are four men, viz, Edward Biggs (coxswain), Endix F. Dustin (ordinary seaman), Robert McClure (ordinary seaman), and Lawrence Brennan (landsman), who have been missing from this ship since the 25th instant; supposed to have been captured by the enemy. They were a portion of a boat's crew left by me with an officer on board the coal vessels above Natchez for their protection during our absence up the river.

It appears they, with others belonging to the *Sachem*, landed, unarmed, under the direction of the officer in charge, for the purpose of obtaining fresh provisions. Not finding any, the party strolled about the hills picking berries, till information came that some horsemen had been seen in their vicinity, when they immediately repaired to the boat, except the four men named above, who have not been heard from since, although a careful search was made for them by the officer in charge the same evening. The next morning the enemy fired several times from a fieldpiece upon the vessel, doing no damage, but compelling them to drop down the river out of range.

Respectfully, I am, your obedient servant,

JAMES ALDEN,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Information given by a deserter sent from the U. S. ship Bohio, off Petit Bois, to the U. S. S. Kanawha.

Roman Romero, born in Mexico, states that he ran away, in company with three others, on Sunday, June 1, 1862, from the city of Mobile, to save being pressed and put on board the gunboats.

He reports that three gunboats, steamers, one schooner (1 swivel and 2 howitzers), and a battering ram with 3 guns, 2 aft and 1 forward; gunboat *Florida*, 4 rifled guns; *Gaines*, 10 guns, rifle forward and abaft, with swivels; *Morgan*, 10 guns, rifle forward and abaft; also that troops were coming to Mobile from Corinth—arrived Friday, May 30. The passage is blocked up between Fort Morgan and Sand Island with piles and sunken vessels; that it was done since the capture of New Orleans. They were removing the guns, etc., from Fort Gaines to Cedar Point. Coffee at Mobile, \$3 per pound; sugar, 3 pounds for \$1; bread, \$12 per barrel; lard, \$1 per pound. The soldiers are badly fed and clothed, but would fight to the last.

They have dug a trench around the city about 30 feet wide. Everyone, both rich and poor, are obliged to assist six hours each day and are erecting a battery on the banks. They have two batteries in Spanish River—one on each side—one with 7 guns and the other 6. He states also that he has been fishing about Mobile for seven years and knows all about the bay.

Letter from Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, to Captain Eagle, U. S. Navy, offering the services of that vessel for operating against Galveston, Tex.

U. S. S. CONNECTICUT,
Off Galveston, June 2, 1862.

MY DEAR CAPTAIN: Having been informed that you had required the surrender of the town of Galveston, I hereby offer you the assistance of my ship, if her services can be made available toward compelling the enemy to comply with your demand.

Very respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Captain HENRY EAGLE, U. S. Navy,
Commanding U. S. Frigate Santee, off Galveston.

Report of Lieutenant Read, U. S. Navy, commanding U. S. S. New London, regarding the capture by that vessel of the yachts Comet and Algerine, June 2, 1862.

U. S. S. NEW LONDON,
Off New Basin, June 3, 1862.

SIR: Yesterday I sent a boat into the canal leading to the New Basin and seized two yachts, one the *Comet*, of about 20 tons, the other a much smaller boat, named *Algerine*. The *Comet*, I understand, belongs to a man by the name of Lytle, living on the opposite side of the lake coast.

Very respectfully, your obedient servant.

A. READ,
Lieutenant, Commanding.

Flag-Officer DAVID G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, Gulf of Mexico.

Capture of British schooner Will-o'-the-Wisp, June 3, 1862.

Report of Lieutenant Hunter, U. S. Navy, commanding U. S. S. Montgomery.

U. S. S. MONTGOMERY,
Off the Rio Grande, June 3, 1862.

SIR: I have the honor to inform you that I have seized and sent to Key West for adjudication the British schooner *Will-o'-the-wisp*, belonging to Lunenburg [Lunenburg, Nova Scotia ?].

This vessel arrived off this anchorage 27th April last; was boarded, her register endorsed, her papers examined; no contraband appeared on her manifest.

She was from Halifax, cleared for Matamoros, her manifest declaring an assorted cargo of flour, fish, etc.

A week ago she got underway from this anchorage and was at sea two or three days. This morning, the *Will-o'-the-wisp* being a half mile to the northward and eastward of us, I saw barrels go from her to a lighter that was alongside. I suspected there might be arms or powder on board from hints I had received. I sent a boat with 2 officers, 4 rowers, and 2 searchers. They first examined the goods on

board the lighter and then went into the hold of the *Will-o'-the-wisp*, where a partial examination disclosed kegs of gunpowder in fish barrels and in bags, percussion caps, thick shoes, and a large case or cases marked clothing. The officers made a signal, and I sent another officer, with orders to take possession of her if gunpowder or arms were on board, which he did; after which the lighter, a small one of 10 tons, was discharged into the schooner, and as no contraband was on board she was not detained.

There were no papers of any kind found on board the *Will-o'-the-wisp* except a receipt for her register, etc., from the British vice-consul at Matamoras. I (shortly after taking possession) dispatched a messenger with a letter to our consul in Matamoras, a copy of which I enclose.

The *Will-o'-the-wisp* was on the American side of the Rio Grande, about a mile from the shore, the point of the left bank of the mouth of the river bearing S. W. by W. We are anchored on the American side of the river, and the *Will-o'-the-wisp* is north and east of us.

I am sir, very respectfully, your obedient servant,

CHARLES HUNTER,
Lieutenant, Commanding.

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

[Enclosure.]

U. S. S. MONTGOMERY,
Off the Mouth of the Rio Grande, June 3, 1862.

SIR: I have seized the English schooner *Will-o'-the-wisp*, having gunpowder on board, and shall to-morrow send her to Key West for adjudication.

I inform you, that those interested in her may send her papers or [anything] else that may be beneficial as against the captors before the prize court.

Very respectfully, your obedient servant,

CHARLES HUNTER,
Lieutenant, Commanding.

L. PIERCE, JR., Esq.,
U. S. Consul, Matamoras.

Report of Flag-Officer Farragut, U. S. Navy, transmitting letter from the commanding officer of H. B. M. S. Phaeton, protesting against the capture.

No. 135.]

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, Miss., July 8, 1862.

SIR: I herewith enclose the letter of Captain Tatham, of her Britannic Majesty's navy, in relation to the capture of the *Will-o'-the-wisp*, off Brazos. According to the statement of Captain Tatham, it appears to me that there could be no doubt as to the right of capture, as the prize was lying in Texan waters, and unloading powder, but the courts will decide that question when the case is brought before the proper tribunals. The fact that the vessel had been lying in Mexican waters, and landing goods in Mexico, certainly gives no presumptive evidence

of her legitimate character after she changed her position to Texan waters.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Comdg. Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

STEAMSHIP PHAETON,

Off Rio Grande, June 16, 1862.

SIR: It becomes my duty, as senior officer in the Gulf of Mexico, to make some observations which I trust will be received by you in the friendly spirit which dictates this letter.

The rights of belligerents, you will admit, cease in neutral waters, and that a cruiser of the United States, boarding, searching, and registering papers in a neutral port is contrary to international usage.

The English schooner, the *Will-o'-the-wisp*, recently captured and sent for condemnation, was anchored at first in the Mexican waters; her papers were in the British consulate at Matamoras, and her cargo was landing on Mexican soil.

The commander of the *Montgomery* has sanctioned vessels discharging north of the limit, and therefore in Texan waters (as convenient to the lighters), and there appears to have been no impediment to the trade of Matamoras by this officer, though subject to a superintendence which must be considered arbitrary, and unusual in neutral port, and exercised only as a belligerent right on the high seas.

The *Will-o'-the-wisp* had in her cargo some powder, sold to the Mexican Government and partly landed on Mexican soil. She had moved from her original anchorage for the convenience of the lighters, and was certainly in Texan waters.

The doctrine of the commander of the *Montgomery*, that "powder landed in Mexico may reach Texas," can not be admitted as a reason for capturing neutral property landing in a neutral port, and in this case, the condemnation of ship and cargo, because she had innocently, and under apparent permission, moved north of the boundary line, can hardly be anticipated from the equity and justice of the courts who will try the case.

I must repeat my former observation to the commander of the *Portsmouth*, that the blockading cruisers should limit their surveillance to blockaded ports, and that its exercise in neutral waters, over neutral vessels and property, is arbitrary and contrary to international usage.

I feel the more justified in repeating this observation when I find that a declared blockaded coast from the Mississippi to Rio Grande has so few vessels to maintain an effective blockade, as lately demonstrated by a vessel running into Brazos Santiago while the *Montgomery* was anchored at the neutral port of Matamoras.

I can not conclude this letter without an expression of regret that the houses belonging to the pilot at the mouth of this river should have been shelled by the *Montgomery*.

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

EDWD. TATHAM,

Captain.

Flag-Officer FARRAGUT,

United States Navy, Commanding in the Gulf of Mexico.

Letter from Flag-Officer Farragut, U. S. Navy, to Captain Tatham, R. N., replying to the protest of the latter.

NEW ORLEANS, *August* ---, -----.

SIR: I regret that my long absence up the river for the last two or three months has prevented my replying to your letter on the subject of the seizure of the schooner *Will o'-the-wisp*. Although this case does not appear to me in the same light that it does to yourself, still I have no doubt but that the courts will find no difficulty in awarding an equitable decision in the case, and in event of error on the part of the officer, will make proper restitution to the owners.

That this vessel was taken in the act of landing munitions of war while lying in the waters of the United States; that she was not disturbed until it was discovered by some means that she had munitions of war in fish barrels instead of fish, as was indicated by her bill of lading, although perhaps not sufficient to condemn her, is certainly strong presumptive evidence that she was carrying on an illicit trade, and it was upon those facts that Lieutenant-Commander Hunter made seizure. The case has, by this time, I presume, been decided by the proper tribunals.

The complication of these cases shows the necessity of referring them to the judiciary, instead of to the commanding officers of the fleets, who have neither the time nor the means of collecting the necessary evidence without great delay to the owners.

I regret to perceive that you should consider the running of the blockade by a single vessel as evidence of inefficient force, etc., for no one knows better than a British officer the impossibility of permitting [preventing] such things occurring occasionally, in spite of any force, when the blockade breaker takes proper advantage of wind, weather, etc.

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

[D. G. FARRAGUT,]

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Captain EDWARD TATHAM,

H. B. M. S. Phaeton.

Extract from private letter of Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, regarding operations in the Mississippi River.

U. S. S. BROOKLYN,

Off New Orleans, June 3, 1862.

MY DEARLY BELOVED WIFE: It is a hard thing to attempt giving a narrative of things that are now more than a month old, particularly without notes, but I must give you an outline sketch of the proceedings of the *Brooklyn* during her trip up the river.

On the 2d of May the flag-officer made signal for all commanding officers to repair on board of his ship. I was the first one there; others soon followed and upon our interview with the little man, he said he wanted to send "three or four vessels up to Vicksburg at once, to destroy the railroad. Who is ready to go, right off?"

I answered, "The *Brooklyn*." Alden said he could not start before the next day, as he had no pilot, and some of his engineers were below

in the *Tennessee*. Donaldson, of the *Sciota*, said he was ready. Two others, the *Pinola* and *Itasca*, could be ready the next day.

"Well, now, Craven, I want you to start right off. Go up to Vicksburg, destroy the railroad, and wait there until I come up. I will send the *Richmond* up to-morrow and the two other gunboats will follow you up immediately." So after a vain effort to obtain a pilot, off I started, and about sunset anchored about 20 miles above the city, in company with the *Sciota*, *Itasca*, and *Winona*.

The next morning, 3d May, started early, and at sunset anchored at a place called White Hall, about 72 miles above the city. Not having a pilot, and to give the other vessels time to catch up with us, I steamed slow.

This day at noon captured a schooner, the *Gabriel Aimé*, laden with sugar. Put a prize crew on board from the *Sciota* and sent her to New Orleans.

It was interesting and sometimes exciting, as we steamed along in-shore, to witness the dense crowds of spectators. In front of the large sugar plantations their white occupants were collected in groups, gazing askance at us, the ladies often turning their backs upon us, showing by their manner that they would give worlds, if they had them, to be able to crush us from the face of the earth. Then as we passed the groups of darkies, particularly if they were hidden from their masters' view by intervening trees or houses, such demonstrations of joy, such jumping and bowing, and such antics and grins as could only be imagined by those who are familiar with the monkey traits of the negro character.

During this day we only witnessed one true, unflinching demonstration in favor of the Union, and that was on the part of a brave lady. She was standing on the levee in front of her large and magnificent mansion, alone, under the shade of a large live oak. Her servants were grouped together about 50 yards farther up the river, and above and below were two large parties of gentlemen and ladies who looked defiance upon us and her.

As we got near her she ran up to her servants and unrolled a large flag and handed it to them and made them spread it out and wave it over their heads, she, poor lady, waving her kerchief and wiping the tears from her eyes at the same time.

That flag was our own; the flag of our beloved but sore-stricken Union. God bless that brave woman! I felt at the time as if I could jump to the shore and kiss her as if she had been one of my nearest and dearest kin.

May 4th, at sunrise, we again lift anchor and steam up river, passing on our route some splendid plantations and several pretty little villages—Donaldsonville, Bayou Goula, Iberville, Plaquemine, and Bayou Manchac—and at sunset anchor about 8 miles below Baton Rouge, in front of a plantation which was owned and occupied by a French Creole and his family.

As is my custom at stopping at any place, I sent Lieutenant Lowry on shore to sound the people and deliver a speech. He made his way to the residence of the Frenchman, who, with his wife and two or three grown-up daughters, appeared to be terribly frightened, but after learning that we were not on a nigger-stealing expedition, and that all their property was safe, or not to be molested, they gradually calmed

down, and as their reserve wore off they became quite cheerful and friendly, the proprietor saying that he had been visited only an hour before our arrival by an emissary from Governor Moore, who had ordered him to destroy his sugar and molasses, etc., and the threat that if the demand was not immediately complied with that a party would soon follow to destroy not only his property but to hang him.

The poor man was in a great strait, not knowing what to expect; whether we were to steal, or his own friends were to destroy first his sugar, and then hang him. Lowry, before he left him, asked him how much he would take for his sugar. His answer was $2\frac{1}{2}$ cents per pound.

On the following morning, as we sent on shore with the planter's hearty permission to buy poultry, eggs, vegetables, etc., of his negroes, he sent off word that he had been offered since our arrival $4\frac{1}{2}$ cents per pound for his sugar in Confederate notes, but now he saw his property was safe, he thought he would hold on in hope that he could soon get as good an offer in better money, and with the message came off a beautiful bouquet for "the Captain," from his unknown, unseen, fair friends, the young ladies.

At 8 o'clock of the 5th we passed Baton Rouge, a pretty little town handsomely situated on the first bluff that is seen in ascending the river, some 30 or 40 feet above the present, very high, water level. The town itself, with its beautiful statehouse, the United States arsenal and barracks, and one or two other public buildings; its singularly shaped French and Spanish houses; its esplanades or grass plots; its terraces, and the rich, green foliage which everywhere envelopes it, and its crowds of citizens—men, women, and children—who have turned out in hundreds, presented a most lovely picture, which was only marred by the want of some demonstration of welcome on the part of its poor, terror-stricken people, and the hurried attempt of two or three trembling demons to spread their State flag over the turrets of their statehouse.

As I had received no order to take possession of the town, and as it would have been a mere idle form, without the substance (for I look upon this demand of a surrender, and that the United States flag shall be hoisted, without landing troops to hold the place and see the flag respected, as sheer folly), we passed on our way, and at sunset (after passing various plantations, all of which were some 7 or 8 feet below the present level of the river, and two settlements, Pointe Coupée and Bayou Sara) we anchored above Tunica Island, being encompassed on both sides by a dense forest, which was completely inundated by the flood. The shores, as we passed the plantations, being, as the day before, thronged with people gazing in astonishment, and no doubt bitterness of feeling.

During this day we witnessed some of the effects of the almost unprecedented high rise in the river. Some plantations, where there had not been proper care in raising their levees, were entirely submerged, and the darkies had taken refuge from their comfortable cabins to the upper lofts of the sugar houses.

On the 6th, at 6 a. m., there being no *Richmond* or other newcomers in sight, our little squadron again started, and we pushed on, and at about half-past 7 entered Raccourci Cut-Off, by which we saved a circuitous route of about 21 miles. Immediately after passing through the Cut-Off we passed the mouth of Red River, and here, as

we pass, on the lefthand side, a gentleman ruffian rushed to his cotton, which is already piled on the river bank, and set it on fire; and this appears to be a general signal, for in a few minutes, as far as the eye can reach, we see the smoke arising from other heaps, and as we steam along the river is filled with such cotton as could not be burned without endangering their buildings.

As there was no further hope of the *Richmond's* joining us, and time was becoming precious, we pushed on, but at about 2 p. m. the *Itasca* made signal of temporary derangement to machinery, and a few minutes afterward the *Sciota* did the same, so we had to slow down, anchoring at sunset at a place called Union Point, a position about 18 or 20 miles below Natchez.

After we had all anchored the commanders of the gunboats came on board, some to report that their machinery had broken down, others to say that they had only two days' more coal. Here was a dilemma, and what we were to do could only be decided by a council of war. This was immediately done, and the result of our deliberations was that we had better drop down to Baton Rouge, repair the damaged engines, and dispatch the only remaining sound gunboat to New Orleans for a supply of coal.

As we approached this last anchorage we saw another heap of cotton in flames, and when Lieutenant Lowry returned from his usual visit, he informed me that the overseer, in reply to his question, "What are you burning your cotton for?" the man said, because his owner had ordered it, he supposed, to save its falling into our hands. When told that we were not on a cotton, or nigger, or chicken-stealing expedition, the man opened his eyes in amazement and said, "Well, there are 1,500 bales gone. If it had been mine I would not have burned it."

We learned here from some refugees we had taken from boats on the river that the railroad at Vicksburg, which I had orders to destroy, was already useless, as it was entirely submerged by the flood for some 15 or 20 miles back from the river. So at about 9 o'clock on the following morning I took the *Sciota* in tow, and we commenced our downward trip.

With the rapid current, which averaged $4\frac{1}{2}$ miles per hour, and which in some of the bends runs at the fearful rate of 9 and 10 miles, we found ourselves moving along almost too rapidly, and I felt anything but comfortable, as I found the *Brooklyn*, on one or two occasions almost hurled by the impetuous current and eddies against the banks of the river.

At about 4 o'clock in the afternoon three more gunboats came up the river--the *Oneida*, *Kennebec*, and *Pinola*--under charge of Commander Samuel P. Lee, who brought me an order from the flag-officer not to go higher up the river than Baton Rouge, but to send Lee and three or four of the gunboats on up to Vicksburg.

I must confess this order afforded me great relief, for, as we ascended the river, my anxiety lest the *Brooklyn* should ground on some one of these sand bars, or on some submerged levee, kept [me] constantly on my feet, and that from sunrise to sunset, and the mosquitoes after candlelight, I may as well mention it now, is my only excuse for not having kept a regular diary of my movements for the past month.

After stopping awhile to put as much coal on board of the gunboats as I could spare, we continued on our course, the *Brooklyn* for Baton Rouge, the *Oneida*, *Pinola*, *Kennebec*, *Sciota*, and *Winona* up toward

Natchez, where I advised him to remain until he had received a fresh supply of coal and provisions, for, by some mismanagement, none of the vessels had started properly provided with these essential articles. The lame duck *Itasca* went down the river to report no progress to the flag-officer.

Having repaired the disabled ones, and filled up, or partially so, some of the empty ones, on the 9th I dropped down, leaving Lee to take my place in his march to Vicksburg, and at about 1 p. m. we anchored off Baton Rouge, where I found the *Iroquois* under her new old commander Palmer—who had been recently reinstated in his command.

He reported that he had the day before made the demand for the surrender of the city, but had received very much such an answer as our flag-officer had at New Orleans, excepting that the mayor informed him that there were no troops about and that the people were peaceable and inoffensive.

At half past 1 I sent Lieutenant Lowry ashore with the stars and stripes, which were soon hoisted over the arsenal. Later in the afternoon the *Hartford*, *Richmond*, and *Wissahickon* arrived from New Orleans.

I was glad to see them, for it relieved me of a responsibility that I did not care to shoulder, particularly as I could not discover any great end to be obtained by so disorganized an expedition.

Soon after we anchored here I was told by Joe (Swift, captain's clerk) that there was a lady on shore who asked to see me; that she was a school teacher from Ohio; but where she lived, her name, and how the message came off, I could not discover, so I had to forego the pleasure of seeing her ladyship, although I felt some curiosity to learn what was her desire, thinking the poor woman might want an asylum or protection from the rebels.

Here we found a large coal yard belonging to Confeds., so we confiscated it and commenced filling up.

Whilst taking in our coal, we were anchored within about 100 yards of the shore, and directly opposite to us was a large brick house, whose base was washed by the flowing river, having a large and shady veranda running the entire length of its second story. It was crowded during the day by ladies, who occupied their precious time by gazing at us through their opera glasses. One young dame, just grown up, displayed her lack of interest in looking at the Yankees by turning up her nose almost at right angles and making other sorts of faces whenever she saw any of our glasses turned upon her. It was quite amusing in the end to find that this same young lady had taken an evident interest in eyeing one of our youngsters, and the pantomime between them was funny enough.

On the 12th the *Brooklyn*, in company with the *Wissahickon*, was again underway on what I call a wild-goose chase, bound up the river, and after a run of about 70 miles we anchored at sunset off a large plantation, about 3 miles above the mouth of the Red River. When Mr. Lowry returned from the shore he informed me that on landing two men on horseback, apparently very much excited, passed him, and after getting at a safe distance put spurs to their horses and galloped off into the wood. Some time after the owner of the plantation, Colonel Acklin, was introduced to him. He also was highly excited, and apologized for it by saying that he had just been visited by two guerillas, who had ordered him to burn his cotton, threatening, in case he

did not do it, they would return with their party of two or three hundred men and burn it for him and hang him afterwards. He said he was, perhaps, the wealthiest planter in the State; that he owned one or two other plantations, and had owned in Nashville property to the value of over \$500,000; that he had on his present plantation 1,000 negroes, and all of his last year's crop of cotton, 5,000 bales, which he was determined to defend with his life; that when the States seceded he, as a matter of course, swore allegiance to the Southern Confederacy, but believed he had lived to see his error. He denounced Jeff Davis and his confederates as the greatest set of scoundrels on the face of the earth, and said that this war would only end by a revolt amongst themselves, and that he would himself shoot Davis, either publicly or privately, wherever he met him. He stated also that he had been robbed by the Confederate Government of all his property in Nashville, and that his plantations had almost been devastated; and such is only one of the thousands of similar stories that could be told of the people if they had only had the opportunity.

On the following morning, after procuring a nice supply of poultry and eggs from the colonel's half-starved negroes, we started for Natchez. In the forenoon the *Wissahickon* got aground, and in placing the *Brooklyn* in a position to help get her off, by the mistake of one of my acting volunteer masters, the anchor was let go at the wrong time, and we lost it.

In the course of an hour or so the strong eddy worked the *Wissahickon* from her first position, and in the twinkling of an eye she was thrown on what we supposed to be the bank of the river, and nearly one-half of her disappeared in amongst the trees, when, to the astonishment of all on board, she still floated, having 2 fathoms - 12 feet of water - under her. This over a levee and into a plantation, which as far as the eye could penetrate, was flooded with water. Fortunately for the gunboat she had an anchor down, and after one or two other freaks of the whirlpool she shot out of her bed of roses into the bosom of old Mississippi.

After a hard day's work we anchored at 9 p. m. off the city of Natchez, where we found the *Oncida*, *Iroquois*, *Kennebec*, *Winona*, *Sciota*, and *Itasca*; 14th and 15th we supplied coal to the gunboats requiring it, and in the afternoon of 15th the *Oncida*, *Sciota*, *Winona*, *Itasca*, and *Kennebec* started for Vicksburg. Two transports with about 1,500 troops of General Butler's division, under the command of General Williams, arrived. They are to cooperate with our gunboats. The *Kineo*, which vessel is detailed to convoy the troops, sent on board to me five persons, picked up on the river, a few miles below the mouth of Red River, a gentleman by the name of Edwards, with his two nephews and two neighbors.

He tells a most piteous tale of his sufferings and persecutions. Says that he lives about 50 miles up the Red River; that he and his brother owned adjoining plantations; that they had both saved their entire last year's crop of cotton, as did several of his neighbors, who are all Union men; that a few days ago a party of guerrillas visited his plantation and ordered him to burn his cotton, which he refused, when they told him they would return on the following day and do it for him, and then hang him and all others that resisted; that he collected his neighbors to the number of eight, and prepared for the conflict, arming themselves with shotguns, pistols, and knives; that on the following

day the guerrillas came, some fifteen or twenty; that the struggle commenced, but that he beat them off, killing several and wounding the rest; his brother was killed by his side, and one of his nephews, and one of his neighbors severely wounded. Having every reason to believe that the attack would be renewed on the following day by a stronger force, he, with the two wounded boys and two others, all that remained of his party of eight, concluded it would be best to make their escape, so without provisions or clothing, they threw themselves into a small skiff and pushed off into the river, leaving their wives and small children to the mercy of the bloodhounds. Once in the river, to avoid being caught by the roving parties of pirates that infested it, they concluded it would be best to take advantage of the flood, and pushed their boat in amongst the trees, over the swamps, and after two days' of hard toil found themselves on the Mississippi just as our gunboat was passing them.

His nephew was pretty severely wounded in the right breast, but revenged himself by killing two of his opponents. This is another of the like acts which are transpiring, I believe, almost hourly in this poor, miserable, degraded country.

Immediately after hearing Mr. Edwards' story I dispatched the *Iroquois* down the Red River to assist, if possible, any others who might be threatened with like treatment.

16th, *Richmond* arrived and anchored near us, two other transports in company, one of them having in tow a coal brig and schooner, but I won't bother you with the various arrivals and departures, and will hasten to close this dull letter.

It is now the 5th of June and I must get this ready for the *Connecticut*, which is to sail this p. m.

On the 24th, the luniversary of our great fight, we found ourselves before the city of Vicksburg, the squadron consisting of the *Hartford*, *Brooklyn*, *Richmond*, *Iroquois*, *Oncida*, *Sciota*, *Winona*, *Kennebec*, *Wissahickon*, *Itasca*, and *Kineo* and two transports, containing about 1,400 troops.

In the evening all commanding officers assembled on board of the *Kennebec*, when she steamed up to reconnoiter the works. After a careful look, we discovered that the place was strongly fortified by earthworks, some of their batteries being so high that it would be impossible to reach them with our guns; and from the nature of the ground it would have been folly to attempt the landing of our troops; so, after a consultation, it was concluded best to leave the gunboats to watch the enemy, and that the large vessels should drop down the river.

So, accordingly, we dropped, commencing on the following morning, or rather on the morning of the 26th, the *Richmond* and the transports in advance, the *Brooklyn* starting at about 8 o'clock.

A few miles below Grand Gulf overtook the transports and the *Kineo*, who reported that they had been fired into as they passed Grand Gulf by a party of guerrillas with a battery of four guns. The *Katahdin* arrived about this time from New Orleans. I immediately ordered the *Kineo* and *Katahdin* to return to Grand Gulf and to destroy the town, I to follow them close.

On our way up we passed the flag-officer, bound down, who, after hearing my report, approved of my order and left me. The *Kineo* leading, soon after arrived off the town and commenced bombarding

it. At the first fire, white flags were displayed in various directions, when I made signal to cease firing, but which the little *Aztec* could not, or would not see until she had thrown some twenty shot into the place.

As soon as she stopped firing a deputation of citizens, one calling himself the chief magistrate, came on board to beg me to spare the town; that there were only some three or four hundred inhabitants in it, who were entirely at the mercy of wandering bands of freebooters; that they had come there without their consent and fired upon our troopships without the least warning from a concealed battery as they were sweeping down by the swift current; that they could not and would not and ought not to be held responsible for these outrages.

I told them that they were all held responsible; that they were all rebels, and that I had given orders to destroy their town; that they must immediately remove their women and children, for I was determined to set fire to the place. But the rascals begged so piteously that I at last determined to refer the case to General Williams, who, in the meantime, had returned with his troops.

After a consultation with the general it was determined to spare the town, but that we would remain there until the next morning and levy a contribution, in the shape of such live stock and wood as could be raised in its immediate neighborhood, and that we made a pretty considerable haul of cattle, pigs, and poultry.

Just after dark there were one or two companies of the general's troops sent on shore to capture, if possible, a fieldpiece. It was said to be on the hills about a mile and a half back of the town.

In this expedition a young aid of the general's, Lieutenant De Kay, of New York, strayed about a quarter of a mile in advance of his party and when near a cluster of trees and bushes three or four horsemen rode up behind him and fired a volley of musketry at him, shooting him in the back and arm. Some of his comrades soon found him and took him on board, supposed to be mortally wounded. He is now in the hospital here and though his lower limbs are paralyzed, the surgeons have faint hopes of his recovery.

A few miles below Grand Gulf, on our way down, fell in with some coal vessels which we had left there when on our way up the river. Learned from one of them, the *Golden Lead*, that four of the *Richmond's* men, who had been left on board of her with arms to assist in protecting her in case of an attack by guerrillas, had gone on shore with the captain and his lady a few days before to buy poultry, etc., and that whilst ashore three sailors who were unarmed had strayed away and been captured by guerrillas. The rascals!

On the following morning, the 28th, with the *Golden Lead* in tow, and two other coal vessels towed by the troop steamer *Laurel Hill* and *Keneo* [unfinished].

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer McKean, U. S. Navy, forwarding requisitions for provisions.

U. S. FLAGSHIP HARTFORD,
Off' New Orleans, June 4, 1862.

DEAR SIR: I send herewith a requisition for three months' provisions for the squadron, as I am nearly out of everything, but you can let me have just what you can spare.

I will be absent for some time, and fear that provisions will be wanted before I get down the river again.

Very truly and respectfully, your obedient servant,
 [D. G. FARRAGUT,]
Flag-Officer Western Gulf Squadron.

Flag-Officer W. W. McKEAN,
*Commanding Eastern Gulf Squadron,
 U. S. Flagship Niagara, Key West.*

*Order of Flag-Officer Farragut, U. S. Navy, to the commanding officer
 off Mobile, regarding entry of vessels at that port.*

U. S. FLAGSHIP HARTFORD,
New Orleans, June 4, 1862.

SIR: You will permit any empty vessels having General Butler's pass to enter the port of Mobile and return to New Orleans with a cargo of provisions.

Very respectfully, your obedient servant,
 D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.
 THE COMMANDING OFFICER OF U. S. NAVAL FORCES OFF MOBILE.

*Report of Captain Eagle, U. S. Navy, requesting vessels for holding
 Galveston in case of compliance with demand to surrender.*

U. S. FRIGATE SANTEE,
Off Galveston Bar, Texas, June 4, 1862.

SIR: I am particularly desirous to know if my dispatches of the 20th ultimo, by the *Kensington*, have been received, as I received no information by the *Connecticut*.

In them I informed you of having, on the 17th ultimo, made a demand for the surrender of Galveston and its fortifications, and notified the foreign consuls that the bombardment would commence at my earliest convenience after the 23d ultimo.

In a letter to you of the 8th March I expressed a belief that three gunboats, with the force that could be spared from this ship, would be able to hold the town in case of compliance with the demand to surrender.

If you can not spare a larger force, but will send three gunboats and one mortar boat, I will make the attempt to enforce its surrender, and think the town will be given up in preference to having it destroyed.

I was disappointed in not receiving supplies of flour, roast beef, pickles, dried apples, and wood from the steamer, and therefore send the schooner *San Houston* to obtain what supplies she can carry. Of the provisions, we have none on board, and our supply of wood is very limited.

Very respectfully, your obedient servant,
 HENRY EAGLE,
Captain.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

[Endorsement.]

Send word to Captain Morris to send the *Kensington* to supply the wants of the *Santee* as soon as she supplies us at Vicksburg.

[FARRAGUT.]

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, U. S. Army, regarding permits to vessels issued by the latter.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 4, 1862.

DEAR SIR: Your letter on the subject of the nonobservance of your permits to vessels has been received, and I have instructed the commanders of the Western Gulf Squadron to respect your permits, as a matter of course. When it has not been done it was owing to the vessel coming from the enemy's ports, which created the doubt as to their verity.

Very truly, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Major-General BENJ. F. BUTLER.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, U. S. Army, transmitting general order issued to the vessels of the West Gulf Squadron, regarding permits granted by the latter.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 4, 1862.

DEAR GENERAL: I did not deem it necessary previous to to-day to issue an order concerning your permits, but the matter being brought to my notice by Lieutenant Read and Commander Porter, I issued the enclosed order to Commander Porter, to go this morning.

The officers enquired of me how far your permit covers vessels. Whether it is intended only for vessels to bring provisions to this port, or to cover those carrying return cargoes.

Very truly, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Squadron.

Major-General BENJ. F. BUTLER,
Commanding, etc.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, regarding permits issued by Major-General Butler, U. S. Army.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 4, 1862.

SIR: In reply to your communication of the 12th May, I would state that all vessels having permits from General Butler are to be respected, of course. I have reason to believe that the general is now more

stringent with flags of truce, as he has been informed that the privilege is abused.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Commander DAVID D. PORTER,

Commanding Mortar Flotilla.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, regarding disposition of men.

U. S. FLAGSHIP HARTFORD,

New Orleans, June 5, 1862.

SIR: You will be pleased to send to me the men who came in the *Baltic* that you had ordered to the *Colorado*, as we are very short, and the *Colorado's* old crew are to be returned to her on account of the expiration of their enlistments and sent home.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Squadron.

Commander D. D. PORTER,

Commanding Mortar Flotilla.

General order of Flag-Officer Farragut, U. S. Navy, regarding permits issued to vessels by Major-General Butler, U. S. Army.

U. S. FLAGSHIP HARTFORD,

New Orleans, June 5, 1862.

To all officers of the Western Gulf Blockading Squadron:

You will respect the pass of General Benjamin F. Butler to all vessels going to and from New Orleans, and when you have any suspicions of fraud you will immediately notify him of the same and send the vessel in for decision in the case.

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Report of Lieutenant Ransom, U. S. Navy, commanding U. S. S. Kineo, regarding repairs needed by the engines of that vessel.

U. S. GUNBOAT KINEO,

Off Baton Rouge, June 5, 1862.

SIR: I have to report that the condition of this vessel's engines is such that, without repairs, they can not any longer be made to operate with safety against the current of the river. They may yet be worked sufficiently to enable us to reach New Orleans. The senior engineer states that he will require six days, with such facilities as may be afforded for repairs at that place, to put them in efficient order.

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

GEO. M. RANSOM,

Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,

Commanding Gulf Blockading Squadron, Mississippi River.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Davis, U. S. Navy, commanding U. S. S. Colorado, to proceed with that vessel to Boston.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 5, 1862.

SIR: Upon the receipt of this order you will proceed with the U. S. S. *Colorado*, under your command, to the port of Boston, Mass. On your arrival you will report to the honorable Secretary of the Navy. Previous to your departure you will send to me the men who came out in the *Baltic* and were ordered to your vessel.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Squadron.

Lieutenant JOHN L. DAVIS,
Commanding U. S. S. *Colorado*, off Mobile.

Letter from Flag-Officer Farragut, U. S. Navy, to the chief quartermaster at New Orleans, regarding possibility of ascending the river to Vicksburg.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 5, 1862.

SIR: In answer to your communication of this date, the flag-officer desires me to inform you that there will be no difficulty for the *Ocean Queen* and *Mississippi* to ascend the river to Vicksburg, as far as the depth of water, etc., are concerned.

Most respectfully, your obedient servant,

E. C. GABAUDAN,
Flag-Officer's Secretary.

Colonel J. W. SHAFFER,
Chief Quartermaster.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant De Haven, U. S. Navy, commanding U. S. S. Calhoun, regarding the transfer of the yacht Corypheus.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 5, 1862.

SIR: You are hereby directed to transfer* to Acting Lieutenant Commanding J. W. Kittredge the yacht *Corypheus*, with all her tackle, etc.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Squadron.

Lieutenant Commanding JOS. E. DE HAVEN,
Commanding U. S. S. *Calhoun*.

*Transferred June 12, 1862.

Order of the Secretary of the Navy to Commander Hitchcock, U. S. Navy, senior officer off Mobile, Ala., regarding an attack upon that place.

NAVY DEPARTMENT, *June 6, 1862.*

SIR: Flag-Officer Farragut being detained in the Mississippi beyond the communication of the Department, you will consult with Commander D. D. Porter, commanding the mortar fleet attached to the Western Gulf Blockading Squadron, and if, upon such consultation, there shall appear to be a reasonable prospect of attacking successfully the defenses of Mobile, you have authority for making such attack. And you will direct Commander D. D. Porter to commence the bombardment so soon as he is prepared.

Very respectfully, etc.,

GIDEON WELLES.

[Commander R. B. HITCHCOCK,]
Senior Naval Officer off Mobile Harbor.

Report of Flag-Officer Farragut, U. S. Navy, regarding condition of crews and vessels.

No. 110.]

U. S. FLAGSHIP HARTFORD,
New Orleans, June 6, 1862.

SIR: I feel it due to the *Colorado's* crew to say that these men have acted with great zeal and good faith to the Government. They were so anxious to get into the fleet coming up the river that large premiums were offered for the places of those selected by the officers of the ship to fill vacancies on board the vessels, and they have continued to do their duty without a murmur until our return from above, when they respectfully asked for their discharges unless the ship was to be sent north, and I have therefore directed Lieutenant Davis to take her to Boston and report to you on her arrival. If the Department desires to send her back, she can be here by the time I can get down the river.

The enlistments of the crews of the *Santee* and *Montgomery* are also reported as beginning to expire. The crew of the *Santee* is seriously affected with scurvy, and she must be relieved by the first vessel I can get for the purpose, but at present I have none.

Three of the gunboats now up the river are almost useless. The *Kineo* could not bear the firing of her gun half a dozen rounds, and the gun itself is defective by the blow of a shot at the forts. I have kept her as a kind of guard to the army up the river.

The *Wissahickon* and *Iroquois* are also reported in a dangerous condition, and nearly all the others except the *Kennebec*, *Pinola*, and *Winona* require repairs. I hope they will hold out on the present service.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding West Gulf Squadron.

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

Order of Lieutenant De Haven, U. S. Navy, to a board of officers for a survey for appraisement of the yacht Corypheus, and report of board.

U. S. S. CALHOUN,
Ship Island, Miss., June 7, 1862.

GENTLEMEN: According to instructions received by me from Flag-Officer Farragut, I hereby request you to serve on a board of survey to appraise the schooner gunboat *Corypheus* (a prize to this steamer) at a fair price, in order that she may be used in the naval service of the United States.

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

JOSEPH E. DE HAVEN,
Lieutenant, Commanding.

N. D'OYLEY,
Acting Master, Commanding, U. S. Navy.
CHAS. WOODWARD.
W. W. BASSETT,
Acting Assistant Paymaster, U. S. Navy.

Report of survey.

SHIP ISLAND, STATE OF MISSISSIPPI, *June 9, 1862.*

By virtue of the within appointment, the undersigned have made full and faithful examination of the within named schooner gunboat *Corypheus*, claimed as a prize by Lieutenant Commanding J. E. De Haven, of the U. S. S. *Calhoun*, and this is our final award and determination, that the same is appraised and valued at the sum of \$15,000.

N. D'OYLEY,
Acting Master, Commanding.
CHAS. WOODWARD.
WESLEY W. BASSETT,
Acting Assistant Paymaster.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, to proceed to Baton Rouge, La.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 7, 1862.

SIR: If you have your stores and provisions in, you will proceed forthwith to Baton Rouge and await my further orders.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Captain T. T. CRAVEN,
Comdg. U. S. Steam Sloop Brooklyn, off New Orleans, La.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Alden, U. S. Navy, commanding U. S. S. Richmond, to proceed to Baton Rouge, La.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 7, 1862.

SIR: If you have your stores and provisions in, you will proceed forthwith to Baton Rouge and await my further orders.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

COMMANDER JAMES ALDEN,
Comdg. U. S. Steam Sloop Richmond, off New Orleans, La.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Morris, U. S. Navy, commanding U. S. S. Pensacola, regarding coal.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 7, 1862.

SIR: I find it impossible for the *Tennessee* to keep the vessels supplied with coal. I would therefore desire that you send me up three small vessels with about 1,000 tons of coal.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

Captain H. W. MORRIS,
Commanding U. S. S. Pensacola, New Orleans.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, to return to station after coaling.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 7, 1862.

SIR: As soon as you shall have finished taking in coal and provisions, you will return immediately to your station.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

COMMANDER GEO. F. EMMONS,
Commanding U. S. S. Hatteras, off New Orleans.

Report of Commander Hitchcock, U. S. Navy, commanding U. S. S. Susquehanna, of the arrival of that vessel at Key West.

U. S. S. SUSQUEHANNA,
Key West, June 8, 1862.

SIR: We arrived here yesterday afternoon after a long passage, caused by strong head winds.

We are now coaling and taking in such provisions as we could not procure at Hampton Roads, using all the means in our power to do

it with dispatch. The moment it is completed I shall proceed to carry out the remainder of your order.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Commander Porter, U. S. Navy, to Major-General Butler, U. S. Army, announcing readiness of the Mortar Flotilla to proceed up the Mississippi River.

U. S. S. OCTORARA,
New Orleans, June 9, 1862.

GENERAL: The mortar fleet is all here and will proceed up river with all dispatch the moment I can obtain towage. I never like to send a boy on a man's errand, so instead of six mortars I bring nineteen.

I can tow thirteen with what vessels I have, and if you will let me have two tugboats (say the *Landis* and *Whiteman*), I can get up with all before the flag-officer.

You promised me every assistance, and I know you will keep your word. Will you give the order for the captains of the boats to report to me at once?

There is an iron prow here in New Orleans, built for one of the sceseh gunboats; I want to put it on the *Octorara*. Will you give an order for me to get it; also to have it delivered at some wharf where I can hoist it in? It is at McCa & Harrell's Iron and Brass Foundry, Fulton street, between Julia and Notre Dame streets.

I remain, very respectfully, your obedient servant,

DAVID D. PORTER.

Major-General BENJAMIN F. BUTLER,
Commanding U. S. Forces in Louisiana.

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, transmitting letter of Dr. A. Kessler, regarding affairs at Mobile, Ala.

NAVY DEPARTMENT, June 9, 1862.

SIR: I enclose herewith for your information an extract from a letter written by a gentleman, concerning whose standing and loyalty the Department has satisfactory information.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Ship Island.

[Enclosure.]

HOWARD'S HOTEL,
Broadway, New York, June 7, 1862.

ESTEEMED SIR: A sacred duty to my beloved adopted country prompts me to address you and give you such information as may result in good to our holy cause in general and the speedy liberation

of many loyal Unionists. I refer to the necessity of reducing as soon as possible the city of Mobile, which I left as a refuge on the 21st ultimo, in order to escape the dangers which threatened me there, on account of my firm adherence to my Government and my repeated refusal to take the oath of allegiance to the rebels. Sometime before I left Mobile, Beauregard had issued orders to defend Mobile at all hazards, and the cost of millions if necessary. In consequence of these instructions, stone vessels, flatboats, and steamers were sunk 4 or 5 miles below the light-house in the shallowest parts of the channel, intrenchments dug for several miles, and heavy batteries planted all along the bay road skirting Mobile Bay. It was Beauregard's intention to make Mobile a powerful *point d'appui* to his army at Corinth, which, no doubt, is now retreating to Columbus, Miss. This place, which holds the specie of the principal Southern banks and the most precious valuables of the rebels, has been fortified for sometime back, in view of the eventual evacuation of Corinth. A speedy occupation of Mobile would not only cut off the only remaining communication between the Atlantic States and the Southwest, but give our army the control over the Mobile [&] Ohio Railroad and the Alabama and Tombigbee rivers, thus placing the remnants of the rebel army within easy reach of our national troops and our gunboats, and preventing all and every retreat. The pursuance of that course would certainly cause the destruction, capture, or total dispersion of the rebel forces.

It is of the greatest importance not to delay the attack on Mobile; the greatest activity prevailed there to render the city and harbor impregnable, and all is staked by the rebel Government and by the disloyal citizens of Mobile to defend that place successfully. I heard it often stated by military and naval officers that nothing would be left undone to insure such a result. The city of Mobile once occupied by the National Army, and all communication between the rebel seat of government and the Gulf States cut off, the active campaign in the Southwest is closed. There is to my certain knowledge a large Union feeling in Mobile, although for the past and present totally suppressed. The utter hopelessness of the Southern cause has thinned to a very great extent the ranks of the secessionists, and dissatisfaction with Jeff. Davis is increasing the number of those that have been so long deluded, but are opening their eyes now to light and truth. In all the northern counties of Alabama through which I traveled with my wife and brother I found the strongest Union sentiment prevailing, and with the progress of our sacred cause that Union feeling will spread all over the land and regain to our flag and our benign Government an erring and misled people. I have lived for nearly seven years at Mobile and was compelled to leave behind the fruits of many years' labor, but inexpressible is my joy and happiness to be once more in a country where liberty and law reign supreme and where I can openly avow myself a loyal citizen of the United States.

Yours, most respectfully,

Dr. A. KESSLER,
Late of Mobile, now Hartford, Conn.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—Mr. Norman Pinney, of Northampton, Mass., now of Mobile, an old schoolmate and friend of yours, begged me to remember him to

you. He is a staunch Union man and quite sanguine of seeing the Union restored soon. I am following his advice in settling in Hartford, Conn., as practising physician.

Engagement with Confederate batteries at Grand Gulf, Miss., June 9, 1862.

Report of Flag-Officer Farragut, U. S. Navy, transmitting report of Commander De Camp, U. S. Navy.

No. 119.]

U. S. FLAGSHIP HARTFORD,
Mississippi River, June 24, 1862.

SIR: I have the honor herewith to forward Commander De Camp's report of an engagement with the rebel batteries at Grand Gulf on the morning of June 9; also Captain T. T. Craven's report of his passage up the river and destruction of the telegraph wires at Bayou Sara.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding West Gulf Squadron.

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

Report of Commander De Camp, U. S. Navy, commanding U. S. S. *Wissahickon*.

U. S. S. WISSAHICKON,
Off Grand Gulf, Miss., June 9, 1862.

SIR: This morning, at about 4 o'clock, the batteries on shore opened on this vessel and the *Itasca* with rifled and other cannon.

We slipped our chains as soon as possible and commenced firing with 5-second fuzes, and after our action, which was kept up with great spirit for two hours, the batteries were silenced, and we are now just out of their range, repairing damages, filling shells, etc.

I am sorry to inform you that in this engagement the *Itasca* lost 1 man killed and 3 wounded, and this vessel has 2 men wounded. The *Itasca* has about 25 shot in her sides, and the *Wissahickon* is hulled 17 times. Our XI-inch gun carriage was badly injured early in the action, while the Parrott rifle on the forecastle is a worthless concern. Our starboard howitzer is disabled, but this latter gun was our only dependence until we could repair the carriage of the large gun. Our starboard boat is smashed, which leaves us but one for use. If you could send me one I should be obliged to you. I shall continue my fire upon the place as the enemy show themselves, and beg to refer you to Captain Caldwell for further particulars.

Very respectfully, your obedient servant,

JOHN DE CAMP,
Commander.

Commander JAMES S. PALMER,
Commanding Advance Division U. S. Naval Forces.

Report of Lieutenant Caldwell, U. S. Navy, commanding U. S. S. *Wissahickon*, forwarding certificate of death of W. H. Weeks, of that vessel.

U. S. S. *ITASCA*,
Off' Baton Rouge, June 12, 1862.

SIR: Enclosed herewith I have the honor to transmit the certificate of death of W. H. Weeks, who was instantly killed in action while this vessel was shelling the batteries and town of Grand Gulf, Mississippi River.

He fell at his station at the close of the engagement, and just before the enemy abandoned their intrenchments.

His character and conduct was such as to entitle him to the respect of all.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,
Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Farragut, U. S. Navy, transmitting report of Commander Palmer, U. S. Navy, commanding U. S. S. *Iroquois*.

No. 111.]

U. S. FLAGSHIP *HARTFORD*,
Baton Rouge, June 12, 1862.

SIR: I have the honor herewith to forward Commander Palmer's report of an encounter between our gunboats and rebel artillery in the vicinity of Grand Gulf; also the report of the death of the acting assistant paymaster of the *Katahdin*, survey on Assistant Surgeon McSherry, of the *Sciota*, and a report against Master's Mate S. J. Hozager, also of that vessel, who I shall [send] north.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer West Gulf Squadron.

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

Report of Commander Palmer, U. S. Navy, commanding U. S. S. *Iroquois*.

U. S. S. *IROQUOIS*,
Off' Grand Gulf, Miss., June 10, 1862.

SIR: Disappointed in not hearing from you, I feared the rebels might be erecting batteries upon the bluffs down the river and thus prevent any transport coming up from New Orleans; and being also anxious about the coal vessels, which I supposed to be at anchor above Natchez, I dispatched a gunboat as far down as that town for information.

To my surprise, I learned upon her return that you had taken down the coal vessels with you, and in passing Grand Gulf her captain thought he discovered earthworks in the process of erection.

I accordingly sent down the *Wissahickon* and *Itasca*, under command of Commander De Camp, who found a battery of rifled guns actually there erected and a force of some 500 artillerists ready to

receive them. They were pretty roughly handled, as the commander of the *Itasca* will inform you, having been hulled, the one 25 times, the other 17. They, however, only lost 1 man killed and 6 wounded.

This being rather too serious an obstacle to have in our rear, I decided upon bringing the rest of the squadron down and breaking up this business before it got too formidable, but I fear we can not injure the batteries on the hill, and we have no remedy against their plunging shot. I feared to leave a few gunboats only at Vicksburg, as an ironclad, armed ram was reported ready at Yazoo River, and there was no knowing when some of the rebels gunboats would come down from above; Fort Pillow, we learned, having been partly evacuated and some heavy guns and a quantity of ammunition had arrived at Vicksburg. Besides the gunboats are all of them in a most crippled condition. The sick list has vastly increased. The *Katahdin* has lost her paymaster, whose remains I send down by the *Itasca*. The surgeon of the *Sciota*, having been condemned by a medical survey, goes down also. The men of the *Colorado* I send down, as their time has expired and all of them are more or less affected with scurvy, several of them serious cases. As they were anxious to go I did not think it right to detain them.

We are all short of coal and provisions, and have but a few days' oil for the engines among us. Unless supplies come up, we can not stay here a week longer.

I send the *Katahdin* down as far as the mouth of Red River, in company with the *Itasca*, to ascertain whether there are any batteries on the bluffs between us and that point. If there should be, you will have the information by the *Itasca*, provided she can get by in safety.

This afternoon I shall drop down and attack the batteries.

P. S.—Evening. This afternoon I dropped down abreast the town with the squadron, excepting the *Itasca*, on board of which I had already sent the sick and wounded.

We shelled the town for an hour, but they deserted their batteries, and, with the exception of a few rifle shots, manifested no resistance. The heights, however, are filled with riflemen, and if they give us any more annoyance, I shall burn the town.

Very respectfully, your obedient servant,

JAS. S. PALMER,

Commander, Commanding Advance Division.

Flag-Officer D. G. FARRAGUT,

Commanding Western Gulf Squadron.

[Telegram.]

JACKSON, MISS., *June 18, 1862.*

Enemy's fleet attacked our batteries at Grand Gulf and were repulsed with loss. Casualties on our side, none.

M. LOVELL.

General COOPER.

Order of Commander Palmer, U. S. Navy, to Lieutenant Preble, U. S. Navy, for a reconnoissance in search of Confederate batteries.

U. S. S. IROQUOIS,
Off Grand Gulf, June 10, 1862.

SIR: To-morrow you will proceed below as far as the mouth of Red River, examining the bluffs for rebel batteries.

Should you perceive any, do not pass them, but return to me as soon as possible with the information.

Your obedient servant,

JAMES S. PALMER,
Commander, Commanding Advance Division.

Lieutenant Commanding GEORGE H. PREBLE,
U. S. S. Katahdin.

Report of Commander Hitchcock, U. S. Navy, commanding U. S. S. Susquehanna, regarding coaling of that vessel.

U. S. S. SUSQUEHANNA,
Key West, June 10, 1862.

SIR: We have completed coaling, and proceed at once to our station off Mobile.

All exertion has been made to cause as little delay here as possible.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Gregory, U. S. Navy, commanding U. S. Brig Bohio, giving information received from refugees taken from Petit Bois Island, Miss.

OFF PETIT BOIS [ISLAND], June 10, 1862.

SIR: At 5:30 a. m., June 10, 1862, discovered a signal hoisted on a stump on Petit Bois Island. As we approached, the signal was lowered by a man on the island. Dispatched the cutter, armed, with 8 men in charge of Master's Mate D. C. Kells, and he returned at 8 a. m. with 2 deserters from Mobile, named John Edwards and William Martin.

They escaped from West Fall [Fowl] River Saturday night, June 7, 1862, in a small skiff, which they lost while effecting a landing on Petit Bois Island last night. This morning, when they saw us, they hoisted their blanket and built a fire as a signal for us to come to them. John Edwards, 25 years of age, was born at No. 72 Cannon street, Thirteenth Ward, New York City, is a calker by trade, and has been employed in Mobile and New Orleans for the past six years; was a private in the Twenty-second Alabama Regiment and participated in the battle of Shiloh. William Martin is a Swede by birth, 31 years of age, a ship carpenter by trade, and has been employed as such in Mobile for the last four years. He is acquainted with a countryman

of his own that has had command of a schooner for twenty years and has been pilot of one of the gunboats at Mobile. This man he can get without any trouble. Martin has been in the woods six weeks to-day, and was formerly a member of Captain Water's artillery, of Mobile. Edwards was granted a furlough at Corinth, May 10. Corinth was captured by the Federals, the rebels being driven from their intrenchments.

It was reported in Mobile that Richmond was taken, and 35,000 Union troops arrived at Pensacola and marched to Montgomery.

Tuesday, June 3, reported in Mobile papers that Vicksburg was taken, all Jeff. Davis's property being destroyed. The gunboats go up to Mobile every night. Provisions are scarce and very high in Mobile.

Very respectfully, your obedient servant,

WM. D. GREGORY,
Acting Master, Commanding U. S. Brig Bohio.

Flag-Office D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Letter from John Neal, esq., to the Secretary of the Navy, reporting the worthlessness of the bombproof vessels prepared by the Confederates in the Western waters.

PORTLAND, ME., June 10, 1862—10:30 p. m.

SIR: Certain facts have just come to my knowledge from a trustworthy witness which may be worth your attention.

A Mr. Paine, about 26 or 28, who was born here, but has been living at the South as a railroad engineer, and is well acquainted with all the doings at New Orleans, Mobile, Memphis, etc., and who appears to have had uncommon facilities for investigation, says that he has been on board all the tugboats and rams and propellers that have been made shot-proof in that region, and that they are all, without exception, so far as he can judge, comparatively worthless.

They are not iron plated, though generally carrying a heavy iron beak. They are all (if my informant has not misunderstood Mr. Paine) propellers, and, of course, unable to turn like a side-wheel boat.

The method of making them shot and shell proof was this: About the boilers and engines they built another wall of 10-inch oak timber, an inner wall of the same thickness, with a space between large enough to take in a common cotton bale. This space is filled in with cotton and pressed to the uttermost with jackscrews.

He saw experiments with round shot from a smoothbore cannon (he did not say of what size), and they went completely through the outer wall of timber and nearly through the compressed cotton. Of course, if a shell had been used, a ball from a rifle cannon, or a red-hot shot, they would have torn the walls to fragments, gone completely through, or set fire to the cotton.

Mr. Paine having left Portland for Newburyport before these observations were communicated to me, I am unable to verify the particulars or to ask many questions which naturally suggest themselves, without delaying information which may be already too late, since our triumph at Memphis.

Still, as it can do no harm and may do good, for Mobile and Savannah, and perhaps Charleston, have probably adopted the New Orleans plan of defense in fortifying their tugs and steamers, I hurry this off, without waiting for further and more exact information.

I have no doubt of Mr. Paine's honesty and cleverness, and I am assured that his opportunities have been all that could be wished; that he was in New Orleans in January and April last, and has journeyed without interruption from city to city, and that he is loyal. Of course, therefore, if these boats are so much less formidable than we have supposed, less preparation will be needed and less delay in getting ready for Mobile and Charleston and Savannah.

Most of the boats destroyed at Memphis he has been aboard of and examined as engineer (of course in the Confederate service), and if their true character has been misunderstood by our brave fellows, they will be glad to know, even at the eleventh hour, that they have so much less to fear in laying their ships alongside of the strongest.

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

JOHN NEAL.

The SECRETARY OF THE NAVY.

Report of Commander Hitchcock, U. S. Navy, commanding U. S. S. Susquehanna, regarding the seizure by that vessel of the schooner Princeton.

U. S. S. SUSQUEHANNA,
Off Tortugas Bank, June 11, 1862.

SIR: I have taken possession of the Confederate schooner *Princeton*, Captain D. Barnes, bound from Havana to Matamoros. Her invoice contains a list of assorted cargo—drugs, dry goods, provisions, etc.

Total invoice value, \$5,663.91; shipped by Raphael Perez, Havana, June 5, 1862.

I have put a prize crew on board of three men, under Acting Master's Mate John Coffey, and sent her into Key West with Captain Barnes and two of his crew, taking the remaining four on board this ship.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Flag-Officer Farragut, U. S. Navy, to Captain Bailey, U. S. Navy, regarding affairs in the Mississippi River.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 11, 1862.

DEAR CAPTAIN: I received your letter, and am happy to say enjoyed as much as yourself, and perhaps more, your reception at home.

No one, believe me, could be more delighted than myself to contribute to the happiness of those with whom they have been so pleasantly associated. and I only regret that you should have been compelled to

return home by a disease which, although not dangerous, may detract from your pleasures in the decline of life. I have learned, however, that you have had the operation performed and are now doing well again. I trust you will hear nothing further from it, and that one of these days we may be able to talk over our adventures with that delight which old men are wont to in their declining years.

I am now up the Mississippi again, and when I will go down God only knows. It appears that the Department is under the impression that it is easier for me, with my dilapidated vessels, to encounter the difficulties of the Mississippi and ascend a thousand miles against a strong current than it is for Foote or Davis, with vessels peculiarly constructed for the river, to come down the stream, and therefore I am compelled to do it, at what sacrifice time will show.

I received a long letter from Mrs. Farragut, in which she mentioned that she had paid you a visit, found you comfortable and full of enthusiasm, and hoped you would soon be restored to health. I am glad to hear that you have so pleasant a summer's residence as Sackett's Harbor. I have no doubt you will enjoy it after your long confinement on board the *Colorado*. As her men's times have all expired, I ordered her home, not knowing when I would have an opportunity of attacking Mobile.

We are now anxiously awaiting two great battles to decide the fate of this war. If gained by us, we will soon have peace; if lost, the war must become protracted.

With kind remembrances to your wife and children, and wishing you health and happiness and a long, green old age, I remain,

Very sincerely, your friend,

D. G. FARRAGUT,
Flag-Officer.

Captain T. BAILEY.

Report of Lieutenant Preble, U. S. Navy, transmitting protest received from the mayor of Rodney, Miss., against threatened bombardment.

U. S. S. GUNBOAT KATAHDIN,
Mississippi River, June 11, 1862.

SIR: Inclosed I forward the copy of a communication received in passing the town of Rodney this morning.

Very respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

[Enclosure.]

MAYOR'S OFFICE,
Rodney, Miss., June 6, 1862.

SIR: Your letter of yesterday's date, directed to the authorities of the town of Rodney, has been placed in my hands and by me laid before the board of selectmen of this town.

I am directed by that board to make the following reply:

There are no batteries of artillery within the corporate limits of Rodney, or its vicinity, nor will any be erected unless it be done in defiance of the energetic protest of the authorities and people of the place.

If, therefore, in the event such batteries should be erected, you fulfill your threat that "the punishment for the offense will be visited on the town," it will be a most wanton and cruel destruction of life and property of unarmed citizens, the responsibility of which must rest upon the Government and Navy of the United States. In the name of civilization and Christianity I protest, in advance, against such barbarity.

Very respectfully, your obedient servant,

J. D. GRIFFING,
Major.

Lieutenant EDWARD T. NICOLS,
U. S. S. Winona, or any other officer U. S. Fleet.

[Endorsement.]

U. S. GUNBOAT KATAHDIN, *June 11, 1862.*

Brought off under a flag of truce and received.

GEORGE HENRY PREBLE,
Lieutenant, Commanding.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Butler, U. S. Army, requesting information regarding the permits issued by the latter.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 11, 1862.

DEAR GENERAL: The *Empire Parish* came along to-day loaded with salt and about 100 passengers for Bayou Sara, the very hotbed of secessionists. She was landing salt along the river. At Bayou Sara they have direct communication with camp, or Fort Jackson, and it is generally thought that they now get a great supply from Red River, through the Bayou Sara Railroad, to their army. The pass was signed by the captain of the port, Captain [Percy F.] Edey, and countersigned by ———— Stafford, department provost-marshal. Now, as this vessel was one of the most active of our enemies before we took New Orleans, and as Bayou Sara is the very hotbed of secessionists, I look at her with strong suspicion, particularly as she was loaded with salt.

I thought that all passes were to be signed by authority of the commanding general, or General Butler. Please let me know how the passes should read.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Squadron.

Major-General BENJ. F. BUTLER,
Commanding Department of the Gulf.

Report of Brigadier-General Williams, U. S. Army, regarding proposed combined operations against the batteries in the Mississippi River.

HEADQUARTERS SECOND BRIGADE,
Baton Rouge, La., June, 12, 1862.

SIR: Lieutenant Caldwell, of one of our gunboats, is just from above, on his way to New Orleans, reporting batteries at various points; he

thinks chiefly movable batteries of field artillery, which will make our passage up to Vicksburg something to be won.

The flag-officer and myself concur in that gunboats alone will not suffice, and that the land forces, where a landing is practicable, will have to carry the batteries by an attack in the rear. We are to go up together as soon as I can get ready. The only transport now with me is the *Laurel Hill*, which is being loaded with thirty days' subsistence for 1,000 men. The other transports, no doubt, will arrive in rapid succession, and no time will be lost in embarking stores and troops.

The flag-officer does not concur in the advantage which possibly attaches to the project of sending troops in advance to make the cut opposite Vicksburg, saying that his gunboats will have to pass Vicksburg and take port on the upper side of the proposed cut before a landing of troops can be made there; otherwise the enemy's gunboats would sweep them off. In any event we have evidently work to do before we get there, and that we will first try to do.

Respectfully, your obedient servant,

T. WILLIAMS,

Brigadier-General Volunteers, Commanding.

Captain R. S. DAVIS,

Assistant Adjutant-General, etc., New Orleans.

Report of Flag-Officer Farragut, U. S. Navy, referring to proposed attack upon Vicksburg.

No. 112.]

U. S. FLAGSHIP HARTFORD,

Baton Rouge, La., June 12, 1862.

SIR: As you will perceive from the report* of Commander Palmer, the rebels are fortifying all the bluffs between here and Vicksburg, at which place (we learn from deserters) the final stand is to be made for the defense of this river. We will leave here, however, for the attack on Vicksburg on the arrival of the army and mortars, which I am now awaiting. I will leave for Grand Gulf to-morrow morning.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Russell, U. S. Navy, commanding U. S. S. Kennebec, regarding the coaling and provisioning of that vessel.

U. S. FLAGSHIP HARTFORD,

Baton Rouge, June 12, 1862.

SIR: As soon as you have delivered to the *Richmond* all your spare coal, reserving enough to take you to New Orleans, you will proceed with my dispatches to that city and deliver them to Captain Morris, the senior officer. Then provision your vessel for two months, fill with coal, and return to this place with all possible dispatch, bringing with

* See p. 546.

[you] also two or three boxes of howitzer ammunition (fixed), 250 shells (XI-inch), and if you have none, get a few solid shot for your XI-inch guns. Should your machinery require anything, it can be attended to while coaling and provisioning.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Squadron.

Lieutenant Commanding JNO. H. RUSSELL, U. S. Navy,
Commanding U. S. S. Kennebec.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Alden, U. S. Navy, commanding U. S. S. Richmond, to proceed up the Mississippi River.

U. S. FLAGSHIP HARTFORD,

Baton Rouge, June 13, 1862.

SIR: If your ship is all ready, you will get underway to-morrow morning and proceed up the river, looking carefully to the banks for the enemy and dislodging wherever you see him showing any demonstration of preparation or hostility.

Wait for me at Natchez, unless you hear firing above, in which case proceed up to the assistance of the other vessels of the squadron.

Very respectfully, your obedient,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Squadron.

Commander JAMES ALDEN,

Commanding U. S. S. Richmond, Baton Rouge.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, to proceed up the Mississippi River and harass the enemy.

U. S. FLAGSHIP HARTFORD,

Baton Rouge, June 13, 1862.

SIR: If you are all ready, proceed up the river to Natchez, and if you meet with the enemy on the banks of the river dislodge him if practicable. If you meet with no enemy up to Natchez, proceed on to Rodney, where, I learn from Commander Palmer, they are about to erect batteries. If so, shell them. The *Richmond* and this ship will be along directly after you, convoying the army past the lower bluffs.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Squadron.

Captain T. T. CRAVEN,

Commanding U. S. S. Brooklyn, Baton Rouge.

Receipt of Pilot Jones, for the tender Hatteras, jr., formerly Confederate pilot boat Poody.

U. S. S. HATTERAS,

South West Pass, June 13, 1862.

I, William Jones, a pilot for the Mississippi River for all United States vessels of war, under an appointment of the flag-officer, approved

by the honorable the Secretary of the Navy, finding myself destitute of the necessary means of performing my duty for want of a suitable boat, have applied and obtained from Commander Emmons, of the U. S. S. *Hatteras*, his sloop tender, the *Hatteras, jr.* (formerly the rebel pilot boat *Poody*), subject to appraisement or regular transfer hereafter, to his order and the approval of the flag-officer or Navy Department.

WILLIAM JONES,
Coast Pilot, U. S. Navy.

General order of Flag-Officer Farragut, U. S. Navy, regarding shell boxes.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 14, 1862.

As the balance of the supply of shell now on hand is neither in boxes nor cases, commanders of vessels are hereby instructed to carefully preserve their shell boxes and return them to their magazines for future use.

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Morris, U. S. Navy, regarding coal, supplies, and ammunition for the vessels in the Mississippi River.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 14, 1862.

DEAR CAPTAIN: I send the *Kennebec* down with the hope to hurry up coal. I must have a vessel up at once, or the gunboats will all be out of coal.

If you can have a vessel towed up to Natchez, I will have a gunboat on each side of her until discharged, and send her down again immediately.

Coal and provision for two months the gunboats you have down at New Orleans, and send them up, or I will soon have none here. The *Itasca* and *Kennebec* need not delay for repairs, and the *Kinco* ought to be done by this time. Make each of the gunboats bring up 50 XI-inch shells, 2 double boxes of 12-pounds howitzer fixed ammunition. If Porter brings up a store vessel for his ammunition, you had better put some 50 barrels of powder in her for us. I hope he is on his way, but I shall be helpless without coal. They have used up their coal in half the time I supposed they would.

The *Tennessee* has not come down the river yet.

Send any mail there may be in New Orleans for us. There are no doubt letters at the post-office for us. I send a requisition for stationery, which you may be able to fill from the custom-house.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Squadron.

Captain HENRY W. MORRIS,
Senior Naval Officer Present, off New Orleans.

P. 3.—If the powder is not filled, have the cylinders sent with it; but if it is filled, have the barrels filled with the charges and sent up all ready for use.

Destruction of telegraphic apparatus at Bayou Sara, La., June 14, 1862.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 13, 1862.

SIR: On your way up the river stop at Bayou Sara and cut the wires and take the telegraphic apparatus, if it is below the hill; but I would be careful about going up the hill or beyond the range of the ship's guns. I saw by the last paper that they have telegraphic dispatches from Bayou Sara and Natchez.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Squadron.

Captain T. T. CRAVEN,
Commanding U. S. S. Brooklyn, off Baton Rouge.

Report of Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn.

U. S. STEAM SLOOP BROOKLYN,
Off Vicksburg, June 22, 1862.

SIR: In obedience to your order of the 13th instant, I left Baton Rouge, on my way up the river, at 1 p. m. of that day. On the 14th, at 9 a. m., sent the marine guard and a party of seamen, in all about 100 men, under charge of Lieutenant Lowry, on shore at Bayou Sara for the purpose of destroying the telegraphic apparatus and cutting the wires, and with orders to inform the authorities of the town that we were on the river for the purpose of enforcing the laws of our common country and protecting its loyal citizens, and at the same time to warn them that if any hostile demonstrations were made upon our vessels or transports as they passed in front of their town by the thieves and murderers yeleft guerrillas, the town would be held responsible for it, and at least be laid under contribution, if not dealt with more severely. At about 11 a. m. Lieutenant Lowry returned with his party to the ship, having thoroughly accomplished his work, excepting securing the telegraphic apparatus, which had been removed but a few minutes before he landed. About half a mile of the wire was cut and brought on board, the vitriol and batteries destroyed.

The people ashore appeared to be peaceably disposed, were quite civil, and made no disrespectful demonstrations.

The mayor, or chief magistrate, informed Lieutenant Lowry that but two or three days previous to our arrival the town had been visited by a band of guerrillas; that they had committed many outrages against law and order, and that he had arrested a lieutenant who commanded the party, but he was rescued by his men and borne off to the woods. He represented these guerrillas as a lawless set, whom the inhabitants

of the country and small towns had a greater dread of than they had of the visits of our navy, or even of our army, and he hoped we would not hold him responsible for the acts of these cutthroat bands.

Before leaving the shore, Lieutenant Lowry, with the flag of our Union at the head of his party, to the tunes of Yankee Doodle and Dixie, marched through some of the principal streets.

We passed Natchez at about 10:30 a. m. of the 16th. On the morning of the 17th the *Richmond* joined us, and at 9:30 a. m. we passed Rodney. We arrived at our present anchorage on the 18th, at 11:30 a. m.

Nowhere on our route were we molested, and I saw no change in the aspect of things since our last trip, except at Grand Gulf. The town there was in ruins, having been first riddled by shot and then destroyed by fire. On a small hill, just to the right of the town, was a small earthwork, which had but recently been thrown up, and was capable of receiving three or four small fieldpieces. It, as well as the town, was entirely deserted.

On the 20th instant Commander Porter arrived here with ten of his mortar boats; yesterday the *Miami* arrived with another, and this afternoon four others were towed up.

Commander Porter informed me that his flotilla was fired upon at Ellis Cliffs, and that it is the intention of the rebels to mount a troublesome battery at that place, and also at Quitman's Landing, as he learned at a farmer's house as he came up.

The boats which came up this p. m. were fired at from Ellis Cliffs, and one, the *Empire Parish*, was hit two or three times, one shot having temporarily disabled one of her boilers.

Yesterday morning I sent the *Oncida* and *Winona* to look after those places. To-morrow morning I shall send the *Katahdin* to convoy the two towboats as far as Baton Rouge, or until she meets you.

Here at Vicksburg the rebels appear to be quite busy in extending and fortifying their works, and it is said that they have some 10,000 troops quartered in and about the town.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Captain.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Flag-Officer Farragut, U. S. Navy, transmitting letter from Commander Porter, U. S. Navy, showing the difficulties attending the movement of the Mortar Flotilla up the Mississippi River.

No. 113.]

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 16, 1862.

SIR: I have the honor herewith to enclose a letter from Captain Porter which will give you a slight idea of the difficulties with which we have to contend in our ascent of this river.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer West Gulf Blockading Squadron.

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

[Endorsement.]

Send copy of Commander Porter's dispatch to the War Department, and call attention to the abuses practiced, to the great detriment of naval operations and of the public interests.

W.

[Enclosure.]

U. S. S. OCTOBERA,
[*Mississippi River*], June 16, 1862.

SIR: The difficulties attending my getting the Mortar Flotilla to you have been so much increased by the impediments thrown in my way by persons whose duty it was to afford facilities in every way for getting the vessels up the river, that I deem it proper to put the matter on record.

When I received your communication at Pensacola, directing me to come to this place, I also received a letter from General Butler, who urged me to use dispatch, as this movement (he considered) was of the utmost importance, promising me at the same time "all the towage I wanted." I towed all the vessels of the Mortar Flotilla up to New Orleans with our own steamers except four, which were very unnecessarily picked up at the Head of the Passes, when I had six of our steamers on the way down and within 5 miles of them. At the very time there were coal and store ships at the South West Pass, which the *Landis* ought to have brought up, and for which purpose she was sent down. I addressed a letter to General Butler, asking for assistance, and recalling his attention to the promise made me in his late communication. I asked for only two vessels, the *Landis* and *Fox*, and he said I could have them. I little knew then the system of red tapeism I would have to go through, or I don't think I should have had anything to do with the Army, or that portion of it which, through the naval exertions, now occupy New Orleans. I found that the captain of the fort had entire control of the towboats under the quartermaster, and though professing to be doing all he could to expedite us, the boats were not forthcoming, but were engaged in towing private vessels having no connection whatever with the Government. On the 9th I was promised the *Fox*, which vessel was to tow up three mortars, but as the storeship belonging to the Navy was much needed, I proposed that the *Fox* should bring her up to New Orleans and then tow up the mortars to Vicksburg. She started with this object, but returned next day with two merchant ships, with whose owners the captain of the *Fox* had made a private arrangement, and on which occasion he felt so jubilant over his prosperity that he presented himself drunk at the St. Charles.

This alone is a fair commentary on the manner in which the public service is performed under the captain of the port, who was professing at the same time to be doing all he could to aid me, and who did so far respect the order received from General Butler that he made me one or two visits on the occasion. All I derived from them, however, was a delay on my own part, and in consequence I sent off our own steamers with a lighter load than they might have carried. I did this for dispatch, thinking it impossible to make any headway. I applied to the general again to let me take the *Empire Parish*, a vessel running for a while under a flag of truce (which finally was granted), and I applied to the captain of the port to have her got ready. Here again were all kinds of difficulties presented. Provisions had to be provided

by the Navy, I had to select a captain, and then pay all the expenses (crew and engineer), which I offered to do. By great exertions I got an order from General Butler for the provisions, but up to the time of my leaving 500 rations could not be put on board. My opinion is that the *Empire Parish*, like the rest, will never be employed to tow a naval vessel; that she is in hands that will not hesitate to employ her for other purposes. Temptations are held out for towing vessels that men of moderate conscience are not proof against, and I beg leave to say to you now that if you have depended on the promises made by the people in charge of these boats to bring up provisions and coal you will be much disappointed. I don't hesitate to say that there has been a deliberate attempt made to deceive and trifle with me, and whosever's fault it is, it should be made known. We have traitors enough to fight against without finding them holding office under our Government at posts of honor which have for a moment become so lucrative that the holders thereof fear to miss the golden opportunity, and intend to make hay while the sun shines. These are part of the difficulties I alluded to in my late communication to you—the difficulties of getting up the river with stores, coal, etc., without proper preparation. I wish we had retained for our own use the vessels we captured and turned over to the army, and I would earnestly suggest, if it can be done, that we obtain possession of them again and employ them for naval purposes. They were appraised and turned over to the army (I mean the *Landis* and *Burton*), I hear, at \$15,000. They would either of them sell in market to-morrow for \$60,000. They are burning up Government coal for which the Government derives very little benefit. I mention these things to explain the delays and difficulties I have encountered, and intending to have the matter placed on record. When the army was without transportation almost every steamer belonging to the flotilla was engaged in placing the troops where they were required, for which they obtained very little thanks, and only enabled the army to put forth pretensions they were no way entitled to claim.

I beg leave to state that by law the army is obliged to comply with naval requisitions, an act having passed on purpose to prevent delays to the public service.

Very respectfully, your obedient servant,

DAVID D. PORTER.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Report of Acting Master D'Oyley, U. S. Navy, commanding U. S. bark William G. Anderson, regarding capture of schooner Montebello in Jordan River.

U. S. BARK WILLIAM G. ANDERSON,
Ship Island, June 16, 1862.

SIR: Having been informed that there is a schooner 15 miles up the Jordan River belonging to J[ohn] V. Toulme, a man well known as the captain of the Shieldsboro Rifles, and learning that she has been used to convey troops from one part of the sound to another, I deemed it my duty to prevent her being again so employed, and therefore dispatched Acting Master Bailey, with a party of 30 men, to capture or

destroy the vessel. My boats reached the river at 10 p. m. on the 14th and succeeded in finding the schooner and towing her out before daylight without opposition, though there was a body of cavalry encamped $1\frac{1}{2}$ miles from where the vessel was moored. She is named the *Montebello*, is two or three years old, measures about 60 tons, and would transport 200 men on a draft of 3 feet, or 100 tons of weight drawing not over 4 feet water. No papers were found on board.

I beg your orders as to her disposition.

Very respectfully, sir, your obedient servant,

N. D'OYLEY,

Acting Master, Commanding.

Flag-Officer FARRAGUT,

Commanding U. S. Western Gulf Squadron.

[Endorsement.]

Forwarded by L. M. Powell, captain. This craft seems to be good prize, and is well adapted for a tender here, to land ship's stores, etc.
L. M. P.

Letter from Flag-Officer Farragut, U. S. Navy, to the Chief of Bureau of Construction and Repair regarding the difficulty of supplying coal to vessels in the Mississippi River.

U. S. FLAGSHIP HARTFORD,

Baton Rouge, June 16, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 19th ultimo. A serious difficulty arises regarding the supply of coal for vessels up the river, as, under the present contracts, the masters of the coal vessels are unwilling to go above New Orleans, while I often need their services as high up as Vicksburg or Natchez, which places are only reached with a certain degree of danger.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Squadron.

JNO. LENTHALL, Esq.,

Chief Bureau Construction and Repair, Washington, D. C.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, to facilitate mail communication in the Lower Mississippi.

NAVY DEPARTMENT, *June 16, 1862.*

SIR: You will instruct the commanding officers of vessels of your squadron on service in the Mississippi River to receive, protect, and deliver such mails as may be placed in their hands by postmasters and other agents of the Post-Office Department, for points along the river within the line of their transit, and to extend all reasonable facilities to promote mail communication with the points or posts in the civil or military possession of the United States on the Lower Mississippi until permanent arrangements for mail transportation can be made for the Post-Office Department.

I am respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron, New Orleans.

Report of Flag-Officer Farragut, U. S. Navy, regarding operations in the Mississippi River, and the need of reinforcements for Mobile and Galveston.

No. 115.]

U. S. FLAGSHIP HARTFORD,
Baton Rouge, La., June 16, 1862.

SIR: I wrote you by the last mail, and have been using every exertion in my power to get coal up the river to Natchez for the gunboats. The mortar vessels are going up every day. Commander Porter passed up this morning with the eleventh in tow. The greatest difficulty is to get the coal. I committed a great error in turning over so many of my prizes to General Butler, but I was only actuated in that, as I trust I always will be, by what I considered the best interest of the Government. The army must have a great deal of transportation, and no doubt the subordinates will sometimes abuse their privileges. As soon as I can get the Vicksburg affair settled I will provide ample steamers for all my purposes by sending a few gunboats up the Red and other rivers for them.

The mortar boats will be at Vicksburg in three days, and we will be there with the troops about the same time. Captain Davis having destroyed the enemy's gunboats composing the Montgomery fleet, there remains nothing but the ram now building in the Yazoo River and two gunboats. They are up at Greenwood, and I do not think they will ever venture out within our reach.

As soon as Vicksburg surrenders the river will be clear from anything but occasional assaults by the guerrillas from the bluffs in passing some five or six points on the river.

The *Wissahickon*, Captain De Camp, and *Itasca*, Lieutenant Commanding Caldwell, had a severe brush with them at Grand Gulf the other day, in which the *Wissahickon* was struck 17 times and the *Itasca* 33 times, killing 1 man and wounding several. The enemy was dislodged and the work pretty much destroyed. I keep the vessel watching the bluffs to preserve our transports from harm in passing up and down.

The Department will readily understand how my vessels are suffering outside, by my being so distant from them and out of the way of attending to their wants, until this river can be turned over to Captain Davis.

I send you the last accounts from Mobile and Galveston. It appears that they are determined to make a stand at Mobile, and are preparing for it. I am in great want of vessels to reinforce Mobile and Galveston, so as to send the *Santee* home or to Ship Island, as her crew are becoming scorbutic. Captain Eagle thinks that Galveston would surrender to a small force.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Office, Commanding West Gulf Squadron.

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

Order of Flag-Officer Farragut, U. S. Navy, to Captain Morris, U. S. Navy, regarding coal.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 17, 1862.

SIR: I am only waiting for coal, and must have 700 tons sent up to Natchez immediately.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Captain HENRY W. MORRIS,
Senior Naval Officer Present, off New Orleans, La.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Ransom, U. S. Navy, commanding U. S. S. Kineo, regarding duty for that vessel.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 17, 1862.

SIR: On your arrival at this place you will relieve Lieutenant Commanding Crosby and resume your duty of protection to the army.

As soon as I can I will send you up Red River.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Comdg. Western Gulf Blockading Squadron.

Lieutenant Commanding G. M. RANSOM,
Commanding U. S. S. Kineo.

P. S.—Say to all commanders of vessels that may come up here to proceed on to Vicksburg and report to me or the commanding officer.

Respectfully,

D. G. FARRAGUT.

Report of Flag-Officer Farragut, U. S. Navy, transmitting correspondence relative to proposed bombardment of Rodney, Miss.

Report of Flag-Officer Farragut, U. S. Navy, transmitting letters.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 17, 1862.

SIR: I herewith enclose copies of my correspondence with the rebel general, Lovell, and the letter of Lieutenant Commanding Nichols to the authorities of Rodney.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

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

[Enclosures.]

CONFEDERATE STATES OF AMERICA, HDQRS. DEPT. NO. 1,
Jackson, Miss., June 12, 1862.

SIR: I have the honor to enclose copy of a letter received by the mayor of Rodney, notifying him, in substance, that if the vessels of

the U. S. Navy are fired upon by our troops from or near the town, vengeance will be taken upon the women and children, or, as the writer is pleased to term it, "punishment for the offense will be visited upon the town," and this, too, while declaring that "we are not here to war upon unarmed or peaceable persons."

Where two nations are at war, it has been customary among civilized people "to punish the offense" of an attack by the armed forces of one upon those of the other by a combat with the attacking party. If such attack be made from a town, the assaulting party is not entitled to, and so far as our troops are concerned does not, claim any immunity by reason of the presence of women and children. What we do claim, however, and insist upon, is that when your vessels or transports are fired into by our troops they shall not hasten to the nearest collection of unarmed and peaceable women and children and wreak their vengeance upon them as was done lately at Grand Gulf by United States vessels in retaliation for an attack with which the town had nothing more to do than had the city of St. Louis.

My batteries are located at such points upon the river as are deemed best suited for the desired purposes, and without reference to, or connection with, the people of the town.

Should the site happen to fall within a village, you, of course, are at liberty to return the fire. Should it be in the vicinity of one, however, the usages of civilized warfare do not justify its destruction unless demanded by the necessities of attack or defense.

I can not bring myself to believe that the barbarous and cowardly policy indicated in the enclosed letter will meet with the approval of any officer of rank or standing in the United States Navy. I have therefore thought proper to transmit it to you under a flag of truce, with the confident expectation that you will direct those under your command to confine their offensive operations as far as possible to our troops, and forbid the wanton destruction of defenseless towns filled with unoffending noncombatants, unless required by imperious military necessity.

The practice of slaying women and children as an act of retaliation has happily fallen into disuse in this country with the disappearance of the Indian tribes, and I trust it will not be revived by the officers of the United States Navy, but that the demolition and pillage of the unoffending little village of Grand Gulf may be permitted to stand alone and without parallel upon the record.

I am, sir, your obedient servant,

M. LOVELL,
Major-General, Commanding.

COMMANDING OFFICER, U. S. NAVY,
Mississippi River, near Baton Rouge.

[Subenclosure.]

U. S. S. WINONA,
Off Rodney, June 5, 1862.

To the Authorities of the Town of Rodney:

You are doubtless aware that the town of Grand Gulf was fired upon a short time since by some of the vessels of the United States Government as a punishment for permitting a battery to fire on some of our transport steamers while passing down. I deem it my duty to inform

you that should any battery or artillery fire upon any of our vessels while passing up or down, from or near the town of Rodney, the punishment for the offense will be visited on the town.

We are not here to war upon unarmed or peaceable persons, and we would deprecate any event compelling us to fire upon the property of inoffensive people.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Lieutenant, Commanding, and Senior Officer Present.

[Endorsement.]

HEADQUARTERS, BATON ROUGE, LA., *June 14, 1862.*

This paper is respectfully referred to the flag-officer, and the officer bearing it is directed to wait till to-morrow morning outside our pickets for an answer or no answer.

I think the paper frivolous and designed to make an investigation into our plans and observance of our force.

Respectfully,

T. WILLIAMS,
Brigadier-General, Volunteers.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 17, 1862.

SIR: I have to acknowledge the receipt of your communication of the 12th instant, together with its enclosure, in which you are pleased to say that vengeance will be visited upon the "women and children" of Rodney if our vessels are fired upon from the town. Although I find no such language contained in the letter of Lieutenant Commanding Nichols, or even any from which such inference might be drawn, still I shall meet your general remark on your own terms. You say you locate your batteries at such points on the river as are deemed best suited, etc., without reference to the people of the town, and claim no immunity for your troops. Now, therefore, the volition is with you; you chose your own time and place for the attack upon our defenseless people, and should therefore see that the innocent and defenseless of your own people are out of the way before you make the attack, for rest assured that the fire will be returned and we will not hold ourselves answerable for the death of the innocent. If we have ever fired upon your "women and children" it was done here at Baton Rouge when an attempt was made to kill one of our officers landing in a small boat manned with four boys. They were, when in the act of landing, mostly wounded by the fire of some thirty or forty horsemen who chivalrously galloped out of the town, leaving the women and children to bear the brunt of our vengeance. At Grand Gulf, also, our transports were fired upon in passing, which caused the place to be shelled, with what effect I know not, but I do know that the fate of a town is at all times in the hands of the military commandant who may at pleasure draw the enemy's fire upon it, and the community is made to suffer for the act of its military.

The only instance I have known where the language of your letter could possibly apply took place at New Orleans on the day we passed up in front of the city while it was still in your possession by your

soldiers firing on the crowd. I trust, however, that the time is past when women and children will be subjected by their military men to the horrors of war; it is enough for them to be subjected to the incidental inconveniences, privations, and sufferings.

If any such things have occurred as the slaying of women and children or innocent people, I feel well assured that it was caused by the act of your military, and much against the will of our officers, for as Lieutenant Commanding Nichols informed the mayor, we war not against defenseless persons, but against those in open rebellion against our country, and desire to limit our punishment to them, but it may not always be in our power to do so.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding West Gulf Blockading Squadron.

Major-General MANSFIELD LOVELL,

Commanding Confederate Troops, Jackson, Miss.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Crosby, U. S. Navy, commanding U. S. S. Pinola, to proceed to duty at Vicksburg.

U. S. FLAGSHIP HARTFORD,

Baton Rouge, June 19, 1862.

SIR: You will remain off this place, affording protection to the army until the arrival of the *Kineo*, when you will give Lieutenant Commanding Ransom the same order to take your place, and you will proceed immediately up to Vicksburg and report to me or the commanding officer.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Squadron.

Lieutenant Commanding PEIRCE CROSBY,

Commanding U. S. S. Pinola, off Baton Rouge, La.

Letter from Commander Porter, U. S. Navy, to Captain Craven, U. S. Navy, giving information of the erection of Confederate batteries at Ellis Cliffs and Quitman's Landing.

U. S. S. OCTORARA,

Mississippi River, June 19, 1862.

SIR: I send you a communication* for the flag-officer, giving him an account of some batteries the rebels are putting up at Ellis Cliffs and Quitman's Landing. They opened on our vessels as we came through by Ellis Cliffs with rifled cannon and musketry, but we soon silenced them. They intend mounting quite a troublesome battery there, as we learned at a farm house as we came up. At Quitman's Landing we got a sight of some military wagons, and soldiers digging on the hill and some officers on horseback superintending. We opened on them with grape, shrapnel, shell, and mortars, and rather surprised them, as they disappeared instanter. There are no guns mounted at the latter

* Not found.

place yet, but there will be in a day or two. It is a place easily shelled and not half so bad as Ellis Cliffs. I thought it best to inform you, so that the vessels going down may be prepared. The flag-officer has no idea these batteries are going up, and with a large number of transports will come along in perfect security. He can not reach the place with his guns, and may receive some damage if not put on his guard.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Mortar Flotilla.

Captain T. T. CRAVEN,
Commanding Brooklyn.

Report of Acting Volunteer Lieutenant Moore, U. S. Navy, commanding U. S. ship Morning Light, regarding the capture, June 19, 1862, of the sloop Venture, transmitting papers in connection therewith.

U. S. SHIP MORNING LIGHT,
Off Ship Island, July 10, 1862.

SIR: I have the honor to inform you that on the 19th ultimo a sloop called the *Florida*, a temporary tender for this ship, intercepted off Grant's Pass, Mobile Bay, a small sloop called the *Venture*, of Mobile, loaded with flour, rice, and corn meal, as per invoices enclosed herewith, marked E, T, G. No other paper of evidence of nationality, real or pretended, was found on board. After consultation with Captain L. M. Powell, of the U. S. frigate *Potomac*, it was decided that, in view of all the facts of the case and the starving condition of the population of New Orleans, it would be advisable to send the cargo to New Orleans and dispose of it at auction for the benefit of the United States and its captors, the vessel being too small to send into any port where a prize court could formally adjudicate upon her. I enclose also a copy of Captain Powell's written instructions to me, marked H; Acting Assistant Paymaster Blunt's report, marked A; and account of his expenses, marked C; invoices of sales, marked BB 2, and a copy of my instructions to him, marked D; also duplicate crew and officers' list. In the absence of any information upon a case of this kind, I send the papers to you direct, deeming it wiser for you to decide whether a formal condemnation through a prize court is necessary or not. The captain and part owner of the vessel is a poor man; the other part is owned by a poor widow living on Horn Island, and as the captain admitted all the facts and abandoned vessel and cargo, I released him and the one man composing the crew upon their parole not to serve against the United States, they further taking the oath of allegiance. The sloop is comparatively worthless, although at present employed by me in cruising about these shoal waters, and with your permission I would be perfectly willing to return her to her owners so soon as we have no further use for her.

Very respectfully, your obedient servant,

HENRY T. MOORE,
Acting Volunteer Lieutenant, Commanding.

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

[Enclosures.]

H.

U. S. SHIP POTOMAC, *Ship Island, June 24, 1862.*

SIR: The sloop *Venture*, of Mobile, taken by your tender in the act of running the blockade from Mobile, having no papers on board or evidence of nationality, condemns himself.

Under the circumstances, and for the best interests of all concerned, it will be better for you to dispatch her cargo to New Orleans, to the care of the collector of the port there, and have it sold, the proceeds to be remitted to Naval Storekeeper Bassett, at this place, for distribution.

The sloop you can retain as a tender for your ship until final orders from Flag-Officer Farragut.

L. M. POWELL,
Captain and Senior Officer.

Acting Lieutenant Commanding HENRY T. MOORE,
U. S. Ship Morning Light, Ship Island.

D.

U. S. SHIP MORNING LIGHT,
Off Ship Island, June 26, 1862.

SIR: You will proceed to New Orleans, and with all possible dispatch communicate with the collector of the port and arrange with him for the speedy disposal of the following-named articles, cargo of the prize sloop *Venture*, of Mobile:

Twenty-five barrels of flour, 20 sacks of flour, 26 bushels of corn meal, 4 sacks of corn, 349 pounds of corn, 1 tierce of rice, 657 pounds; 1 barrel of rice, 223 pounds.

You will secure ample vouchers as to the quantity sold, prices, etc., and return with the proceeds to Ship Island and report to me.

Very respectfully, your obedient servant,

HENRY T. MOORE,
Acting Volunteer Lieutenant, Commanding.

W. S. BLUNT, Esq.,
Acting Assistant Paymaster U. S. Ship Morning Light.

Letter of commendation from Flag-Officer Farragut, U. S. Navy, to Acting Volunteer Lieutenant Moore, U. S. Navy, regarding the capture of sloop Venture, June 19, 1862.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 9, 1862.

SIR: Your communication of the 23d June has been received, and its contents noted with much pleasure. I not only approve of, but am much gratified with the proceedings therein reported, and I am glad to know you are keeping such a bright lookout on the enemy.

I will order the *Venture* appraised and have her turned over to you. I will also give you a howitzer for her when I can spare time.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding
Western Gulf Blockading Squadron.

Volunteer Lieutenant Commanding HENRY T. MOORE,
Commanding U. S. Ship *Morning Light*, off Ship Island.

Report of Commander Hitchcock, U. S. Navy, commanding U. S. S. Susquehanna, regarding affairs in the vicinity of Mobile, including the destruction of schooner supposed to be the Monticello, of Havana.

U. S. S. SUSQUEHANNA,
Off Mobile, June 20, 1862.

SIR: As reported in my communications of June 10 and 11, we left Key West on the 10th and put a prize crew on board the Confederate schooner *Princeton* the next day, with orders to take her into Key West.

We arrived here on the 14th and found the gunboat *Kanawha* and sloop *Preble* on duty off this port; the brig *Bohio* 14 miles to the westward of Petit Bois [Island] Pass.

On the 10th instant two men made their appearance on Petit Bois Island, signaled the *Bohio*, and were taken on board of her. They were deserters from the rebel Army, one a Swede, the other from New York. They confirm the reports before received as to the strength of the forts (which I am informed have been sent to the Navy Department) and the number of armed vessels; that two of the steamers were built for war purposes, and each mount ten guns (I have no doubt the guns are our 57 hundredweight 32-pounders, a part of them rifled); that they have fitted up a steamer called the *Baltic* and covered her with iron, is probable. She has not shown herself to us. The others are almost daily in sight in the bay.

From the movements of troops, etc., I infer that they are getting up a battery at Cedar Point, and have again obstructed Grant's Pass. The barbette guns of Fort Morgan are now protected with sand bags.

A day or two since they fired some shots from Fort Morgan at the wreck of the light-house on Sand Island, landed their shells, and made good practice, distance 2 $\frac{3}{4}$ miles.

On the 14th the rebel steamer *Dick Keyes* came from New Orleans under a flag of truce, with a pass from General Butler for her to take into Mobile 500 sacks of salt and return with flour. She went in with the salt, but has not returned. No other vessels to our knowledge have passed in or out.

A pilot boat schooner loaded with cotton is waiting to get out. On the night of the 19th we had a slight norther, and very dark, when she made the attempt to run out, but got on the west bank opposite Fort Morgan. We could not get within range outside of the main channel, and she soon got off and stood up to Navy Cove.

June 26, 1862.—A man named John Edwards came on board the brig *Bohio* last night and states that he left Mon Louis Island on the night of the 21st; that Fort Morgan has received 500 more men, and

that the steamer ram has made a trial trip and runs 10 miles per hour. A steamer loaded with cotton, turpentine, and rosin is ready to run out. Obstructions have been placed some 3 miles from Mobile by sinking boats and piling, leaving a small entrance with a steamer ready to sink in it. This work is protected by batteries.

This morning the *Kanawha* ran a small schooner on shore 6 or 8 miles to the eastward of Fort Morgan. The crew set her on fire. She was boarded by a boat's crew from the gunboat under fire of some fifty men on the shore. She had but little in her and that on fire. It is probable that it was the schooner *Monticello*, from Havana.

Edwards thinks that immediately after the fall of New Orleans they would have offered but slight resistance here. Since then they have done much to strengthen the place.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Gregory, U. S. Navy, commanding U. S. brig Bohio, regarding the capture of Confederate sloops L. Rebecca, June 21, and Wave, June 27, 1862.

OFF MOBILE, July 2, 1862.

SIR: On June 21, 1862, captured the Confederate sloop *L. Rebecca*, from Biloxi, bound to Mobile, with 2 barrels sugar and 1 of molasses, which was appropriated for the benefit of the U. S. Government, per order Commander R. B. Hitchcock, U. S. S. *Susquehanna*. The sloop I put in charge of Master's Mate James Sheppard, to cruise in Mississippi Sound. June 27th he captured the Confederate sloop *Wave*, from Mobile, bound to Mississippi City, with 60 sacks and 2 barrels of flour, which I have forwarded to the judge of the U. S. district court, New York City, for adjudication, Master's Mate De Witt C. Kells having charge of the cargo on board prize steamer *Ann*.

The sloop *Wave* being of no value, and of no benefit to the U. S. Government, I had her destroyed.

Very respectfully, your obedient servant,

WM. D. GREGORY,
Acting Master, Commanding U. S. Brig Bohio.

HON. GIDEON WELLES,
Secretary of the Navy.

Instructions from Lieutenant Breese, U. S. Navy, to Acting Master Williams, U. S. Navy, commanding U. S. brigantine Sea Foam, grounded in Mississippi River.

U. S. BARKENTINE HORACE BEALS,
New Orleans, June 21, 1862.

SIR: As I am about to proceed up the river, should you require assistance of any kind during my absence or that of the flotilla, you will ask the senior officer present for it.

You will make known to him all your wants, and report from time to time the condition of your vessel.

Should any rise in the river or other circumstances occur leading you to believe that with proper assistance you could float your vessel, you will at once make it known to the senior officer.

It is desirable that the vessel, so long as she may be effective in her present position, should not present an abandoned appearance. You will therefore keep her all afloat, unless, in your own good judgment, you may deem it necessary or prudent to dismantle her.

The exercises must be kept up carefully, sentries posted, etc., agreeable to the general orders, and great care to be taken about exposure of the crew.

Should you succeed in getting your vessel afloat, you can get, upon application to the senior officer, any number of XIII-inch shell you may require, and you will then hold yourself in readiness to join the flotilla.

You will frequently report to me in writing the condition of your vessel, etc.

I much regret the untoward event which has deprived the division of your vessel and services in the anticipated engagement. You must solace your disappointment with the fact that no possible blame can be attached to you, that you have done all in your power to float the vessel, and that you deserve credit for the means and ability shown in the attempts to float her.

Respectfully, your obedient servant,

K. R. BREESE,

Lieutenant, Commanding Third Division Mortar Flotilla.

Acting Master H. E. WILLIAMS,

Commanding U. S. Brigantine Sea Foam,

Third Division Mortar Flotilla.

Order of Captain Craven, U. S. Navy, to Lieutenant Preble, U. S. Navy, commanding U. S. S. Katahdin.

U. S. SLOOP OF WAR BROOKLYN,

Off Vicksburg, June 22, 1862.

SIR: For the purpose of convoying the towboats *Fox* and *Empire Parish* past Ellis Cliffs and Quitman's Landing, you will please proceed with the *Katahdin* under your command in company with them as far as Baton Rouge.

Should you meet the flag-officer on your way down, you will report to him for further orders, and hand him the dispatch which accompanies this order.

Very respectfully, your obedient servant,

THOMAS T. CRAVEN,

Captain.

Lieutenant Commanding G. H. PREBLE,

U. S. S. Katahdin.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Preble, U. S. Navy, commanding U. S. S. Katahdin.

U. S. FLAGSHIP HARTFORD,
Mississippi River, June 24, 1862.

SIR: Convoy the steamers *Fox* and *Empire Parish* down the river as far as Ellis Cliffs; see them through that pass and return to Vicksburg. Should you be overtaken by any of the transports from below, you will see them up to us. I expect a coal vessel and the *Tennessee* in the course of two or three days.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Lieutenant Commanding GEO. H. PREBLE,
Commanding U. S. Gunboat Katahdin.

Order of Flag-Officer Farragut, U. S. Navy, to the commanding officer of prize steamer Fox, regarding contrabands.

U. S. FLAGSHIP HARTFORD,
Mississippi River, June 24, 1862.

SIR: On your arrival at New Orleans you will deliver to General Butler the contrabands you have on board, together with the enclosed letters.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron

COMMANDING OFFICER, U. S. PRIZE STEAMER FOX.

Letter from Commander Porter, U. S. Navy, to Captain Craven, U. S. Navy, requesting written order regarding contrabands.

U. S. S. OCTORARA,
Mississippi River, June 24, 1862.

SIR: A midshipman from the *Iroquois* has come with a verbal order to take any contrabands he may find on the Mortar Flotilla or anywhere else. There are a number who have come on board in the river, and while here, and they have been provided for according to law, waiting for the flag-officer's decision in regard to them. The regulation of the Navy Department, of which the enclosed is a copy, issued by Flag-Officer Goldsborough, requires that contrabands claiming protection shall be enlisted at \$8, \$9, and \$10 per month, according to circumstances, and when vacancies have occurred in the flotilla, they have been filled by those we have picked up on the river, of able-bodied men. I should be very glad to get rid of some of those on board, could I do so without violating the law, which enacts that contrabands belonging to rebels shall not be given up by officers of the Army or Navy.

Will you please to give me a written order to this effect? I would not, of my own accord, give up these people (who come to us for protection) to a brutal overseer, or to parties who claim to be Union now, though at the same time the difficulties of keeping them are very great and there is no knowing how many may come hereafter. I sent

them away at first to other vessels, or passed them on the river, but they come on board now at night, and I can not, according to my understanding of the law and wishes of the Government, refuse to receive them. A written order from you will settle the matter at once, and I can not take the verbal order of a midshipman in a case of this kind without knowing explicitly what it is that you desire to be done in the premises.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Mortar Flotilla.

Captain T. T. CRAVEN, U. S. Navy,
Commanding Sloop of War Brooklyn.

Letter from Commander Porter, U. S. Navy, to Captain Craven, U. S. Navy, regarding contrabands.

U. S. S. OCTORARA,
Mississippi River, June 24, 1862.

SIR: In answer to your communication of this date, I beg leave to say that the slaves alluded to by you have been taken away by some officer without saying anything to me about it. I have written to you on the subject previous to the reception of your letter, which communication I enclose. The only slaves that have come into the flotilla have sought refuge there, and have in no case been taken from the custody of their masters. I must decline returning any slaves to the custody of those claiming to be their masters. Those I have picked up in the river before I came within your jurisdiction have been enlisted according to the regulations of the Navy Department. If you desire it, I will send all that come here to your ship, and you can make such disposition of them as may seem proper to you. My reasons are contained in the accompanying letter, and I think that I should be violating law and regulations by acting otherwise.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Mortar Flotilla.

Captain T. T. CRAVEN, U. S. Navy,
Commanding Brooklyn.

Report of Commander Porter, U. S. Navy, forwarding four slaves for disposition.

U. S. S. OCTORARA,
Mississippi River, June 24, 1862.

SIR: The four slaves alluded to by you, I believe, came on board last night or the night before. As I have no way of judging whether they have been employed on Confederate works, except by their own word, I send them to you to dispose of them as you think fit.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Mortar Flotilla.

Captain T. T. CRAVEN, U. S. Navy,
Commanding Brooklyn.

Report of Flag-Officer Farragut, U. S. Navy, transmitting report regarding engagement between the U. S. S. Kensington and Confederate battery near Cole's Creek, Mississippi River, June 26, 1862.

No. 122.]

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, June 29, 1862.

SIR: I have the honor herewith to forward the report of Acting Master Fred. Crocker of an encounter between the U. S. S. *Kensington*, under his command, and a rebel battery in the vicinity of Ellis Cliffs and Rodney.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding West Gulf Squadron.

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

[Enclosure.]

U. S. S. KENSINGTON, June 27, 1862.

SIR: I have the honor to report that on the morning of June 22, by order of Captain Henry Morris, I proceeded with the steamer *Kensington* a short distance below New Orleans, where I took in tow the bark *Horace Beals* and schooner *Sarah Bruen*, of the Bomb Flotilla, under command of Lieutenant Commanding K. Randolph Breese, to proceed to Vicksburg.

Nothing worthy of note occurred till the evening of the 25th, when, in coming to anchor a few miles above Ellis Cliffs, the *Kensington* grounded, but in about an hour was got afloat again without difficulty.

During the night rockets, musket shots, and other sounds gave indication of the enemy, and the crews of all the vessels went to quarters, but, no attack being made, we lay quiet till daylight, when we hove up anchor and proceeded up the river, keeping a sharp lookout on all sides, and ready for instant action. There was no appearance of an enemy, however, till we arrived opposite the bluff, a short turn about 18 miles below the town of Rodney (Cole's Creek), where we were attacked by a battery, apparently of two or four 6-pounders, concealed in the thicket under the bluff. Their first shot, from a distance of not more than 200 yards, took effect on the *Sarah Bruen*, wounding two of the crew severely; three other shots, fired at almost the same instant, fell short, when a round of grape from the *Sarah Bruen* and a shell from the *Kensington*, both of which dropped with great accuracy into the midst of the smoke from their guns, silenced the battery completely. Both the *Sarah Bruen* and *Kensington*, together with the riflemen from all the vessels, continued firing till the course around the turn brought them out of range and enabled the *Horace Beals* to open fire from her battery, which she did with great animation, and the thicket was shelled until our vessels were entirely out of range.

Previous to the attack, Lieutenant Breese, senior in command, had made every preparation judgment and skill could suggest, and to that we were mainly indebted for the success and completeness with which the attack was repelled.

The pilot, a Union gentleman from New Orleans, who volunteered his services when no regular pilots could be obtained, deserves commendation for the skillful manner in which he piloted the vessels while under fire and for his careful attention at all times.

The crews of all the vessels deserve credit for the promptitude and accuracy with which they returned the enemy's fire, no doubt causing considerable loss, as one man was seen to fall.

The *Kensington* has on board a full cargo of stores, an invoice of which has been furnished Commander T. T. Craven, of the *Brooklyn*, for your use.

The *Kensington* has also on board a draft of 30 men for the fleet, sent from the *Pensacola*.

I am, respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Master, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, forwarding consular information regarding the movement of suspected vessels.

NAVY DEPARTMENT, *June 27, 1862.*

SIR: I transmit herewith for your information copy of a dispatch dated the 14th instant from the consul at Bermuda, relative to the steamers *Herald*, *Stanley*, and *Leopard*, also of a dispatch dated the 3d instant from the consul at Falmouth, relative to the steamer *Lodona*, also of a dispatch from the consul at Hamburg dated the 2d instant, relative to the steamer *Sylph*, suspected vessels. You will observe that the *Lodona* is reported as on the way to Tampico. The consul at London, in a recent dispatch, states that he learns, through parties from the rebel agents, that some of their vessels are now dispatched to a port or ports in Mexico, near the Rio Grande.

The United States commercial agent at Belize, Honduras, reports the arrival there on the 4th instant of a schooner with about a hundred bales of cotton from Galveston, Tex. It would perhaps be well for one of your vessels to show itself occasionally in the neighborhood of the Belize.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding, etc., New Orleans, La.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, suggesting the establishment of a naval depot at Pensacola, Fla.

NAVY DEPARTMENT, *June 27, 1862.*

SIR: The Department has received your Nos. 102, 103, 104, 107, 110, 111, 112, 113, and 115.

Your wishes as indicated in your No. 103, respecting the sending of provisions to Ship Island, will be carried out by the Bureau. The Department would suggest to you that, if you deem it advisable, you can make Pensacola your naval depot.

I transmit herewith a copy of a communication * addressed by the

* See p. 585.

Department on the 25th instant to Flag-Officer Charles H. Davis, on the subject of opening navigation of the Mississippi and cooperating with you.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,

Comdy. Western Gulf Blockading Squadron, New Orleans, La.

Order of the Secretary of the Navy to Commander Gansevoort, U. S. Navy, commanding U. S. S. Adirondack, to proceed to duty in Western Gulf Squadron.

NAVY DEPARTMENT, *June 27, 1862.*

SIR: When the U. S. steam sloop *Adirondack*, under your command, shall be ready for sea, proceed with her to the Gulf of Mexico and report to Flag-Officer Farragut for duty in the Western Gulf Blockading Squadron. You may obtain information off Mobile or at Ship Island of the movements of Flag-Officer Farragut.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander G. GANSEVOORT, U. S. Navy,

Commanding U. S. Steam Sloop Adirondack, New York.

Operations against Vicksburg, Miss., June 28 to July 14, 1862, including passage of the batteries by the Federal vessels under Flag-Officer Farragut, U. S. Navy, June 28, and junction with the forces of Flag-Officer Davis, U. S. Navy, and Lieutenant-Colonel Ellet, U. S. Army.

Instructions from Flag-Officer Farragut, U. S. Navy, to Commander Palmer, U. S. Navy, for temporary command of the naval forces off Vicksburg.

U. S. FLAGSHIP HARTFORD,

Off Vicksburg, May 26, 1862.

SIR: I shall leave you in command of the blockading force at Vicksburg, and you will consider my former instructions as your general guide.

Should the gunboats come down and attempt to ram your vessels, I think your best plan is to have two or more vessels underway immediately, so while he runs at your vessels one or two of them can run at him, endeavoring to strike him on the beam; and with the ironclad vessels I would always reserve my fire until alongside, with a certain depression to prevent glancing. It will therefore be necessary that your men be instructed to put a wad over the shot in all cases.

Should the water fall suddenly, and the railroad on the western bank be exposed, you will be able to keep a vessel in that vicinity to control it and prevent transportation.

Should you discover any act on the part of the wharfboat indicating their connection with the military on the opposite side, you will destroy her forthwith.

Upon my arrival at New Orleans, I will send up a supply of provisions and further instructions for your government.

Should your vessels need coal in the meantime, you can send them down one at a time to the coal vessel, 20 miles above Natchez, but I apprehend that you have coal enough until the *Tennessee* arrives, and when your forces drop down the river take all the coal vessels down with you as far as New Orleans.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Commander JAMES S. PALMER,

Commanding U. S. S. Iroquois.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, commanding Mortar Flotilla, to send vessels to storm the heights off Vicksburg and Memphis.

U. S. FLAGSHIP HARTFORD,

Off New Orleans, May 31, 1862.

DEAR CAPTAIN: General Butler this morning made a proposition to me that it was of the first importance to push our force up to Memphis, and that in order to do so a portion of your mortar boats will be especially necessary, say from six to ten. He will supply tow vessels for as many as he can; and designs to send an army to cooperate with them.

The heights of Vicksburg and Memphis can not be reached by our guns, and he therefore proposes to you to shell them, and he to land a force to take them in the rear or on the flank while the gunboats take them in front.*

I wish you, therefore, to send them around as soon as possible, as, if this work is done at all, it must be done before the end of June, in order to enable the gunboats to get down the river.

The Department also appears to urge upon me the same necessity for throwing my forces up the river. The difficulties of transportation, etc., of provisions and coal are very great; those to be encountered by the river, rams, gunboats, etc., still greater. But I presume it is our duty to meet them and do our duty to the extent of our ability.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Commander D. D. PORTER,

Commanding U. S. Bomb Flotilla,

U. S. S. Octarora, Ship Island.

Report of Commander Porter, U. S. Navy, announcing the movement of the mortars en route to Vicksburg.

Unofficial.]

U. S. S. OCTARORA.

Pensacola, June 3, 1862.

MY DEAR FLAG-OFFICER: I received your communication an hour ago, directing me to come up with some of the mortars en route for

* See Official Records of the Union and Confederate navies in the War of the Rebellion, Series I, volume XV, p. 447, Butler to Stanton.

Vicksburg. In twenty minutes they were all underway, and are off for Pass à l'Outre, with a good wind, where I hope to find further advices from you. You may change your mind upon the subject, and if so, I would like to avoid the tow up the river.

With the highest opinion of General Butler as a soldier, I think in this instance his desire to put down rebellion has exceeded his usual discretion. Had the mortars gone up at first, their prestige might have done a good deal, but I do not think that they will do much good now in that respect. It is too late in the season, and one fall of the river (well known to me) will destroy the expedition.

If Beauregard is whipped at Corinth, his hordes will work down in this direction, seize upon Baton Rouge, and cut off our retreat.

General Butler has not men enough to protect New Orleans in case Beauregard is defeated and retreats south, for he has nowhere else to go, and I think that he, Butler, had better give this thing up. As you say, we must do our duty, and I am on the way and going to do all you tell me to, but at the same time don't you think it our duty to point out to the Government what they don't know? They would scarce expect an officer to do what his judgment tells him to be wrong. Still I will hurry all I can, to save time, and be at Pass à l'Outre with the fleet, I hope, to-morrow morning.

Mobile is so ripe now that it would fall to us like a mellow pear, while we, I fear, will fall like a mellow pear before the difficulties above in the river. We are not prepared for it and will fail. It is a different affair to Fort Jackson or St. Philip, altogether. I am quite pleased at the prospect of moving, being tired of doing nothing; but at the same time would like it to be somewhere where I know that the results would be favorable to us. Excuse my expressing myself so freely, but I think that in these times people should act and think boldly, and I, for one, don't think we ought to dim the laurels (that have been so hardy won) by any failure.

While we are "up river" Pensacola will fall into the hands of the rebels again. They have but a handful of men here to defend it, and by the Montgomery Railroad they can land 20,000 men right at the edge of the town. It is of more value to us just now than a dozen Vicksburgs. If we miss taking Mobile now, we won't get it. Two ironclads are indispensable to go up the river.

I shall hope to meet a messenger at Pass à l'Outre if it is only to hurry me up.

I remain, very respectfully, your obedient servant,

DAVID D. PORTER.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Report of Flag-Officer Farragut, U. S. Navy, regarding proposed operations.

No. 103.]

U. S. FLAGSHIP HARTFORD,
Off New Orleans, June 3, 1862.

SIR: I have the honor to acknowledge the receipt of the duplicate of your dispatches of the 16th and 19th instant [ultimo], as also a dispatch dated the 17th instant [ultimo], in all of which I am urged and required by the President of the United States to use my utmost exertions,

without a moment's delay, to open the Mississippi River up to Flag-Officer Davis's command. In the dispatch of the 17th it is intimated that I might have forgotten my instructions on that subject contained in my original orders of the 20th January. Such a thing could scarcely be possible, but the Department appears to have considered my fleet as having escaped all injury, and that when they arrived off New Orleans they were in condition to be pushed up the river. This, however, was not the case, and the moment the vessels could be gotten ready the gunboats were all sent up, under command of Commander Lee, with directions to proceed to Vicksburg, take that place, and cut the railroad. Some time was also consumed in trying to procure pilots. I mean by pilots anyone who has a knowledge of the river, for we were totally ignorant, and from all I could hear it was not considered proper, even with pilots, to risk the ships beyond Natchez.

As I stated in my last dispatch (No. 100), the danger and difficulties of the river have proved to us since we first entered it much greater impediments to our progress and more destructive to our vessels than the enemy's shot. Between getting aground, derangement of machinery, and want of coal the delays in getting up the river are great, and in Captain Lee's case there was some misapprehension of orders by which he says he lost two days in reaching Vicksburg. By the time he arrived there, however, he was satisfied that the force of the enemy was too great for him to venture to take the town or even to pass it.

The land in the rear of Vicksburg is about 200 feet high, on which are placed some eight or ten X-inch columbiads, which are perfectly secure from our fire. Captain Lee made application for more force, and the *Iroquois* having just arrived from a special service she had been sent on by Captain Craven, I directed Captain Palmer to take the command at Vicksburg. I also determined to get the ships up there if possible, which I did a day or two after. General Williams arrived in the meantime with 1,500 men, when I proposed to him, if he could carry the battery on the hill, I would attack the town. He made a careful reconnoissance and returned to me in the afternoon, when I had all the commanders assembled, and he reported that it would be impossible for him to land, and that he saw no chance of doing anything with the place so long as the enemy were in such force, having at their command 30,000 men within one hour by the railroad. A large majority of the commanders concurred with him in this opinion. I was quite sick at the time, and felt disposed to submit rather to their judgment than my own, and consequently determined to invest it on the lower side with my whole disposable gunboat force, and thereby draw a portion of their forces, guns, etc., from Beauregard's army, which appeared to be the next best thing to be done. The army had been sent up with only a few day's rations, and I was compelled to supply them from the squadron, and thereby reduced our own supplies, which were barely sufficient to bring the ships back to New Orleans, making allowance for probable delays.

The river was now beginning to fall, and I apprehended great difficulty in getting down should I delay much longer. Captain Morris in the meantime had been having coal vessels towed up the river just above Natchez, which vessels I was obliged to bring down and keep in company with the vessels of war for fear of being captured by the

guerrilla bands, which appear to infest almost the entire banks of the river wherever there are rapids and bluffs.

I had no conception that the Department ever contemplated that the ships of this squadron were to attempt to go to Memphis, nor did I believe it was practicable for them to do so unless under the most favorable circumstances, in time of peace, when their supplies could be obtained along the river. Our gunboats, although they have heavy batteries, are nearly all so damaged that they are certainly not in as good condition to contend with ironclad rams coming down upon them with the current as those of the Upper Mississippi, which are built for the purpose, ironclad, and are to contend with enemy's gunboats coming up against the current. We consider the advantage entirely in favor of the vessel having the current added to her velocity.

I am now getting my temporary supplies of provisions from the army. My supply vessel has just returned from Key West with little or no provisions; another supply vessel, the *Poultney*, arrived at Ship Island yesterday, and I have ordered her here immediately. I am also sending the steamer *Kensington* over to Key West for provisions, as Flag-Officer McKean has informed me that more have arrived there since the *Pumpero* sailed.

I beg that in future they may be sent to Ship Island, as it involves great loss of time to get them from Key West here, when we much need them, as at present.

I arrived at New Orleans with five or six days' provisions and one anchor, and am now trying to procure others. The moment our provisions and anchors are obtained we will take our departure for up the river and endeavor to carry out, as far [as] practicable, the orders conveyed in your different dispatches.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Squadron.

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

Report of Flag-Officer Farragut, U. S. Navy, referring to the difficulty of operating in the river.

No. 104.]

U. S. FLAGSHIP HARTFORD,
Off New Orleans, June 3, 1862.

SIR: The return of the ships to New Orleans did not mean that the naval forces had all returned. The entire gunboat force is at Vicksburg now, and has always been since its first arrival there. As I before stated, I never contemplated that the Department expected the ships to go up the river beyond Natchez. I thought we had done well to get up to Vicksburg after getting aground twice and nearly losing my ship, saving her only by taking out coal, shot, and shells, and then by the time we got out the third gun we pulled her off with a gunboat and our own steam power.

The river is now falling. I have stated to the Department the difficulties of the river navigation, the difficulty of obtaining our supplies after passing the bluffs, and the risk of not being able to contend successfully against those difficulties. It now becomes my duty to obey

my orders to the best of my abilities and submit to the chances of war.
Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, commanding Mortar Flotilla, to send vessels up the river.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 3, 1862.

SIR: I have received stringent orders from the Department to send a large force up the river. I therefore desire that you will send to me without delay ten of your mortar boats, with steamers enough to tow them.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Commander D. D. PORTER,
Commanding Mortar Flotilla.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Harrell, U. S. Navy, commanding U. S. S. Miami, regarding letters, provisions, and stores.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 4, 1862.

SIR: I wish you to send the letters for Captain Porter to him with all possible dispatch. Order the *Poultney* around to Pilot Town, where he will receive orders to turn his provisions and stores over to Captain Faucon, of the *Fearnot*, and as soon as he can be discharged he will be allowed to depart. Doctor Hugg goes over for medical stores that came in the *Baltic*. I wish you to give him every facility in getting them on board the steamer for New Orleans.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Lieutenant Commanding A. DAVIS HARRELL,
Commanding U. S. S. Miami.

Report of Flag-Officer Farragut, U. S. Navy, regarding proposed storming of the heights of Vicksburg.

No. 107.]

U. S. FLAGSHIP HARTFORD,
New Orleans, June 5, 1862.

SIR: We hope to finish coaling and provisioning to-day and will be off to-morrow up the river to carry out my orders.

General Butler proposes to send with me 5,000 men for the purpose of storming the heights of Vicksburg. If he is successful in that, there will be no difficulty in reducing the place. He also requests that the bomb vessels may accompany us, and I shall therefore take some of

them with me. I shall take the ships as far as possible and then proceed in the gunboats.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

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

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Johnson, U. S. Navy, commanding U. S. S. Tennessee, for delivery of dispatches.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 6, 1862.

SIR: As soon as you have finished taking in provisions you will proceed up the river with the vessel under your command and report yourself and deliver my dispatches to Captain Palmer, of the *Iroquois*, and return to this place after discharging.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Commanding Western Gulf Squadron.

Lieutenant Commanding P. C. JOHNSON,
Commanding U. S. S. Tennessee, off New Orleans.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, to prepare for the attack.

U. S. FLAGSHIP HARTFORD,
New Orleans, June 6, 1862.

SIR: I expect to be up at Vicksburg with a portion of the army and some of the mortar vessels and steamers for the purpose of attacking that place, having received orders from the Government to clear the river up to Fort Pillow. You will therefore keep everything in readiness for the coming enterprise.

I send the *Tennessee* with provisions for the gunboats.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Squadron.

Commander J. S. PALMER,
Commanding U. S. S. Iroquois, Mississippi River.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, to proceed to Vicksburg and assume temporary command of naval force.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 14, 1862.

SIR: If you have found the coast clear, proceed on up to Vicksburg with the whole force, except what may be necessary to preserve the passage past the different bluffs for the mortar boats, etc. I will send the vessels up as fast as possible and be up myself with the army at

the earliest moment. You will assume the command until my arrival. Commander Palmer will give you all the information in his possession. We have just learned that Memphis has surrendered to Captain Davis, and we may expect him down at any moment.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Squadron.

Captain THOS. T. CRAVEN,
Commanding U. S. S. Brooklyn, Mississippi River.

Letter from Commander Bell, U. S. Navy, to Captain Craven, U. S. Navy, proposing the cutting off of Vicksburg by means of a canal through the bend.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 14, 1862—10 a. m.

MY DEAR CRAVEN: *Richmond* will start to join you by noon. Good luck to you. A gentleman from Boston was on board this morning confirming the news that Memphis surrendered to Davis several days ago, and immediately after a fight, which occurred in sight of all Memphis, between the two fleets, in which the enemy was totally destroyed, except the *Van Dorn*, which made her escape. Allowing Davis some days for making his repairs, he should be off Vicksburg by the time you get there. I trust you will not forget to tell him about the danger up the Yazoo, in order that he may grapple it.

The *Harriet Lane* is now passing up with two mortar boats—the others are on their way. If Davis be on the up side (in sight), could you not take 1,000 blacks, with their spades, hoes, and plows, and begin to open the ditch across the bend, and thus effectually cut off Vicksburg forever? If you begin such a work, the levees, of course, should be the last part of ditch cut.

Yours, truly and cordially,

H. H. BELL.

Captain THOMAS T. CRAVEN,
Brooklyn.

If the ditch enterprise be undertaken at all, take care that it be under your own auspices, unmistakably.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenants Russell and Caldwell, U. S. Navy, for the protection of troops.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 19, 1862.

SIR: In the event of your arriving here in time, or overtaking General Williams, you will accompany him to Vicksburg, in order to protect the troops in passing the bluffs.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Lieutenant Commanding JNO. H. RUSSELL,
Commanding U. S. S. Kennebec; and to
Lieutenant Commanding C. H. B. CALDWELL,
Commanding U. S. S. Itasca.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Crosby, U. S. Navy, commanding U. S. S. Pinola, for the protection of troops.

U. S. FLAGSHIP HARTFORD,
Baton Rouge, June 19, 1862.

SIR: In the event of the *Kineo* arriving in time to enable you to overtake General Williams, you will accompany him to Vicksburg, in order to protect the troops in passing the bluffs.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Lieutenant Commanding PEIRCE CROSBY,
Commanding U. S. S. Pinola.

Memorandum.

[JUNE 22, 1862.]

DEAR CAPTAIN: I leave in great haste for Vicksburg to see the state of things and consult with General Williams. If I think it advisable I will either come or send for the ships and attack the place, as is thought most advisable. My present opinion is that we do more good by holding the forces at that place from the great battle ground; so you will remain at this place until you hear from me again, or you can leave the coal vessels here and move the ships up to just below Grand Gulf; they will then be within striking distance in one day.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

Captain CRAVEN.

Letter from Lieutenant-Colonel Ellet, U. S. Army, to Flag-Officer Farragut, U. S. Navy, offering cooperation.

STEAM RAM MONARCH,
Above Vicksburg, June 24, 1862.

I have the honor to inform you through the bearer of this dispatch, Medical Cadet Charles R. Ellet, accompanied by Sergeant E. W. Bartlett, Edward C. Ellet, and William F. Warren, that the Mississippi River is free from all obstruction down to this point. It will afford me great pleasure to cooperate with you toward removing the only remaining obstacle to its free navigation to the Gulf. I should be very happy to receive any suggestions from you tending to promote this great object.

Any communication from you to Commodore Davis, commander of the gunboat flotilla at Memphis, I have it in my power to transmit and will most cheerfully do so.

Most respectfully, your obedient servant,

ALFRED W. ELLET,
Lieutenant-Colonel, Commanding Ram Fleet.

Commodore FARRAGUT,
Commanding U. S. Fleet, below Vicksburg.

Report of Lieutenant-Colonel Ellet, U. S. Army, regarding a successful attempt to communicate with Flag-Officer Farragut, U. S. Navy.

STEAM RAM MONARCH,
Above Vicksburg, June 25, 1862.

I arrived above Vicksburg on yesterday afternoon and immediately dispatched a party of four young men who volunteered to carry a communication to Commodore Farragut, viz, Medical Cadet Charles R. Ellet, commanding party; Sergeant E. W. Bartlett, my son Edward C. Ellet, and William F. Warren. After a most arduous and dangerous march through swamps and sloughs, in some cases waist deep, and passing many of the enemy's pickets, they succeeded in reaching the fleet and delivering my letter to Commodore Farragut in person, and upon their return brought me the following reply:

I have to acknowledge the receipt of your communication of the 24th instant by the hands of your Medical Cadet Ellet. I am highly gratified to find you in the vicinity, as you may render most efficient service by looking after and breaking up the communication between the Yazoo River and Vicksburg. As the young gentleman informs me that your vessels are not well calculated for attacking the forts, they can be of no use to us in the fight about to take place, and for which I think we are abundantly strong. If Commodore Davis's ironclad gunboats could be present, they would add greatly to the chances of success without much loss of life, which is always desirable in such cases. If you can communicate to him that the affair will come off in a day or two, you will greatly oblige me. Please accept my thanks for your kindness in making this successful effort to communicate with me, and my high appreciation of the young man's enterprising and daring character in undertaking this service, which thus far he has performed so well.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding United States Gulf Squadron.

I can not speak too highly of the courage and good judgment displayed by the four young men who volunteered upon this dangerous and most laborious service, which, through all the many difficulties that they encountered, [they] succeeded in carrying through successfully.

I have only to add that from Memphis to this point I have encountered no obstacles; the river was entirely unobstructed. I shall for the present confine my attention to the enemy's gunboats and rams said to be up the Yazoo River, and cut off their communication with Vicksburg. I have apprehensions that I may not be able to get up the river to where they are said to be, but will make the attempt, unless the water is too shallow.

In conformity with Commodore Farragut's expressed desire, I have communicated his wish to Flag-Officer Davis in a dispatch to-day, in his own words. I forward the dispatch by my tender, *Dick Fulton*.

Respectfully,

A. W. ELLET,
Lieutenant-Colonel, Commanding Ram Fleet.

HON. EDWIN M. STANTON,
Secretary of War.

Letter from Lieutenant-Colonel Ellet, U. S. Army, to Flag-Officer Davis, U. S. Navy, forwarding request from Flag-Officer Farragut, U. S. Navy, for the presence of his gunboats off Vicksburg.

STEAM RAM MONARCH,
Above Vicksburg, June 25, 1862.

I have the pleasure to inform you that I obtained to-day a communication from Commodore Farragut, in which occurs the following passage, referring to his intended attack on Vicksburg.

If Commodore Davis's ironclad gunboats could be present, they would add greatly to the chance of success without much loss of life, which is always desirable in such cases. If you can communicate with him that the affair will come off in a day or two, you will greatly oblige me.

I take great pleasure in conveying to you this message, and trust that it may reach you in time to enable you to participate in the approaching contest.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Lieutenant-Colonel, Commanding Ram Fleet.

C. H. DAVIS,
Flag-Officer, Commanding Gunboat Flotilla.

Order of the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, regarding the proposed canal opposite Vicksburg.

NAVY DEPARTMENT, *June 25, 1862.*

SIR: The Department desires to call your attention to the narrow neck of land opposite Vicksburg, formed by a bend in the Mississippi River, the width of which is not more than three-quarters of a mile. The water sometimes flows over this, and it is thought by opening a ditch the river will soon force a channel through, sufficient for purposes of navigation, and thus obviate the necessity of passing Vicksburg. As soon as practicable, you should examine into the feasibility of this measure. Flag-Officer Farragut is probably near Vicksburg, moving up the river, in pursuance of instructions from the Department, and it is desirable that you should cooperate with him in the leading object in view—the opening of the Mississippi. It may be practicable to communicate with him across the neck of land to which I have referred, and if so, an object so desirable should not be neglected. Your movements, however, should be made with prudence and caution.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer CHARLES H. DAVIS,
Commanding Western Flotilla, Cairo, Ill.

Order of Flag-Officer Farragut, U. S. Navy, to Captain De Camp, U. S. Navy, to proceed up the Yazoo River, operating against the enemy.

U. S. FLAGSHIP HARTFORD,
Off Vicksburg, June 25, 1862.

SIR: If you pass the forts and town of Vicksburg, in accordance with the general order for the attack on that place, you will continue

on and run up the Yazoo River, and make such captures as you can, and do the enemy all the damage in your power with the gunboats under your command. They will be the *Wissahickon*, *Sciota*, *Winona*, and *Pinola*.

Should you meet Lieutenant-Colonel Ellet, some concert of action might benefit the Government by going up together; he has offered to cooperate in any manner in his power.

Very respectfully,

D. G. FARRAGUT,

Flag-Officer Western Gulf Blockading Squadron.

Captain JOHN DE CAMP,

U. S. Gunboat Wissahickon.

General order of Flag-Officer Farragut, U. S. Navy, giving instructions for the attack.

U. S. FLAGSHIP HARTFORD,

Below Vicksburg, June 25, 1862.

The mortar boats and gunboats of the mortar fleet having been placed by Commander Porter according to his judgment to the best advantage to act upon the batteries on the heights and the forts below the hospital, at 4 a. m. to-morrow morning they will open fire upon the same and on the city of Vicksburg.

At the display of the signal for the ships and gunboats to weigh, they will form in a double line of sailing, the *Richmond* (1) leading the ships, *Hartford* (2) next, and *Brooklyn* (3) third. The gunboats will form another line so as to fire between the ships in the following order: *Iroquois* (1) and *Oneida* (2) ahead, but on the port bow of the *Richmond*, so as to fire into the forts at the upper end of the town without interfering with the fire of the *Richmond*; next in order, *Wissahickon* and *Sciota*, in a line with the *Iroquois* and *Oneida*, but on the port bow of the flagship, so as to fire between the *Richmond* and flagship; next the *Winona* and *Pinola* on port bow of the *Brooklyn*.

The *Hartford* will, as often as occasion offers, fire her bow guns on the forts at the upper end of the town, but the broadside batteries of all the ships will be particularly directed to the guns in the forts below and on the heights. The free use of shrapnel is considered the best projectile, but great care must be taken in the cutting of fuzes, so as always to be sure that they burst short of their destination. When close enough give them grape.

The enclosed diagram will show the position of the respective vessels in the order of attack.

When the vessels reach the bend in the river, the *Wissahickon*, *Sciota*, *Winona*, and *Pinola* will continue on and pass up, but should the action be continued by the enemy, the ships and *Iroquois* and *Oneida* will stop their engines and drop down the river again, keeping up their fire until directed otherwise.

D. G. FARRAGUT,

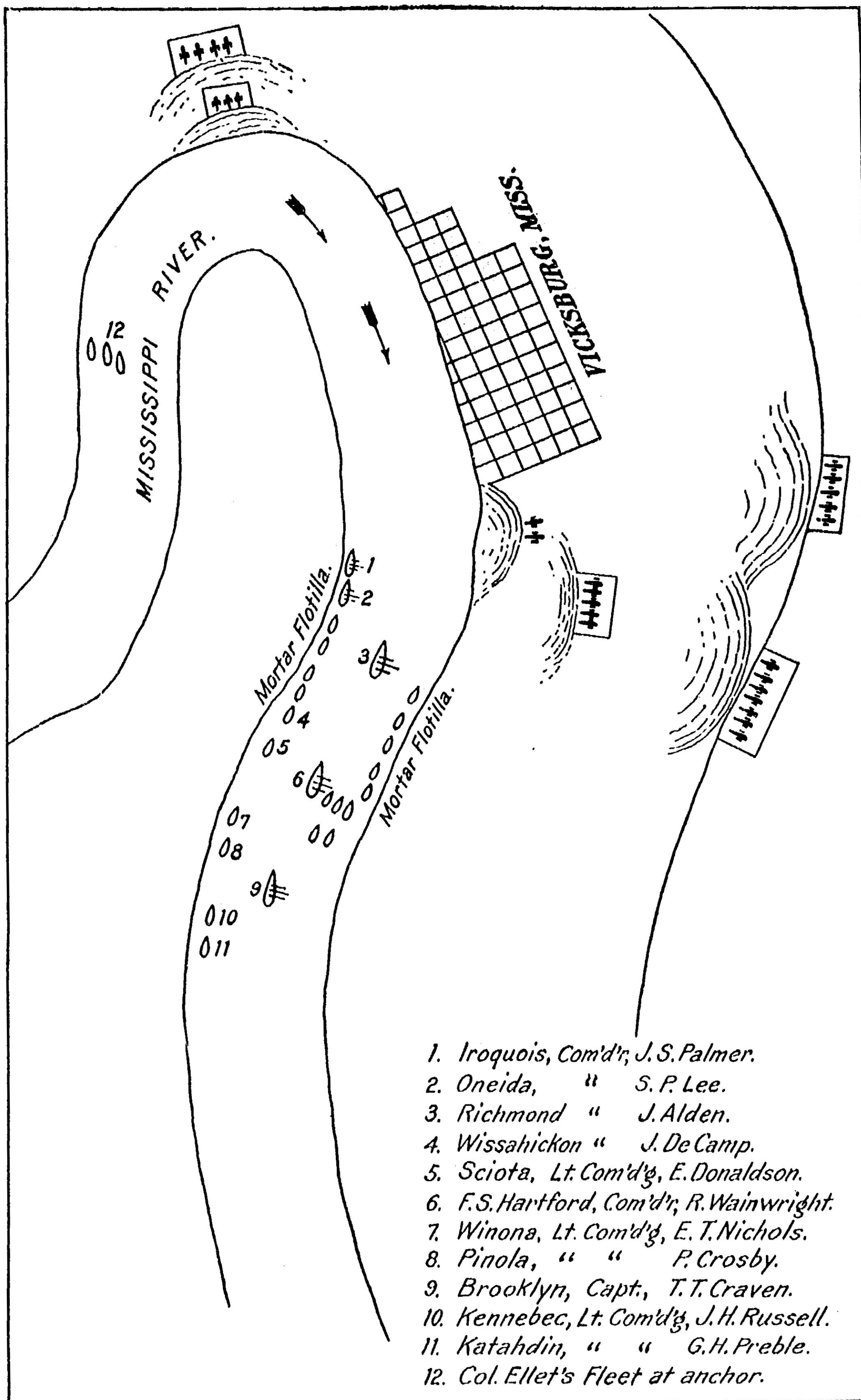
Flag-Officer, Commanding West Gulf Squadron.

The *Kennebec* will take position in the rear of and in a line with the *Pinola*, so as to fire astern of the *Brooklyn*.

D. G. FARRAGUT,

Flag-Officer

[Enclosure.]



Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, commanding Mortar Flotilla, transmitting order of battle.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, June 26, 1862.

SIR: As soon as the mortar boats are placed to the best of your judgment for shelling the forts on the heights of Vicksburg, you will dispose of the gunboats so as to enfilade the fort under the hospital, and commence the mortar firing. In about an hour, or as soon as you think you have the correct ranges, the fleet will run up and open fire upon all the fortifications in the order shown by the enclosed diagram. I also enclose a copy of the order of battle for the fleet for your information.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Commander DAVID D. PORTER,
Commanding Mortar Flotilla, off Vicksburg.

[Telegram.]

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, June 28, 1862.
(Received 6:20 p. m., via Memphis, July 2.)

Fleet passed up above Vicksburg this morning, silenced the battery while passing, but received their raking fire as soon as passed. I have communicated with General Halleck and Commodore Davis, asking for an army force.

D. G. FARRAGUT,
Flag-Officer.

Hon. G. WELLES,
Secretary of Navy.

Report of Flag-Officer Farragut, U. S. Navy, regarding the passage of the batteries.

No. 120.]

FLAGSHIP HARTFORD,
Above Vicksburg, June 28, 1862.

SIR: I passed up the river this morning, but to no purpose. The enemy leave their guns for the moment, but return to them as soon as we have passed and rake us. Our loss as far as ascertained is not very great. Commander Porter shelled them two days to get his ranges, and all his vessels entered into the attack with great spirit and did excellent service.

The fire of the ships was tremendous. The *Brooklyn*, *Kennebec*, and *Katahdin* did not get past the batteries. I do not know why.

I am satisfied that it is not possible for us to take Vicksburg without an army force of twelve or fifteen thousand men. General Van Dorn's division is here and lies safely behind the hills. The water is too low for me to go over 12 or 15 miles above Vicksburg.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding West Gulf Blockading Squadron.

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

Letter from Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, urging the need of cooperation of combined forces.

FLAGSHIP HARTFORD,
Above Vicksburg, June 28, 1862.

DEAR COMMODORE: I requested Lieutenant-Colonel Ellet to send you word that I intended to make an attack on this place in a day or two. We have been shelling it with the mortar fleet two days and made the attack with the fleet proper this morning at 4 o'clock. We passed along the whole line, silencing the batteries for the moment; but the moment we had passed out of our range they would up again and rake us with the guns that were intended for your fleet. I think, therefore, that so long as they have the military force to hold the back country it will be impossible for me to reduce the place without your assistance and that of the army. I have only about 3,000 soldiers under General Williams associated with me, but they are not sufficient to land in the face of all Van Dorn's division of Beauregard's army.

I shall request Lieutenant-Colonel Ellet to send you this letter, and then I shall pass down again below the city, where my supplies are. You can communicate across the peninsula through General Williams, who is cutting a ditch to change the river's course. We sustained a very heavy fire from the numerous batteries for a while; some of my fleet did not get through. I have not yet heard the amount of casualties. Lieutenant-Colonel Ellet has just informed me that General Halleck is in or near Memphis. I will, therefore, address him a letter to ask the land force to take Vicksburg. It is impossible for us to take the place, as their troops lie in the rear of the hills. I will await your answer with great anxiety. My orders are so peremptory that I must do all in my power to free the river of all impediments; that I must attack them, although I know it is useless, the river will soon be so low that we will not be able to get our ships down, so you see my position.

Very truly, yours,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Flag-Officer CHAS. H. DAVIS,
Commanding U. S. Gunboat Flotilla.

Report of Flag-Officer Davis U. S. Navy, regarding proposed cooperation with Flag-Officer Farragut, U. S. Navy.

U. S. FLAG-STEAMER BENTON,
Memphis, June 28, 1862.

SIR: I have the honor to inform the Department that I have this moment received a communication from Flag-Officer Farragut, below Vicksburg, inviting my cooperation in the reduction of that city.

I leave at the earliest possible moment.

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

C. H. DAVIS,
Flag-Officer, Comdg. U. S. Naval Forces, Western Waters.

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

Report of Captain De Camp, U. S. Navy, announcing the passage of Vicksburg.

GUNBOAT WISSAHICKON,
Near Yazoo River, June 28, 1862.

DEAR CAPTAIN: I have only time to say that we passed Vicksburg this morning, after a sharp fight. I do not know our loss.

Please forward our letters. In great haste.

I am, very truly,

JOHN DE CAMP.

Captain C. H. DAVIS, U. S. Navy,
Commanding Flotilla, Memphis.

Letter from Flag-Officer Farragut, U. S. Navy, to Major-General Halleck, U. S. Army, requesting cooperation in clearing the river.

ABOVE VICKSBURG, [June 28, 1862].

SIR: I have the honor to inform you that I have passed the batteries and am now above Vicksburg with the greater part of my fleet. I drove the men from the batteries for the moment, but they remained quiet until we passed, and then they up and raked us. They have some eight or ten thousand troops to replenish the batteries and prevent us from landing. Brigadier-General Williams is acting in concert with me, but his force is too small to attempt to land on the Vicksburg side, but he is cutting a ditch to cross the peninsula to change the course of the river.

My orders, general, are to clear the river. This I find impossible without your assistance. Can you aid me in this matter to carry out the peremptory order of the President? I am satisfied that you will act for the best advantage of our Government in this matter, and shall therefore await with great anxiety your reply. Lieutenant-Colonel Ellet, who has kindly offered to cooperate with me in any way in his power, has also offered to send this dispatch to you.

I remain, with great respect, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Major-General Halleck,
Commanding Western Department.

Report of Lieutenant-Colonel Ellet, U. S. Army, regarding unsuccessful expedition in the Yazoo River for destruction of enemy's vessels.

STEAM RAM SWITZERLAND,
Above Vicksburg, June 28 (via Memphis, July 2), 1862.

Since my dispatch informing you that I had communicated with Flag-Officer Farragut, I have been able to maintain constant intercourse with his fleet through the active energy of General Williams, who holds possession of the neck of land between the two fleets. On the 26th instant I went up the Yazoo River with two rams, the *Monarch* and *Lancaster*, the latter under command of Medical Cadet Charles R. Ellet. I proceeded about 65 miles to a point where the river is obstructed by a raft built by the enemy and protected by four guns in battery. My object was to capture or destroy three of the enemy's gunboats that I was informed were lying below the raft—the *Van Dorn*,

Polk, and *Livingston*. I ran up close under the battery, and was mortified to see the enemy set fire to the boats and start them adrift down upon us. I was obliged to leave the river to escape the conflagration. The three boats were totally destroyed. The enemy did not fire upon us. It is with great pleasure that I announce the arrival of Flag-Officer Farragut with nine vessels of his fleet above Vicksburg. They passed up this morning about 5 o'clock through a severe fire from some 30 or 40 of the enemy's guns. Their loss was, as far as reported, 4 men killed and 13 wounded.

Respectfully,

ALFRED W. ELLET,
Lieutenant-Colonel.

Hon. EDWIN M. STANTON,
Secretary of War.

Report of Flag-Officer Farragut, U. S. Navy, dissenting from the Department's opinion regarding the transfer of the Mortar Flotilla to Mobile.

No. 124.]

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, Miss., June 30, 1862.

SIR: I have to acknowledge the receipt of your communication of the 22d May, in which you mention that the Mortar Flotilla had better go off Mobile and bombard Fort Morgan, etc.

The Mortar Flotilla have never done better service than at Vicksburg, notwithstanding the imperfection of their fuzes. I have no doubt that they did the forts on the heights great damage, and on the morning of the attack did much to distract the fire from the fleet. Should they go to Mobile without the fleet, they will have no protection from the ironclad rams. I fear the Department is misinformed in relation to ironclad rams. The rebel gunboats can not stand before ours, but what they dignify by the name of ironclad rams is an article entirely different, and had they succeeded in getting any one of those on the Mississippi finished before our arrival, it would have proved a most formidable adversary. We have one now blockaded up the Yazoo River, and hope to prevent her from ever getting down, and if she does come down, we hope to be able to dispose of her; still it is very different in Mobile Bay, where they can run out and attack the mortar boats and Commander Porter's gunboats, which are totally unprotected. I should fear the destruction of his flotilla, as there is no vessel there except the *Susquehanna*, and she will find great difficulty in operating in the bay.

I have written, as I informed you, to General Halleck and Commodore Davis, and so soon as I receive their reply I shall attack Vicksburg again, but the enemy will continue to fortify the bluffs on this river, and Vicksburg must, in my judgment, be held as a central and important strategic point. It is necessary to send small forces from here to occupy the bluffs below (there are none above, between this place and Memphis). Grand Gulf, Rodney, Ellis Cliffs, and Fort Adams will require vessels of war to convoy merchantmen past them until they can be permanently occupied by the army. Every vessel that passes up is fired into by the enemy, and the reports of Commanders Palmer and De Camp show how severely the *Wissahickon* and *Itasca* were handled by rebel artillery on a recent occasion.

All of which is most respectfully submitted for the information of the Department by

Your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

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

Report of Flag-Officer Davis, U. S. Navy, urging the need of a military force to occupy Vicksburg.

U. S. FLAG-STEAMER BENTON,
Island No. 67, June 30, 1862.

SIR: I have the honor to inform the Department that I have received a communication from Flag-Officer Farragut, giving me an account in detail of his proceedings up to Saturday.

A military force will be necessary to occupy Vicksburg after the batteries are silenced. Van Dorn's division of Beauregard's army is said to be in rear of the hills.

I hope to be at Vicksburg by to-morrow noon, and if my plan of the ground and information are correct, the city will be under the fire of the mortars.

I have the honor to be, very respectfully, your most obedient servant,
C. H. DAVIS,
Flag-Officer, Commanding U. S. Naval Forces, Western Waters.

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

[Telegram.]

U. S. FLAG-STEAMER BENTON,
Island No. 67, June 30, 1862.

I have arrived at Island No. 67, and am in communication with Flag-Officer Farragut.

C. H. DAVIS,
Flag-Officer.

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

Order of Flag-Officer Davis, U. S. Navy, to Lieutenant McGunnegle, U. S. Navy, regarding forwarding of dispatches.

U. S. FLAG-STEAMER BENTON,
Island No. 67, June 30, 1862.

SIR: I enclose a telegraphic dispatch from Commodore Farragut and one from myself, which you will send with the utmost dispatch, either from Memphis or Cairo, whichever may be the most expeditious.

Very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer, Commanding U. S. Naval Force, Western Waters.

Lieutenant Commanding W. MCGUNNEGLE, U. S. Navy,
Commanding U. S. Gunboat St. Louis, Memphis, Tenn.

Letter from Flag-Officer Davis, U. S. Navy, to Major-General Grant, U. S. Army, forwarding request to Major-General Halleck, U. S. Army, for cooperation.

U. S. FLAG-STEAMER BENTON,
Island No. 67, June 30, 1862.

SIR: I have received a communication from Commodore Farragut, saying it will be absolutely necessary to have additional troops to occupy Vicksburg after the batteries are silenced. May I request you to communicate this to General Halleck?

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

C. H. DAVIS,

Flag-Officer, Commanding U. S. Naval Forces, Western Waters.

Major-General U. S. GRANT,

Commanding Department West Tennessee, Memphis, Tenn.

Report of Flag-Officer Davis, U. S. Navy, announcing the meeting of the fleets off Vicksburg.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 2, 1862.

SIR: I have the honor to inform the Department that the fleet of Flag-Officer Farragut and the flotilla under my command joined company at this place yesterday morning.

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

C. H. DAVIS,

Flag-Officer, Commanding U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

CORINTH, *July 3, 1862.*

The scattered and weakened condition of my forces renders it impossible for me at the present to detach any troops to cooperate with you on Vicksburg. Probably I shall be able to do so as soon as I can get my troops more concentrated. This may delay the clearing of the river, but its accomplishment will be certain in a few weeks.

Allow me to congratulate you on your great success.

H. W. HALLECK,

Major-General.

Flag-Officer FARRAGUT,

Commanding U. S. Flotilla in the Mississippi.

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, commanding U. S. S. Brooklyn, regarding general matters.

FLAGSHIP HARTFORD, *July 14, 1862.*

DEAR CAPTAIN: Your letters are all in good time, as the boat does not go until 2 p. m. We have determined upon a reconnoissance up

the Yazoo River to-morrow morning. Please send the 30 men on board the *Kensington* over to us in the cool of the morning for distribution. I am expecting my coal to-day. I shall go over to look at the batteries with General Williams and Colonel Ellet this evening at 7. I should think they might get the rest of the *Kensington's* cargo down in the *Kuhn's* hold, if they could clear a place in the hold among the coal; that is, the beef and pork.

I will try to get some of the bread over here for the *Richmond*.

I told Mrs. F. to tell Mrs. Bell that if she did not get letters as often as she did, that it was because you were the other side of the peninsula; could not always know of the mails. But we will try and keep you informed. The paymaster made all arrangements about our letters at Memphis.

Yours, truly,

D. G. FARRAGUT,
Flag-Officer.

Commander H. H. BELL,
Commanding U. S. S. Brooklyn.

[Telegram.]

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, [July] 13, 1862, via Cairo, 17th.

In ten days the river will be too low for the ships to go down. Shall they go down, or remain up the rest of the year?

D. G. FARRAGUT,
Flag-Officer.

Hon. G. WELLES,
Secretary of the Navy.

Instructions from the Secretary of the Navy to Flag-Officer Davis, U. S. Navy, in view of the proposed withdrawal of Flag-Officer Farragut, U. S. Navy, from the Mississippi River.

NAVY DEPARTMENT, *July 14, 1862.*

SIR: Flag-Officer Farragut has been instructed to proceed with his fleet to the Gulf for the purpose of conducting operations at some point or points on the coast and to leave you in control and possession of the Mississippi or the greater part of it. The point south to which it may be advisable to extend your command will be determined by Flag-Officer Farragut and yourself. The Department will rely upon you, assisted by the army at essential points, to keep the river open, and to destroy any of the rebel gunboats that may be afloat in the Western waters. If your force be considered insufficient for the efficient discharge of the duty confided to you, Flag-Officer Farragut will leave with you two or three of his light-draft steamers. If not actually necessary, this should be avoided, as the Department desires Flag-Officer Farragut to have at his command for contemplated operations all the available force possible.

Forward to the Department as early as practicable a statement showing the names, armament, complement, etc., of the vessels that will constitute your flotilla.

I take this occasion to acknowledge the receipt of your letters of the 23d, 24th, 26th, 27th, and 28th of June and the 2d and 4th of July.

Very respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer CHAS. H. DAVIS,

Commanding Western Flotilla, Near Vicksburg, Miss.

Instructions from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding his withdrawal from the Mississippi River.

NAVY DEPARTMENT, *July 14, 1862.*

SIR: The evacuation of Corinth has much lessened the importance of your continuing your operations on the Mississippi. The Army has failed to furnish the necessary troops for the capture of Vicksburg, and has not at present, it is represented, an available force to send there to cooperate with you in its capture. Indeed, the place itself will be of little consequence should the project of changing the course of the Mississippi meet with success. Under these circumstances it is thought that greater objects can be accomplished by your proceeding to the Gulf and operating at such point or points on the Southern coast as you may deem advisable, leaving Flag-Officer Davis in possession and control of the Mississippi as far down as may be expedient.

You will consult with Flag-Officer Davis with regard to the adequacy of his force to conduct this duty, to destroy any rebel gunboats yet afloat, and, with the assistance of the Army at certain essential points, to keep open the river.

Should you agree that he has not ample force for the purpose, you will leave with him two or three of your light-draft steamers. An adequate naval force should be kept at New Orleans.

All proper measures should be adopted to get the part of your fleet now above Vicksburg below that place with as little injury and loss of life as possible.

Nothing is to be gained by a contest with the batteries of the enemy.

Endeavor to keep your vessels on the station as long as they can be used with advantage and safety, taking out of those that must be sent home such ordnance and ordnance stores and other supplies as they do not need on the passage and you may require in the squadron; also exchanging their crews so far as desirable by taking out of them those men who have some time to serve and supplying their places with others in the squadron whose terms of service are about to expire; and take all necessary precautions for the health of the squadron, so much exposed at this season.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,

Commanding, etc., Near Vicksburg, Miss.

Letter from Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, making enquiry regarding casualties sustained in passing the batteries.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, Miss., June 28, 1862.

Dear CAPTAIN: What is the difficulty? I hope your ship is not disabled and that your casualties have not been great, but I am most

anxious to hear the worst. We got through very well; lost but 1 man killed and 11 wounded. The upper battery, with a 50-pound rifle and one VIII-inch gun, treated us worst, but they did not return to their guns in time; we were nearly out of their range before they commenced firing after we had passed. Write me by the bearer of this.

Please discharge the steamer that towed up the coal vessel (*Kuhn*). I have communicated by letter with General Halleck and Davis, and will await up here their answers.

You must therefore attend to affairs down below. I shall also consult with General Williams about storming this upper battery. I think it can be easily done. Get your vessels coaled up and let me know all the news.

Very truly, yours,

D. G. FARRAGUT,
Flag-Officer.

Captain T. T. CRAVEN,
Commanding U. S. S. Brooklyn.

Letter from Commander Bell, U. S. Navy, to Captain Craven, U. S. Navy, making enquiry regarding his condition.

HARTFORD,
Above Vicksburg, June 28, 1862—8 a. m.

My DEAR CRAVEN: We are in great solicitude about yourself, your gallant officers, and noble ship's company, as well as for the *Katahdin* and *Kennebec*. We know not what to think.

Only two officers wounded in this part of the fleet. The total killed and wounded in all the vessels amount to 6 killed, 30 wounded. Poor fellows.

The flag-officer has sent one of the rams up to Davis with letters for General Halleck and others.

I trust you are safe and send you a hearty God bless you.

Yours, cordially,

BELL.

Captain CRAVEN,
Brooklyn.

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, regarding the passage of the batteries.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, June 28, 1862.

DEAR CAPTAIN: We all got through except Craven, Preble, and Russell. What was the cause of their repulse? I am yet ignorant, and have therefore sent to communicate with Craven. I fear his ship is injured. We had very few killed and wounded. This ship lost 1 man killed and 11 wounded. We silenced the batteries as we came up to them, but as soon as we passed the range of our guns, they ran to theirs again, and this upper battery hulled us several times with 50-pound rifle and solid VIII-inch shot, fortunately killing no one. I have communicated with Davis and General Halleck, asking their cooperation, particularly that of the Army. Colonel Ellet received

news from Memphis that General Halleck was in or near that city with a large army. I shall remain up here a short time.

Very truly, yours,

D. G. FARRAGUT,
Flag-Officer.

Commander D. D. PORTER,
Commanding Mortar Flotilla.

Report of Captain Craven, U.S. Navy, announcing the safety of the three vessels below Vicksburg.

U. S. STEAM SLOOP BROOKLYN,
Below Vicksburg, June 28, 1862.

MY DEAR SIR: Thank God there is nothing the matter with either of the three vessels below. After you left us, and Porter stopped throwing his shells, the rascals who had been thoroughly driven from their guns beforehand returned, and as I was trying to silence the only two guns remaining in action, it seemed as if a thousand new hands had come to demolish us. I laid the *Brooklyn* under the heights for about an hour and a half, and with the *Kennebec* and *Katahdin* tried to subdue them, but unassisted by the mortar boats, was, after expending nearly all of my rifle shells, obliged to give it up.

If Porter can only keep up a mild shelling until General Halleck sends down a few of his men, another such a roar as they heard this morning will drive these devils out. Some of Porter's men have been up on the hills and seen one or two of the guns on the southernmost batteries. No one near them.

The *Kensington* arrived at about noon with provisions, and the mortar boats have already besieged me with requisitions; as they appear to be pretty large, and I have no invoice of what the *K.* has on board, I send requisitions to you. By same opportunity send a mail brought from Key West.

There is nothing new from New Orleans.

I will send the invoice of provisions to you early in the morning, and according to your instructions discharge the *Anglo-American* by 8 a. m. to-morrow, should you think it unnecessary to send her under convoy.

Should you desire Porter to keep up a demonstration upon the hills, please write to him, for it is too evident he does not like to receive instructions from myself.

With hearty thanks to God that you have all escaped so wonderfully, I am, most truly, and respectfully, yours,

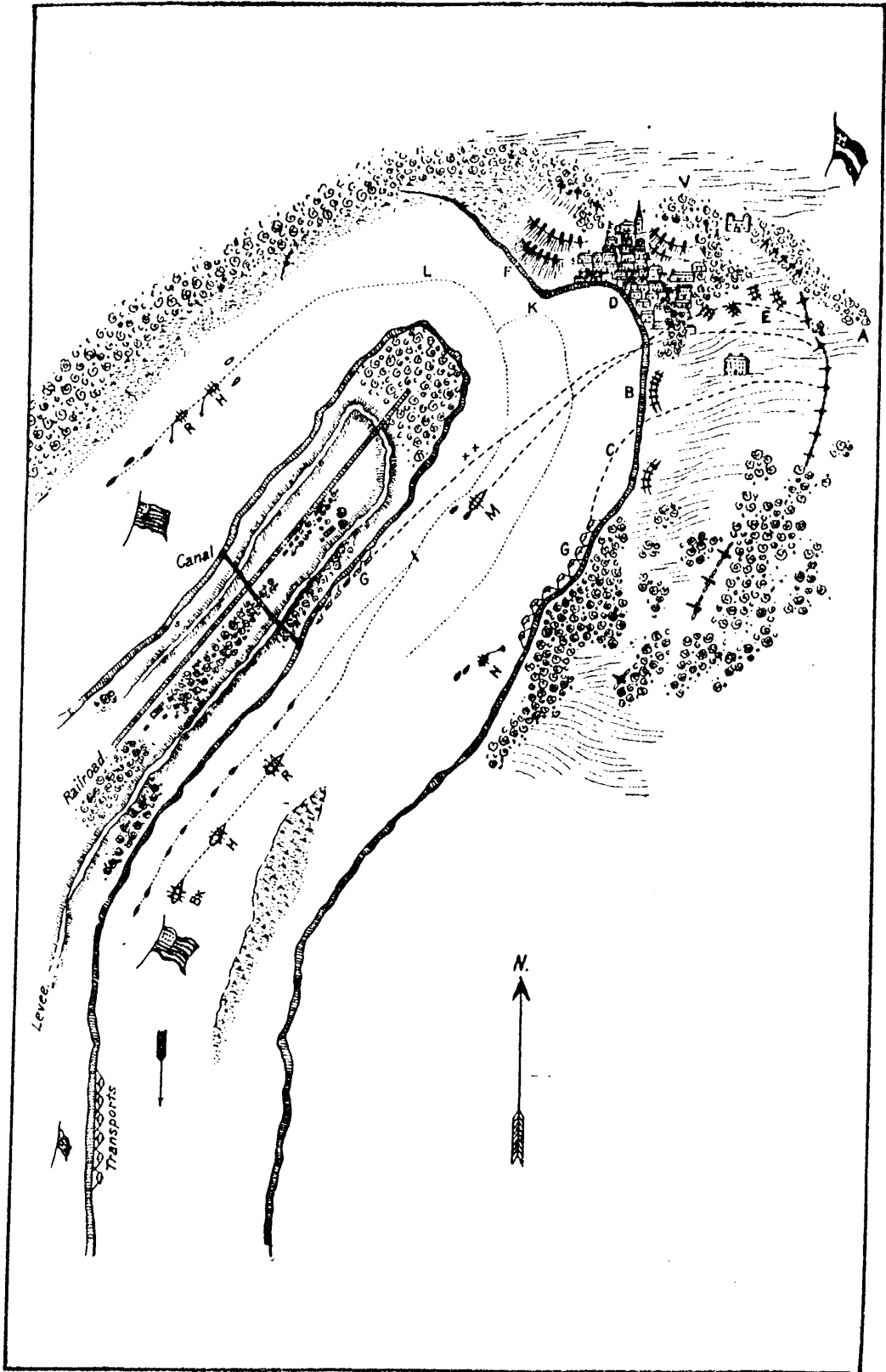
THOS. T. CRAVEN,
Captain.

Flag-Officer D. G. FARRAGUT,
*Commanding Western Gulf Blockading
Squadron, above Vicksburg.*

Please thank Bell for his kind note. Your secretary is in a hurry, or I would write to him.

Respectfully,

T. T. CRAVEN.



Plan of the engagement with the rebel batteries at Vicksburg, June 28, 1862.—From Craven papers.

Key to plan.

- A—Hill batteries, 300 feet high, 1,500 yards from the water, 20 guns.
 B—Water battery, 5 guns.
 C—Water battery, 3 guns.
 D—Vicksburg, built on a slope rising 300 feet.
 V—State[court]house, public buildings, churches, etc., without guns among them.
 E—Terraced batteries, above each other.
 F—Battery.
 G—Mortar fleet, xx distance 4,000 yards.
 H—*Hartford*. R—*Richmond*. Bk—*Brooklyn*. ○ ○ gunboats.
 I—Order of battle and advance.
 K—Turning place of squadron.
 L—Track of vessels that ran by the batteries and anchored.
 M—*Brooklyn*, *Katahdin*, and *Kennebec* engaging the enemy for 2 hours 40 minutes.
 N—*Brooklyn* at anchor after the action.

J. R. B.

Order of Flag-Officer Farragut, U. S. Navy, to the commanding officers of the U. S. steamers *Brooklyn*, *Kennebec*, and *Katahdin*, to forward official reports.

U. S. FLAGSHIP *HARTFORD*,
Above Vicksburg, Miss., June 29, 1862.

SIR: You will be pleased to make your official report of your attack on Vicksburg yesterday, giving your reason for not following the flagship up the river, and giving an official list of your casualties.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Captain THOMAS T. CRAVEN,
Commanding U. S. S. Brooklyn, Below Vicksburg, Miss.

Lieutenant Commanding JNO. H. RUSSELL,
U. S. S. Kennebec.

Lieutenant Commanding GEO. H. PREBLE,
Commanding U. S. S. Katahdin.

Report of Captain Craven, U. S. Navy, commanding U. S. S. *Brooklyn*.

U. S. STEAM SLOOP *BROOKLYN*,
Below Vicksburg, June 30, 1862.

SIR: In compliance with your order of yesterday's date to make my official report of my attack on Vicksburg on the 28th instant, and to give my reason for not following the flagship up the river, etc., I submit the following:

At 3:15 a. m., June 28, got underway and took position in the prescribed line of battle and followed the flagship. At 4:05 a. m. the enemy opened fire upon the advanced vessels. When this ship arrived abreast of the lower batteries, the steamers of the Mortar Flotilla, which seemed to be without any form of order, obstructed our passage in such a manner as to oblige us to stop our engines, and thus delayed our progress. At 4:45 a. m., as the 80-pounder rifle was the only gun bearing upon the hill and able to reach, we opened with that vigorously, keeping well inside their line of fire. At 5:15 the gunboats, and a few minutes afterwards the bomb vessels of the Mortar Flotilla, having

ceased firing, all the batteries, which had previously been partially silenced, immediately renewed the action, hailing a cross fire on this ship and the two gunboats. At this time the smoke cleared away ahead of us, and to my surprise I could see nothing of the flag or other ships in the line. Whilst we were hotly engaged, trying with our two rifles to silence their most annoying battery, fire was opened upon us by a battery of five pieces of flying artillery from a position about two-thirds of the way down the hill, and in front of the southernmost battery. Being within easy range, we opened our starboard broadside with shell and shrapnel and drove them from their position. Finding myself entirely unsupported except by the *Kennebec* and *Katahdin*, which two vessels gallantly performed their part in the engagement, and knowing that it was impossible to reduce a single one of those hilltop batteries, at 7:25 a. m., after sustaining their fire for two hours and forty minutes, I discontinued the action, and at 8:25 a. m. came to anchor about 2½ miles below Vicksburg.

My reasons for not following the flagship up the river, that is, above and beyond the fire of the forts, are simply because, in your general order of the 25th instant, you say: "Should the action be continued by the enemy, the ships and *Iroquois* and *Oneida* will stop their engines and drop down the river again;" and on the evening of the 27th, twice (when in the cabin, and on the quarter-deck of your flagship), I asked you if it was your wish or desire for me to leave any batteries behind me that had not been silenced. You answered: "No, sir; not on any account."

It affords me great pleasure to bear witness to the excellent deportment of my officers and men. A more cool or braver set of men was never on board of any vessel.

We were hulled but twice, one shot taking effect below water, on our starboard bow, and we received some damage to our rigging.

We have no casualties aboard.

We expended in the action: 28 IX-inch shell, 41 IX-inch shrapnel, 62 Hotchkiss 80-pounder rifle shell, 3 Dahlgren 80-pounder rifle shell, 14 Parrott 30-pounder rifle shell.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Captain.

Flag-Officer D. G. FARRAGUT,
*Commanding Western Gulf Blockading Squadron,
U. S. S. Hartford, above Vicksburg.*

Report of Lieutenant Russell, U. S. Navy, commanding U. S. S. *Kennebec*.

U. S. GUNBOAT *KENNEBEC*,
Below Vicksburg, Miss., June 29, 1862.

SIR: In obedience to your order of the 29th, I have the honor to make my report of the attack on Vicksburg, and my reason for not following you up the river; also the casualties which have occurred on board this vessel. My position was in the rear of the *Pinola* and on the port quarter of the *Brooklyn*, which I held. On the batteries opening fire, I found from the position of the steamers under the command of Commodore Porter, that I could not bring my guns to bear

on the batteries without serious injury to them. Immediately on their dropping astern, I opened fire on the bluff battery, which had not yet been silenced. When the dense smoke, which had previously obscured the vessel, had passed away I found that you had, with the rest of the fleet, with the exception of the *Brooklyn*, *Katahdin*, and this vessel, passed up, and that the mortar vessels had discontinued their fire. Placed in this position, I again referred to your orders which were, "but if the action should be continued, the ships *Iroquois* and *Oneida* will stop their engines and drop down the river again, keeping up their fire until directed otherwise." Retaining my position astern of the *Brooklyn*, I continued firing upon the batteries until my supply of ammunition was so reduced that I deemed it advisable to desist. The hospital and other batteries, which had been silenced for a while, had at this time opened again. The battery on the bluff was firing with vigor, and was assisted by some artillery in the woods. With shot and shell falling around us, I am happy to report no casualties or injury to this vessel. The officers and men performed their duty with the greatest alacrity and coolness. I can not refrain from mentioning my executive officer, Lieutenant F. B. Blake, who personally attended to the firing of every gun. The following is the expenditure of ammunition, viz: 14 XI-inch shell, 10-second fuze; 2 XI-inch shell, 15-second fuze; 16 Parrott shell, percussion fuze; 5 Parrott shell, time fuze, 5-second; 5 Parrott shell, time fuze, 10-second.

Very respectfully, your obedient servant,

JOHN H. RUSSELL,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant Preble, U. S. Navy, commanding U. S. S. *Katahdin*.

U. S. GUNBOAT KATAHDIN,
Below Vicksburg, Mississippi River, June 29, 1862.

SIR: Agreeably to your order of this date I have to report that I received no orders "to follow the flagship up the river," or any written order whatever, and was entirely ignorant of your plan of attack.

Agreeably to your verbal instructions, which were "to take the rear of the line and follow the *Kennebec* and fire at anything and everything I saw fit or could see," I got this vessel underway at 3:30 yesterday morning and took position as the rearmost vessel and followed the *Kennebec* to attack the batteries at Vicksburg. After the squadron, with the exception of the *Brooklyn*, *Kennebec*, and *Katahdin*, had passed the batteries, the Mortar Flotilla ceased firing, and the enemy opened their batteries anew. We continued under their fire until 8 a. m., when we dropped down, in company with the *Brooklyn* and *Kennebec*, and at 8:20 came to anchor out of range. I have no casualties to report, and the vessel was not hit, though the enemy's shot flew around and over us. The officers and men behaved with their usual cool and determined bravery under fire. We expended in the action 11 shells from the XI-inch pivot gun and 13 from the Parrott rifle on the forecastle. Every shot was deliberately aimed at one or the other of the batteries. In consequence of the position assigned us, and the

number of vessels engaged, it was impossible to fire rapidly without firing into or over, and endangering other vessels of the squadron and the steamers and schooners of the Mortar Flotilla. The vessel had to be maneuvered to fire every shot. We were three hours under the fire of the batteries.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
*Commanding Western Gulf Blockading Squadron,
U. S. Flagship Hartford, above Vicksburg.*

Letter from Flag-Officer Farragut, U. S. Navy, to Lieutenant Russell, U. S. Navy, commanding U. S. S. Kennebec, expressing surprise at interpretation of general order.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 5, 1862.

SIR: Your report of your attack on Vicksburg, etc., has been duly received, and I regret to observe that you also quote my general order as a justification for not coming up the river, which I can not recognize as a valid reason; for although I stated that the ships were to drop down again in my general order, it was naturally to be inferred that I was to be the judge when it was to be done, and I think you must remember that I distinctly stated to you and the other commanding officers that the old signal was to be made of tack, or wear, beginning at the rear, but the general order certainly stated that you were to go up to the bend of the river before dropping down again. I can not, therefore, comprehend why you did not pass above the mortar boats without waiting for them to drop down below you. Had you simply stated that you followed the *Brooklyn* and remained with her, I could have recognized the reasoning, but I can not justify your interpretation of my general order.

Your report of the loss of an anchor and cable down the river has also been received.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Lieutenant Commanding JOHN H. RUSSELL,
Commanding U. S. S. Kennebec, Below Vicksburg, Miss.

Letter of censure from Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, June 30, 1862.

SIR: I regret to say that I have read with surprise your explanation of the causes which led to your not coming up the river. In the first place, I have no recollection of ever saying to you that you were not to leave unsilenced a battery in your rear, nor of the language quoted by you and Lieutenant Commanding Russell, saying that you were to drop down again. I can permit Lieutenant Commanding Preble's mistake, as he had just arrived and was therefore assigned to the rear, and every man knows it is his duty to follow his leader. I therefore

took it for granted that he would follow Lieutenant Commanding Russell. But, sir, when you presume to shelter yourself under the idea that I left you or any other officer the right to stop at pleasure and change my general order, you assume the right to annul my orders, or act according to your own will. No, sir; you asked me to allow you to act at your own discretion so far as increasing or diminishing the distance from the starboard shore, so as to reach the batteries on the hill. To this I assented and was frank with you. I told you that I did not wish to embarrass an officer in such little matters. But, sir, it was your duty to have followed your flag-officer until his situation justified you in abandoning him as hopeless. It is strange that no other commanders took that view of the general order, which, I regret to say, both you and Lieutenant Commanding Russell are pleased to quote to your own advantage, but having the order before me it reads thus: "When the vessels reach the bend in the river, should the enemy continue the action, the ships," etc., "will drop down the river again," etc. How did I explain this part of my order to you all? Why, that I would make the signal to wear or tack in succession, beginning in the rear. Now, sir; did you ever reach the bend of the river? I can answer for you, that you were never within a mile and a half of it.

I passed Commander Porter's gunboats at 4 o'clock and opened fire at 4:15. We were moving as slowly as possible, waiting for the *Brooklyn* to come up. The gunboats of the Mortar Flotilla were on our starboard quarter firing at that time (and they did it in handsome style, too), because they knew where the batteries were and we did not. We continued passing up at the slowest possible speed, and once stopped for you, until we reached the upper battery at the bend of the river, which we silenced and then anchored and made signal for breakfast at 6 a. m., a few minutes later than you say you reached the batteries.

I do not pretend to say that I did my duty well; like many things of the kind, it was all well digested and my signals were all ready, but it so happened that the smoke and want of daylight prevented the signals being used, but I trusted to our early education "that no man did wrong who got his ship alongside the enemy," and that every man would follow his file leader, so I went ahead, believing that all would do likewise, and no one regrets more deeply than I do that they did not.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Squadron.

Captain THOMAS T. CRAVEN,

Commanding U. S. S. Brooklyn, Below Vicksburg.

Report of Acting Midshipman Bartlett, U. S. Navy.

Notes of a conversation between Flag-Officer Farragut and Midshipman Bartlett, of the U. S. S. Brooklyn.

FLAG-OFFICER'S CABIN, *June 30, 1862.*

Flag. Why did you not come up the river by the batteries?

Mid. B. We had orders not to.

Flag. Who gave you any such orders? I did not.

Mid. B. The orders, as I heard Captain Craven state them to Lieutenant Commanding Russell after we had dropped out of range of the

batteries were: "You will stand up the river and engage the batteries; you will not pass them on any account until they are all silenced," and as a verbal order that he must not leave any batteries in his rear.

Flag. I gave no such order. I should like to see any such order as that. I should like to read it. I waited some time for Captain Craven abreast of the mortar vessels, and when he got most up to me I opened fire and started ahead, supposing that he would follow.

Mid. B. We were detained for a long time in getting up our anchor, as we used a deck tackle. As soon as our anchor was up, we hurried ahead, but when we got just above the mortar vessels, Captain Porter's ferry and gunboats got in line of battle ahead so that we could not get by.

Flag. They detained me for a moment, but I soon got by and so could Captain Craven, if he had wished to. But he did not wish to come by.

Conversation in upper cabin between the Flag-Officer and Captain Bell.

Here the flag-officer said that he had given no such order to Captain Craven, to the effect that he should not pass. That some officers could understand orders just their own way, when they tried. That after this he would try and write his orders so that officers could understand them. That he had been trifled with long enough, and would not stand it any longer. When officers began to fool with him they would find what he was made of. Officers below here have been gobbling [garbling] my orders to suit themselves; but I don't intend to stand it any longer.

Respectfully submitted.

J. R. BARTLETT,
Acting Midshipman, U. S. Navy.

Captain T. T. CRAVEN, U. S. Navy,
U. S. S. Brooklyn.

Letter from Captain Craven, U. S. Navy, to Flag-Officer Farragut, U. S. Navy, requesting to be relieved from duty under his command.

U. S. STEAM SLOOP BROOKLYN,
Below Vicksburg, July 1, 1862.

SIR: In your programme for the battle of the 24th of April, you were pleased to assign to my junior the command of one of the four columns in which the fleet was divided.

On the 2d of May, you gave me a verbal order to proceed to Vicksburg with the *Brooklyn*, *Richmond*, *Sciota*, *Winona*, and *Itasca*, to take possession of the place and to destroy the railroads, telegraphs, etc.

On the 7th of May, when I had ascended the river up to within about 20 miles of Natchez, I was, by your order, relieved from this duty by a junior officer, and ordered to drop down with the *Brooklyn* to Baton Rouge.

On the 25th of this month, in your programme for the attack upon the forts at Vicksburg, you assigned to the junior commander of this squadron a post which, by all the laws of war, should have been assigned to myself; and yesterday you were pleased to address such a letter to me as no officer possessing the least particle of self-respect could receive submissively without degrading himself to the level of a serf.

Feeling, sir, that, for some reason unknown to myself, I have either never enjoyed your confidence, or that you have never intended to award to me that justice due from a senior to his junior officers, and feeling, moreover, that I can never again enter upon any service under your command with cheerfulness or zeal, I respectfully request to be relieved from my command, with permission or orders to proceed to the north, where, I hope, whenever it may meet the convenience of the Navy Department, proper steps may be taken to ascertain how far you were right in inflicting upon me, without trial, your reprimand of yesterday.

An early reply to my last request will be thankfully received.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Captain.

Flag-Officer D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, U. S. S. Hartford.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn, detaching him from the West Gulf Squadron.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 1, 1862.

SIR: Your letter of this day's date has been received, in which you are pleased to enumerate the acts of injustice I have done you since you have been under my command. Although I confess I do not see a single act of injustice to you in my course, I am perfectly willing that others should judge the matter rather than myself.

You say that on the 24th I assigned "to a junior, one of the four columns." The fleet was divided into only two columns.

Commander Bell was assigned to the command of four gunboats in the same column with your ship, but for the purpose of performing a particular duty under certain circumstances, which circumstances did not occur, and Commander Bell always followed your ship according to rank until our arrival off New Orleans. The interference with your work at Vicksburg was because I had been informed that the large ships would be hazarded by going up the river as high as Vicksburg, and therefore determined to stop them all at Natchez. In my programme of the 25th of this month I assigned the lead to the *Richmond*, because that ship and the *Hartford* had each two heavy bow guns and the *Brooklyn* had but one, which you had pronounced worthless or, at least, very uncertain, and I so stated the case to you at the time, offering to let you take the lead if you desired it, but that I thought the general good was to be consulted, and that I would make any explanation of the fact you might desire, as you said it did not look well at home. I also assured you that the guns were the only cause of my change in the lead. As to my letter of yesterday, it speaks for itself. I found fault with two things in your course—first, your not coming up past the batteries with the rest of the fleet; second, your quoting my instructions to cover your case, which I knew you were not justified in doing.

In conclusion, sir, your request to return home is granted, and on your arrival you will report to the honorable Secretary of the Navy.

Our correspondence will be forwarded by the first mail. You will transfer the command of the *Brooklyn* to Commander H. H. Bell.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Captain THOMAS T. CRAVEN,
Commanding U. S. S. Brooklyn, below Vicksburg.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, to assume command of the U. S. S. Brooklyn.

U. S. FLAGSHIP,
Above Vicksburg, July 1, 1862.

SIR: You will repair on board of the U. S. steam sloop *Brooklyn* and relieve Captain Thomas T. Craven of the command of that vessel.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Commander HENRY H. BELL,
Fleet Captain, Western Gulf Blockading Squadron.

Report of Flag-Officer Farragut, U. S. Navy, stating the reasons for censuring Captain Craven, U. S. Navy, commanding U. S. S. Brooklyn.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 1, 1862.

SIR: As you will perceive from the enclosed correspondence, I have been constrained to permit Captain Craven to return home. I can assure the Department that nothing can be more painful to me than such difficulties in my squadron, but the morale must be preserved. I can not permit an officer to fall short of the mark without knowing why, and where the explanations are not in accordance with common-sense reading of the instructions and my own knowledge of the facts, I can but censure. I had never had any cause for persecuting Captain Craven, and certainly never did so. I thought Captain Craven was perfectly satisfied with the arrangement I made—at least I never knew anything to the contrary, but wished it explained at home for fear of misconception on the part of others. I offered him the lead on the 28th, but am truly glad that he did not take it. He informed me that his gun was good for nothing, and I knew that we had a battery of very heavy guns to contend against, with a raking fire, and therefore wanted chase guns, not only [one] but all of them that I could get. But, sir, the officers of the Mortar Flotilla say that the *Brooklyn*, *Kennebec*, and *Katahdin* never came up to the batteries, but continued the action at long range from below the gunboats of the flotilla. These things have a bad effect in a fleet, and as Captain Craven requested permission to return home, I granted it and assigned Commander Bell to the command of the *Brooklyn*.

All of which is respectfully submitted.

Your obedient servant,

[D. G. FARRAGUT],
Flag-Officer, Comdg. West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Craven, U. S. Navy, of arrival at Geneva, N. Y.

GENEVA, N. Y., *July 11, 1862.*

SIR: I have the honor to inform you that I left the fleet under the command of Flag-Officer D. G. Farragut off Vicksburg on the 4th instant.

An attack of illness prevented my proceeding directly to Washington.

Trusting that my health will be sufficiently restored, I shall endeavor to report in person at the Navy Department by Tuesday next.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Captain.

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

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, Miss., July 2, 1862.

DEAR CAPTAIN: I enclose you a letter* received from Lieutenant Lowry this morning. You know that I have always felt a desire to do something for that officer, and actually placed him in command of the *Montgomery* when I first arrived here. He, too, takes the ground of injustice, etc., but the object of my sending this letter to you is that you may make him sensible of his error and induce him to withdraw his letter; if he will not, suspend him from duty, and allow him to take passage home, as directed in my letter*. A first officer with so insubordinate a spirit can be of no use to you. No one can more deeply regret than I do the whole affair, but the discipline of the service must be maintained.

Very truly and respectfully, yours,

D. G. FARRAGUT,
Flag-Officer.

Commander H. H. BELL,
Commanding U. S. S. Brooklyn, below Vicksburg, Miss.

Letter from Flag-Officer Farragut, U. S. Navy, to Captain Bell, U. S. Navy, commending his course with the officers and men of the U. S. S. Brooklyn.

FLAGSHIP HARTFORD,
Off Vicksburg, July 3, 1862.

DEAR CAPTAIN: You can not imagine how much I am obliged to you for bringing this thing in a proper light before your officers and men. Such things distress me so much, for I know I will do what I think to be my duty, let who will suffer, and it is so painful to me to injure any one.

Davis was not so fortunate with Craven. He has been to see me and told me that he and Lee had said all they could on the occasion to convince him of his error, and that it would ruin him to go home, etc.,

* Not found.

but all to no purpose, and so he goes. But it was so strange that the ship should feel implicated to the extent they did when they had nothing to do with it. I could not see, but I fear the midshipman, with his previous impressions, magnified my remarks, which were simply, "Why did you not come up?" and he replied because the captain said his instructions told him not. That is not so. If this was not the conversation, I don't know to what he alluded. But I know I never made any allusion to the ship, or even to Captain Craven, other than his misconstruction of my order.

Mr. Lowry's letter* was a manly letter, and I am much gratified at it for your sake as well as my own, and I trust that you will have a pleasant time of it. Your remarks were well timed, and I know will have a good effect. The same thing occurred to me last evening, but it came better perhaps from you than me.

We have a mail up to-morrow.

Davis told me to-day that the Department appears to have expected him to meet me here, and also the cutting of the ditch, so that all goes well.

Let me know as soon as the *Tennessee* is discharged. I shall send the paymaster up to Memphis to-morrow for potatoes and onions and flour. If anything occurs to you that I ought to do, I hope you will let me know as usual.

Very truly, yours,

D. G. FARRAGUT.

Captain H. H. BELL,
U. S. S. Brooklyn.

General order of Flag-Officer Farragut, U. S. Navy.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, Miss., July 3, 1862.

To-morrow being the anniversary of our national independence, the vessels of the fleet will be dressed with a flag at each masthead at 8 a. m., and a salute of twenty-one guns will be fired at noon from each of the vessels of the fleet mounting the number of guns authorizing salutes.

Very respectfully,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Report of Flag-Officer Farragut, U. S. Navy, regarding the passage of the batteries.

No. 126.]

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, Miss., July 2, 1862.

SIR: In obedience to the orders of the Department and the command of the President, I proceeded back to Vicksburg with the *Brooklyn*, *Richmond*, and *Hartford*, with the determination to carry out my instructions to the best of my ability.

My difficulties and expenses in getting coal and provisions up the river have been very great, and it has only been accomplished by great

* Not found.

exertions on the part of Captain H. W. Morris, aided by the army. Captain D. D. Porter's Mortar Flotilla, which was deemed indispensable to shell out the heights, had also to be towed up. All this caused a great delay, but by the steady exertions of that officer and the assistance of all in whose power it was to help, we succeeded in getting up 16 mortar vessels, and arrangements were soon made to bombard the forts on the heights at Vicksburg. Owing, however, to some imperfection in the fuzes (which Captain Porter will explain), he was two days getting his ranges. On the evening of the 27th he reported to me that he was ready, and I issued my general order, a copy of which is hereto appended, for the attack on the 28th, at 4 a. m.

At 2 a. m. on the 28th June the signal was made to weigh, and we proceeded up to the attack in the order of steaming prescribed in the diagram accompanying the general order. At 4 o'clock precisely the mortars opened fire, and at almost the same moment the enemy fired his first gun, which was returned by the leading vessels, *Iroquois*, Commander J. S. Palmer; *Oneida*, Commander S. P. Lee, and *Richmond*, Commander James Alden; the other vessels, *Wissahickon*, Commander John DeCamp; *Sciota*, Lieutenant Commanding Ed. Donaldson; this ship, Commander R. Wainwright; *Winona*, Lieutenant Commanding E. T. Nichols, and *Pinola*, Lieutenant Commanding Peirce Crosby, next came up and poured in their fire successively. At almost the same instant Commander D. D. Porter came up on our starboard quarter with the *Octorara*, *Westfield*, *Clifton*, *Jackson*, *Harriet Lane*, and *Owasco* and opened in fine style upon the enemy. The *Hartford* fired slowly and deliberately and with fine effect, far surpassing my expectation in reaching the summit batteries. The rebels were soon silenced by the combined efforts of the fleet and of the flotilla, and at times did not reply at all for several minutes, and then again at times replied with but a single gun. I passed up at the slowest speed (we had but 8 pounds of steam), and even stopped once in order that the *Brooklyn* and sternmost vessels might close up.

The *Hartford* received but very little injury from the batteries in or below the town, but several raking shot from the battery above the town did us considerable damage. They were 50-pounder rifle and VIII-inch solid shot. The first passed through the shell room in the starboard forward passage and lodged in the hold, but did no other harm; the VIII-inch struck the break of the poop and passed through the cabin, but hurt no one; the rigging was much cut and the port main topsail yard was cut in two. If the ships had kept in closer order in all probability they would have suffered less, as the fire of the whole fleet would have kept the enemy from his guns a longer space of time, and when at his guns his fire would have been more distracted. When we reached the upper battery we soon silenced it, and it was reported to me that their flag was struck. We therefore gave three cheers, but when we had passed about three-quarters of a mile above they reopened fire with two heavy guns. I was unable to reply to this raking fire, being out of range. Although their shots were well directed, they either had too much or too little elevation and only cut our rigging to pieces without injuring anyone seriously, which was strange, as the *Iroquois*, *Winona*, and *Pinola* were on our quarters.

At 6 a. m., meeting with Lieutenant-Colonel Ellet, of the Ram Fleet, who offered to forward my communications to Flag-Officer Davis and

General Halleck at Memphis, I anchored the fleet and went to breakfast, while I prepared my hasty dispatch (No. 120) and telegram for the Department. I also sent across the peninsula to see what was the cause of Captain Craven and the vessels astern of him in the line not passing up. I also desired a list of their casualties, which appear by their letters to have been "none." The casualties in the fleet, as far as heard from in the passing vessels, were 7 killed and 30 wounded. Commander Porter reports 8 killed and 10 or 12 wounded, but that was not his official report probably, but referred more particularly to the two steamers, *Clifton* and *Jackson*, each of which had an accidental shot, the *Jackson* in the wheelhouse, killing the helmsman, and the *Clifton* a shot through her boiler, killing (by scalding) the men in her magazine, 6 in number, and 1 man was drowned by jumping overboard. I herewith forward the report of Acting Lieutenant Commanding C. H. Baldwin, of the *Clifton*.

The Department will perceive from this (my) report that the forts can be passed and we have done it, and can do it again as often as may be required of us. It will not, however, be an easy matter for us to do more than silence the batteries for a time, as long as the enemy has a large force behind the hills to prevent our landing and holding the place. General Williams has with him about 3,000 men, and on the occasion of our attack and passing, placed a battery of artillery nearly opposite the upper forts, for the purpose of distracting the raking fire from us while running up, but the fort having a plunging fire upon them dismounted one of the guns and killed a man and a horse.

It gives me great pleasure to say that General Williams and Colonel Ellet and the army officers of this division generally have uniformly shown a great anxiety to do everything in their power to assist us, but their force is too small to attack the town or for any other purpose than a momentary assault to spike guns if such an opportunity should offer.

It gives me great pleasure to report that the officers and men of the ships which accompanied me up the river behaved with the same ability and steadiness on this occasion as in passing Forts Jackson and St. Philip. No one behaved better than Commander J. S. Palmer, of the *Iroquois*, who was not with me on the former occasion. It pains me much to limit my praise, but I can not speak of those who did not come up. It was their duty to have followed me with or without signal, particularly so as it was too early and too smoky to distinguish signals. I enclose their explanations herewith.

As to Commander R. Wainright and the officers and crew of this ship, I can not speak too highly of their steadiness and coolness, and the energy with which they performed their duties. This ship was conducted as coolly and quietly as at an ordinary drill at general quarters; there was no confusion of any kind throughout the whole action, and as far as I could observe the other vessels, the same feelings appeared to animate all the officers and crews engaged.

The captain of the fleet, Commander H. H. Bell, was on the poop by my side, and not being able, as I before stated, to do much in the management of the fleet, owing to the darkness and smoke, gave his attention to looking up the batteries and pointing them out to the officers in charge of the guns and assisting them with his judgment on all occasions.

My secretary, Mr. E. C. Gabaudan, noted the time of passing

events and acted as my aid when required, which duty he performed with coolness and steadiness.

I must not fail to mention the coolness of our pilot, John J. Lane, who, although this was the first time that he had ever been under fire, did not for a moment quit his post, but steadily guided the ship in her course. He is not a professional pilot, as they can only be obtained by force in New Orleans.

All which is respectfully submitted by your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding West Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Farragut, U. S. Navy, regarding the destruction of a gun on board the U. S. S. *Sciota*.

U. S. FLAGSHIP HARTFORD,

Above Vicksburg, July 1, 1862.

SIR: I have to report that the gun carriage of the 20-pounder Parrott rifle on board the *Sciota* was rendered completely useless by a shot from the enemy striking it under the muzzle of the gun, demolishing the breeching plate, eccentric, and forward part of carriage. This occurred while passing Vicksburg on the 28th June.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding West Gulf Squadron.

Captain A. A. HARWOOD,

Chief Bureau Ordnance, etc., Washington, D. C.

Report of Flag-Officer Farragut, U. S. Navy, transmitting reports of commanding officers.

No. 128.]

U. S. FLAGSHIP HARTFORD,

Above Vicksburg, July 3, 1862.

SIR: I have the honor herewith to enclose the reports of the *Oneida*, *Richmond*, *Hartford*, *Sciota*, and *Winona* of the action of Vicksburg on the 28th June, 1862; also a supplementary report* from Captain Craven, of the *Brooklyn*, of the action below New Orleans, April 24 and 25. I enclose also the report of Commander Palmer, of the *Iroquois*, of the action of the 28th ultimo.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

*See p. 189.

Report of Commander Lee, U. S. Navy, commanding U. S. S. *Oneida*.

U. S. STEAM SLOOP ONEIDA,
Above Vicksburg, June 28, 1862.

SIR: I have the honor to report the part borne by the *Oneida* in the engagement with the rebel batteries at Vicksburg this morning.

At 2:10 a. m., the flagship made private signal to fleet to get underway. Stopped coaling, cast off from the coal bark, called all hands, got underway, lashed the hammocks along the starboard side to hold splinters, beat to quarters, cleared ship for action, and stood up the river, the *Iroquois* in line ahead, the *Richmond* astern of us, and the rest of the fleet following. At 3:55 the enemy opened fire on us from his numerous batteries below, over, and above the town. At 4:15 opened fire on the enemy's batteries in succession, firing for fifteen minutes or more at the flash and smoke at the batteries below and over the town, viz, the Marine Hospital battery and the batteries on the ridge over that hospital, it being too dark to see distinctly the batteries on the shady side of the hills.

As it grew light, orders were given to fire as soon as the smoke cleared off, and with good aim. We used shell (5-second fuzes), shrapnel, and grape, according to distance; steaming so as to keep between *Iroquois* and *Richmond*, and going ahead at intervals when the enemy got our range well.

Having reached the bend in the river (the *Iroquois* ahead and the *Richmond* astern of us), and none of our starboard guns now bearing on the batteries, pivoted guns and lashed hammocks on the port side, and prepared for enfilading the batteries above the town, when the flagship came up in the proposed line of fire. At 6:30 the *Oneida* anchored near the *Hartford*. This ship was struck four times, one 6-inch rifle shell came through the starboard after pivot port, killing S. H. Randall (seaman) at the after-pivot gun; severely wounding Richard [M.] Hodgson, third assistant engineer, at the engine bell, and, passing through the combings of the engine-room hatch, picked up three loaded muskets (each lying flat on the deck, on the port side of that hatch), and burst in the bulwarks over the first cutter, which was lowered to near the water's edge, drove the muskets through the open port there, and severely wounded William Cowell (seaman), who was in the boat sounding, and slightly wounded Henry Clark (chief boatswain's mate). One 8-inch solid shot struck on starboard quarter near the copper and cut the mizzenmast half in two between decks. One 32-pounder shot passed through the rail. A second 8-inch solid shot carried away amidships the keel of the launch (which was partly lowered), and, entering on the starboard side, struck the sea drum and, glancing, fell in the fire room.

We expended 19 XI-inch shell (5-second fuzes), 16 XI-inch shrapnel, 3 XI-inch grape from the two pivot guns, 12 6-inch shells, 6 32-pounder grape from the two 32s, and 28 30-pounder bolts from two rifle guns. Most of these from the forecastle pivot gun.

The officers and men did their duty well. The enemy's fire was heavy. I enclose the surgeon's report. We have no carpenter.

Respectfully, yours,

S. PHILLIPS LEE,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

[Enclosure.]

U. S. S. ONEIDA,
Above Vicksburg, Miss., June 28, 1862.

SIR: I beg leave to report the following casualties which occurred during an engagement with the rebel batteries at Vicksburg this morning:

Killed.—Stephen H. Randall, seaman.

Severely wounded.—Richard M. Hodgson, third assistant engineer, extensive contusion and laceration of the left leg. William Cowell, seaman, comminuted fracture of the ulna and tarsal bones, and deep flesh wound of the thigh.

Slightly wounded.—Henry Clark, boatswain's mate, cut on the leg.

Very respectfully,

JOHN Y. TAYLOR,
Surgeon.

Commander S. PHILLIPS LEE, U. S. Navy,
Commanding U. S. S. Oneida.

Report of Commander Alden, U. S. Navy, commanding U. S. S. Richmond.

U. S. S. RICHMOND,
Above Vicksburg, Miss., June 28, 1862.

SIR: In accordance with your instructions I have the honor to enclose herewith the surgeon's report of the casualties which occurred on board this vessel during the engagement with the batteries at Vicksburg this morning. I also send for your information the report of the carpenter and boatswain, showing the injury done to the *Richmond* by the enemy's shot.

When all behaved so well I find it impossible to designate any particular individual, either among the officers or men, as meriting especial notice for gallantry and good conduct during the spirited fight, which lasted nearly an hour, and for the most part at short range; still I feel I should be doing great injustice to the officer to whom the careful training and consequent steadiness of the crew is due if I were to fail to give him the credit he has so fairly won. I refer to Lieutenant Cummings, the executive officer of this ship, and I trust that a grateful country will soon reward him in some way for his untiring zeal and devotion to his profession and her cause.

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

JAMES ALDEN,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

[Enclosures.]

U. S. S. RICHMOND, June 28, 1862.

SIR: I respectfully beg leave to report the damage received by this vessel in the action off Vicksburg this day:

Was struck by an 8-inch shot, between No. 4 and 5 gun ports, cutting through chain plate and plank-sheer, tearing up seven planks of spar deck, cutting through fore-and-aft knee, destroying carline, breaking diagonal knee, shattering beam, and embedding itself therein.

By an 8-inch shot, forward of No. 6 gun port, cutting through plank-sheer, and one plank of deck, shattering the adjoining plank, passing over, grazing boat's davit.

Between No. 13 and 14 gun ports, by an 8-inch shell, entering just below the mizzen channels, passing through bulwark, cutting off two timbers, tearing badly three strakes of ceiling, striking the trunnion of gun, and, bounding, broke two boarding pikes at mizzenmast.

Was struck by a shot on the cheek of foremast and trestletree, cutting off the head of foretrysail mast.

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

HIRAM L. DIXON,
Carpenter.

JAMES ALDEN, Esq.,
Commanding U. S. S. Richmond.

U. S. STEAM SLOOP RICHMOND,
Off Vicksburg, June 28, 1862.

SIR: I have the honor to make the following report of damages sustained by this ship in the action of the morning of 28th June in the boatswain department, viz:

Three shrouds starboard fore-rigging shot away.

One main topmast stay shot away.

Out haul and down haul of foretrysail.

Very respectfully, sir, your obedient servant,

ISAAC T. CHOATE,
Boatswain.

JAMES ALDEN, Esq.,
Commanding U. S. Steam Sloop Richmond.

Report of Commander Alden, U. S. Navy, recommending for promotion Acting Master's Mate Moffat, U. S. Navy.

U. S. S. RICHMOND,
Above Vicksburg, July 2, 1862.

SIR: Acting Master's Mate H. F. Moffat, of this ship, while gallantly serving the guns of his division in the engagement of last Saturday, lost an arm. As a slight reward for meritorious conduct, and considering also his general fitness for the service, I would respectfully recommend him for promotion to acting master, and am

Your obedient servant,

JAMES ALDEN,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Alden, U. S. Navy, regarding his recommendation of Acting Master's Mate Moffat.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 3, 1862.

SIR: In reply to your letter of yesterday, I would state that I am only authorized by the Department to fill vacancies in the grade of

acting masters. I will, however, refer your letter to the honorable Secretary of the Navy, recommending Mr. Moffat's appointment on account of his meritorious conduct, and should there occur any vacancies in the meanwhile, it will afford me much pleasure to reward the officer referred to.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Squadron.

Commander JAS. ALDEN,

Commanding U. S. S. Richmond, above Vicksburg.

Report of Commander Wainwright, U. S. Navy, commanding U. S. S. Hartford.

U. S. FLAGSHIP HARTFORD,

Above Vicksburg, Miss., June 29, 1862.

SIR: I have the honor to report the part taken by this ship in the battle of yesterday in passing the forts at Vicksburg.

We were underway before daylight and reached the scene of action as the day was breaking, when the enemy opened on us from his scattered batteries on shore. We returned it as they came in range, going at slow speed, our guns being worked with admirable coolness and deliberation, which was absolutely requisite, and we labored under the great disadvantage of not knowing the situation of the batteries, which were only discovered by the flash or smoke of their guns. Some were also on high bluffs, rendering it difficult to elevate our guns to reach them. We were under fire about one hour and a half, receiving it on the broadside, and being raked ahead and astern.

The enemy fired with great precision, and although we silenced some of their batteries, yet they returned to them when we had passed, and our guns would no longer bear, and recommenced firing.

We stopped opposite one of the lower batteries, the more effectually to silence it. It would have been easy to have passed by the batteries under full steam and speed with much less risk from the enemy's fire, but then our object would not have been gained in driving them away from their guns. We were much cut up both in hull and rigging, which the enclosed reports of boatswain and carpenter will show. The rigging was soon temporarily secured under the direction of our indefatigable boatswain, James Walker. The enemy used, as was shown by our finding them on board after the action, 80-pounder rifle, 32-pounders, and 8-inch shot; also rifle and musket balls, one of our men being wounded by the latter whilst working a howitzer in the top. The executive officer, James S. Thornton, deserves much credit for his excellent distribution of the crew at the gun and other divisions, and his efficient direction of them during the action. The commanding officers of divisions also deserve mention, doing their duty with spirit and ability. They were Lieutenant Albert Kautz, first division; Master John C. Watson, second division; Acting Master Daniel S. Murphy, third division, and Acting Master Ezra S. Goodwin, powder division. The marine guard, under the command of Captain John L. Broome, had charge of two broadside guns, and fought them well, thus sustaining the high reputation of that distinguished corps.

In making this report it gives me an opportunity to supply an omission inadvertently made in my last report of the battles of the 24th

and 25th of April. It is in speaking of the medical department, which, under its head, Fleet Surgeon Foltz, was administered admirably both in this and the former battles.

The engineer department, under Chief Engineer James B. Kimball, won much praise for its prompt and efficient working, both in passing the forts and batteries at New Orleans, and also in this fight. A failure promptly to obey the bell, or the giving out of the engines, might have led to much disaster. Acting Midshipman Herbert B. Tyson, doing the duty of acting master, besides carrying on those duties with credit, also had charge of a broadside gun, manned by his division. In fact, all men and officers were a credit to the ship and to the country, for which they have so gallantly fought.

We have much to be thankful for in only having to mourn the loss of one man, Edward E. Jennings, seaman, and having a few only slightly wounded under such a heavy fire. I enclose the fleet surgeon's report.

Very respectfully, your obedient servant,

R. WAINWRIGHT,
Commanding, U. S. Navy.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

[Enclosures.]

FLAGSHIP HARTFORD,
Above Vicksburg, June 28, 1862.

SIR: I have the honor to report the following list of killed and wounded on board of this ship during the engagement with the batteries at Vicksburg, viz:

Killed.—Edward E. Jennings, seaman.

Wounded.—Charles Allen, seaman, head; Alexander Capers, landsman, head; Lawrence Fay, boy, slightly; Patrick Roche, coal heaver, slightly; Philip Roberts, seaman, severely; Sylvester Beckus, landsman, slightly; Albert Stone, landsman, slightly; John H. Knowles, quartermaster, slightly; John Hartigan, landsman, slightly; Joseph Garrido, ordinary seaman, thigh; Nathan J. Salter, ordinary seaman, slightly; Flag-Officer D. G. Farragut, slightly, contusion; Captain (marines) John L. Broome, slightly, contusion.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Commander RICHARD WAINWRIGHT,
Commanding U. S. Flagship Hartford.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, June 29, 1862.

SIR: In obedience to your order of the 29th instant, I respectfully submit the following report of damages received in action of the 28th instant:

One shot through cutwater (68-pounder), one on water line, abaft of foremast and through shell room (68-pounder), one under fore chains, above air port, carrying away upper clamps and hanging knee (80-pounder, rifle), one through starboard battery, abreast of foremast (68-pounder), one through starboard hammock battery, abreast of mainmast (32-pounder), one through poop cabin, starboard side, carry-

ing away forward beam and two hanging knees, bulkhead, etc.; main topsail yard shot away, barge's keel shot away, gig damaged.

Very respectfully, your obedient servant,

JAS. H. CONLEY,
Carpenter, U. S. Navy.

Captain RICHARD WAINWRIGHT,
Commanding U. S. Flagship Hartford.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, June 29, 1862.

SIR: In obedience to your order of the 29th instant I respectfully submit the following report of damages done rigging in the action of the 28th instant:

Five starboard mizzen shrouds cut away, one mizzen topmast backstay, two maintopmast backstays, starboard, two starboard main shrouds, two fore-topmast backstays, one port fore shroud, two starboard fore shrouds, one bowsprit shroud, some running rigging also cut away.

Very respectfully, your obedient servant,

JAMES WALKER,
Boatswain, U. S. Navy.

Captain RICHD. WAINWRIGHT,
Commanding U. S. S. Hartford.

Report of Lieutenant Donaldson, U. S. Navy, commanding U. S. S. Sciota.

U. S. GUNBOAT SCIOTA,
Above Vicksburg, June 28, 1862.

SIR: I have to report that in passing the batteries this a. m., Aug. Ellsworth, ordinary seaman, was killed; E. W. Hathaway, seaman, lost his left arm above the elbow; William Orne, landsman, slightly wounded, and Clarence Miller, landsman, slightly wounded in the head.

The vessel was struck on the starboard quarter, demolishing the quarter boat and driving in the spirking; another shot came through the starboard bulwarks under the topgallant forecastle, shattering and carrying away one of the knees and roundhouses; another shot went through the center of the foremast, halfway up.

Herewith I beg leave to enclose you the surgeon's report of casualties.

I am, very respectfully, your obedient servant,

EDWD. DONALDSON,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
*Commanding West Gulf Blockading Squadron,
U. S. S. Hartford.*

[Endorsement.]

Rifle gun carriage rendered useless by a shot striking it under the muzzle of the gun and passed through the breast piece and knocked away the brackets and ironwork on the port side gun.

H. A. ADAMS, Jr.,
Lieutenant and Executive Officer.

Additional report of Lieutenant Donaldson, U. S. Navy, commanding U. S. S. Sciota.

U. S. GUNBOAT SCIOTA,
Mississippi River, Above Vicksburg, June 29, 1862.

SIR: I find I omitted in my report of yesterday's date to state that the carriage of the 20-pounder Parrott gun on the forecastle was so badly injured as to render the gun perfectly useless, the breeching plate, eccentric, and forward part of carriage being demolished.

It is useless for me to state how coolly the officers and men behaved while under the enemy's fire. They all verified the good opinion formed of them when passing Forts St. Philip and Jackson.

Very respectfully, etc., your obedient servant,

EDWARD DONALDSON,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron,
U. S. S. Hartford.

Report of Lieutenant Nichols, U. S. Navy, commanding U. S. S. Winona.

U. S. GUNBOAT WINONA,
Above Vicksburg, June 28, 1862.

SIR: I am happy to be able to report no casualties to life or limb in the action of this morning with the batteries in and about the city of Vicksburg. Two small shots, either grape or small fieldpiece, passed through our starboard forward bulwark, cutting away one stanchion and slightly splitting the spirketing; the damage is easily repaired. The vessels of the fleet, while passing the city, were first exposed to a heavy plunging fire from batteries on the top of the bluffs, cross fires from batteries (five in number, I think) in various places, then from raking fires from above and below, and while passing the last battery at the upper end of the city to heavy fire of musketry from concealed marksmen, and lastly to the raking fire from heavy guns for nearly 2 miles above the last battery.

When I came abreast of the upper battery it was entirely clear of men, having been cleared by the guns of the flagship; but as soon as I passed they returned and opened a very spiteful fire upon the flagship *Iroquois*, *Pinola*, and this vessel, until beyond range. Taking all things into consideration, it seems miraculous that no more damage was sustained by the fleet. From the experience of this morning, I am satisfied that ships can clear batteries placed on a level with them, or nearly so, but the men return to them as soon as the ship's guns cease to bear; but as to batteries placed on hills and bluffs, ships are almost useless against them. I conclude, sir, by commending to your notice the good conduct of all on board. Where all were alike conspicuous it would be unjust to particularize. Mr. Sanborn, acting as pilot, remained in the gangway during the whole action and assisted in conning the ship. Mr. Sanborn is not a regular river pilot, but a raftsmen partially pressed into service, and I think a good Union man. Some notice from you, sir, I think will be appreciated by him and others like him in the fleet.

Herewith I transmit return of ammunition expended in the engagement of this morning.

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

ED. T. NICHOLS,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Division, Gulf Blockading Squadron.

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois.

U. S. S. IROQUOIS,
Above Vicksburg, June 30, 1862.

SIR: Agreeable to your order, I submit the following report:

At 2 in the morning of the 28th, the signal being made from the flagship, I got underway and steamed slowly up (the programme being that the *Iroquois* was to lead the attack upon Vicksburg), and was up close in to the lower battery before we were discovered, when they opened fire, which was immediately returned. We so fought our way up, running close in to the town, having a raking fire from the fort above and a plunging fire from the batteries on the hill, together with broadsides from the cannon planted in the streets; and, what is most strange, through all this heavy, concentrated fire, with the exception of cutting away both our mainstays and some other immaterial damage to the rigging, we escaped without injury. One shell burst on board of us, scattering its fragments around, and yet no casualty.

We remained off the upper battery until joined by the flagship, when, following your motions, we anchored out of range. My men and officers behaved with the same coolness which, I learn, so distinguished them in the attack on the forts below New Orleans.

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

JAS. S. PALMER,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Report of Fleet Surgeon Foltz, U. S. Navy, regarding casualties in that portion of the fleet which passed above Vicksburg.

FLAGSHIP HARTFORD,
Above Vicksburg, Miss., June 28, 1862.

SIR: I have the honor to report the following list of killed and wounded in that portion of the fleet which passed above Vicksburg, in the engagement of this morning, viz:

Killed.

Name.	Rank.	Vessel.
1. Edward E. Jennings	Seaman, from Massachusetts	Flagship Hartford.
2. George Allstrum	Ordinary seaman	Richmond.
3. Thomas Flarity	Seaman	Do.
4. Stephen H. Randall	do	Onelda.
5. William H. Thomas	Quarter gunner	Pinola.
6. Thomas Graham	Landsman	Do.
7. Augustine Ellsworth	Ordinary seaman	Sciota.

Wounded.

Name.	Rank, and character of wound.	Vessel.
1. Charles Allen.....	Seaman, slightly.....	Flagship Hartford.
2. Alexander Capers.....	Landsman, slightly.....	Do.
3. Lawrence Fay.....	Boy, slightly.....	Do.
4. Patrick Roche.....	Coal heaver, head.....	Do.
5. Phillip Roberts.....	Seaman, severely.....	Do.
6. Sylvester Beckus.....	Landsman, slightly.....	Do.
7. Albert Stone.....	do.....	Do.
8. John H. Knowles.....	Quartermaster, slightly.....	Do.
9. John Hartigan.....	Landsman, slightly.....	Do.
10. Joseph Garrido.....	Ordinary seaman, slightly.....	Do.
11. Nathan Salter.....	Ordinary seaman, contusion.....	Do.
12. Jno. L. Broome.....	Captain marines, contusion.....	Do.
13. D. G. Farragut.....	Flag-Officer, commanding Western Division Gulf Squadron, slight con- tusion.	Do.
14. Howard F. Moffat.....	Master's mate, amputated arm.....	Richmond.
15. James Noonan.....	Ordinary seaman, contusion.....	Do.
16. Thomas Nolan.....	Marine, contusion.....	Do.
17. George W. Harris.....	do.....	Do.
18. James Reddy.....	Seaman, severely.....	Do.
19. James Mohegan.....	Landsman, severely.....	Do.
20. George Millard.....	Seaman, severely.....	Do.
21. William Nicholas.....	Landsman, slightly.....	Do.
22. Charles Howard.....	Ordinary seaman, slightly.....	Do.
23. Richard M. Hodgson.....	Assistant engineer, severely.....	Oneida.
24. William Cowell.....	Seaman, severely.....	Do.
25. Henry Clark.....	Boatswain's mate, slightly.....	Do.
26. John Brown.....	Ordinary seaman, severely.....	Pinola.
27. William H. Shucks.....	Landsman, slightly.....	Do.
28. Edward Hathaway.....	Seaman, amputated arm.....	Setota.
29. William Orne.....	Landsman, slightly.....	Do.
30. Clarence Miller.....	Surgeon's steward, severely.....	Do.

Killed, 7; Porter's flotilla, 8; 6 scalded, 1 killed, 1 drowned.
Wounded, 30.

Returns have not yet been received from Captain Porter's Mortar Flotilla and that portion of the fleet below Vicksburg.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Flag-Officer D. G. FARRAGUT,
Commanding Western Division Gulf Blockading Squadron.

Report of Flag-Officer Farragut, U. S. Navy, transmitting additional reports of commanding officers.

No. 139.]

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 8, 1862.

SIR: I have the honor to forward the report of Lieutenant Commanding, P. Crosby, of the attack on Vicksburg, June 28, 1862; also the report of Lieutenant Commanding Selim E. Woodworth, commanding the gunboat *J. P. Jackson*, of the same affair.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

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

Report of Lieutenant Crosby, U. S. Navy, commanding U. S. S. Pinola.

U. S. GUNBOAT PINOLA,
Above Vicksburg, June 30, 1862.

SIR: I have the honor to report that I took my position in line of battle on the 28th instant, at 3:10 a. m., in obedience to signals, and stood up the river in company with the squadron. At 4 a. m. opened fire on the enemy's batteries, which we continued until 6:10 a. m., when we had passed Vicksburg and were beyond the range of our stern guns (24-pounder howitzers), but within range of the enemy's heavy rifle guns for some twenty minutes after we had ceased firing. At 6:40 a. m. anchored above Vicksburg. Fired from the XI-inch gun, 20 shell, 3 grape, and 1 shrapnel; from the Parrott rifle, 29 shell; from the howitzers, 13 shell and 20 shrapnel; total 86. Owing to the smoke and remarkably scattered position of the enemy's guns, we labored under great disadvantage in aiming, which hindered us from firing more rapidly. The fire from the enemy upon us was very severe, owing in a great measure I think to our being the last vessel that passed their batteries. But I am thankful to say only a few shot struck us, one of which (a heavy shot) [struck] John Brown, ordinary seaman, at the XI-inch gun, seriously wounding him; another, a 50-pound rifle shot, cut away the timberheads of the starboard afterport, struck the howitzer and carriage, slightly defacing the former and slightly injuring the latter; also struck the cabin hatch, destroying the barometer and thermometer, and landed in the port waterways, and I regret to say it killed William H. Thomas, quarter gunner, captain of the gun, while sighting the piece, and mortally wounded Thomas Graham, landsman, who died in a few moments after; also slightly wounded William H. Shucks, landsman. Daniel Colleran, landsman, was wounded by a musket ball, which were fired at us in volleys from hills and banks. Received some four or five large grape-shot in the hull, just below the waterways. I am happy to say that neither the vessel nor guns were disabled. The howitzer continued firing after the accident, under the direction of Acting Master's Mate William H. Thompson, who, by his brave example, restored confidence to his crew and did great service in the action. I have again the pleasure and duty of bearing testimony to the gallant conduct of the officers and crew of this vessel, the spirit and zeal exhibited in the performance of their duties of this occasion. John R. Tennant, quartermaster, gave the soundings, and with as much coolness as though he had been making an ordinary survey. Mr. John McHugh, our pilot, behaved in a remarkably cool and self-possessed manner and gave me great assistance. Great credit is due Lieutenant A. P. Cooke for the efficient manner in which the guns were worked and to the good training of the ship's company.

Accompanying this report I send Assistant Surgeon L. M. Lyon's report of casualties.

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

PEIRCE CROSBY,
Lieutenant, Commanding.

Flag-Officer D. G. FARRAGUT.

Commanding Western Division of Blockading Squadron, Gulf of Mexico.

[Enclosure.]

U. S. STEAM GUNBOAT PINOLA,
Above Vicksburg, June 30, 1862.

SIR: I have to report to you the following as the list of killed and wounded during the late action in front of Vicksburg, between our fleet and the enemy's batteries and soldiery.

Killed.—William H. Thomas, quarter gunner.

Mortally wounded.—Thomas Graham, landsman (since dead).

Seriously wounded.—John Brown, ordinary seaman.

Slightly wounded.—Daniel Collieran, landsman; William H. Shucks, landsman.

Very respectfully,

L. M. LYON,
Assistant Surgeon, U. S. Navy.

Lieutenant Commanding PEIRCE CROSBY, U. S. Navy.

Report of Lieutenant Woodworth, U. S. Navy, commanding U. S. S. John P. Jackson.

U. S. S. J. P. JACKSON,
Off Vicksburg, June 30, 1862.

SIR: I have the honor to report the following casualties on board the U. S. S. *J. P. Jackson* during the engagement on the morning of the 28th ultimo before Vicksburg.

In endeavoring to obtain the position assigned me by your order in front of the lower water battery, my vessel was struck by a 7-inch rifle projectile, entering on the starboard side of forward bulkhead and passing obliquely through the forward wheelhouse, destroying the wheel, and passing out through the hurricane deck, taking off the right foot of one of the steersmen and wounding the left foot.

The vessel was for a while rendered unmanageable, but by the aid of a jury tiller we were enabled to steer down the river out of the action when the signal to retire was made.

We received another 7-inch rifle projectile in our starboard wheel, cutting away one-half of the bridge piece supporting the other end of the shaft, immediately under the pillow block. We were struck slightly by two grape or other shot, but doing no damage. We fired from our guns during the engagement 117 shot, shell, grape, and shrapnel. I take pleasure in stating that the gallant conduct of my men and officers during the action met with my highest commendation.

Enclosed I send you the report of Surgeon Thomas [S.] Yard, containing list of wounded.

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

SELIM E. WOODWORTH,
Lieutenant, Commanding.

Commander D. D. PORTER,
Commanding Mortar Flotilla.

[Endorsement.]

SIR: The enclosure is the report of casualties on board the *Jackson*.

Very respectfully,

DAVID D. PORTER.

Flag-Officer D. G. Farragut.

[Enclosure.]

U. S. S. J. P. JACKSON,
Off Vicksburg, July 2, 1862.

SIR: I have to report that on the morning of 28th June, during an engagement with the enemy at Vicksburg, a shot struck the foot and leg of Alex. Grenwall, a seaman on board of this vessel, wounding him in such a manner that I was obliged to amputate his leg in the lower third. I am happy to state that no other accident of any kind occurred to our officers or crew.

Very respectfully, your obedient servant,

THOS. S. YARD,
Acting Assistant Surgeon, U. S. S. J. P. Jackson.

Lieutenant-Commanding SELIM E. WOODWORTH,
U. S. S. J. P. Jackson.

Report of Commander De Camp, U. S. Navy, commanding U. S. S. *Wissahickon*.

U. S. GUNBOAT WISSAHICKON,
Off the Yazoo River, June 29, 1862.

SIR: I have the honor to submit the following report of our engagement with the rebel batteries on the heights of Vicksburg:

Yesterday morning at about 2 o'clock a. m., observing the signal from the flagship for the fleet to weigh anchor and proceed to the attack, as arranged by general order, we were soon underway and steaming slowly up the river. By 4 o'clock we were in our station, astern of the *Iroquois* and on the port quarter of the *Richmond*, the *Oneida* ahead and close to us, the remainder of the vessels of the squadron not in sight. At 4:15 the batteries opened a heavy fire upon us, which we immediately returned with our Parrott rifle and XI-inch gun. Arriving opposite the city and within 400 yards of the lower batteries our two 24-pounder howitzers, charged with shrapnel, were brought into operation and did good service in clearing the batteries of their crews. The action continued for one hour, during which time the *Wissahickon* received four shots; our port main rigging was shot away, and an 8-inch shell struck the vessel at the water line, entering the berth deck, where it killed one man and wounded all the men stationed to pass shot and powder on that deck. Our loss in the battle, though not heavy, is still severe. Master's Mate Charles M. Bird received a compound fracture of the left arm, ward-room cook killed, and 5 of the crew were wounded. Severe attack of fever had confined me to bed for several days previous to the action, and I could do but little during its continuance, except to encourage by my presence on deck the crew to do their duty faithfully.

To Lieutenant E. E. Potter, the executive officer, belongs the credit of our success, and it affords me pleasure to inform you that the officers and crew of the *Wissahickon* did their duty to my entire satisfaction. After passing the batteries I proceeded, according to my orders, to the mouth of the Yazoo River, but the gunboats named in your order who were to join me not having come up I deemed it imprudent to

attempt the ascent of the river alone, and shall therefore await your further orders.

I am, most respectfully, your obedient servant,

JOHN DE CAMP,
Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron, Near Vicksburg, Miss.

Report of Flag-Officer Farragut, U. S. Navy, regarding affairs off Vicksburg.

No. 130.]

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 4, 1862.

SIR: I have the honor to inform the Department that I am still lying above Vicksburg, with a part of the fleet below and communication open across the peninsula.

We are awaiting to hear from Memphis to ascertain if there is any hope of troops from that quarter. Flag-Officer Davis informs me that there were very few at that place when he left—which I believe was on the 27th—as I informed the Department, he arrived here on the 29th. The cut across the peninsula is progressing quite rapidly. The general on Wednesday thought it would be nearly cut through by Saturday. I will then have to leave Flag-Officer Davis above and go below with my ships, as I fear the cut will make shoals below that will prevent my ships from getting down; but I have almost abandoned the idea of getting the ships down the river unless this place is either taken possession of or cut off. In the latter case a few gunboats will keep the river open here, but we will have to renew the fight at the bluffs below, as they say they will fortify those of Grand Gulf, Fort Adams, and Ellis Cliffs, but as yet they only occasionally fire from these places with flying artillery and rifles, which compels me to send a gunboat to convoy the transports. I sent one down two or three days since under convoy of the gunboat *Kennebec*, but she was not fired on going or coming. After the combined attack on Vicksburg I think the gunboats will be all sufficient. We are shelling the town from above and below, but they reply with their rifled guns. I enclose Commander Porter's reports of two or three attacks they had made upon him, in which they were severely worsted. We can see from our mastsheads that he occasionally drives them out of their batteries and has dismantled two of their guns.

Captain Maynadier's shells fall in the town, but we can not see the upper battery (which he is particularly directing his attention to) so as to judge of the effect, but will take a look at it to-day.

This being the anniversary of our national independence, I have ordered a display of the flags and a salute at noon of 21 guns. The water has fallen 16 feet.

I am, with great respect, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding West Gulf Blockading Squadron.

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

Report of Flag-Officer Davis, U. S. Navy, regarding the progress of the channel across the bend in the river.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 4, 1862.

SIR: I have had the honor to receive your letter of the 26th [25th] instant, calling my attention to the narrow neck of land separating the two reaches of the river above and below Vicksburg and to the cooperation of the Western Flotilla with the fleet of Flag-Officer Farragut.

The Department will already have learned with pleasure that the proposed cut has been commenced.

I am informed by General Williams that the ditch will be finished to-morrow (Saturday) night.

The river is now falling rapidly at this point; the immediate creation of a new channel is not therefore to be expected. But I see by the Missouri Republican of June 28 that late advices from the Missouri River state that "the annual June rise is coming in earnest;" that "very heavy rains have prevailed on the upper rivers of late;" that "the upper rivers are all in good stage," and, finally, that "the river at St. Louis is still rising rapidly."

When the swell corresponding to this rise and these heavy rains reaches this place we may hope for the best results, provided the proper direction for the cut has been selected.

The Department is no doubt aware that this operation has already been projected by the residents here and has been before the legislature of Mississippi. It is undoubtedly a feasible project, depending for its successful execution upon the rise of the river.

A line of levels run across the isthmus at the commencement of the present undertaking gave $3\frac{1}{2}$ feet as the height of the water on this side above the plane of the river below Vicksburg, a fall sufficient for the rapid abrasion of the loose sand which forms the bottom of the ditch below the hardpan. How far this relation of the two water levels has been changed by the recent rapid fall of the river at this point I am not informed.

I have the honor to be, very respectfully, your most obedient servant,
C. H. DAVIS,

Flag-Officer, Commanding U. S. Naval Forces, Western Waters.

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

Order of Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, regarding the dispatching of the U. S. S. Tennessee to New Orleans for stores.

FLAGSHIP HARTFORD,
Off Vicksburg, July 4, 1862.

DEAR CAPTAIN: I do not think the 30 tons of coal in the bunkers of the Tennessee are worth the delay of that vessel; therefore, as soon as I can make the arrangements, we will send her down to New Orleans. She can take down those of the sick who the surgeons think ought to go to the hospital. I will have the requisitions made out for the articles she is to bring up to us—ordnance stores and flour and butter. Please to direct the captain of the Kuhn to make you a return of the

provisions he has on board. I will then be able to know what articles we most want. I sent the paymaster to-day to Memphis for flour, potatoes, onions, and vinegar. I must try and guard against the scurvy.

I hope Porter experienced no loss yesterday. I heard the rifle gun firing at him. We hear, but I doubt the truth of it, that Beauregard is here with from 20,000 to 40,000 men. We also see by the papers that Halleck is coming down the railroad to Jackson; so one account balances the other. I do not think we will want more coal by the *Tennessee* this next trip. She should run light, as the river is low, but please see what coal the *Kuhn* has in. We all want coal up here, but some of the vessels are taking in soft coal. There is a comfort in knowing that we can get it if we absolutely require it. I wrote home to-day, and for fear you might not get a letter in, I wrote Mrs. F. word of your exchange and told her to inform Mrs. Bell and that you were well, etc.; but I suppose you sent your letters.

I think I will go down to look at the fort this afternoon in the tugboat.

Don't you want John? I thought you had taken him along, but he came back. If you want anything we have here, you must not hesitate to let us know.

Very truly,

D. G. FARRAGUT,
Flag-Officer.

[Commander H. H. BELL,
U. S. S. Brooklyn.]

Order of Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, for the departure of the U. S. S. *Tennessee*.

FLAGSHIP HARTFORD,
Off Vicksburg, July 5, 1862.

DEAR CAPTAIN: You can send off the *Tennessee* as soon as all the arrangements are made—that is, the sick on board, and the gunboats ready to accompany her down to Natchez. I have sent all my letters and requisitions for Captain Morris and others over to Captain Johnson, and send the orders for the gunboat commanders to you.

Very respectfully,

D. G. FARRAGUT,
Flag-Officer.

Commander H. H. BELL,
Commanding U. S. S. Brooklyn.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, regarding the dispatching of vessels on special duty.

FLAGSHIP HARTFORD, *July 5, 1862.*

DEAR CAPTAIN: I wish the *Tennessee* to go down to-day. She must stop putting out her coal. She will want it to bring it up, and we want the ordnance stores and provisions more than the coal, as we can, if necessary, get the coal from above for the vessels up here, and you

are all filled up and the *Kuhn* has enough to supply your wants as well as the Mortar Flotilla.

Send the *Katahdin* as far as Rodney and the *Kennebec* to Natchez, to see if they are erecting any earthworks or fortifying any place along the river, with orders to return as soon as they have seen the *Tennessee* through. I received your note by Mr. Gabaudan, for which I am much obliged.

Very respectfully, and truly,

D. G. FARRAGUT.

Commander H. H. BELL,
Commanding U. S. S. Brooklyn.

P. S.—Have all the sick and wounded whom the doctors think ought to go to the hospital put on board the *Tennessee*, but tell Captain Johnson that I have sent Captain Morris orders to have them sent down in some other vessel to Pilot Town, so as not to delay him a moment. I will have the gunboats down at Natchez to convoy him back.

D. G. F.

Order of Flag-Officer Farragut, U. S. Navy, to the commanding officers of the U. S. steamers *Katahdin* and *Kennebec*, to proceed on convoy and reconnoissance duty.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 5, 1862.

SIR: You will consort the U. S. S. *Tennessee* to Natchez and return to below Vicksburg, where you will report to Commander H. H. Bell. On your way down, and also on your return, you will carefully examine the bluffs on the river and the vicinity of Natchez, in order to discover if the enemy has erected or is preparing to erect batteries.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Lieutenant Commanding GEO. H. PREBLE,
Commanding U. S. S. Katahdin, Below Vicksburg.

Lieutenant Commanding JNO. H. RUSSELL,
Commanding U. S. S. Kennebec.

Letter from Flag-Officer Farragut, U. S. Navy, to Lieutenant-Colonel Ellet, U. S. Army, requesting transportation for sick.

FLAGSHIP HARTFORD,
Off Vicksburg, July 5, 1862.

DEAR COLONEL: When will your next mail boat go; and could you accommodate twelve or fourteen sick, to be left at the hospital ship at Memphis?

Very truly, yours,

D. G. FARRAGUT,
Flag-Officer.

Colonel A. W. ELLET,
Commanding Ram Flotilla, Mississippi River.

Letter from Lieutenant-Colonel Ellet, U. S. Army, to Flag-Officer Farragut, U. S. Navy, acceding to his request for transportation of sick.

STEAM RAM SWITZERLAND,
Above Vicksburg, July 5, 1862.

I have the honor, in reply to your note of this moment, to say that I will send a boat to-morrow at 12 o'clock.

I regret to have to say that our facilities for taking proper care of the sick are very limited indeed, but I will have arrangements made immediately for the best accommodation that we can provide for those you wish to send. It will be necessary, however, for you to send a medical attendant to prescribe for them on the way, as I, unfortunately, have but one surgeon in my fleet, and dare not deprive myself of his services. I will myself make a reconnoissance of Yazoo River to-morrow, and will report to you upon my return.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Lieutenant-Colonel.

D. G. FARRAGUT,
Flag-Officer, etc., Gulf Squadron.

Letter from Lieutenant-Colonel Ellet, U. S. Army, to Flag-Officer Farragut, U. S. Navy, requesting him to designate some place of service.

STEAM RAM SWITZERLAND,
Above Vicksburg, July 5, 1862.

I have the honor to inform you that I now have it in my power to detail a steamer every third day, or oftener, if, in your judgment, the public service requires it, to carry the mail to Memphis or for any other public duty that they are fitted for and that you may suggest.

It would gratify me to receive any suggestions from you, showing whereby I can at any time act for the benefit of the service.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Lieutenant-Colonel, Commanding Ram Fleet.

D. G. FARRAGUT,
Flag-Officer, etc., Gulf Squadron.

Letter from Flag-Officer Farragut, U. S. Navy, to Lieutenant-Colonel Ellet, U. S. Army, suggesting a reconnoissance in Yazoo River.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 5, 1862.

COLONEL: I am greatly obliged to you for your offer to detail a mail boat between this and Memphis every third day, which I think will be sufficiently often, except in some particular case. I regret to say that I know of no way in which you could be of greater service than in watching the Yazoo, and when you think a movement can be made in that direction to advantage I will be most happy to do our part, but my ignorance of the river prevents my making any sug-

gestions just now. I suppose you hear nothing more of the ironclad *Arkansas*.

Very respectfully and truly, your obedient servant,
D. G. FARRAGUT,
Flag-Officer.

Lieutenant-Colonel ALFRED W. ELLET,
Commanding Ram Flotilla.

[Telegram.]

NAVY DEPARTMENT, *July 5, 1862.*

SIR: As soon as you can spare them from your operations at Vicksburg, send twelve mortar boats and the *Octorara*, with Commander Porter, to Hampton Roads. Retain the others under Commander Renshaw. Let there be no delay. Answer by telegraph.

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blkdg. Squadron, off Vicksburg, Miss.

[Telegram.]

CAIRO, *July 5, 1862.*

(Received July 6, 1862.—1:10 a. m.)

Your dispatch just received for Flag-Officer Farragut. Will forward by special boat to-night.

A. M. PENNOCK.

GIDEON WELLES,
Secretary of Navy.

[Telegram.]

FLAGSHIP HARTFORD,
Above Vicksburg, [July] 9, [1862], via Cairo, 13th.

(Received 2 p. m., 14th, via Cairo, 13th.)

SIR: Your telegram has been received. Commander Porter will leave immediately with twelve mortar boats and *Octorara* for Hampton Roads.

D. G. FARRAGUT,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, referring to the convoy of the U. S. S. *Tennessee*.

U. S. S. HARTFORD,
Above Vicksburg, July 6, 1862.

DEAR CAPTAIN: You are right about the two gunboats going together, and that was the reason I ordered them both to go with the *Tennessee*. I wish them to keep company and help each other in case

of difficulty. I hope the *Kennebec* will soon get off. I think the *Tennessee* might go down, as the *Katahdin* is below, and the *Tennessee* has a pilot, I believe. I will send a pilot if I can find one. I send up to Memphis or Cairo to-day for seven pilots for Porter, and will add one or two for ourselves. They say there are plenty to be had there of good Union men. General Halleck says it will take a few weeks to get his forces sufficiently concentrated to come down here; but I think if Richmond is taken it will be their last great fight except at Charleston.

Very truly, yours,

D. G. FARRAGUT,
Flag-Officer.

Commander H. H. BELL,
Commanding U. S. S. Brooklyn.

Order of Flag-Officer Farragut, U. S. Navy, to Flag-Officer Davis, U. S. Navy, in connection with the sending of sick to Memphis hospital.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 6, 1862.

SIR: Will you be good enough to give the necessary directions for receiving our sick and wounded into the hospital at Memphis or elsewhere, as you may think best, and oblige,
Your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

Flag-Officer CHAS. H. DAVIS,
Commanding Western Flotilla.

Report of Flag-Officer Farragut, U. S. Navy, regarding general condition of affairs.

No. 131.]

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 6, 1862.

SIR: I have to inform you that we are still at this place, bombarding it by the mortars from both sides of the peninsula. Flag-Officer Davis has 4 mortars and Commander Porter 16. Commander Porter has hard work to keep them from attacking him with riflemen. Thus far, however, he has always got the best of them and forced them to retreat. He reported yesterday that he had found 5 dead bodies in the swamp near him, and large quantities of shoes, knapsacks, muskets, etc., showing that he had driven them precipitately from the woods.

I received a telegram yesterday from General Halleck; a copy of [it] is herewith enclosed, by which it appears that he will not be able to cooperate with us for some weeks yet.

Flag-Officer Davis received a letter from General Grant at the same time, at Memphis, stating that it was reported that Richmond was taken. Should this be true, no doubt but that Vicksburg will soon fall, but it must be by troops coming down in the rear. The city is sacrificed by the soldiers; it has been abandoned by the inhabitants. The ditch across the peninsula will soon be deep enough for the

water to run through, unless the river should fall very fast. We are now in hopes of a little rise; a foot or so will accomplish the object.

I have the gunboats looking to the bluffs below and giving convoy to our supply vessels.

I hear nothing of the *Cayuga* or *Kearsarge* yet.

I hope the Department will not supersede Commander Bell in the command of the *Brooklyn*, for you may depend upon it the Navy has not a braver man or better officer. As soon as I can possibly spare one of the vessels I will have to send the *Iroquois* home for general repairs, and then I can take Commander Palmer for fleet captain, and let some one else take the *Iroquois* home, as he does not wish to return home. It is true that most of the vessels require extensive repairs, but none such general repairs as the *Iroquois*, as it has already been decided that she should not carry over 12 pounds steam.

I hear by a deserter to General Williams that General Breckinridge is in command at Vicksburg and [that] they [are] seizing everyone for the army.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of Navy, Washington.

Semiofficial letter from Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, regarding general matters.

FLAGSHIP HARTFORD,
Off Vicksburg, July 8, 1862.

DEAR CAPTAIN: I received your note yesterday with the mail, etc., for which I am greatly obliged. I sent your letters over, but for fear you might not have received one from home, Mrs. F. mentioned that she saw Mrs. Bell in New York, and they agreed that when they heard from us they would spend the day together. Mrs. F.'s mother has gone on to Hastings, and is delighted to be there. The news does not appear to be so good as we hoped from Richmond. They are making a hard fight for their capital. The mail goes out to-morrow at 12 m., so be sure to have your letters over in time. The Bureau writes me that the returns of expenditures of ammunition and target practice have not been made from the vessels of the squadron, the *Brooklyn* among the number. The Secretary calls my attention to men being sent home without their accounts, and says he has ordered that the transports shall not in future receive anyone without his accounts.

See General Williams and find out what his idea of attack is. I fear he has been goaded and is determined to make an attack at all hazards. But I can not think there are many troops here, as everything shows that they are collecting every man for Richmond from every place in the South.

Very truly, yours,

D. G. FARRAGUT,
Flag-Officer.

Commander H. H. BELL,
U. S. S. Brooklyn.

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, regarding orders received for the withdrawal of twelve mortar boats to Hampton Roads.

Private.]

HARTFORD, *July 9, 1862.*

Dear CAPTAIN: I last night received another dispatch from the Secretary requiring me to send Porter and twelve mortar boats to Hampton Roads. Shows that they are alarmed again in that quarter. How strange to send nearly 2,000 miles for mortar boats. I sent early for Porter to come over and consult with me, but have not seen him yet. This will change the arrangements of the store vessels, which I wish to see Porter about. Renshaw is to retain command of the boats left here. I regret that this last news should have arrived at this time, for it will cheer them up in Vicksburg very much. As to the destruction of Vicksburg, I do not think we can destroy it so as not to shelter the troops; but if we shell the forts there is great risk of destroying the town. No one is more opposed than I am to civil war, but I believe in carrying out their own doctrine, which is to injure the enemy as much as you can when they show great determination to injure you. I really fear that we will not get down the river until this place falls, and there are no hopes of that in less than several weeks; but I think now is the time for Halleck to act, as their whole force is turned to Richmond. I don't believe they have 5,000 men here, and they conscripts, except the artillery. As soon as the general says the word we will go in for an attack on them to assist him. We will have to keep the gunboats below looking to the bluffs, and even to go down as low as Red River, to prevent the crossing of provisions, etc., and to convoy the *Tennessee* and other vessels that may come up. I have ordered Lieutenant Adams to your ship as first lieutenant. He was in her last cruise and was one of my best officers. He will be over to-day. He only waited to give the vessels over to Captain Lowry.

Porter says he will be off directly.

Very truly, yours,

D. G. FARRAGUT.

[Captain H. H. BELL.]

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, referring to conditions in the North.

FLAGSHIP HARTFORD, *July 10, 1862.*

Dear CAPTAIN: I had sent you instructions about putting the provisions, etc., into the *Kuhn*. We will take the provisions out of her before she drops down. You can let Captain Lowry have the young man Pettit for yeoman.

I regret deeply to see your sick list running up so fast, but I hope they will prove light cases and acclimate your men against severer sickness later in the season. I sent my letter to the Secretary to-day, giving my reasons why I think we should leave this river, but I don't believe they have but one idea now, and that is the defeat at Richmond, and that may involve Washington, and it would not surprise me if we were to be ordered home to defend the Capital. It is certain that Davis's fleet is all-sufficient for this river as a naval force. As to the mortars getting to Richmond in time to render any other service than

the apprehension that they are coming, I don't believe it. It will take twenty days, if not more, for them all to arrive there.

Very truly, yours,

D. G. FARRAGUT,
Flag-Officer.

[Commander H. H. BELL.]

Order of Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, commanding U. S. S. Brooklyn, regarding coal.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 10, 1862.

SIR: You will have all the stores now on board of the *Kensington* put on board of the *Kuhn* as soon as she will contain them, in order that I may send the *Kensington* outside to water and provision the vessels on the coast. I have sent up to Memphis for coal for the vessels up here, so that the coal of the *Kuhn* will be sufficient, I hope, for the vessels below. I do not think there is any necessity for burning any coal in your ship, as I know of no occasion that would make it necessary for you to move if you are out of range of their guns. Of that, however, you will be the best judge, and I know you will economize as much as you prudently can. I suppose the *Kennebec* and *Katahdin* have not yet returned. Captain Morris writes me that Lieutenant Caldwell informs him that it will take a week longer for his repairs.

Respectfully, etc.,

D. G. FARRAGUT,
Flag-Officer, Commanding West Gulf Blockading Squadron.
Commander H. H. BELL,
Commanding Brooklyn.

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, regarding the departure of the mortar vessels for Hampton Roads.

U. S. S. HARTFORD, *July 10, 1862.*

DEAR CAPTAIN: The fleet surgeon wishes to procure some of his boxes from the *Kensington*, and I wish you would give him the facilities of doing so. Porter is directed to sail with twelve of his mortar boats for Hampton Roads, and will leave to-day. He says please send the general word, that he may not have his men exposed. Commander Renshaw remains in charge of the remaining mortars and steamers, which are intended for Mobile as soon as we can dispense with them. You see, the news from Richmond is obliterating everything else, and we will be forgotten; but I write to-day to remind the Secretary that we are [of] no use here, as Davis is fully competent to do all that we can do.

Very truly, yours,

D. G. FARRAGUT,
Flag-Officer.

Commander H. H. BELL,
U. S. S. Brooklyn.

Letter from Flag-Officer Farragut, U. S. Navy, to Lieutenant-Colonel Ellet, U. S. Army, regarding transporting supplies.

FLAGSHIP HARTFORD,
Above Vicksburg, July 10, 1862.

SIR: I am greatly obliged to you for the kindness of your offer to bring my coal and provisions down from Memphis. Our paymaster is at Memphis for potatoes, onions, and flour, and should he not have left Captain Porter will greatly oblige me by bringing him down with those articles, as our crews are disposed to scorbutic affections.

Very respectfully and truly, your obedient servant,
D. G. FARRAGUT,
Flag-Officer.

Lieutenant-Colonel ELLET,
Commanding Ram Flotilla.

Report of Flag-Officer Farragut, U. S. Navy, regarding the prevalence of sickness in his command.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 11, 1862.

SIR: I regret that the fleet surgeon complains that he can not get medicines, etc., in the quantity he requires them. We are now getting into the sickly season, and our sick lists are becoming very large. The *Brooklyn* has 68 on her list, principally with fever, but many cases of dysentery and diarrhea, and there is not quinine enough in the squadron for one vessel. I shall endeavor to get some from the army, and if I can not do so, I will send up to Cairo for it and get it at open purchase.

If the ships are compelled to remain up here through the fall, and I see but little chance of our getting down, we will require large supplies, which, I understand, the fleet surgeon has applied for to the Bureau.

Very respectfully, your obedient servant,
D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

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

P. S.—I have determined to send to Cairo for the medicines.
D. G. FARRAGUT,
Flag-Officer.

Report of Flag-Officer Davis, U. S. Navy, announcing the proposed opening of the canal across the bend of the Mississippi.

U. S. FLAG-STEAMER BENTON,
Off Vicksburg, July 11, 1862.

SIR: I have the honor to inform the Department that I have received a note from General Williams this morning, asking for my assistance in opening the canal at 4 o'clock this afternoon.

The river here is falling, and has been since our arrival; but I see it again reported in the Missouri Republican of the 6th instant that

“the Missouri River is rising from its source to the mouth, and that the upper end of the river is very high.”

One of my old and experienced pilots expressed the opinion that there will be a big river in ten days or a fortnight.

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

C. H. DAVIS,

Commanding U. S. Naval Forces, Western Waters.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Flag-Officer Farragut, U. S. Navy, to Commander Bell, U. S. Navy, regarding general matters.

FLAGSHIP HARTFORD, *July 13, 1862.*

DEAR CAPTAIN: You can send anyone down in the *Kensington* when she goes, but is there any prospect of your getting the stores into the *Kuhn*? I send you orders for the *Kennebec* and *Katahdin* to go down this river to look round and bring information about things below and convoy the *Tennessee* up.

I am only waiting for my coal to arrive when I shall fill up and then take a crack at the forts at the head of the bend. We wish to push off an expedition up the Yazoo to-morrow, if possible, and I want to get the general over to consult with us. He must send up a regiment to do the land work. Ellet says he will do anything—tow boats, carry men, or anything else. He has great energy. Davis has consented to send his ironclad up, etc. Porter arrived to-day with his ship, the *Essex*. She is as formidable as the *Benton*. After that I will attack the forts. My deserters taken to-day say they have three guns more in battery above the bend. Then I want the general to go down to Grand Gulf. We will keep him employed now. I send you the papers of to-day, the 10th. Our paymaster returned last night with flour, potatoes, and onions. If you can make arrangements [for] a cart, you can get some. You can purchase flour out of the *De Soto*; also for yourself for \$6.50 per barrel. We bought this morning.

I have written to the Department, and now intend to telegraph, to know if they intend us to spend the rest of the year up here. I am truly glad to learn that your sick list is reducing.

Very truly, yours,

D. G. FARRAGUT,
Flag-Officer.

Captain BELL,
U. S. S. Brooklyn.

Report of Lieutenant-Colonel Ellet, U. S. Army, regarding cooperation with Flag-Officers Farragut and Davis, U. S. Navy.

U. S. STEAM RAM SWITZERLAND,
Above Vicksburg, July 13 (via Memphis, July 16), 1862.

SIR: I have received from Quartermaster Brooks 10 brass fieldpieces to add to the security of my boat from the attacks of the guerrilla bands that are now infesting the banks of the river, and to enable us to inflict punishment on such bands when they do attack us. I find

it necessary, to enable me to man these guns, to ask for authority to increase my military force 75 men, and, if consistent with the service, would wish to obtain these men from the Seventh Regiment Illinois Volunteer Infantry. At present I am keeping my force occupied by occasionally sending a boat to Memphis at the request of Flag Officers Farragut and Davis, and by reconnoissances up the Yazoo River. Yesterday I found our guns of great service upon one of these trips. I was attacked and fired into by various bands, who scattered and fled before each well-directed discharge of grape. The Yazoo River is lined with these ruffian bands and filled with valuable steamers owned by the Southern Confederacy. I have just recovered from a severe spell of illness that has confined me to my bed for six days. I have offered myself and all my force both to Flag-Officers Farragut and Davis, to assist in any enterprise they may wish to attempt. I shall, of course, promptly respond to any call from either of them.

ALFRED W. ELLET,
Lieutenant-Colonel, Commanding Fleet.

Hon. E. M. STANTON,
Secretary of War.

Letter from Flag-Officer Farragut, U. S. Navy, to Lieutenant-Colonel Ellet, U. S. Army.

FLAGSHIP HARTFORD, *July 14, 1862.*

DEAR COLONEL: General Williams and Flag-Officer Davis are on board here. Will you come, and we will try and fix up an expedition for the Yazoo.

Very respectfully,

D. G. FARRAGUT,
Flag-Officer.

Lieutenant-Colonel ELLET,
Commanding Ram Flotilla.

[Telegram.]

WAR DEPARTMENT, *July 14, 1862.*

The Secretary of the Navy desires to know whether you have or intend to have any land force to cooperate in the operations at Vicksburg. Please inform me immediately, inasmuch as orders he intends to give will depend on your answer.

EDWIN M. STANTON,
Secretary of War.

Major-General HALLECK.

[Telegram.]

CORINTH, MISS., *July 15, 1862---10:40 a. m.*

I can not at present give Commodore Farragut any aid against Vicksburg. I am sending reinforcements to General Curtis in Arkansas and to General Buell in Tennessee and Kentucky.

H. W. HALLECK,
Major-General.

Hon. E. M. STANTON,
Secretary of War.

Report of Commander Porter, U. S. Navy, commanding Mortar Flotilla, regarding operations against the enemy.

U. S. S. OCTORARA,
Off Vicksburg, July 1, 1862.

SIR: You no doubt wonder what our firing has been about. The enemy are trying to erect defenses to sweep the river and drive off the mortars. We drive them away as often as they attempt to work. We have dismounted one gun in the water battery, which they can not mount again for our fire, which is very accurate. We have dismounted another in the large fort (their big rifled gun), and they dismounted a gun themselves, by overworking it, carrying away the cap-squares. We found out the two former by prisoners taken, and the last by reconnoitering. Our pickets have been almost inside the forts. Yesterday the rebels came down on the head of the mortars with one regiment of Tennessee troops and one regiment of Mississippians, while a brigade attempted to get into the rear of them, not knowing the force of steamers we had there. Our pickets discovered them and fell back and reported, when all the vessels opened on the bushes for a mile along, the mortars dropping shells in the bushes and over them at 300 yards. The result was a perfect stampede on the part of the rebels. They had attempted to pass a deep marsh and got stuck in the mud. After firing for half an hour on them, our men went in and found three men stuck fast in the mud, unable to get out. They were captured, with all their arms and accouterments. The marsh was strewn with knapsacks, cartridge boxes, boots and shoes, among other things the boots of a general officer, with silver spurs on. They were taken by surprise when they expected to catch us napping. With a hundred men on shore, we would have taken many of them. The prisoners inform us that at one time the whole party got stuck in the mud and were perfectly helpless; officers and men had to crawl out on their bellies. The rebel troops were told they were coming to attack land forces, and were indignant at the officers for leading them into such a scrape. They have here altogether at Vicksburg about 8,000 men. Judging from the specimens we have, they are not much.

I am building four batteries on shore, of howitzers, on the edge of the woods, and increased my pickets by 50 marines. I hope they will come again.

Very respectfully, your obedient servant,
DAVID D. PORTER.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Report of Commander Porter, U. S. Navy, commanding Mortar Flotilla, regarding an engagement with party of Confederates on shore.

U. S. S. OCTORARA,
Off Vicksburg, July 2, 1862.

SIR: We were attacked again this morning by a small party of about 50 men, who crawled up (as they supposed) unseen, but I have a large ship's bell hung on the edge of the woods, with a line to it, reaching 180 yards to the pickets. This morning the bell struck and in a moment

June 28, at 3 o'clock a. m., the squadron made a move to pass the batteries, and the flotilla steamers got underway to take their position, which was to enfilade the water batteries as the ships passed. The headmost vessels of the squadron passed along a little before time, unsupported, and our vessels could not get near enough to them to be of any service. Five of the above-mentioned vessels went gallantly on, despite the fire of the batteries, throwing in their grape and canister, favored much by the heavy atmosphere and early morning light. At 4 o'clock the flagship came along with two gunboats. By that time the mortar steamers had got nearly into position and moved up toward the batteries, throwing in a quick fire. Nearly all the mortars had commenced as the *Richmond* passed, and the shells were falling very well and rapidly, the *Hartford* and gunboats opening their batteries with grape, canister, and shrapnel. The air seemed to be filled with projectiles. The lower batteries were silenced for the time, though I saw that the rebels would manage to get a shot or so at the ships after they passed along. The batteries out of range of the mortars were very severe, and I am sorry to hear that some ships lost in killed and wounded as many as they did at Forts Jackson and St. Philip. I regret that the mortars were not able to reach these batteries.

About the time the *Hartford* passed, the *Octorara's* wheel ropes got jammed below, and there was a fair prospect of drifting out of action or into some of the vessels astern. As I went drifting by the *Miami* I hailed her commander and ordered him up within 600 yards of the batteries; also hailed the *Jackson* and ordered the *Westfield* and *Clifton* to go ahead of me until I could relieve myself from my unpleasant position. The *Owasco*, Lieutenant Commanding Guest, and *Harriet Lane*, Lieutenant Commanding Wainwright, had been ordered to act at discretion and throw on their fire to the best advantage, which they did effectually. The river being narrow and the current very strong, it was impossible to maneuver so many vessels to advantage and leave room for the squadron of ships to pass. I had cleared my wheel ropes and succeeded in getting again to my place ahead, and was in a fine position with all the steamers, firing very rapidly and effectually to cover the *Brooklyn*, *Katahdin*, and *Kennebec* as they came along, presuming that they were going to follow the *Hartford*. That vessel was now 2 miles ahead, and appeared to be under a heavy fire from a battery of six guns at the upper end of the city, out of mortar range. The *Brooklyn* came up a little ahead of the mortar vessels and opened fire, as did the gunboats astern of her, but did not pass through.

Not a shot had up to this time struck one of the mortar steamers, when, finding it necessary to slow the engines to get out of the line of the *Brooklyn's* fire, the vessels became stationary and a fair target for what guns the enemy were able to fire. The *Jackson*, Lieutenant Commanding Woodworth, was struck badly with rifle shell, one of which exploded in her wheelhouse, disabling the man at the wheel by cutting off his leg, and knocking her steering apparatus to pieces, which disabled her. The other struck the pillow-block support, almost cutting it in two. This steamer being disabled, the *Clifton*, Lieutenant Commanding Baldwin, went to her assistance (by signal), and while in the act of taking her in tow a 7-inch shot passed in on the *Clifton's* port bow, going through her boiler. By this catastrophe six of the men in and about the magazine were scalded to death; others were

scalded severely. The steam drove eight or ten men overboard, one of whom was drowned. The *Jackson*, Lieutenant Commanding Woodworth, now became the helping ship and picked up out of the water the *Clifton's* men, which steamer was completely disabled. The *Westfield*, on approaching to assist her, was struck on the frame of her engine by a heavy rifle shot, which fortunately did not go through, having struck butt end foremost. It caused, however, but short delay. In the meantime the *Octorara* dropped out of fire and took the *Clifton* in tow and removed her to a place of safety. The *Jackson* drifted out clear. No further necessity existing for the flotilla steamers remaining under fire (the *Brooklyn* and those astern of her having slowed their engines and proceeding no farther), the signal was made to retire under cover of the woods, having been sixty-five minutes under fire. Though the steamers disabled were in a strong current and narrow, crowded river, they were handled and taken out of action without confusion of any kind beyond that occasioned by the escaping steam on board the *Clifton*. Such a calamity is always appalling to those unused to the effects of such a terrible enemy on board their own vessel. The conduct of the officers and men on board the *Clifton* was creditable in the highest degree, and I regret to say that those scalded to death were some of the leading men of the vessel.

No further casualties occurred of any consequence. The *Jackson* and *Clifton* are temporarily repaired, the latter working under one boiler. All the steamers took good positions and their commanders did their duty properly.

It is to be regretted that a combined attack of army and navy had not been made, by which something more substantial might have been accomplished. Such an attack would have resulted, I think, in the capture of the city. Ships and mortar vessels can keep full possession of the river and places near the water's edge, but they can not crawl up hills 300 feet high, and it is that part of Vicksburg which must be taken by the army.

If it was intended merely to pass the batteries at Vicksburg and make a junction with the fleet of Flag-Officer Davis, the navy did it most gallantly and fearlessly. It was as handsome a thing as has been done during the war, for the batteries to be passed extended full 3 miles with a 3-knot current against ships that could not make 8 knots under the most favorable circumstances.

Again, sir, I have to mention favorably the divisional officers and the acting masters commanding mortar vessels. Anchored at all times in a position selected by myself, more with regard to the object to be accomplished than to anyone's comfort or safety, knowing that they will have to stay there without a chance of getting away until I think proper to remove them (no matter how thick the shot and shell may fly), there has always existed a rivalry as to who shall have the post of honor (the leading vessel), almost certain to be struck, if not destroyed.

They know no weariness, and they really seem to take a delight in mortar firing, which is painful to those even accustomed to it. It requires more than ordinary zeal to stand the ordeal. Though I may have at times been exacting and fault-finding with them for not conforming with the rules of the service (which requires the education of a lifetime to learn), yet I can not withhold my applause when I see

these men working with such earnest and untiring devotion to their duties while under fire.

The officers and crew of the *Octorara* behaved like veterans, and I am much indebted to that excellent officer, Lieutenant George Brown, for the drill of the crew and perfect arrangements made for going into action.

On the day the squadron passed up, the mortars were engaged in divisions in firing on the enemy and keeping his guns quiet, and so on up to the 1st of July.

Two or three deserters came in, one of them asserting a marvelous story that the ships and mortars had killed and wounded 700 persons. No doubt some were killed, but very likely fewer than stated, and only in and about the forts. Only two schooners were struck: one, the *C. P.*

Williams, Acting Master Ainos R. Langthorne, in the bow; the other, the *Orvetta*, Acting Master [F. E.] Blanchard, through the foremast. Nobody has been hurt so far in the mortar vessels.

On the 1st of July our pickets (which were thrown out about a hundred yards) were surprised by a large body of rebels close to them, evidently intending to surprise the mortar schooners. They immediately came into report, the enemy firing on them as they retreated. In a moment all the guns of the mortar vessels and flotilla steamers opened on the woods with grape, shrapnel, canister, shell, and round shot, the mortars throwing in bombs with small charges, and if an enemy were there we knew he could not face a fire like ours from 50 guns spread out along the levee for about a mile. After the woods were well shelled the pickets went in and captured three rebel soldiers, who were helplessly stuck in the mud, from which they had difficulty in extricating themselves, and cried out lustily that they had surrendered. They were brought in with their arms and accouterments. These men state that two regiments, one from Tennessee, the other from Mississippi, were put under arms and made to believe they were going to attack some United States troops. Finding the head of our schooners guarded, the rebels attempted to pass through the middle of the woods and enfilade us, but got helplessly stuck in the middle of the swamp or the thick mud which exists here. While in this condition, our guns commenced shelling the woods, and the two regiments were panic-stricken. They threw away their knapsacks, cartridge boxes, and everything that would impede their progress. In going over the ground afterwards our men found evidences of a general stampede throughout the woods. Amongst other things they picked up from the mud were the heavy boots of a general officer with silver spurs on. There was evidence in the marks that the enemy had been completely bogged or sunk in the mud, and our prisoners informed us that had we gone into the woods at that moment with 200 men we could have captured the two regiments, as they were for a time perfectly helpless, having thrown away many of their arms, etc. It was on this marsh I depended for safety when I placed the schooners in position, for without such a natural defense we would have been at the mercy of concealed riflemen.

Not wishing to have any mishaps, I landed five howitzers, threw up works, posted 50 marines as pickets, and had a large bell slung up in the woods with lines leading to it from different points so that the pickets might give immediate alarm, after which the Mortar Flotilla went to their repose with great confidence.

We have held the position we first took. We have advanced, indeed, 300 yards with the mortars. We are within 2,100 yards of the enemy's batteries, and in short distance of an army (they say consists) of 30,000 men; a very doubtful estimate, as it will not amount to a half or third of that number. From what I can learn from pretty reliable sources, the regiments are small and do not average 500 men each. I do not think there are 6,000 men in this town and the surrounding country. Many of them are sick.

I respectfully submit a list of the killed and wounded on board the steamers *Clifton* and *J. P. Jackson*. On the *Clifton* there were 8 killed and 1 wounded: Thomas Collins, gunner's mate; Robert Sargeant, ship's cook; John Burke, ordinary seaman; William Morris, captain's cook; John B. Carlton, landsman; and George B. Dewvent (colored), wardroom steward, killed; and John Hudson, master-at-arms, severely wounded. John Connor, second-class fireman, was drowned.

On the *Jackson*, Alexander Grenwall, seaman, was severely wounded, if not mortally.

On the 2d of July the enemy made another attack on our pickets, and drove them in, wounding two of them, and succeed in getting so close as to fire on our decks, but they soon met with the fire of five fieldpieces which I had placed near the edge of the woods, and which must have inflicted severe punishment. Five dead bodies have since been found, and evidence of some wounded, from the muskets and other arms thrown away, I suppose, in the retreat. Since then we have fortified ourselves so that they can not annoy us without getting the worst of it. They have shelled our position, fired hot shot and rifled shot in abundance, and though they have made some holes in the mortar vessels, we have held our position and shelled them out whenever we open on them with mortars.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Mortar Flotilla.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron, U. S. S. Hartford.

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. *Clifton*, regarding casualties.

U. S. S. CLIFTON,
Two miles below Vicksburg, Miss., June 28, 1862.

SIR: I have the honor to report that this morning at 3.45 a. m., in obedience to orders, we got underway and proceeded in [to] our station just astern of the *Westfield*, in the line headed by your own ship, to engage the batteries on the heights around Vicksburg. When within range we opened our fire on the upper batteries on the hill from our rifled gun and forward IX-inch and forward 32-pounder, using 15-second shell. On receiving your orders, we directed our fire at the battery known as the water battery, advancing to within about 1,200 yards, where we kept our station, using shrapnel from the IX-inch guns. At times, as opportunity offered, we used our after IX-inch guns. This we continued to do for some half to three-quarters of an hour,

with, I think, good effect, until we were hailed by the *Jackson*, asking our assistance to tow them out of fire, that ship being temporarily disabled. While in the act of taking her line, we received a shot under the guard, just forward of the wheel, which, going through the ship's side, made its way into the end of the starboard boiler, and partially coming out on the other side, caused such a rush of steam as to blow off at once the cover to the forward hatch, filling the forward deck (under which is the forward magazine) with steam, and killing instantly Thomas Collins, gunner's mate; Robert Sargeant, ship's cook; William Morris, captain's cook; John Burke, ordinary seaman, John B. Carter, landsman, and Peter Hall, landsman, of the forward powder division, and severely scalding George B. Dewvent (colored), wardroom steward, and John Hudson, master-at-arms. The wardroom steward died a few hours afterwards from the effect of his injuries. The master-at-arms promises to do well, his wounds, though severe, not being thought dangerous. But one man from this division escaped, he being at the head of the ladder at the time. Some 8 men from the forward pivot gun jumped overboard to escape the steam. With the aid of the *Jackson's* boats we were fortunate enough to recover all these except John Connor, second-class fireman, who was drowned.

This shot, which proved to be a 50-pounder rifled shot, prevented any further movement of our wheels for the time. We, however, continued our fire from the forward and after 32s and after IX-inch guns until you noticed our mishap and came alongside to tow us out of action. At this period the signal to retire was made. I have great satisfaction in stating that officers and crew generally behaved well. Mr. Weld, acting master's mate, in charge of the IX-inch and Parrott rifled guns forward, is entitled to credit for the admirable manner in which those guns were served, and for his coolness and self-possession at the time of the accident.

On examination of the injured boiler, by the chief engineer of this ship, it is his opinion that the repairs to it will require at least ten days to complete, and will need the aid of a shop and experienced workmen. In the meantime the ship is ready for such service as she may be called upon to perform, which will not entail a greater speed than 6 knots an hour. This rate I think we shall be able to maintain.

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

C. H. BALDWIN,

Acting Lieutenant, Commanding.

Commander D. D. PORTER,

Commanding Bomb Flotilla.

Report of Commander Porter, U. S. Navy, transmitting a chart showing the disposition of vessels before Vicksburg, July 10, 1862.

U. S. S. OCTOBERA,

Hampton Roads, July 26, 1862.

SIR: I have the honor to send to the Department a chart showing the disposition of naval vessels before Vicksburg on the 10th day of July, the day I left there.

As it may be interesting to know the state of affairs along the Mississippi River, I take the liberty of enclosing you a copy of a letter* I wrote to Flag-Officer Farragut, apprising him how matters stood, about which he was ignorant when I left him.

Vicksburg is likely to become a very important point during this war, and will be the means of closing up the Mississippi. We lost it by not having land forces enough sent up by General Butler to perform what they pretended they were going to do, viz, assault the works under cover of the fire of the ships and mortar vessels. The latter kept all guns within their reach quiet enough for this purpose, and information of the country and forts was provided by officers under my command, showing that the number of troops on our side was quite enough to undertake an assault of the place. The map may be interesting hereafter. I take the liberty of forwarding it.

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

DAVID D. PORTER,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary Navy.

*See July 13, 1862, report of Porter to Farragut.

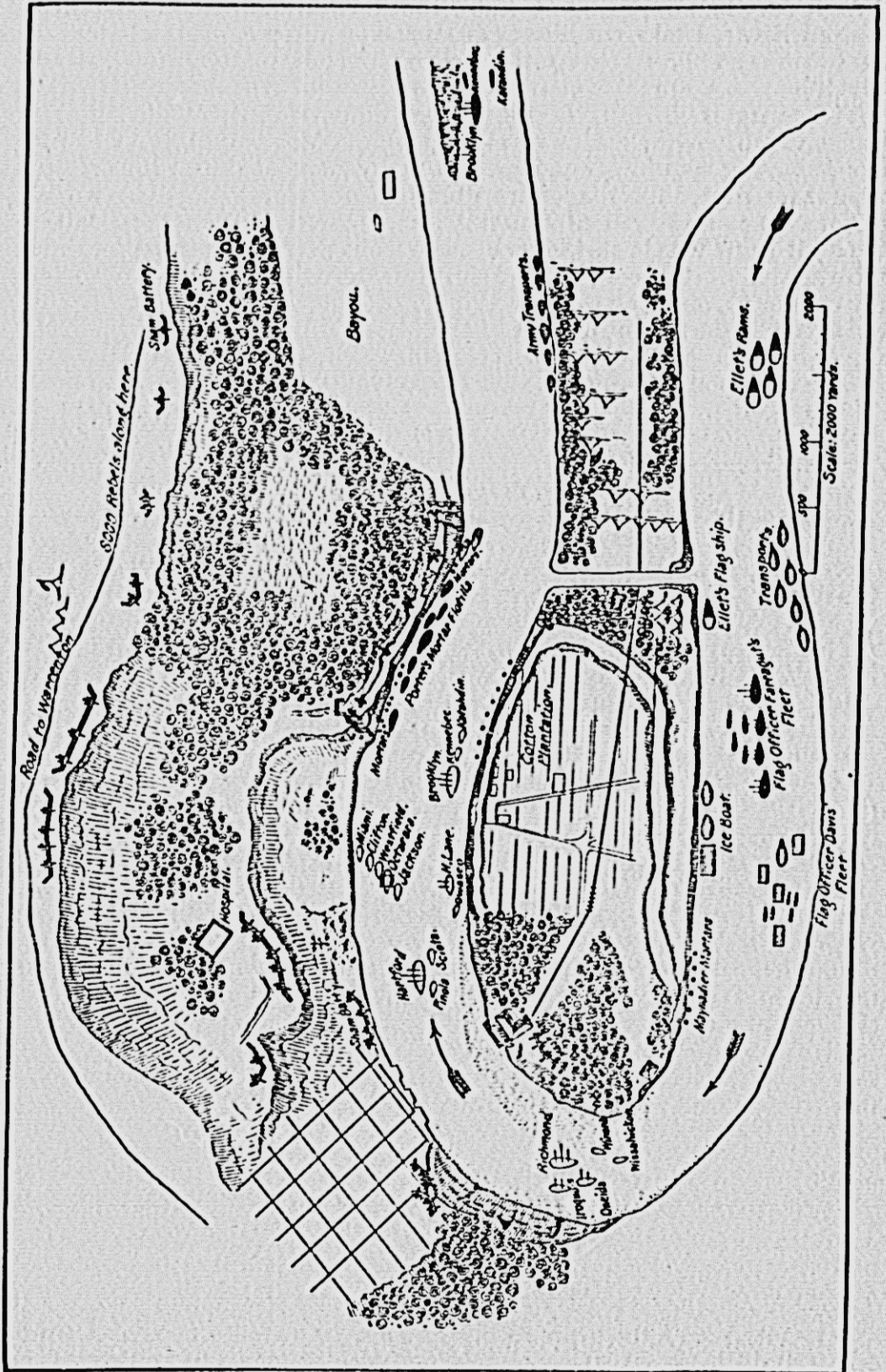


Chart showing the position of the U. S. force up to the 10th of July, 1862, before Vicksburg, when 12 of the mortar vessels left, position having been kept by the Mortar Flotilla from June 27, 1862, to July 10, 1862, under fire of the batteries. The vessels marked in red (outline) will show the position of the forces on the morning of the bombardment, June 28, 1862, taken at the time the flagship was abreast of the water batteries.

Letter from Lieutenant Brown, C. S. Navy, to Major-General Ruggles, C. S. Army, regarding the slow progress on the C. S. ram *Arkansas*.

GREENWOOD, [MISS., YAZOO RIVER], *May 29, 1862.*

SIR: I beg leave to state for your information (and as you requested), that I reached here to-day to find things much less advanced with the *Arkansas* than I had hoped. Ten days is spoken of as the time within which it may be possible to raise steam. The armament is quite out of the question as to getting it ready within that time. Workmen are needed; 25 carpenters, 5 machinists immediately. Difficulty seems to exist as to men working or submitting to proper control. If you could send me 20 armed volunteers with a lieutenant to Yazoo City, to act under my orders, it might be well. I will move the vessel to Yazoo City to-morrow, where greater facilities exist for getting work done. The iron lost in the barge is being recovered by the help of the diving bell.

Captain Shirly told me that the machinery upon which he depended for fitting the iron at Memphis has been ordered away from there by the Government. Will it be well to take up the *Arkansas* to Memphis under the circumstances or to risk the vessel on the river without steam?

I am detaining the boat while writing these unsatisfactory details. I foresee that I, too, will come in in due time for blame when the *Arkansas* shall still remain unready. I will do all that I can in the meantime.

I remain, very respectfully,

ISAAC N. BROWN,
Lieutenant, C. S. Navy.

Major-General DANIEL RUGGLES, C. S. Army,
Commanding, etc., Grenada, Miss.

Letter from Lieutenant Brown, C. S. Navy, to Major-General Ruggles, C. S. Army, regarding the removal of the C. S. ram *Arkansas* to Yazoo City.

YAZOO CITY, MISS., *June 4, 1862.*

SIR: I have to acknowledge the receipt of your letter of the 31st ultimo. The *Arkansas*, gunboat, has been removed to this place and the work of fitting the vessel for service is now actively begun. In the beginning, however, I have had to assume extraordinary powers, both with workmen and officers. The lukewarmness or inefficiency of the commander whom I relieved amounted to practical treason, though he meant nothing of the kind. I have got rid of him, but in doing so have placed myself inside the mutiny act. I came near shooting him, and must have done so had he not consented and got out of my way. He has gone to Richmond to denounce me, no doubt, but I care not what they say of me there so long as it is evident here that I am trying my best to get ready to strike the enemies of my country and of mankind. That I will hit them hard when ready, if possible, I promise you. It will be twenty days yet before we are ready.

Great deception has been practiced by some party or other regarding the forwardness of the *Arkansas's* equipment, or else the Department of the Navy, as well as the public, have gratuitously concluded that the vessel was much more nearly ready than it is. I blame no one, but the thing is unaccountable in any honest or patriotic view.

Thanks to the patriotism of the noble people of Yazoo City, I shall not need the guard that I asked for. The citizens here, though but a handful are at home from the army, will sustain me so long as I shall deserve their support.

There is a raft across the Yazoo River 22 miles below this point. Two heavy and two light guns are there in position, I understand, but no men to work them. I have sent the *Mobilis*, gunboat, to the raft to make the best defense possible should the enemy there appear.

I am, very respectfully, yours,

ISAAC N. BROWN,
Lieutenant, C. S. Navy.

General DANIEL RUGGLES, C. S. Army,
Commanding, Grenada, Miss.

Letter from Lieutenant Brown, C. S. Navy, to Major-General Ruggles, C. S. Army, regarding the defense of the raft across the Yazoo River.

YAZOO CITY, MISS., *June 9, 1862.*

GENERAL: I have received to-day your telegram from Hernando, [Miss.], and also Captain [George] Whitfield's note of yesterday. It would have been impossible properly to have moved the *Arkansas*, as, with all our efforts, we can not yet raise steam or use the engines. There is a raft across the Yazoo River about 25 miles below here, but no force to prevent an enemy from opening it. Two 42s have been mounted on a hill overlooking the raft, but a few infantry could take this battery and turn it against the only gunboat that I have above to defend the raft. Two of the Confederate States gunboats came to the raft day before yesterday, but it was not, under the possible condition of things, thought prudent to break the obstructions to let them through. They are now transferring their stores and armament to be used on this side and are then to be sent up the Sunflower River. The commissary stores brought on the *Paul Jones* are also to be crossed over the raft and brought to Yazoo City.

The ram *General Earl Van Dorn* had not made its appearance at the raft this morning.

I have written to General Lovell, at Jackson, that a regiment of riflemen would be necessary, with a company of heavy artillery, to defend the raft. A battery of light guns would also be of use.

I am trying all I can to get the *Arkansas* ready, and I will try to have three more guns mounted at the raft, if I can, in time.

I am, respectfully, yours,

ISAAC N. BROWN,
Lieutenant, C. S. Navy.

General DANIEL RUGGLES, etc.,
Grenada, Miss.

[Telegram.]

JACKSON, MISS., *June 20, 1862.*

Large mortar fleet and steamers bound up the river for Vicksburg. If it is intended to hold the river, reinforcements should be sent there.

M. LOVELL.

HON. GEORGE W. RANDOLPH.

[Telegram.]

JACKSON, MISS., *June 22, 1862.*

By authority from General Bragg, I have ordered 6,000 men from your command and the corps of General Breckinridge to the defense of Vicksburg. Have them in readiness to take the cars with ten days' rations.

EARL VAN DORN,
Major-General.

General RUGGLES.

Letter from Lieutenant Brown, C. S. Navy, to Major-General Ruggles, C. S. Army, regarding efforts to secure a crew for the C. S. ram *Arkansas*.

YAZOO CITY, YAZOO RIVER, MISS.,
June 22, 1862--a. m.

SIR: I received last night your letter of the 20th, with a copy of General Thompson's report. If the expedition of General Wallace ascends the Yazoo within the next few days I fear that the *Arkansas* may not be ready for a vigorous opposition to it. Our armament is not quite complete and we can not get a crew. I sent to Grenada some days ago to engage men from the Montgomery fleet, and from the answer given to the officer charged with the duty I was led by Commodore Montgomery to believe that I could obtain men from his late command, and I further supposed that they came here from Grenada with the purpose of joining the *Arkansas*. These people were paid off and discharged yesterday by Montgomery, and I do not believe I will get one of them, though I have tried every way to induce them to join the *Arkansas*. They talk among themselves of going to New Orleans. Many will, I think, attempt to reach Memphis. I think that, with few exceptions, they intend to join the enemy. I hope that you will cause them to be cared for while making the attempt. I can obtain two-thirds of a crew from the Confederate States vessels now in the Yazoo, and having failed with Montgomery's men I will apply to General M. L. Smith, at Vicksburg, who can give me 40 or 50 more. Efforts to ship men at Mobile and Jackson failed. I can do nothing just now to aid in saving boats along the Mississippi River, from which, by the Yazoo, I am 90 miles distant. My attention is entirely required in getting the *Arkansas* ready. Our defenses at the raft on the Yazoo River will prove weak against a land force--two 42s and a few militia. The gunboats below may serve as fire ships. Three guns have been taken from the *Arkansas*. The ram *Van Dorn* has been ordered to the mouth of the Yazoo to report the enemy's proceedings. No intelligence yet of the enemy's approach from above. I congratulate you upon the prospect of a prompt campaign. I will do what I can to injure the enemy.

I am, very respectfully, yours,

ISAAC N. BROWN,
Lieutenant, C. S. Navy.

Brigadier-General DANIEL RUGGLES, C. S. Army,
Commanding Special Department, Grenada, Miss.

[Telegram.]

GRENADA, [MISS.], *June 24, 1862.*Hope to send General Thompson's men to the ram *Arkansas*.DANIEL RUGGLES,
*Brigadier-General.*Major-General VAN DORN,
Jackson, Miss.-----
Letter from Major-General Van Dorn, C. S. Army, to Major-General Ruggles, C. S. Army, advising a rush through the enemy's fleet by the C. S. ram *Arkansas*.JACKSON, MISS., *June 24, 1862.*

Can you send messenger to the commander of the ram *Arkansas*, and suggest to him to come out, run the fleet, and get behind them and sink transports? If he is fast enough he can do this easily. He could clear the river below. It is better to die game and do some execution than to lie by and be burned up in the Yazoo.

EARL VAN DORN,
Major-General.

General DANIEL RUGGLES.

Letter from Lieutenant Brown, C. S. Navy, to Brigadier-General Ruggles, C. S. Army, regarding the difficulties in securing crew for the C. S. ram *Arkansas*.C. S. GUNBOAT *ARKANSAS*, *June 25, 1862.*

SIR: I have to acknowledge the receipt of your letters of yesterday, with the copy of General Van Dorn's dispatches. I regret to find that by implication it is thought I would prefer burning the *Arkansas* in Yazoo River to hurling the vessel against the enemy. I have never required prompting in any duties that I have been called on to perform, and those who have been impatient spectators of my conduct here will not accuse me of having been idle. That I am not yet ready is because I could not perform impossibilities. The Montgomery fleet did not give me one man. They went from here paid off and with honorable discharges, though three months of their enlisted time had yet to run. This, too, when Montgomery knew the *Arkansas*, armed and with provisions and ammunition, was waiting for men. I hope you will catch the fellows and apply the conscript law to them, officers and all. Twenty-five men came to-day from Vicksburg, and I shall now soon have a crew. I trust we shall use our vessel creditably, and if the army will attack against the same odds as that which awaits me, the war will soon be over. I thank you for the kind assistance offered and rendered. The work I have had to do would have been left under ordinary circumstances. The difficulties are only known to those engaged in it.

I remain, general, with respect, very truly, yours,

ISAAC N. BROWN,
*Lieutenant, C. S. Navy.*Brigadier-General DANIEL RUGGLES,
Commanding Special Department, Grenada, Miss.

[Telegram.]

RICHMOND, *June 26, 1862.*

Your telegrams of the 22d and 23d received. Had previously sent to your command the small arms disposable here. The commander of the *Arkansas* has been ordered to report to you. * * *

The people will sustain you in your heroic determination, and may God bless us with success.

JEFFERSON DAVIS.

General EARL VAN DORN,
Vicksburg, Miss.

[Telegram.]

VICKSBURG, MISS., *June 28, 1862.*

Bombardment heavy yesterday and this morning. No flinching. Houses perforated; none burned yet. Contest will commence when enemy attempt to land; he will probably try it. Crippled several boats. They only amuse our men by firing on them occasionally. There are about forty vessels of war and mortar boats, all sound and fury, and to brave men contemptible. Will keep you advised.

EARL VAN DORN.

The PRESIDENT.

Letter from Brigadier-General Ruggles, C. S. Army, to Lieutenant Brown, C. S. Navy, regarding a detail of men for the ram.

TANGIPAHOA, LA., *July 1, 1862.*

SIR: A detail of 126 men was made at Grenada from General Jeff. Thompson's troops and ordered to report to you before I was relieved from command of the special department. Telegraph General Thompson near Panola, [Miss.].

DANIEL RUGGLES,
Brigadier-General, Commanding.

Captain I. N. BROWN,
C. S. Gunboat Arkansas, Yazoo River.

[Telegram.]

VICKSBURG, *July 12, 1862.*

(Received 13th.)

Bombardment of Vicksburg, I think, given up. Mortar boats have gone down the river. Fleet still here, part above, part below city. Enemy at work still on canal across neck opposite city. Will fail, I am told by river engineers. Can put up batteries opposite outlet, within mile and half range. City can only be taken by an army. Nothing yet to indicate intention. This department now reduced to district subordinate, which has been done [sic]. I assumed command. I have been ever thus trammled and can not help but feel it.

EARL VAN DORN,
Major-General.

President DAVIS.

[Telegram.]

RICHMOND, VA., *July 13, 1862.*

Your dispatch of yesterday received. Your gallantry has fulfilled my expectations. Accept my thanks and congratulations for what has been achieved. Have ordered more and heavier guns to be furnished to you. What of the gunboat *Arkansas*? The junction of the departments arose from no want of confidence, but to render the whole force most available to the paramount object—the defense of our country.

JEFFERSON DAVIS.

General EARL VAN DORN,
Vicksburg, Miss.

[Telegram.]

RICHMOND, VA., *June 14, 1862.*

What progress is being made toward the completion of the *Arkansas*? What is the condition of your defenses at Vicksburg? Can we do anything to aid you? Disasters above and below increase the value of your position. I hope and expect much from you.

JEFFERSON DAVIS.

Brigadier-General M. L. SMITH,
Vicksburg, Miss.

[Telegram.]

VICKSBURG, *July 14, 1862.*

I thank you for your kindness. The *Arkansas* was to have been out this morning; have not heard yet why she has not made her appearance; look for her every moment. She has much to contend with here, but it was deemed better to let her try her strength than to get aground in the Yazoo and be burned up like the rest. [Robert F.] Pinkney should be tried by court-martial. *Arkansas* ordered to run the gantlet, and, if successful, to sweep the river below and run to Mobile as soon as out. I will inform you of result. Canal not yet in running order.

EARL VAN DORN,
Major-General.

President DAVIS.

Letter from Flag-Officer Farragut, U. S. Navy, to Lieutenant Caldwell, U. S. Navy, commanding U. S. S. Itasca, expressing surprise at delay.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, June 29, 1862.

SIR: I deem it very extraordinary that you should find your engines disabled at so late a day, when I fully expected you to be here in time to participate in the attack on Vicksburg.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Lieutenant Commanding C. H. B. CALDWELL,
Commanding U. S. S. Itasca, New Orleans.

Capture of British steamer Ann, off Fort Morgan, June 29, 1862.

Report of Commander Hitchcock, U. S. Navy, commanding U. S. S. *Susquehanna*.

U. S. S. *SUSQUEHANNA*,
Off Mobile, July 3, 1862.

SIR: On the morning of June 29 we found that a steamer had passed us during the night and was in as near as the shoals to the eastward would permit to Fort Morgan. The *Kanawha* was in chase of a sail to the eastward. Having a westerly wind, the *Preble* was sent to recall her, as it was desirable to have the use of her light draft. On board this ship one of our officers was so dangerously ill that, in the opinion of the surgeon, there was a reasonable probability that firing would be fatal to him. During the day his mind became affected, and the apprehensions of the surgeon were not so great of bad consequences to him.

Toward evening we ran in and when in range threw some shells at the steamer, which caused a reply from Fort Morgan. Their practice was not as good as that at the light-house, reported in my last. As soon as it was dark the *Kanawha* ran up to the steamer, throwing a few shells among the trees and across the land into Navy Cove, where two of the rebel steamers (transports) had arrived, made fast to her, and towed her offshore.

She proved to be the English iron steamer *Ann*, of London, with articles contraband of war on board, such as arms and powder.

The rebels took out a portion of her cargo, and it appears as if, on seeing us approach, the crew left the vessel. She drifted alongshore to the eastward, when the two steamers went from Fort Morgan to Navy Cove, took two of their boats across the point and boarded her. Letting go her anchor, they soon left.

On examining the vessel found the compartment containing the engine full of water; pumped it out, and then found the bottom injection pipe cut and cock open, feed pipe cut, and blowcock of boiler open. The cargo consists in part of coffee, tea, powder, cartridge boxes, muskets, and paper.

We have put her in safe condition, and ordered her to New York.

* * * * *

I forward a recommendation of Chief Engineer Sewell for the discharge of four of the men of his department now in the prize *Ann*, and endorse it.

The term of service of the men furnished from the *Preble* has expired. It is very desirable that the first-class firemen should return to this ship. The return of the four men from this ship is not desired.

I have directed the prize master, L. H. Partridge, acting master, to wait your orders at New York.

The steamer under pass of General Butler, with flag of truce, came out this morning, having 1,877 barrels of flour for New Orleans. I enclose a Mobile paper which she brought out and kindly gave us. A small quantity of flour taken by Captain Gregory is forwarded by the *Ann*, with his statement and a witness. The sugar and molasses referred to in Captain Gregory's letter was appraised by a board of officers and taken as stores for the brig *Bohio*.

The force at this point is not of the kind which will prevent all communications; a sail vessel is of no use, but has to be looked out

for to prevent her being attacked by the force from inside during a calm. A light-draft steamer at each of the channels would seal up the place. From the Swash Channel, at Fort Morgan, round to the Pelican Channel, near Fort Gaines, is about 15 miles, with a number of channels which can be made use of by the light-draft craft which the rebels are making use of.

Captain Febiger, of the *Kanawha*, is and has been most indefatigable in his efforts to prevent the passing in or out of vessels at this point; but I trust the Department will, as I have no access to the flag-officer of this squadron, excuse me for urging an increase of gunboats or steamers of light draft to guard this portion of the coast.

The signals made from the fort show that they are expecting vessels to arrive, and we know that they have them waiting to get out.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,
Commander.

Thirty-nine gallons of oil and 10 pounds citric acid have been taken by my order from the prize steamer *Ann*, under the act of Congress approved April 23, 1800, it being "absolutely necessary for the use of vessels of the Navy," and it has been accounted for to the prize commissioners.

R. B. HITCHCOCK.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

FORT MORGAN, *June 29, 1862.*

English steamer *Ann* under our guns, with a cargo of 50 tons of powder, medicines, coffee, etc., consigned to Mr. Julius Buttner. *Crescent* is taking out a part of cargo to lighten her over the bar. I shall retain 25,000 pounds of powder without instructions to the contrary.

W. L. POWELL.

General FORNEY.

[Telegram.]

FORT MORGAN, *June 29, 1862.*

I find that nearly all the cargo will have to come out of the *Ann*, and that she will have to be dragged over the bar. Will you have the *Dick Keys* sent down to assist the *Crescent*, provided with a good towing line?

W. L. POWELL.

[Telegram.]

FORT MORGAN, *June 30, [1862].*

Thirty thousand pounds of powder, a million of musket caps, a quantity of medicines, etc., will be sent up by the *Crescent* and *Dick Keys*, to arrive about 3 o'clock. The steamer and a part of the cargo

is lost, having been abandoned by her crew and drifted from under our guns into the hands of the enemy; particulars by mail.

W. L. POWELL.

Official.

S. CROOM,

Captain and Assistant Adjutant-General.

Report of Colonel Powell, C. S. Army.

BRIGADE HEADQUARTERS,

Fort Morgan, June 30, 1862.

GENERAL: I regret to have to inform you that the steamer *Ann*, with a considerable part of her cargo, has fallen into the hands of the enemy. The *Crescent*, with a working party from the garrison, was employed discharging her cargo the greater part of the day, when the *Dick Keys* having appeared on her way down the bay, every preparation was made for putting the *Ann* in the best position for being dragged over the bar. To do this it was necessary to leave that part of the cargo in forward and remove all possible from aft, as she drew several feet more aft than forward. The powder and muskets were forward, and the latter were not reported by the supercargo in his first report of the cargo to me, and to my enquiries in regard to arms he replied that he thought there was only one case of pistols, which accounts for my first report to yourself upon that point.

The second load of the *Crescent* was consequently taken nearly entirely from aft, and thus coffee, etc., were brought off, while powder and arms were left.

Upon the arrival at the wharf of the *Keys*, about half past 4 or 5 o'clock, the *Ann* was run upon the bar, in readiness to be dragged over. Up to this time everything had gone on well, and I considered the vessel and cargo secure.

The blockading gunboat, however, having come in sight, now made some demonstrations of approaching. The captain and crew of the *Ann* became alarmed and took to the boats, in spite of all the pilot's endeavors to convince them that they could not be approached to within range of her guns in that direction.

The captain of the *Keys*, who had been sent directly on upon her arrival, and who was then about half a mile from the *Ann*, became alarmed and returned also, though the vessel of the enemy had not fired a gun and was 2 or 2½ miles off, and upon his being ordered to return immediately, he pleaded that he was ignorant of the channel in that part and could not pilot his boat through to the abandoned steamer.

It was now discovered that the *Ann* was afloat, and that the tide was sweeping her out from under our guns. One chance was left, that of sinking or exploding her with our own guns, or of sending out a party to take charge of her and bring her back. Her machinery was in running order, fire was burning in her furnaces, nothing was required but a few men of nerve to take charge of her, and several officers and men volunteered. Two boats were manned as soon as they could be gotten ready and started for her, but the enemy having noticed her drifting out, now approached to within range and opened their fire

upon her; the boats hesitated, stopped, and so much time was lost. Lieutenant Bond, of the First Artillery Battalion, now volunteered to board her, and as the chances of recovery were greatly in our favor, the batteries of the fort were still reserved from firing except throwing some shot at the enemy to keep him at long distance. Night now set in, Lieutenant Bond and his party went on board, and there met Captain Blakeslee and others, who had boarded the vessel from the beach above, but as the fires had then become nearly extinct in the furnaces and the enemy was firing upon them at the distance of a mile, they cut one of the pipes, with the view of sinking her, and, after seeing that the water was flowing in rapidly, left her.

It proved that the *Ann* was constructed with several watertight compartments, one of which only filled, and the enemy having gotten aboard pumped that out and towed her off. That such a cargo, which had arrived under our guns, should only be partly secured must be a subject of much regret, but I hope that the circumstances as related will serve to convince you that its not having been done was owing to no neglect on the part of myself or the garrison under my command.

The pilot states that after running the vessel upon the bar to await the arrival of the *Keys*, finding that the crew was going to leave, he persuaded them to stop and let go an anchor, but this must have been done so hastily as to make it ineffective.

No guard was put upon the vessel, because there was a large working party of our men employed upon her during the day; useless numbers would have been in the way, and the captain, supercargo, and crew were in full control of the property, and within a half mile of the beach, under the guns of the fort.

Twenty-five thousand pounds of powder and 400 muskets have been retained here. As near as I can judge at this time, two-fifths of the cargo has been lost.

I am, sir, with respect, your obedient servant,

W. L. POWELL,
Colonel, Commanding Brigade.

General FORNEY,
Commanding Department Alabama and Florida.

Detailed report of Colonel Powell, C. S. Army.

BRIGADE HEADQUARTERS,
Fort Morgan, July 1, 1862.

CAPTAIN: I have respectfully to submit the following report in detail upon the loss of the British steamer *Ann*, with a portion of her cargo, which had arrived under the guns of this fortification in attempting to run the blockade of this harbor.

About 11:30 o'clock p. m. on the 29th ultimo I received the report that a vessel was approaching from the eastward, showing a certain signal. I immediately repaired to the lookout station, and upon assuring myself of the signal, directed a given reply. Shortly after a boat approached the beach, and I duly received the report that the British steamer *Ann*, with a valuable cargo, was lying between the banks and the beach, about three-fourths of a mile from the fort, and desired protection and assistance in getting into the harbor. Sixteen gun

detachments, which are regularly detailed every night for service in such an emergency, were already at their guns, and were directed to lay at their posts for the night. A reliable pilot was sent off to anchor the vessel in a secure position and to remain on board of her. An armed guard was stationed on the beach abreast of the vessel, and the steamer *Crescent*, attached to this post, was ordered to be alongside of the *Ann* at early daylight to commence discharging her cargo. To work at night would only have attracted the attention of the enemy and endangered the vessel by the necessary lights. A working squad was detailed from the garrison to assist the crews of the steamers, the *Crescent* promptly executed the order given her, and the work of discharging went rapidly and regularly on during the greater part of the day, the heavy vessels of the blockading squadron lying at anchor 6 or 7 miles distant and the gunboat not in sight. Upon the opening of the telegraph offices in the morning, the situation of the steamer, the nature of her cargo, the name of the consignee were, as you are aware, promptly reported to the general commanding, and shortly after, it having become apparent that the *Crescent* would not be able to assist the *Ann* over the bar before night, a telegram was dispatched to the city desiring a boat of more power to be sent down to assist in the work and to tow that vessel over the obstruction. At 4 p. m. the boat from the city was rapidly approaching; the *Crescent* had just gotten in heavily laden for the second time, having brought in the working detachment from the garrison to be relieved by another now in readiness to go out at once upon the boat from the city. The *Ann* having had a portion of her heaviest articles of the cargo left in her necessarily, to maintain her in the position requisite for getting her over the bar, was steaming up to that obstruction with the view of being in readiness to be acted upon at once, and the blockading gunboat was now in sight coming in from seaward. At 5 p. m. the *Ann* was lying upon the bar with a boat in readiness to take and secure the towline. The *Dick Keys*, which had reported from the city and taken a detachment of the garrison on board, and received orders to proceed at once to tow the *Ann*, was about 500 yards from that vessel. The gunboat was steaming slowly in, as if to examine the position of affairs, but was 3 miles distant and could not approach within $2\frac{1}{2}$ miles from that direction from the nature of the banks, and three detachments had been posted at some of our heavy rifled guns to keep her out of range. I now observed to my astonishment that the captain of the *Ann*, with her crew, was hurriedly abandoning his vessel, and shortly after the captain of the *Dick Keys* turned his boat around and as hurriedly moved back toward the wharf. At this time not a shot had been fired nor could the gunboat have thrown her shot or shell more than two-thirds of the distance. Major Barnewall was directed to meet the *Dick Keys* at the wharf and order the captain to return at once to execute the duty assigned him. This order he objected to obeying, pleading the danger to his boat, and insisting upon seeing me, and upon receiving the order from myself, he first plead the danger to his boat which was only chartered by the Government, and upon my assuming all responsibility upon that point, he changed his plea to not being a pilot for that channel in which I had seen him perform the same service but a few weeks previously. Much to my regret the only pilot at hand was in one of the boats now pulling off from the *Ann*, and more to my regret there

was no captain at hand to replace this apology for a man. In the meantime, the *Ann* having been abandoned in a hurry and the anchor let go in such haste as to jam the chain, she worked back off the bar, and drifted with the tide, not out to sea, but through the channel parallel to the beach. I was thus offered the choice of turning the guns of the fort upon her and blowing her up or sinking her and the valuable freight yet on board of her, or of making another effort to save her. She was only three-fourths of a mile off, her machinery was in running order, the water was hot in her boilers, the fire was in her furnaces; a few resolute men had only to start her cable and let her anchor catch on the bottom, or supply her furnaces with fuel, start her engine and steer her back to her former position into security, and the enemy were yet 3 miles off. A number of the garrison volunteered to go; there was but little time to select, but two boats were quickly dispatched in pursuit, carrying the captain, engineer, and one or two of the crew of the *Ann* who had apparently become ashamed of their previous conduct, and asked to be allowed to return. But time had been lost, and the steamer had gradually gotten nearer the end of the bank, around which the blockading vessels, from which her condition was now seen, could approach to within range of their guns. The steamer frigate got underway to support the gunboat; a few shot and shell fell about the *Ann* and our boats hesitated and laid between our batteries and the drifting steamer, so as to prevent us from now resorting to blowing her up or doing anything more with our heavy guns than to fire a few shot to keep the frigate out of range. Lieutenant Bond, of the First Battalion Artillery, now volunteered to take the boats to her and was directed to run her back if possible, or act as circumstances should require, and Captain Whiting's company was ordered to follow and protect the cargo, if Lieutenant Bond should find it necessary to put her on the beach or to anchor. Lieutenants Bond and Hammond, of the First Artillery Battalion, and Lieutenant L. H. Goodman, of the Light Artillery Battalion, with the two boats' crews, got on board and there met Captain Blakeslee, of the *Crescent*, who, seeing the change affairs had taken, transported one of his boats across from Navy Cove and boarded her. The fires, however, had now become nearly extinct, the enemy was firing rapidly at only three-fourths of a mile distant, and it was determined to sink her, and thus keep her out of their hands. The supply pipe to the engine was accordingly cut and she was abandoned a second time, under the supposition that she would settle down on the bottom in a few moments, as the water was gushing in by the ton.

Night came on, the enemy got on board, the *Ann* proved to have several water-tight compartments, only one of which had filled, and we felt the chagrin of seeing her with the enemy's squadron on the following morning. I have gone thus into detail of the case, captain, as I am aware that it is one which, without a full explanation, might be remarked upon and criticised to the injury of the zeal and enterprise of myself and those that I have the honor to command.

But upon the statement of facts which I have given, I feel convinced that the zeal and enterprise of the garrison itself must be acknowledged, and the success of each step, with the exception where failure was caused by positive disobedience of orders and dastardly neglect of duty on the part of a subordinate agent, up to the choice of hastening the destruction or attempting to recover the abandoned steamer, will prove that each was judiciously taken.

I am perfectly aware that I might have made more "noise in the world" by turning the guns of the fort upon the vessel and blowing her up, but I should have brought certain destruction upon property very valuable to our Government, of comparatively little value to the enemy if it did fall into his hands, and in favor of saving which there were many chances.

If I erred, it was by sacrificing self to the interests which have been intrusted to my care, and the course taken is justified by the excellent military maxim, "When in doubt as to attacking an enemy, lean to the side of rashness; when in doubt as to the destruction of the property of an ally, lean to the side of caution." This statement of facts, it is hoped, sir, carries conviction that the loss of the *Ann* is to be attributed to one of those sudden panics which history shows all collections of men to be subject to, and also that those affected on this occasion were not of the regular garrison, but temporarily acting in concert with it.

In conclusion, I respectfully call the attention of the general commanding to that part of this report relating to the conduct of Captain Deering, of the *Dick Keys*, and respectfully suggest that he be removed and his place supplied by a more reliable man, as to positive disobedience of orders on his part the loss of the steamer *Ann* is attributable more than to any other circumstance, and his conduct on this occasion shows that he can not be relied upon in any similar cases that may occur hereafter. All of which being submitted,

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

W. L. POWELL,
Colonel, Commanding Brigade.

Captain S. CROOM,
Assistant Adjutant-General.

Letter from Flag-Officer Randolph, C. S. Navy, to Brigadier-General Forney, C. S. Army, accusing Colonel Powell, C. S. Army, of culpable neglect.

SIR: I have read the elaborate report addressed to you by Colonel Powell, detailing the loss of the British steamer *Ann*, on the 29th June, whilst under the guns of Fort Morgan, and the conclusion, to my mind, is irresistible upon that officer's own showing that the loss of said vessel and cargo never would have occurred had the flag-officer of this naval station been apprised, as he ought to have been immediately by telegraph, that the *Ann* was aground. And permit me to ask why was the Navy kept in ignorance of the whole transaction? Let Colonel Powell answer, if he can, this simple question. Is it not the duty of the officer commanding at Fort Morgan to apprise the commander of the naval forces of Mobile of the grounding of vessels off the entrance of the harbor, more especially if they have valuable cargoes on board, and are liable to fall into the hands of the enemy? Who ever before heard that upon forts and garrisons devolve the duty of succoring stranded vessels, when at a word a fleet of naval steamers might easily have been brought to the rescue? But no; Colonel Powell, it seems, felt so confident of his own skill and his own ability to save the *Ann* and her valuable cargo as to ignore the Navy altogether.

It seems not to have entered into his calculation that seamen might do the work afloat more effectually than soldiers could behind brick walls and in casemates.

Perhaps it may be asked, "Why was it that the vessels of the Navy were not on the spot ready, without a telegraphic dispatch from the Army, to render the necessary assistance to the *Ann*?" This can be readily and satisfactorily explained. Admitting, however, for a moment that no satisfactory explanation can be given for the temporary absence of our vessels from the lower bay, this does not in the least degree relieve Colonel Powell from the charge of culpable neglect of duty. But it can be satisfactorily explained why the vessels of the Navy were not in the lower bay at the time of the grounding of the British steamer. They were undergoing important, nay, indispensable alterations and repairs at the city. The boilers of the steam ram *Baltic* were pronounced by the engineers as unsafe, and were being patched and strengthened for important service; she of course could not be sent below. The steamers *Morgan* and *Guines* were in the hands of a hundred workmen and mechanics, who were engaged in putting on and bolting iron plates in order to give some protection to the machinery and boilers of those vessels, and lastly, the *Florida* had only left her station off Fort Morgan the morning of the day that the *Ann* was wrecked. She came to the city to land two officers who had been detached by order of the Navy Department, and to receive others in their places.

But had Colonel Powell sent a dispatch to me on Sunday morning, which he might easily have done, and which by failing to do, I insist, he is amenable to the charge of neglect of duty, all would have been well, as I should immediately have stopped all work on board the steamers, and would have been at Fort Morgan by 12 m. on Sunday, 29th June, and have had the *Ann* off the city of Mobile that night.

I beg leave to say, in addition to this grave charge against Colonel Powell, that in his long report to you of the transactions below, he failed even to allude to his suppression of a private telegraphic dispatch which was made to the consignee, Mr. Buttner, by a gentleman at Fort Morgan. Had that private dispatch been allowed to be communicated to the consignee of the *Ann*, the Navy would have been informed of the grounding of the vessel, and she, together with her valuable cargo, would have been saved to the country. The suppression of the above telegraphic dispatch to Mr. Buttner is quite significant, and, I think you will agree with me, was, under the circumstances, altogether unwarranted and indefensible.

Again, Colonel Powell in his report to you admits that the guns of Fort Morgan could easily have reached the *Ann* when she was abandoned to the enemy. In the name, then, of common sense why was she not sunk by Fort Morgan, and thus kept from the hands of the rapacious Yankees?

Do I characterize this act, or rather omission to act, in too strong language when I say that the commanding officer at Fort Morgan was not only guilty of neglect of duty, but also of want of self-possession?

Sir, this is no time for the exhibition of petty jealousy between the two arms of the public service. We are engaged in a glorious struggle for independence, and let it not be said that the Navy is jealous of the Army, or the Army of the Navy.

In conclusion, I respectfully ask that Colonel Powell shall be arraigned before a military tribunal upon the following charges: First,

palpable neglect of duty; second, absence of self-possession when in sight of the enemy.

I am, very respectfully, your obedient servant,

V. M. RANDOLPH,
Flag-Officer, Alabama.

Brigadier-General J. H. FORNEY,
Commanding Land Forces Alabama, Florida, etc.

Order of Flag-Officer Farragut, U. S. Navy, to Acting Volunteer Lieutenant Trathen, U. S. Navy, commanding U. S. bark Midnight, to proceed to Key West for the recuperation of the crew of that vessel.

U. S. FLAGSHIP HARTFORD,
Above Vicksbury, Miss., June 30, 1862.

SIR: Upon the arrival of the U. S. bark *W. G. Anderson*, your relief, you will proceed to Key West, Fla., to recuperate the health of your crew.

You will not remain at Key West over two weeks, and before returning to your station will fill up with provisions, etc., and also take a supply for the *Anderson*. The attack on the coast of Texas will not take place for some time.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Acting Volunteer Lieutenant Commanding JAS. TRATHEN,
Commanding Bark Midnight, Velasco, [Tex.].

Order of Flag-Officer Farragut, U. S. Navy, to Captain Powell, U. S. Navy, commanding U. S. frigate Potomac, regarding transfer of command.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, Miss., June 30, 1862.

SIR: On the arrival of Commander A. Gibson, you will transfer to him the command of the U. S. ship *Potomac* as a receiving ship, to remain at Ship Island until further orders. You will then return to the United States and report yourself in writing to honorable Secretary of the Navy, or obey such other orders as you may have received from the Department.

You will keep one coal and one provision vessel at Ship Island and direct all others to proceed to the South West Pass immediately on their arrival. If the provisions can be taken from the *Emerson* on board the *Potomac*, do so. You will give these same instructions to Commander Gibson, together with copies of the orders from the Department herewith enclosed.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Captain LEVIN M. POWELL,
U. S. Ship Potomac.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Eagle, U. S. Navy, commanding U. S. frigate Santee, to proceed with that vessel to Boston, Mass.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, June 30, 1862.

SIR: On the arrival of your relief, the steamer *De Soto*, you will proceed to Ship Island and comply with the following instructions received from the Department: Take out such stores as you may not need and the squadron may require, and also only a sufficient number of officers and men remain aboard as may be necessary to bring her home with safety. The men that bring her home should be those of her crew and in the squadron that can be conveniently transferred to her who have the shortest time to serve. Your transfers of stores, etc., will be made to the receiving ship *Potomac* at Ship Island, and you will then proceed to the port of Boston, Mass., reporting your arrival in writing to the honorable Secretary of the Navy.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Captain HENRY EAGLE,
Commanding U. S. Ship Santee, off Galveston, Tex.

Order of Flag-Officer Farragut, U. S. Navy, to Acting Master D'Oyley, U. S. Navy, commanding U. S. bark W. G. Anderson, countermanning previous order.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, Miss., June 30, 1862.

SIR: Your orders to proceed to Galveston are hereby countermanded, and you will proceed as soon as you have discharged your stores, etc., to the vicinity of Velasco, Tex., to relieve the U. S. bark *Midnight*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Acting Master Commanding N. D'OYLEY,
*Commanding U. S. Bark W. G. Anderson,
off South West Pass, Mississippi River.*

Commendatory letter from Flag-Officer Farragut, U. S. Navy, to Acting Master D'Oyley, U. S. Navy, commanding U. S. bark W. G. Anderson.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, June 30, 1862.

SIR: It gives me great pleasure to hear of the recent capture which you have made, and I can not but express my admiration for the gallantry of the officers engaged in the expedition.

You will retain the schooner as a tender.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Acting Master Commanding N. D'OYLEY,
Commanding U. S. Bark W. G. Anderson, South West Pass.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Morris, U. S. Navy, regarding duty to be performed by the Coast-Survey steamer Sachem.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, June 30, 1862.

SIR: If the Coast-Survey steamer *Sachem* has been turned over to you, you will man her with officers and crew from your vessel and order her to assist the bark *Arthur* in the blockade of Aransas, Tex.

You will use your own discretion in regard to the repairs on the *Itasca*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Captain HENRY W. MORRIS,
Senior Naval Officer Present, off New Orleans, La.

Letter from Flag-Officer Farragut, U. S. Navy, to the Superintendent U. S. Coast Survey, expressing appreciation of assistance given by that office and its representatives in the Mississippi.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 1, 1862.

DEAR SIR: I should have long since thanked you for the new map of eastern Virginia, as well as the other maps you sent me for my use in this part of the river. They have been and will no doubt some later day be of still greater benefit if I ever have the good fortune to get out of this river. My getting in was somewhat difficult, but all those chances I had calculated, but getting out is a different thing. I never calculated beyond the taking of New Orleans, and I supposed Foote or his successor would come down the river and that these ships, nearly 300 feet long, would never go beyond Natchez at the farthest, but the President and Department think otherwise, and we are now at Vicksburg with the water fallen 10 feet and still falling, and our enemies have strong hopes that we will never get the ships down again. As the French say, "cela depend." The river may not fall low enough to stop us, although it generally does; then again Captain Davis may get down to Vicksburg in time for us to take it and leave him in quiet possession of the river, and the Gulf Squadron go outside to its legitimate work in the Gulf.

As Captain Porter had your Coast-Survey gentlemen under his particular direction and appears to have done them all justice for their exertions and the faithful performance of their duties, which were certainly done both quickly and accurately, as testified to by Commander Porter and proved by the result of his firing, they need nothing from me beyond my satisfaction at what they did, so far as I know. The captain, however, could speak more fully of them, as they were working under his eye all the time.

Mr. Halter, the young gentleman you gave me, up to the time he left had performed his duty diligently and well, and I was much pleased with him.

They have buoyed the bar of South West Pass well, I am told, and thus concluded their duties.

Very truly and respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Comdg. Western Gulf Blockading Squadron.

Professor A. D. BACHE,

Superintendent Coast Survey, Washington.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Craven, U. S. Navy, regarding the disposition of chartered vessel Anglo-American.

U. S. FLAGSHIP HARTFORD,

Above Vicksburg, June 30, 1862.

SIR: Should General Williams not desire to take the *Anglo-American* under the terms of charter, you will dispatch her immediately to New Orleans, ordering Lieutenant Commanding Russell, of the *Kennebec*, to convoy her as far as Rodney and return to his present station without delay.

You will send Assistant Surgeon Peirce to the hospital at Pilot Town if the surgeon deems it safe to move him.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Squadron.

Captain THOS. T. CRAVEN,

Senior Officer Present, Below Vicksburg.

Report of Acting Lieutenant Woodworth, U. S. Navy, commanding U. S. S. John P. Jackson, regarding contrabands.

U. S. S. JOHN P. JACKSON,

Off Vicksburg, July 1, 1862.

SIR: It becomes my duty to report to you that in carrying out my instructions, in compliance with the act of Congress and instructions from the Navy Department in relation to contrabands, I was compelled to receive all those seeking refuge on board the U. S. S. *Jackson*, my vessel being stationed at the head of the line of the fleet, and first meeting those coming down the river.

Up to the morning of the 24th of June I had enlisted and given shelter to 47 persons, including men, women, and children, who had sought protection of my vessel under a flag of truce.

The enclosed list includes only those taken from the island, and from intelligence I received from those already in my custody, and from efforts made by some I had permitted to return, that accessions would soon be made to the number of 2,000 for the purpose of constructing the "cut-off," I deemed it expedient to establish a camp on an island in the river, near the anchorage of the squadron.

Twenty of the men on the island were regularly enlisted from time to time under the law governing such cases, and were employed as coal passers and other various duties on board, and to whom clothing and rations had been regularly issued. They were at this time

engaged on the island cutting wood for this vessel, the *Jackson* at the time being without coal, and no supply vessel in the squadron.

An officer came on board my vessel and informed me that he came by order of Commander Craven, of the *Brooklyn*, to demand all contrabands in my custody and all others that may be found on board of any vessel belonging to the Mortar Flotilla.

I informed him that I had a large number of contrabands in my custody, consisting of men, women, and children, but that not having accommodations on board the steamer, I had placed them in camp on the island, where my men were employed cutting wood for the *Jackson*, by your order.

I directed the officer to return to Commander Craven and inform him that I would immediately confer with Commander Porter in person, and ordered him not to remove or molest any person on the island until I received Commander Porter's instructions what to do. I assured the officer that the contrabands would be safe in my charge until Commander Porter could communicate with Commander Craven.

I also directed the officer to inform Commander Craven that 20 of the men were regularly enlisted on board my vessel, and to whom issues of clothing and rations had been made, and that I would require a written order for their transfer and receipts for their accounts.

I proceeded immediately to inform you of the demand of Commander Craven, and while on board the *Octorara* the officer or officers sent by Commander Craven removed from the island all the contrabands I had placed there. On returning to my vessel I learned that the island, containing much public property, was left without protection.

The 40 contrabands taken from the island belonged to, or were claimed by, persons residing on plantations for 300 miles distant. The whole were taken, as alleged, to be returned to their owner, a woman residing opposite Vicksburg, who had been on board the *Iroquois* and *Brooklyn* and represented herself as a loyal subject to the Union; but I have reasons to know, from reports from her own negroes and from information obtained by my officers, that she is the wife of a notorious rebel. Both husband and wife have ever and continue to afford aid and comfort to the enemy, and since the return of her negroes has had concealed in her house a rebel spy for several days, who would have been captured by a party from my ship but for the assistance of the woman who aided his escape.

The barbarous and inhuman treatment received by these unoffending slaves at the hands and under the direction of this woman since their restoration, can only be understood by seeing them since their scourging.

I am pained to think that I should have been the innocent cause of this brutal chastisement that took place almost within sight and sound of our squadron, when I had promised them immunity from punishment, as I believed I had authority to do under the instructions contained in the circular of the Secretary of the Navy concerning contrabands.

Many of those who were returned to their owners by Commander Craven assured me they were induced to leave their masters by reports among them that they would never again be returned after once reaching the ægis of our flag and guns.

Under the peculiar circumstances that I am situated, having no paymaster on board and being held responsible pecuniarily for issues of

public property under my charge, I have to request that I may be instructed how to proceed in order to protect myself from the responsibility I have assumed under your verbal orders, and at the same time to be governed in future, to prevent a recurrence of the very humiliating position I have been placed in by this unwarranted and unofficial act of Commander Craven.

I have the honor to be, very respectfully, your obedient servant,
SELIM E. WOODWORTH,
Acting Lieutenant, Commanding.
 Commander D. D. PORTER,
Commanding Mortar Flotilla.

Reports of Commander Emmons, U. S. Navy, commanding U. S. S. Hatteras, regarding the capture of schooner Sarah, July 3, and sloop Elizabeth, July 5, 1862.

U. S. S. HATTERAS,
Blockading off Berwick Bay, etc., July 6, 1862.

SIR: I have the honor to report the capture of the rebel schooner *Sarah*, on the 3d instant, without any national flag or papers whatever; master, Jacob Sammons, of Maine, with a crew of three foreigners, out of Vermilion Bay, bound to the Sabine, with a cargo of sugar and molasses. Being unseaworthy, I removed her cargo on board of this vessel and gave the schooner to the prisoners, whom I released upon their taking the usual oath.

Also, that, on the 5th instant, I captured the rebel sloop *Elizabeth*, of 41 tons register, No. 28, S. C. A., to the southward of my station, having run the blockade off Galveston, with a cargo of cotton, and now being on her return to Sabine with an assorted cargo, as per accompanying list, also without a national flag, and no clearance papers from Havana.

I send her to Key West for condemnation and sale, adding a portion of the *Sarah's* cargo, and release the prisoners here.

I have received no mail from the United States for the last month, and seldom have an opportunity to communicate with the flag-officer.

I am, very respectfully, your obedient servant,
GEO. F. EMMONS,
Commander.

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

[Enclosures.]

List of prisoners taken on board the schooner Sarah by U. S. S. Hatteras.

Name.	Rank.	Native of—
Jacob Sammons.....	Master	New York.
P. G. Nicod.....	Cook	France.
Frank Bien.....	Seaman	Do.
Gustave Lange.....	do	Do.

The last named, Gustave Lange, was, at his own request, shipped as ordinary seaman on board the U. S. S. *Hatteras*.

Cargo of *Sarah*, 73 barrels molasses, 2 hogsheads sugar. Vessel old and leaky. No national flag nor papers whatever.

G. F. EMMONS,
Commander, U. S. S. *Hatteras*.

Forty-eight barrels of the above molasses were sent to Key West in the prize sloop *Elizabeth*.

G. F. E.

List of prisoners taken on board the sloop Elizabeth by the U. S. S. Hatteras.

Name.	Rank.	Native of—	Age.
George Scherffins.....	Master.....	Texas.....	24
William Maddox.....	Cook.....	Maine.....	17
Antonio Sacinto.....	Scaman.....	Portugal.....	23
Alex. Gilman.....	Owner and supercargo.....	Orange, Tex.....	
— Austin.....	Passenger.....	do.....	
— Clark.....	do.....	do.....	

The rebel sloop *Elizabeth*, 41 tons, R. No. 28; built in Galveston, Tex., 1852. Sailed for Havana in May last, with a cargo of cotton; returning July 5, was captured off Sabine. No national flag, nor clearance papers from Havana. Confederate register No. 28. Shipping articles and custom-house clearance from Galveston, Tex.

Cargo: 20 pipes rum, 20 barrels coal oil, 10 boxes gin (2 used on passage), 2 casks red wine (received on board), 2 barrels castor oil, 2 barrels medicines, 2 boxes medicines, 25 pigs lead.

GEO. F. EMMONS,
Commander.

U. S. S. HATTERAS,

South West Pass, Mississippi River, September, 8, 1862.

SIR: I have left here, for reshipment to New York in our mail steamer, 19 barrels of molasses for condemnation and sale, as a part of the cargo of the rebel schooner *Sarah*, captured in running the blockade off Vermilion Bay, Louisiana, bound to the Sabine River, 6th July last. She had neither flag nor papers, and as she was not sufficiently seaworthy to send in for adjudication, I took out her cargo and gave the vessel to the crew, who were released under parole. They put into the Sabine, where they were all imprisoned at first by the military mob there, under the plea that they had intentionally, or carelessly, fallen into the hands of one of "Lincoln's cruisers," but were subsequently released, and one of them is again a prisoner, having been taken on board of the rebel schooner *Troy*, in attempting to run out of the Sabine with a load of cotton.

A portion of this cargo I have sent to Key West in another prize for adjudication, and I presume has been sold ere this.

I enclose a list of officers and crew interested in this capture.

I am, respectfully, your obedient servant,

GEO. F. EMMONS,
Commander.

U. S. DISTRICT ATTORNEY,
For New York City.

Report of Lieutenant Hunter, U. S. Navy, commanding U. S. S. Montgomery, regarding affairs at the mouth of the Rio Grande.

U. S. S. MONTGOMERY,
Off New Orleans, July 5, 1862.

SIR: I was obliged to leave my station on the Rio Grande, being entirely out of provisions, and when we arrived at Pilot Town we had less than three days' coal, and of provisions 1 barrel beef, no pork, no bread or beans (except what had been previously condemned), no flour, molasses, or butter.

On the 3d of June, I seized and sent to Key West for adjudication the English schooner *Will-o'-the-wisp*. I sent an account of the transaction to the Secretary of the Navy, a copy of which I enclose.

I have come to this place for provisions, there being none at Pilot Town. I send copy of the master's report of the condition of the vessel's equipments in his department. The engineer has asked for a survey on the boiler, which I have sent to Captain Morris. You are aware that the term of enlistment of all the men except five, expired now going [on] two months since, and they are all most anxious to be released.

I brought from the Rio Grande 56 loyal citizens from Texas (refugees), sent on board by our consul at Matamoras. I have consulted with the provost-marshal as to sending them on shore here. He was to communicate with the commanding general here, and inform me if they could be landed, as also two men who were taken out of the *Will-o'-the-wisp*.

We are short of officers, having now but the first lieutenant, a master, and a master's mate.

Since writing the above, I have heard from the provost-marshal. He says the general commanding has no objections to the men I spoke of going ashore here. I find that only 15 want to leave here; the others say they are destitute and want to go North. I can not force the poor fellows on shore here, unless positively ordered to do so.

The American schooner *George Darby* left the Rio Grande when we did, as it was not safe for her to remain there without one of our ships of war. She came to Pilot Town.

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

CHARLES HUNTER,
Lieutenant, Commanding.

D. G. FARRAGUT, Esq.,
Flag-Officer, Comdg. Western Div., Gulf Blkdg. Squadron.

Report of Commander Hitchcock, U. S. Navy, regarding Confederate affairs in vicinity of Mobile, and reported movements of blockade runners from Nassau, New Providence.

U. S. S. SUSQUEHANNA,
Off Mobile, July 6, 1862.

SIR: The *Cayuga* arrived here July 3; and I detained her until the *Kanawha* could go to Ship Island to coal and provision.

The reports from Mobile still give the number of guns in Fort Morgan as 92, with a full garrison; that batteries are being extended on the western side of the bay. The naval forces make their appearance daily. A few days since the flagship came out a mile or so from Fort Morgan, fired a bow and stern rifle at Sand Island; two of his steamers off the

fort. From all I can learn, it appears they have seven armed vessels, one of them a tug fitted for a ram.

From Key West I learn that a large number of steamers are at Nassau, [New Providence], with the intention of forcing the blockade. Reports from our consul to Flag-Officer Lardner confirm it; that Semmes, Maffitt, Bulloch, and others are there to take action in it; that some of the vessels are to be armed. We have not the force here to prevent the running of the blockade, and I beg you will add to it the moment it is in your power to do so.

Not hearing from you, and without the means of communication with you, I have made the same statement to the Navy Department, though it is not probable I will hear from Washington in a month, if at all.

The *Susquehanna*, *Preble*, and *Kanawha* is the force here, and it takes one of the steamers to look out for the sailing vessel.

An English steamer, the *Ann*, of London, passed us on the night of June 29, and got under the guns of Fort Morgan, to the eastward of the reef. There was not water enough for her to get in.

We took possession of her and sent her to New York. The rebels got out a portion of her cargo, which consisted of coffee, tea, powder, muskets, etc.

A small schooner was run on shore by the *Kanawha* and burned by the coast guard.

If you have any steam vessels which you can spare, let me beg of you that they may be sent here. Not that I look upon the service here as of importance when compared with that you have in hand; still I am anxious that every point of your command should be efficient.

Very respectfully, your obedient servant,

R. B. HITCHCOCK.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Letter from the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, forwarding consular information regarding the movements of blockade runners.

NAVY DEPARTMENT, July 8, 1862.

SIR: I herewith transmit for your information extracts from dispatch of the consul at London, dated June 20, concerning the steamer *Phæbe*; extracts from dispatch of the same, dated June 21, concerning the steamers *Economist* and *Camilla*, and the construction for the rebels of marine floating batteries for destroying vessels in harbors; extracts from dispatch of the consul at Liverpool, dated June 18, relative to the steamers *Sophia* and *Julia Usher* and ship *Eliza Bonsall* and to the new gunboat about completed by the Messrs. Laird for the rebels; and copy of dispatch from the consul at Bristol, dated June 19, and extract from one without date, relative to the ship *Nora* (formerly *Naomi*), *William Graham* (formerly *Alexander*), and *Maria*, and the steamer *Anglia*. The Department would call your special attention to the statement of the consul at London that the *Economist*, *Camilla*, and other steamers will leave in company, under convoy of one or more gunboats, and try to make their way to Boca Rica [Chica?].

Enclosed is a letter directed to Louis Deimar, esq., New Braunfels, Tex., which was transmitted to this Department by the Secretary of

State. Please forward it to the senior officer stationed off Galveston, with instructions, if he can do so conveniently, to put it in a channel to reach its destination.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding, etc., New Orleans.

Report of Flag-Officer Farragut, U. S. Navy, regarding the necessity of delaying operations against Mobile until after the fall of Vicksburg.

No. 136.]

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 8, 1862.

SIR: I have had the honor to acknowledge the receipt of your extract of a letter, dated June 7, from a loyal subject, in relation to Mobile, etc., all of which will be duly considered at the proper time. I have also received much information from the naval officers in that quarter, but all we can do just now is to keep up the blockade by the *Susquehanna* and other vessels until this place is disposed of. After Vicksburg falls, there can not, that I see, be any further necessity for me or the ships of this squadron in this river, and we can then turn our attention to Mobile or elsewhere, as the Department may be pleased to direct, but the very moment the mortars can be dispensed with here I shall follow your instructions by sending Commander Porter with his whole force to Mobile, with orders to commence operations on the forts in that bay, and I will follow as soon as possible with the vessels of my command. I fear, however, that I will have to leave some to protect New Orleans, but I shall await further instructions after the fall of Vicksburg.

As I before stated to the Department, I think the force off Mobile should be increased by vessels able to contend with the rams the moment they are to be had.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

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

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Lowry, U. S. Navy, to assume command of the U. S. S. Sciota.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, Miss., July 8, 1862.

SIR: You are hereby detached from the U. S. steam sloop *Brooklyn* and will relieve Lieutenant Edward Donaldson of the command of the U. S. gunboat *Sciota*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding West Gulf Blockading Squadron.

Lieutenant R. B. LOWRY,
U. S. Steam Sloop Brooklyn.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Morris, U. S. Navy, senior officer off New Orleans, enjoining vigilance in restricting Confederate operations in the Mississippi River.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, Miss., July 9, 1862.

SIR: You will order the *Potomac* to take from the *Andrew Mander-son* as much stores, provisions, etc., as she will hold.

Direct the *Itasca* to come up as soon as possible. Let her bring one or two hundred XIII-inch mortar shell, and order Captain Caldwell to look well to Bayou Sara and Red River, to see that provisions are not being carried across there for the use of the rebels. Let him also look out for fortifications at Ellis Cliffs, Rodney, etc.

You will send recruits who may come out for the squadron to relieve those men whose times have expired and will detach as many men from the *Potomac* as she can spare to relieve the one-year's men of the *Vincennes*. There are about 75 of them.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

Captain H. W. MORRIS,
Senior Naval Officer Present, off New Orleans.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Porter, U. S. Navy, to proceed to Hampton Roads with twelve of the mortar boats.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 9, 1862.

SIR: In conformity with a telegraphic dispatch received last night from the honorable Secretary of the Navy, you will proceed with twelve of the mortar boats and the *Octorara* under your command to Hampton Roads. On your arrival report to the honorable Secretary of the Navy. You will transfer the command of the remaining boats of the flotilla to Commander Renshaw, who continues to act with this squadron.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding West Gulf Blockading Squadron.

Commander David D. PORTER,
Commanding Mortar Flotilla.

Order of Flag-Officer Farragut, U. S. Navy, to Commander Gibson, U. S. Navy, for a board of appraisement on the prize sloop Venture.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 9, 1862.

SIR: You will order a board of officers to appraise the prize sloop *Venture*, captured by the U. S. ship *Morning Light*. After having her appraised, you will turn her over to the *Morning Light* again.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Commander A. GIBSON,
Senior Naval Officer Present, Ship Island, Miss.

Report of Acting Volunteer Lieutenant Kittredge, U. S. Navy, commanding U. S. bark Arthur, regarding the capture of cotton in Aransas Bay, Texas, July 9, 1862.

U. S. BARK ARTHUR,
Off Aransas, Tex., July 28, 1862.

SIR: I would respectfully report that on the 9th day of July, 1862, I proceeded up Aransas Bay with the yacht *Corypheus* (turned over to me by Flag-Officer D. G. Farragut), and when off Lamar, discovered a schooner apparently lying on her beam ends; took second cutter and armed crew and ran down through the reefs to her. Before reaching her, a large flat, fast at the wharf or bulkhead, was cast loose and drifted before the wind up the bay. Found the schooner had been hove down to calk, and upon the yacht's appearance was righted, but had filled with water; boarded the flat and found 52 bales of cotton, in readiness to ship on board the schooner to run the blockade. Took possession of it, placed men in charge, pulled back to the yacht, and sent Acting Assistant Paymaster M. B. Osborn with second cutter to take charge of the cotton, and started in pursuit of a schooner that had just passed to the southward; found her at anchor, with the lugger *General Butler*, Acting Master's Mate William Barker (of the *Arthur*) in charge, he having captured the schooner (called the *Reindeer*) with cargo of 45 bales of cotton for Brownsville, Tex., thence to be shipped to Matamoras. Dispatched the lugger and proceeded with the yacht back to Lamar, having placed a prize crew on board the schooner.

July 10.—Left the lugger to guard the cotton and proceeded to Aransas and put the cotton from the *Reindeer* on shore; captured a small sloop of about 9 tons, and with the schooner and sloop proceeded to Lamar; took the cotton on board and ran down to Aransas. After waiting some days for smooth sea, transferred the cotton to the *Arthur*, ready for shipment, as the schooner is not suitable to forward it in, as she is not built to go outside. The 45 bales on schooner *Reindeer* were destined to go to Matamoras, as the bills of lading and letter accompanying show. The schooner had a rebel flag on board. The 52 bales at Lamar were to be shipped on the schooner *Monte Cristo*, to run the blockade. I shall forward the cotton by the first opportunity to New York in charge of a prize master, furnished with the papers necessary for proof of the contemplated destination of the cotton, and shall send by same conveyance the masters of the schooners *Monte Cristo* and *Reindeer* as witnesses.

I would state in this communication that Flag-Officer D. G. Farragut has furnished me the steam gunboat *Sachem* and yacht *Corypheus* as tenders, and that I drove the enemy's force of 150 men from their battery at Corpus Christi Bayou with the *Corypheus* alone, and that I have cut off the trade entirely passing through the bayou from Matagorda to Point Isabel, a distance of 180 miles.

Very respectfully, your obedient servant,

J. W. KITTREDGE,
Lieutenant, Commanding U. S. Bark Arthur.

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

Report of Lieutenant Preble, U. S. Navy, commanding U. S. S. Katahdin, regarding observations made while on convoy duty in the vicinity of Grand Gulf, Miss.

U. S. GUNBOAT KATAHDIN,
Below Vicksburg, July 10, 1862.

SIR: Agreeably to orders from the flag-officer, I report to you my return to this anchorage, having, in company with the U. S. gunboat *Kennebec*, consorted the U. S. transport *Tennessee* beyond Ellis Cliffs. On the 6th instant, at 3:40 p. m., while at anchor about 8 miles above Grand Gulf, waiting for the *Tennessee* and *Kennebec* to join company, I heard heavy and rapid firing in the direction of Grand Gulf, and saw the black smoke of a steamer moving up river. I immediately got underway and stood down to render any assistance that might be required, and when about 4 miles above Grand Gulf, met the U. S. bark *Houghton*, in tow of the steamer *Empire Parish*. On boarding her, I found she had been engaged in a smart brush with the rebel batteries at Grand Gulf and the vessels had received several shot, and that two of their men had been wounded. On their continuing on up river, I brought my vessel to anchor 4 miles above Grand Gulf, waiting for my consorts. The captain of the *Houghton* reports the rebels fired from four batteries, one at each end of the town site, and the other two more central; he also reports that he dismounted one of their guns, and I have since learned from negroes that the rebels had several killed and wounded. They thought the *Houghton* an unarmed transport; or would not have fired at her. For once they caught a tartar. The same evening at half past 11, a skiff came alongside, in which were 3 men, who represented themselves as Union prisoners, escaped from Jackson, Miss. They had been six days in the woods, subsisting on berries. I received them on board as supernumeraries for ration until directed by the flag-officer how to dispose of them. Their names are George S. Stream, a private of the Seventy-sixth Ohio Regiment, who was taken prisoner after the 19th of May near Farmington, while scouting; Green C. Adkins, a private of the Sixth Iowa Regiment, taken prisoner near Corinth on the 16th of May, while on picket; Lawrence Bramen, landsman, belonging to the U. S. steam sloop *Richmond*, and one of the four men captured from the coal vessels at Quitman's Landing, above Natchez, on the 21st of May, while on shore. These men made their escape with three others, viz, William Brown, of the Sixth Iowa, William Pratt, of the First Chicago Battery, and William Carpenter, of the Sixth Missouri Regiment. These last got separated from their comrades the day previous and they know nothing of their fate.

The next day the *Kennebec* and *Tennessee* joined, when, on account of the number of sick and wounded on board the latter, I thought it prudent to pass the batteries at Grand Gulf at night.

We accordingly delayed our departure until 1 a. m. of the 8th, when, as the moon went down, we got underway and passed Grand Gulf without notice or seeing the slightest sign of life there.

At my request, the evening previous, Captain Russell boarded a boat passing our anchorage and gained from the negroes in her some valuable information with regard to heavy batteries to be erected at Grand Gulf, which he can best communicate.

Returning, I anchored at Natchez for two hours, to procure information, and obtained the newspapers which I enclose for the flag-officer.

A gentleman who came on board informed me of a battery in progress at Cole's Creek, a few miles below Rodney, of which I had previous information. In order to examine the place by daylight, I anchored at 8 p. m. the same evening a few miles below it and got underway at daylight yesterday morning.

In passing, it was evident [that] trees had been cut away, and that an earthwork was being thrown up, capable of mounting heavy guns.

It is a capital situation for a battery, and if not put a stop to, will seriously interrupt the free navigation of the river.

At 1 p. m. we passed Grand Gulf, but without seeing any guns or signs of life in the place, or that any new earthworks had been thrown up. I may here remark that I was informed at Natchez that the ferry had transported 47 soldiers across the river, and that opposite Rodney I saw a horseman, armed with a gun, which he was careful to conceal, about to embark in the ferryboat opposite that town. In compliance with the flag-officer's order I carefully examined the bluffs on the river and in the vicinity of Natchez, going down and on my return, but could discover no signs of batteries, except those known at Grand Gulf and the new one erecting at Cole's Creek. I was informed that it was intended to put up a battery at Ellis Bluffs, but they could not obtain the guns or the men. At Natchez, friends of Mr. Day (the gentleman concerning whom I took a communication from the mayor to the flag-officer on a previous trip) came on board to enquire respecting him, but I could only tell them for the satisfaction of his wife that he was at the camp below Vicksburg, in good health, and in charge of the military, and I could not say what decision had been arrived at in his case. From planters along the river I learn that the corn planted was very generally destroyed by the overflow of the river, and that the second planting is much eaten by worms and injured by the drought, and that they have fears of a general famine. We were not fired at, either in going down or returning, and saw no hostile movements on the river other than those mentioned. If our troops delay occupying the commanding situation at the bends on the east bank of the river, between this and Baton Rouge, there soon will be batteries established on them by the rebels, blockading this river against our gunboats and transports as effectively as ever the Potomac was for many months.

I sent two of my crew home by the *Tennessee* on sick tickets, namely, John Lynch, cabin steward, and Andrew E. Fish, ordinary seaman, at the request of my surgeon, both of whom he reported should be got North without delay. Before we parted company with the *Tennessee*, one of her invalids, belonging to the *Hartford*, died of dysentery, and was buried on shore. At the plantation of Mr. J. James, near New Carthage, this a. m., I received from him the communication I enclose, and which I promised to forward to the flag-officer, detailing the robbery and wanton destruction of his private property by the soldiers.

Very respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Lieutenant, Commanding.

Captain H. H. BELL,
Commanding U. S. S. Brooklyn, Below Vicksburg.

Report of Flag-Officer Farragut, U. S. Navy, submitting reasons in favor of his withdrawal from the Mississippi River for more necessary service in the Gulf.

No. 141.]

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 10, 1862.

SIR: It is not perhaps my province to take the liberty to say to the Department where my services may be most needed, but when I look at the state of affairs it presses itself upon my mind that under existing circumstances the services of my squadron would be much more essential to the interests of the country on the coast than in this river. Why? Because the same force is here, under the command of a most competent officer, that has been from the first moment of operations; secondly, this force has destroyed the entire fleet of gunboats, which leaves nothing but fortified points on the river to contend with, which is now reduced to the town of Vicksburg; thirdly, these towns are regularly reduced by the army getting in the rear, whereby they are able to hold them when once taken; fourthly, the river is open from one end to the other except this town of Vicksburg, which will be reduced in the same manner as the other towns, and the naval force is all-sufficient to keep the river clear, there being no rams or gunboats, except the *Arkansas*, in the Yazoo, which our vessels are fully able to look out for, but from whence I do not think she will ever come forth; fifthly, I can do nothing here but blockade the port until the army arrives, which can be done as well by Flag-Officer Davis as by both. The canal is cut; it is therefore only a matter of time when the communication from below through it for all practical purposes will be secured; sixthly, my services are required outside to look after my squadron from Pensacola to Brazos, which is suffering from want of attention, and I trust I could be adding to the Union ports after ports if I was outside.

I therefore make these remarks, and submit them for the consideration of the Department, whether or not, as Flag-Officer Davis is here with his fleet of ironclad gunboats, my services would not be more useful to the country outside at Mobile or on the coast of Texas. I can leave, if necessary, the three ships at New Orleans—*Pensacola*, *Mississippi*, and *Portsmouth*, until Vicksburg is reduced or cut off. All of which is most respectfully submitted by

Your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

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

P. S.—Should the larger vessels be detained here much longer, they will not be able to get down before the water rises again in the spring.

Respectfully, etc.,

D. G. FARRAGUT,
Flag-Officer.

Order of Captain Morris, U. S. Navy, to Lieutenant Hunter, U. S. Navy, commanding U. S. S. Montgomery, to proceed to New York.

U. S. S. PENSACOLA,
Off New Orleans, July 11, 1862.

SIR: You will proceed to the port of New York with the U. S. S. *Montgomery* under your command, and report in writing to the honorable Secretary of the Navy upon your arrival.

You will forward to him the enclosed communication from me.

Very respectfully, your obedient servant,

HENRY W. MORRIS,
Captain and Senior Officer.

Lieutenant Commanding CHARLES HUNTER,
Commanding U. S. S. Montgomery, off New Orleans.

Report of Captain Morris, U. S. Navy, stating his reasons for sending the U. S. S. Montgomery North.

U. S. S. PENSACOLA,
Off New Orleans, July 11, 1862.

SIR: The following is an extract from a memorandum of instructions left with me by Flag-Officer Farragut for my guidance just previous to his departure from here for Vicksburg, about the 7th of June last:

If any vessel comes out to relieve the *Montgomery*, send her down also (to the coast of Texas), as her men's times are out.

The *Montgomery* arrived here about the 8th instant, having been compelled to leave her station for want of provisions to remain longer, and requiring repairs to her boilers and smokestack, etc.

No vessel has yet arrived to relieve her.

I ordered a survey upon her boilers, etc., the result of which was such as to satisfy me that they would require constant patching, as they are in a very defective state. This would be done at a very great expense and keep the vessel from active cruising the greater part of the time.

It is evident to me that the flag-officer intended by the above extract to send the *Montgomery* North as soon as her relief should arrive out, and that he expected her to be here shortly.

Under these circumstances I believe that I am only carrying out the intentions of the flag-officer by ordering her home now, in anticipation of the arrival of her relief, and I have accordingly done so.

Her crew had applied to me to be sent North, as their times were out.

Very respectfully, your obedient servant,

HENRY W. MORRIS,
Captain and Senior Officer.

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

Report of Flag-Officer Farragut, U. S. Navy, requesting the Department to furnish additional officers.

No. 143.]

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 11, 1862.

SIR: As the sickly season advances I find our officers thinning out, and hope the Department will have some ready for me by the time I get down the river.

I require young lieutenants and masters in the line of promotion, to act as executive officers. Commander Porter sailed with twelve mortar boats yesterday.

I am, sir, respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Hitchcock, U. S. Navy, senior officer off Mobile, regarding affairs in that vicinity.

U. S. S. SUSQUEHANNA,
Off Mobile, July ---, 1862.

SIR: The gunboat *Cayuga* arrived July 3, and I detained her while the *Kanawha* went to Ship Island to coal and provision. She left for New Orleans on the 6th.

Your order of June 6 is received. The mortar fleet is in the Mississippi, and the force here is not sufficient to make the blockade efficient, much less to act on the offensive.

The reports of persons from Mobile still give the force of Fort Morgan as 92 guns, with a full complement of men; that they are still increasing the number of batteries around the bay. Their naval force appears in the bay from time to time.

A few days since the flagship came a short distance outside of Fort Morgan and fired a bow and stern rifle gun at the light-house on Sand Island, two of their steamers remaining by the fort. They were not in a position that we could reach them, except by running up the main channel and under the guns of the fort. They have a good appearance, and look as if they might be efficient.

The reports from Flag-Officer Lardner of the vessels getting ready at Nassau to force or run the blockade induce me to renew my request that more force should be sent to this point.

We are doing all in our power, but I know we can not prevent vessels from running the blockade, and I can see no reason why their naval force should not attack us.

The storeship *Harvest Moon* arrived on the 7th instant. The vessels here are being supplied from her as rapidly as the heavy sea will permit.

On the 11th instant the English steamers *Rinaldo* and *Landrail* arrived here from the Mississippi, when the *Crescent*, an unarmed steamer of the rebels, came out with a flag of truce and the English ensign, and asked permission to communicate with the commanding officer of the English ship, they having the English consul on board.

The Captain of the *Rinaldo* informed me that the French consul was in company. The English ships left immediately for Havana and Key West.

The report of steamers fitting at Nassau, [New Providence], is repeated.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,

Commander and Senior Officer off Mobile.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Commander Porter, U. S. Navy, of the arrival of the bomb flotilla at New Orleans, with comments on condition of affairs in the Mississippi River.

U. S. S. OCTOBER,

New Orleans, July 13, 1862.

SIR: The flotilla got down nicely; were fired on only with musketry at Warrenton and Ellis Cliffs. As I was anchoring at night near the mouth of the Red River a steamer came out and another went in, the one that came out returning very quickly. They proved to be the *Webb* and the *Music*, two Confederate gunboats waiting to intercept any transports that might come up or down, and particularly the *Tennessee*. The *Webb* is rigged ram fashion. I immediately made the *Clifton* cast off her tow, as she only had one and could do it quickest, and put out after them up Red River. She found them tied to the bank about 8 miles up and opened fire on them, but he could not catch them with her one boiler, as they are both very fast boats. They have been covering the landing of troops, stores, etc., for the Confederates, and have been at the mouth of Red River for ten days. The following articles have been landed at Mr. Ackler's [Acklin's or Ackland's] place, and from thence forwarded to the Confederate army: Thirty wagon loads of lead, 180 barrels of beef, 80,000 pounds of bacon, 50 barrels of flour, 8,000 head of cattle, and, I think, some arms. There is communication direct to the sea via Atchafalaya Bayou, which is 7 or 8 miles from the mouth of the Red River, and two or three gunboats will stop all this. About 3,000 troops have passed over in the last two weeks; so, to put a stop to it, I destroyed all means of communication by boats and scows and took down with me to Baton Rouge the wharfboat, which serves as a place of shelter for 200 rebels who are posted on the opposite shore. They are moving heaven and earth to get some large guns here to shut up this passage. A water battery at this point (of flying pieces) would be troublesome. You will find the wharfboat a most capital vessel for a floating hospital. She is one of the best on the river, and has had more treason hatched in her than all the rest put together. I removed all scows, barges, and boats within 10 miles of Red River, rendering it difficult for the rebels to procure transportation for some time, and the large amount of stores coming from Texas will be delayed until steps are taken to close up this way of supplying the rebels with means to carry on this war. I am convinced this war will never end while Red River is open, with Atchafalaya Bayou also opening into the sea.

I hear from good sources that large quantities of cattle and provisions are being sent in from Texas via Rodney and Bayou Sara by

means of the ferryboats, and that a large number of cattle and a quantity of stores were being passed over at the latter place. Under the circumstances I did not hesitate to take possession of the ferryboat and bring her down with me to New Orleans, and will send her up to Baton Rouge to await further orders from you. I have notified the commander of the *Kineo* that it is dangerous for army transports and vessels not properly attended with convoys to pass the mouth of Red River. I have an idea that they are putting up a battery about 10 miles up the river, and unless a strong force is placed at the mouth of it the rebel steamers will run out and capture now and then a vessel or two. Up the Red River and Ouachita they have about twenty steamers, some of the largest class. We all know how troublesome they can be made if converted into vessels of war. There is also a fine ram being prepared up the Ouachita, intended to operate against our gunboats in low water, when it can escape into shallow places. My opinion is that it would be better to pounce on them at once, and break them all up. I shall order the steamers of the flotilla to blockade the mouth of Red River on their return until they hear from you, and to carry the war into the heart of the enemy's country until all their gunboats are destroyed. The ram *Sumter*, commanded by Lieutenant Erben, would be invaluable at Red River. She is of no use where she now is, and might as well be profitably employed. The mouth of the Red River is now the most important place on the Mississippi, and a force of three gunboats and one or two rams will seal it most effectually. That gallant fellow, Colonel Ellet, would be delighted to clear it out with his rams, and he would not mind passing Vicksburg at night. I am so impressed, sir, with the importance of closing up Red River that I may be considered obtrusive in offering my advice, but as I have no other desire but to serve my country and end this unnatural war, that must be my excuse for suggesting that some of the many vessels above and below Vicksburg, at present unemployed, may be sent down to checkmate the enemy.

I have reliable information that the rebels are doing all they can to transport heavy guns to the river side, and to make us believe that they have abandoned the plan of fortifying the river heights at Grand Gulf, Cole's Creek, Ellis Cliffs, Loftus Heights, Quitman's Landing, and Bayou Sara. They have temporarily taken away the fieldpieces they had there. The first thing that we'll know, some of our vessels will unexpectedly be fired on from heavy guns, and unable to pass. I would suggest that the army under General Williams be employed in clearing out the above-mentioned places on the way down the river, backed by one or two of our vessels to cover his landings. You may depend, sir, that General Williams is frittering away his time on that "grand canal," which will never amount to anything, while the river is falling. He lost his chance of distinction the morning the ships went up, and he can only recover his prestige by going to work energetically and visit every position on the Mississippi where a battery can be built. His force is sufficiently strong to go anywhere 30 miles into the interior below Vicksburg. Supported by the gunboats, he can destroy the enemy's stores, capture the cattle they have grazing about 10 miles back, and, in fact, open this river; for I speak within bounds when I say that it is nearer to being closed up at this moment than it has been since we came into it. Vicksburg, the finest strategical point on the river, is neglected by the army at Memphis. The navy can not

overcome it while 2,000 men ever remain to fire the guns and run away when the ships approach.

It is an army affair altogether. It is at this moment of more importance than any point on the Mississippi, with a fine railroad into the heart of Louisiana, making direct and rapid communication with Texas.

The rebels would get all they want if once in possession of that road. Every day it is fast slipping through our fingers, owing to the delay in not sending troops to occupy Vicksburg, for I consider it virtually taken as it stands, and the few men now there (about 8,000) will move away at the first sight of our army. Now they are doing what most benefits the Southern Confederacy, keeping unemployed the largest squadron in the United States Navy, and they will make great capital out of the apparent circumstance, that Vicksburg successfully resisted our largest squadron, while other places of superior force fell before the fire of our ironclads. This is the way they have of keeping up the excitement. I heard that song sung all the way down the river. Large quantities of cattle are being sent into Alabama to graze, showing that the rebels are looking in that direction for a place of retreat in case they meet with serious reverses. The cattle passed at Bayou Sara were destined for Alabama. At Bayou Sara they have a 42-pounder 6 miles back from the water. I saw some evidences of stores having been landed from the Louisiana shore, but with such heavy tows as my steamers had, it was impossible to turn and examine them without great loss of time and interference with the orders governing my present move. In relation to this matter of stores, will you allow me to make a suggestion? One or two vessels employed as a river police (one going down, the other going up) examining all stores, landing and looking into suspicious plantations with roads leading into the interior, would check any disposition on the part of the people about here to supply stores to the enemy. Many of them do it now because they can not refuse, no precautions being taken to prevent it. A guard on our side would give these people a reasonable excuse for refusing to supply the Confederates, which they are averse to doing. The corn crop is now coming in. Anyone who will look at these immense crops planted along the river to the exclusion of cotton and sugar, must understand its destination. Let the exportation of it into Secessia be restricted and you have put an end to the war. This can be effected by the river police, if they do their duty. The fact is, sir, we should make these people feel our authority here. They scarcely get any protection from us, and our rule is too mild in many cases to inspire that wholesome fear which rebels and traitors always feel when danger is near to them. Therefore, in either case, we make a weak impression. I have sounded the river carefully with leadsmen in all the vessels all the way down, and find it much easier to navigate now than when going up. Many of the shoals and dangerous points show plainer, and the current is not near so strong as it was. The "chow-chow" water at Ellis Cliffs and other places has almost disappeared. I found 5 fathoms the least water except in cut-offs, where only light-draft vessels like these would go, but the bars will soon begin to make, and in some places have made already. In one place (in a cut-off) I found 12 feet, where I carried up 6 fathoms, and was very near piling the vessels on top of each other, as they happened to be at that moment in close order. My opinion is, that if the large ships don't return down river at once (at least as far as Red River), they will not come

down this season, for there will be no further rise in the water. The river is much lower in proportion below than it is above, and falling rapidly. I found considerable alarm existing in Baton Rouge in regard to a contemplated attack on that place by 13,000 rebels, said to be approaching it. The officer in command is sick and wounded, and may be unnecessarily alarmed, but the rebels must be deficient, indeed, of brains if they don't seize upon the important points, so weakly guarded. The *Portsmouth* would add much to the confidence of the military if she was moved up there, for now the soldiers are afraid of some one's getting into their rear. I believe it is a settled rule with the military that if one man gets into the rear of one hundred soldiers, the one hundred soldiers have to retreat. I do not exactly understand on what rule, but presume that it is all right. I shall send the *Miami* up to you with this communication. The *Owaseo* and *Clifton* will require extensive repairs. The *Harriet Lane* and *Jackson* I will send immediately to the mouth of Red River to await your orders there and prevent the enemy's closing it, as they did the *Asoo* [Yazoo], or coming out with supplies and munitions of war.

We have lost no time in coming down, and had not a single accident. This was fortunate, considering none of us had pilots. I hope to leave New Orleans in two days, and shall only delay to fill up with powder and bombshells.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commander, U. S. Navy.

Flag-Officer D. G. FARRAGUT, U. S. Navy,
Commanding West Gulf Squadron, Mississippi River.

Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Russell, U. S. Navy, commanding U. S. S. Kennebec, to proceed on a cruise of observation to the mouth of Red River.

U. S. FLAGSHIP HARTFORD,
Above Vicksburg, July 13, 1862.

SIR: You will proceed in the *Kennebec* under your command, in company with the *Katahdin*, down this river as far as the mouth of the Red River on a cruise of observation. At the latter place you will communicate with the people of Colonel Ackland's [Acklin's?] plantation and ascertain if any troops or provisions have been crossed over lately for the use of the Confederate army. You will carefully try the depth of water on all the bars between this place and Red River. You will also notice particularly the bluffs, both in going down and up, to see if any additional preparations are making for mounting cannon; and, if so, shell them, and continue in the neighborhood where you see it until the *Tennessee* comes along and give her convoy up, or any other vessel that may be bound up, to the fleet. You will return at the end of this week, so as to arrive at your present anchorage by Monday or Tuesday next, and report to me through Commander Bell.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer.

Lieutenant Commanding JNO. H. RUSSELL,
Commanding U. S. Gunboat Kennebec.

Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, regarding transfer of his depot of supplies to Pensacola.

NAVY DEPARTMENT, *July 14, 1862.*

SIR: The supply steamer *Connecticut* sailed from New York on the 7th instant with the mails, etc., for the Gulf squadrons. The Department has authorized you to transfer your depot to Pensacola should you deem it advisable; and it has written to you to confer with Major-General Butler about taking possession of Galveston and the Texas side of the Rio Grande, if he can spare the soldiers.

The storeship *Relief* is expected to sail to-day from New York with stores for Ship Island.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Flag-Officer D. G. FARRAGUT,
Commanding, etc., near Vicksburg, Miss.

Abstracts of log books, diaries, etc.

Private diary of Commander H. H. Bell, March 9–April 13, 1862—No. 1.

March 9, 1862.—9:10 a. m. started in the gunboat *Winona*, Lieutenant Commanding Nichols, for the Head of the Passes of the Mississippi. Boarded the *Brooklyn* and made known to Captain Craven that flag-officer directs him to make sail as he might judge best and force his way over the bar. Captain Craven remarked that he had but 13½ feet ahead of him. I said further that the *Winona* is going up to the Head of the Passes and would hoist the least number of feet she shall carry over the bar, and that if he did not want the *Kennebec* the flag-officer wanted her to proceed to the Head of the Passes with me. 10:45 spoke Captain [J. H.] Russell, of the *Kennebec*, informing him that Commander Bell is on board and to weigh anchor and to accompany the *Winona* to the Head of the Passes, the object of this visit to the Passes being to secure every man found in them, particularly the telegraph operators, Bohn and Cubitt, the telegraphic instruments, and to cut the wires. To secure also the pilots who may be found. 11:45 went ashore at Pilot Town, in Pass à l'Outre, finding the telegraphic communication already destroyed (by the *Brooklyn*). Present, George Osgood (Italian), fisherman here for twenty years; his wife and daughter, 18 years; son, Henry Miller, 14 years; little girl and boy; 7 and 3 years; Antonio Presicche (fisherman), 40 years old. Peter Valicche (Austrian), quite infirm, right hand crippled and useless. These men say they came up with their families from Balize yesterday, leaving there two other families, viz, Dominique Mareschiono, Austrian, wife and three children, eldest 8 years old; fisherman; Anselm Laurence, wife and two children, boy 12 and girl 8 years; watchman for pilots' association. 12:20 returned to *Winona*, bringing with me all these men except the old man Peter Valicche, one sailboat, the only one left there. The women appeared to be distressed. I tried to tranquilize them by assuring them that the husbands and fathers would be restored to them to-night or to-morrow, provided they would take the oath of allegiance, and that we meant to give them all the protection in our power. Saw two United States flags in their house; one of them was timidly

spread against the wall in front piazza (low down). Lieutenant [J. G.] Walker accompanied me to the shore. 2:40 arrived at the Head of the Passes; only one dwelling house there, with boathouse. Saw some women and children and three men and some cows. Telegraph posts stopped here, having extended all the way from Pilot Town along the banks. 3:15 Francis Pergoli, fisherman, been living at Garden Island Bay alone two months, at Cubitt's Island, one week; Italian; been two years in this country. Lieutenant Walker landed at Cubitt's and made the examinations there. He reports the connection broken, and brought off two men. Richard Cubitt has wife and two grown daughters, boy 12 years, two younger girls. Servants, one woman, colored, and three children. His house was the telegraph station. Cable crossed the river directly. It was cut and destroyed by Captain [John] Pope and the instrument carried away. Crossed the river and Captain Nichols landed and examined the terminus of the cable there. The connections had been cut long ago, but he brought off pieces of the wire. Captain Russell, of the *Kennebec*, reported that he cut the wires at Cubitt's house. Stood up the right bank of the river about 2 miles, and seeing no appearance of habitation of any kind turned the *Winona's* head downstream, and, passing the *Kennebec*, hailed him, directing him to return to the steamer *Brooklyn*. 4:30 p. m. left the Head of the Passes; not a vestige of light-house remained. The men above named were taken to the *Hartford* and there signed their paroles under oath, and were sent back to their homes.

March 11.—12:20 p. m. went on board the gunboat *Winona* to proceed up the river as far as the forts. 3:30 p. m. reached Head of the Passes, gunboats *Kineo* and *Kennebec* to an anchor there. *Kineo* signaled "The enemy appear to be coming out of port." Observed one steamer having a single smoke pipe up at the bend. Signalized the gunboats to come within hail. About 4 p. m. hailed Captain Ransom and Captain Russell, asking them to come on board. Strange steamer, after observing us a few moments, steamed away. She was at no time nearer than 4 or 5 miles. I directed (verbally) the commanders of the gunboats to anchor at night at the entrance of Pass à l'Outre, in order to take advantage of the current there for keeping starboard battery to bear up the Mississippi; the *Kineo* to anchor on *Winona's* port bow 50 fathoms distant and *Kennebec* 50 fathoms on port bow of *Kineo*, and in case of necessity for retiring to drop down Pass à l'Outre, keeping our bows to the enemy, to retire by this pass in order to prevent an escape to sea of vessels that would run their cotton. 6 p. m. anchored in the head of Pass à l'Outre, south bank, having broadside to bear up the river. *Kineo* ahead, *Kennebec* on starboard quarter.

March 12.—9:40 a. m. signalized to get underway and form first order of steaming, *Kineo* and *Kennebec* on starboard beam. Proceeded up the river to cut wires at The Jump and to observe the forts, if it be clear enough. A dense fog has prevailed all the morning till now. Wind light from southeast drives the fog slowly up the river, revealing imperfectly both banks. 10:45 saw a steamer ahead up the river. *Kennebec* and *Kineo* signalized; steamer in sight bearing N. W. by N. Signalized *Kineo*, "Increase speed." Made sail on. Opened fire with rifle; no effect; could not see the shell strike. 12:25, off The Jump. *Kineo* made 489, "Boilers disabled." One steamer in sight standing down the river, the chased vessel keeping up the river. Six schooners to anchor around the point. One steamer around the point going up

the river. Ordered the *Winona* to stand down the river to speak the *Kinco*, 1 mile distant. A battery is reported by the *Kennebec* to be established around the point ahead. Frank Pergoli so reports it to Captain Russell. This he explains as Fort Jackson. 1:30 p. m. spoke *Kinco*, who reported his boilers repaired; that they had been foaming. Rounded to, head upstream, presenting starboard battery. Upstream and steamed toward The Jump, in order to cut the telegraph and observe. Signalized 651, "Form the first order of steaming." When spoken the *Kinco* had her head downstream, which led me to order her to come within hail to ascertain particulars. 2 p. m. Lieutenant Walker reported seeing from aloft five or six steamers, three of them with steam up, and as many schooners, all lying in against south bank, 5 or 6 miles up the river, around a point of land. Houses are there; could not discern fort. Boats returned from The Jump, having cut the wires and landed at an old lookout station, which they found had been burned and abandoned. Steamer chased was made out to be the *Star*, a high-pressure boat. She appeared to be barricaded around with cotton bales forward and abaft her wheelhouse, except over bow and stern. About 1 mile above Jump, on north shore, are three houses a little back from the river. 3 p. m., leaving *Winona* and *Kinco* at head of Pass à l'Outre, went down South West Pass. *Kennebec*, when 3 or 4 miles down the Pass, observed a steamer coming down the river. Returned to head of the Pass, when the stranger, several miles distant, went up river again. Proceeded down South West Pass, and, finding fog thick, anchored, light-house bearing N. W., *Brooklyn* to an anchor above the bar, half mile distant.

March 13.—10 a. m., fog lifting, crossed the bar to *Hartford*. Present *Pampero* and *Bohio*. 3 p. m. *Bohio* ordered to Horn Island Passage to relieve the *Wissahickon*, ordered hither. Got the *Hartford* underway and crossed bar, 17 feet. 6 p. m. anchored at Pilot Town, *Kennebec* to an anchor there.

March 14.—Landing all spars and rigging except topmasts and lower, preparatory for battle, the metallic stanchions and rails having been previously landed at Ship Island. Visited shore with flag-officer and fleet surgeon and found the landing easy, houses comfortable and spacious for 1,000 sick. Two families there in charge, and four men, to whom the oath of parole had been administered by Captain Bailey, of the *Colorado*. *Brooklyn* anchored ahead and prepared to strip for battle.

March 15.—Administered parole oath to Robert Hood, keeper of the coal yard of Good Intent Steam Tug Association. No coal there. In family: wife, niece, and four children. At 2:30 p. m., flag to *Brooklyn*. 3 p. m., *Hartford* and *Brooklyn* stood up to Head of the Passes and found *Winona* and *Kinco* there. 6 p. m., anchored off Cubitt's house. Flag to *Brooklyn*. Flag to *Kinco*, 333.

March 16.—9 a. m., flag to *Winona* and *Kinco*, preparatory 1218. 9:10 to *Kinco*, 1232. At 9:20, 286-386, a steamer being in sight up river. At 9:50, 43. Sent *Winona* down Pass à l'Outre to bring over the bar thirteen sail of schooners. 3:45 p. m., strange steamer up the river; made to *Kinco* 286-386. At 4:40, 937; at 4:46, 49; at 5, 43. Two fishermen, John Davis and John Goulvest, the first Dane and latter Frenchman, came on board, having come down through Round Bay [Bay Rondo] from New Orleans. Reported chain supported by six or seven schooners to be thrown across the river at the forts,

leaving a passageway close to St. Philip, and that the schooners are anchored; that they are taking their masts out. They came out of the river just above the forts. The passports for fishermen are not given any longer at the city. But few guns are pointed up the river. The steamers lying there are loaded with cotton. The armed steamers have been sent up the river and their guns landed for the army. Old ram is giving out; two new ones are being built; large one launched a short time since was hurt in launching; has been in dock again. The chain across the river is laid thus [diagram omitted]: A guard is kept on both banks to watch the chain. An extensive raft was moored to the chain (lower side), but was broken up by rising water. Discharged the men on their parole.

March 17.—9 a. m. flag-officer, self, and secretary hoisted his flag on *Winona* and went down Pass à l'Outre on *Winona* on his way to Ship Island. Commander Porter, with three steamers and several schooners to an anchor outside. 11 a. m., ran on shoal $5\frac{1}{2}$ feet; steamers present, *Harriet Lane*, *Owasco*, *Pinola*. Captain [Peirce] Crosby reported prize schooner *Cora* loaded [with] 208 bales cotton (100,000 pounds), from Apalachicola, bound to Havana, under English colors, American built. Flag-officer ordered [her] to Key West. 12 m., *Sciota* signalized 1071; flag made 75. *Sciota* crossed the bar and hove fruitlessly on the *Winona*. 4 p. m., flag-officer shifted flag to *Sciota* to proceed to Ship Island, *Winona* being hard and fast. 5:35, *Winona* made 675-381.

March 18.—6:50, cleared the shoal and continued to Ship Island. 7:15, spoke U. S. steamers (S. W.) *Westfield* and *Clifton*. 4 p. m., anchored in *Sciota* at Ship Island. Present, *Colorado*, *Pensacola*, *Richmond*, *Mississippi*, *Husca*, *New London*, *Calhoun*. Store vessels: bark *Alamo*, with 600 tons coal; schooner *Anna E. Glover*, loaded with machinery and stores for special purposes; ship *Pearnot*, with coal.

March 19.—9 a. m., weather stormy, wind S. W. *Pampers* came in and anchored. Ordered the *Alamo* to proceed with her coal to South West Pass as soon as she can get out of the harbor. Gunboat *Miami* arrived and anchored; ordered to take coal from *Pearnot* without delay. Mr. [Andrew Crosgriff], master mechanic in charge of machinery, received orders to raft ashore the frame for machine shop, and Captain Bailey would send a gang of men ashore in the afternoon to haul it up out of the water, and that said machinist shall put up the building without delay and occupy with his men. He wanted to know about the pay for his men, also about their support, saying they had agreed upon receiving the navy ration before leaving home, but flag-officer has no instructions upon these points of pay and subsistence. The captain of the *Anna Glover* also wanted to know about his supporting said mechanics. Flag-officer shifted flag to the *Colorado*.

March 28.—8:30 a. m., proceeded up the river on board the *Kennebec*, accompanied by the *Wissahickon*. Arrived at salt works; saw dilapidated cabins on both banks of the river. Seeing a man in one of them, brought him aboard, but eliciting no information, sent him ashore. About thirty head of cattle here, and several on the right bank. From the salt works saw flagstaffs of Jackson and St. Philip across the land, two steamers, two barks, and one schooner. * * * From a point opposite the salt works, extending to Jackson, large growth of trees appear, thickening into a kind of forest as the bend is approached. 11:50 observed the point of the bend cleared of trees and bushes, revealing forts, Jackson about 2 miles distant and St.

Philip beyond; kept the left or east bank on board, moving slowly along. A sharp point made out into the river about one and a half miles distant, having on it something like a small mud fort. I thought I saw three embrasures, but nothing like guns. Fort Jackson opened fire 12:15 p. m. with four guns and St. Philip with two guns, shot falling a little short. Steamed nearer, until the shot began to fall rather close, within a half cable length; some fragments of shell (the only one that exploded in air) fell on port brace. Their projectiles seemed to be all shells, exploding by concussion (except one named), not more than four or five failing. There were no ricochets. The guns at St. Philip had the extreme range of those from Jackson (nearer). The two from [St.] Philip are heavy rifles and were well pointed; nothing could have been truer. Observed eight hulks of schooners moored across the river about twice their lengths apart, and extending from left or east bank nearly across the river to a place between the sharp point (with round fort) and Jackson. At this end of the hulks a raft awash seemed to terminate the boom, leaving some space, length of schooners, between it and the bank for steamer to pass. I could not discover anything across or connecting the schooners or hulks. Only one of them had a mast standing, the second one from the east bank. At the beginning of the firing, Jackson (nearest fort) hauled down her flag; [St.] Philip did not. As I approached the bend, one of the steamers came down below the boom and turned; tried the rifle on her, 20-pounder, but shot fell only halfway, and the steamer returned slowly to the fort. She was the *Star*, having no cotton bales, apparently. 12:45 p. m., having observed all that was distinctly visible, bore up and returned down the river, accompanied by the *Wissahickon*, that vessel having lain within two cable lengths astern during the examination of the batteries.

April 5.—9 a. m., flag-officer went on board the *Iroquois*. Hoisted his flag.

April 13.—9 a. m., went on board the *Harriet Lane* with Captains Porter and Wainwright, the following vessels being above The Jump, viz: *Oncida*, *Varuna*, *Wissahickon*, *Winona*, *Kinco*, *Kennebec*; and belonging to mortar fleet, *Westfield*, *Clifton*, *Owasco*, *Miami*, *Harriet Lane*. *Iroquois*, and *Sciota* were ordered to follow up immediately. Arrived at The Jump; saw the foregoing vessels anchored off the salt works, mostly below. 10:45 made signal to get underway and flag-officer hauled down his flag. The point below the forts appears to have been cleared away since my last visit. Two rebel steamers off the point below the forts. All the flag-officer's vessels came to anchor below the salt works. Captain Porter's vessels, *Westfield*, *Clifton*, *Owasco*, and *Miami*, above the salt works, underway. Having opened St. Philip's flag over the point, Captain Porter ordered *Westfield* to chase steamer below the chain, which was standing over there for refuge. *Westfield* fired four or five shot, which fell short. *Clifton*, standing in more under the guns of Jackson, had five or six shots fired at her, falling a little short. Stood in the *Harriet Lane* about long range and observed the forts. Some of the hulks forming the boom appeared to have been washed away or been removed. Four of them were in a cluster near the east bank and three on the west bank appeared to hold their old position. Three steamers appeared to be working on the four which were clustered together, and awnings were seen on them. A number of tents were seen just above them and some

abreast. Some raft has been added awash near the west bank, and the cable all the way across is awash and has caught a good many logs. The fire raft on the point looks as if the wood has been put on end, about 4 feet high. As we approached all the steamers went above the chain. Several rifle shots were fired from the bush without injury to anyone. 1:30 p. m. the flag-officer left the *Lane* and went on board the *Oneida*, thence to the *Varuna*, and proceeded down the river, accompanied by the *Kineo*. No new batteries were observed. Flag-officer left Captain [S. P.] Lee in charge of the *Iroquois*, *Wissahickon*, *Kennebec*. Met the *Sciota* ascending, short distance down the river; ordered her to join Captain Lee. Flag-officer ordered Lee to anchor well up river, keeping ahead of Captain Porter's vessels, which were engaged on a survey, viz: *Harriet Lane*, *Westfield*, *Clifton*, *Owasco*, *Miami*, and *Uncas*. Flag-officer remarked to Lee that he had no objection to his going under fire for the accomplishment of any real object, but he did not want his vessels hurt. I remarked that I hoped that he would not let them work on the boom. Flag-officer assented and said that he would use a dense fog to drag away the boom.

April 21.—Ammunition on hand: Schooner *S. T. Baker* has fuzes, IX-inch shells (few), Hotchkiss shells for 30-pounder and 20-pounder Parrotts, cartridges and fuzes for same; some oil, etc. Ship *Sportsman*, powder, shell, all sizes; ammunition for rifled guns, etc., the *Wilder* being her tender for distributing the same.

May 7.—Ammunition: Supply ship, shells, IX and XI-inch, two 20-pounder Parrotts, 500 Enfield rifles.

June 1.—New Orleans. Ordered the following assistant surgeons: William B. Gibson, to *Hartford*; B. F. Peirce, to *Brooklyn*; Charles H. Giberson, to *Pensacola*; J. H. Clark, hospital, Pilot Town.

 Private diary of Commander H. H. Bell, 1862—No. 2.

March 23, 1862, Sunday.—At Ship Island. 6 a. m., *Mississippi* started for South West Pass. 10 a. m., *Varuna* started for Mobile Bay, to show herself there for two or three days, as six armed steamers are reported to be there. She will then go to the Mississippi as soon as *Kanawha* returns to that bay. 9 a. m., signaled *Miami*, "Flag-officer will take passage with you when you are ready." *Miami* coaling. 11 a. m., *Kanawha* came in; ordered to coal immediately and return to her station. Transfers: Acting [Volunteer] Lieutenant Welch and Acting Master's Mates Grady and Garrison, of the *Kittatinny*, ordered home to report to Secretary Navy. Acting Master Lamson transferred from *Pumpéro* to command *Kittatinny*, and Acting Master's Mate Gregory to the same from the *Pumpéro*. Acting Master Huggins, of *Colorado*, appointed to command *Pumpéro*, vice Lamson. Done by flag-officer. 9 p. m., flag-officer took passage in the *Miami* for the Passes. Most remarkable steamer, almost unmanageable on account of bad-steering qualities and bad-working machinery, its liability to center and the difficulty of starting. Blowing fresh from northward and westward, she could with great difficulty and delay only be gotten off to the southward and eastward, although the jib was on her all the time. She has a rudder at both ends. About 12 p. m., succeeded in getting her on her course. Speed

from 7 to 8 knots. Battery, aft, IX-inch, pivoted, four 24-pounder howitzers. Forward, IX-inch, Marsilly carriage, 1 rifle 30-pounder, Dahlgren. Lieutenant Commanding Harrell deserves great credit for getting the *Miami* out to this station.

March 24.—12 a. m., spoke *Brooklyn* and *Hartford* at Head of [the] Passes and proceeded down South West Pass; crossed the bar and spoke *Mississippi* and *Pensacola* ready to attempt the bar, the former running in for it. Both vessels tried it repeatedly, failing every time. The *Sciota* lay aground and *Clifton* near her trying to haul her off. Present on the bar (afloat) were *Harriet Lane* and *Montgomery*. 5 p. m., anchored off Pilot Town and went on board *Richmond* lying there, and which was crossing the bar as the *Miami* went out. Present off Pilot Town are seventeen mortar boats and one store vessel. At 11 a. m., passed three mortar boats in Pass à l'Outre, and saw the *Owasco* aground at the head of South Pass and steamer *Westfield* assisting her.

March 25.—*Kinco* came down to do repairs. 10 a. m., Commander Porter went down in *Harriet Lane*, accompanied by *Pinola* and *Miami*, to assist in getting the ships over the bar. Attempts made all day and until dark to get over the *Pensacola* and *Mississippi*; at sunset both of them appeared to be lying aground. 3 p. m., *Westfield* came down from Head of [the] Passes and anchored near *Richmond*; latter vessel fired three or four shots from her — pounder rifle (forecastle), the projectile turning over every time and falling short; also five or six shots of shrapnel from 12-pounder howitzer, maintop, at target 650 yards distant, 4-second fuzes; half of them burst halfway over.

March 26.—10 a. m., *Westfield*, Commander William B. Renshaw, accompanied by Commander Alden, went down to the bar to assist *Pensacola* and *Mississippi*, both these vessels lying in the same situation as last night. Commanders Porter and Alden professing to be well acquainted with the bar, intrusted to their zeal and skill to get the *Mississippi*, flag-officer, and *Pensacola* over the bar. 2 p. m., returned to the Head of [the] Passes.

26th and 27th.—*Winona* and *Sciota* working on *Owasco* to get her afloat and succeeded.

March 28.—8 a. m., ascended the river as far as the forts in the *Kennebec*, accompanied by *Wissahickon*; went within range of both forts, and after observing the boom and defenses retired at 12:45. *Sciota* towed *Wilder* down Pass à l'Outre to Sand Island to survey back of St. Philip and bring sand for putting in bags around steam chests.

March 29.—*Winona* was sent to Ship Island to order storeship and *Fearnot* down to South West Pass. Flag-officer in *Kennebec* descended South West Pass to the bar; found there the *Colorado*, *Oneida*, Commander S. P. Lee, the latter to an anchor on the bar, the *Mississippi* and *Pensacola* lying aground on the bar, also the *Pinola*. The *Harriet Lane*, *Westfield*, *Clifton*, and *Miami*, under Commander Porter, to help them off. *Katahdin*, Lieutenant Commanding Preble, arrived. *Varuna*, Commander Boggs, arrived. 1 p. m., *Oneida* drove broadside onto the bar. Flag-officer decided to stop on the bar until his ships are over; went on board *Pensacola*. 3 p. m., I accompanied Commander Alden to the *Richmond* at Pilot Town, on board the *Pensacola*; hawser parted, killing 1 man and wounding 5 others. *Katahdin* anchored on the bar.

March 30, Sunday.—I descended in a boat to the bar, and finding

the flag-officer on board, I concluded that, as there was nothing for me to do, I should be in everybody's way by remaining there, and, with flag-officer's consent, I returned up the Pass in the *Kennebec*, to visit Pass à l'Outre and help off the *Calhoun* and other vessels reported to be aground. Flag-officer went up to Pilot Town in *Katahdin*. P. m., returned to Head of [the] Passes in *Kennebec*, arriving there at sunset. The *Calhoun* anchored there at same time, and reporting the *Itasca* and *A. Houghton*, ammunition ship for mortar fleet, to be on Pass à l'Outre bar, with the consent of Captain Craven, I decided to send the *Calhoun* down to flag-officer, but in the course of the night, I concluded not to risk the *Kennebec* on the bar, but to take the *Calhoun* and the *Hartford's* launch with stream anchor and 13-inch hawser for hauling off those vessels.

March 31.—8 a. m., started down Pass à l'Outre in *Calhoun*, with launch in tow. 9:30, passed *Itasca* and *A. Houghton* on the bar; proceeded out to sea and spoke gunboat *Cayuga*, having coal vessel bark *Alamo* in tow, and directed the officer in command to tow the bark round to South West Pass and anchor her near the *Colorado* and return for the *Sportsman*, then ordnance ship off Pass à l'Outre. *Calhoun* then returned to the bar and hauled off both stranded vessels; ordered Captain Caldwell to tow the *A. Houghton* round to South West Pass, and the *Calhoun* at 3 p. m. took the *Sportsman* in tow. 8:30, losing sight of the ships at South West Pass, anchored the *Sportsman* in 14 fathoms. *A. Houghton* anchored more inshore.

April 1.—Sunrise, seeing the ships at South West Pass, distant two or three miles, ran in for them, having ordered the *Sportsman* last night to come in under sail as soon as she might see the *Colorado*, and anchor near her. The *Colorado* to an anchor near the *Pensacola* with a hawser extending between them, *Pensacola's* head to the southward and the *Westfield* anchored astern of *Pensacola* with another fast to herself, hawser and small chain out through hawser pipes. *Mississippi* afloat, assisted by the *Clifton* and *Harriet Lane*; *Pinola* a little to southward and eastward of *Mississippi*, apparently afloat, head to stream. *Oneida* in the channel of the bar, apparently afloat, head upstream. Outside the bar are *Varuna*, *Troquois*, *Kittatinny*, stone bark *Alamo*. The *Connecticut* observed to be outside. Proceeded to Pilot Town, received flag-officer on board, and returned to the bar, when the flag-officer went on board *Colorado*. Caliber of rifled cannon: 12-pounder, 3.4 bore, Dahlgren gun; 20-pounder, 3.67 bore, Parrott gun; 30-pounder, 4.2 bore, Parrott gun; 30-pounder, 4.4 bore, Dahlgren gun; 50-pounder, 5.1 bore, Dahlgren gun; 80-pounder, 6.00 bore, Dahlgren gun; 150-pounder, 7.5 bore, Dahlgren gun.

April 3.—Coal bark *Tahiti* arrived at Ship Island and reported to Commander Emmons, having 366 tons coal freight, \$5.50 per ton, destination Ship Island, or as consignee may say. Lay days begin at Ship Island on arrival. If sent elsewhere they are to be computed until she returns there discharged. This vessel coaled the *Hutteras*, *Pinola*, *Jackson*, and *Calhoun* with 336½ tons and had nothing left. Nine lay days, demurrage \$29.28 per diem.

April 5.—Brig *Julia* arrived Ship Island, 390 tons coal freight, \$5.50 per ton. Lay days as above. Demurrage \$31.20 per diem, after ten lay days. Telegraph wires 20 miles and cable 12 miles. Batteries and operators, Messrs. Sweet and Grace, at \$80 per month,

to be placed (says Mr. C. P. Patterson) on some ship's books. *Mississippi* succeeded in getting across the bar, having been towed over by Captain Porter in *Harriet Lane*, *Westfield*, *Clifton*, and *Miami*. Flag-officer has no vessel of power enough to tow them in. She anchored at Pilot Town and proceeded to take her armament on board.

April 6.—French steamer *Milan*, side-wheel, came up Pass à l'Outre and anchored in the river. *Winona*, Lieutenant Commanding Nichols, towed a French boat up the river for the officer to communicate with French consul.

April 7.—Captain Porter's tugs got the *Pensacola* in over the bar and up to Pilot Town, where she anchored and went to fitting her for service.

April 8.—*Mississippi* came up from Pilot Town and anchored. On the 5th General Butler came into the river for an interview with flag-officer, and returned to Ship Island early next morning, and finding flag-officer without coal for the fleet, offered to supply him with 1,700 tons, greatly to the satisfaction of the flag-officer, there being but 700 tons (in *Alamo*) for the whole fleet, 450 of which can be taken by the *Mississippi* alone. *Connecticut* left with mails for the North.

April 12.—Sent *Winona* and *Sciota* to tow the coal vessels up to anchorage, some of the vessels being quite out of coal. Coal schooners *Pathway*, 332 tons; *J. D. McCarty*, 291 tons; brigantine *Julia*, 390 tons; *San Antonia*, 400 tons; ———, 212 tons; *Fred Dyer*, 202 tons, came up to the fleet, and were hauled alongside as fast as they came and discharged, *Hartford*, *Mississippi*, *Brooklyn*, *Richmond*, *Harriet Lane*, *Iroquois*, *Sciota*, *Kennebec* clearing them out. *Cayuga* came up river, being out of coal; left the blockade of Atchafalaya for fuel, and damaged her engine.

Disposition of vessels.

Vessel.	Armament.	Commander.	Station.
Hartford	24 IX-inch, 220-pdrs., 2 12-pdrs.	R. Wainwright	Mississippi River.
Pensacola	do	H. W. Morris	Do.
Brooklyn	22 IX-inch, 1 6-inch rifle, 1 30-pdr, 2 howitzers.	T. T. Craven	Do.
Richmond	24 IX-inch, 1 6-inch rifle, 1 30-pdr, 4 howitzers.	[J.] Alden	Do.
Varuna	8 VIII-inch, 2 30-pdrs.	C. S. Boggs	Do.
Mississippi	15 VIII-inch, 1 X-inch, 1 —pdr. rifle, 2 howitzers.	M. Smith	Do.
Onelda	do	S. P. Lee	Do.
Iroquois	2 XI-inch, 2 IX-inch, 2 32-pdrs.	J. DeCamp	Do.
Portsmouth (ship)	16 VIII-inch	S. Swartwout	Bar, South West Pass.
Sciota	1 XI-inch, 2 24-pdr. howitzers, 1 20-pdr. rifle.	[E.] Donaldson	Mississippi River.
Katahdin	do	[G. H.] Preble	Do.
Winona	do	[E. T.] Nichols	Do.
Itasca	do	[C. H. B.] Caldwell	Barataria, ordered to Mississippi.
Cayuga	do	N. B. Harrison	Atchafalaya, ordered to Mississippi.
Wissahickon	do	A. Smith	Mississippi River.
Kanawha	do	[J. C.] Febiger	Mobile Bay, blockading.
Pinola	do	[P.] Crosby	Mississippi River.
Kineo	do	[G. M.] Ransom	Do.
Kennebec	do	[J. H.] Russell	Do.
Huron	do	do	With Du Pont.
Colorado	do	T. Bailey	South West Pass bar, outside.
De Soto	do	W. M. Walker	Key West to return forthwith to Barataria.
Hatteras	do	[G. F.] Emmons	Ship Island, expected hourly to return to Atchafalaya.
Montgomery	do	[C.] Hunter	Expected in hourly.

Disposition of vessels—Continued.

Vessel.	Armament.	Commander.	Station.
New London		A. Read	Ship Island and Mississippi Sound.
Calhoun		[J. E.] De Haven	Do.
Potomac		L. M. Powell	Vera Cruz.
Santee		H. Eagle	Galveston, blockading.
Portsmouth		[S.] Swartwout	South West Pass bar for water.
Vincennes		[J.] Madigan	Pensacola and Mobile, blockading.
Preble		[D. A.] McDermut	Mobile Bay, blockading.
Arthur		[J. W.] Kittredge	Matagorda and Corpus Christi.
Midnight		[J.] Trathen	Matagorda.
Kittatinny		[C. W.] Lamson	Present, ordered to Barataria, thence to Sabine.
Rachel Seaman			Galveston.
Maria A. Wood		[A.] Chase	East End, Santa Rosa Island.
Fearnot		[E. H.] Faucon	Storeship, South West Pass.
Pampero			Storeship, gone to Key West for provisions.
J. C. Kuhn		[R. G.] Lee	Coal ship on the coast.
Nightingale		[D. B.] Horne	Coal ship, off Pass à l'Outre.
Boho		[W. D.] Gregory	Off Petit Bois Pass.
Midnight, ship		[J. W.] Moore	Defense of Ship Island, reported by letter received 14th.

Numbers of gunboats as painted on smokestacks.—*Sciota*, marked 1; *Winona*, marked 2; *Kineo*, marked 3; *Wissahickon*, marked 4; *Kennebec*, marked 5; *Pinola*, marked 6; *Itasca*, marked 7; *Katahdin*, marked 8; *Cayuga*, marked 9; *Kanawha*, marked 10.

April 13.—Flag-officer ascended the river with Captain Porter in the *Harriet Lane*. Saw four rebel boats below the boom, some of them at work upon it. Four of the hulks to the eastward were clustered together on the east bank, and the three westerly ones were still in their places across the stream. Over the middle of the river there was no support to the chain, which was awash, and a quantity of timber had lodged against it. *Westfield* having the best gun in the fleet, fired several shots at nearest steamer, falling short. Fort and steamer fired several shots, falling a little short. Some rifle shots were fired from the bush; observed no fort in ambush.

April 14.—*Pinola* came up Pass à l'Outre and was sent down South West Pass with *Katahdin* to tow the *Portsmouth* and coal vessels over the bar. Ship *Nightingale* off Pass à l'Outre, having 200 tons coal, and fearing to risk gunboats grounding on the bar, hired schooner *Medora Bodfish* for \$100 to go out and bring it in to the vessels here. P. m., *Hatteras* came up Pass à l'Outre from Ship Island. Sent the *Mississippi* up the river to join the advance squadron, Captain Porter getting his mortar vessels up. *Nightingale* to proceed to Key West for provisions as soon as free of coal, except 400 tons for ballast. 9 p. m., *Pensacola* came up from Pilot Town wanting 200 tons coal.

April 15.—A. m., British steamer *Barracouta* came up South West Pass, anchored, and then proceeded up the river. *Hatteras* ordered to proceed on the duty assigned her, viz, blockade of Atchafalaya. *Kineo* went down South West Pass. 9 a. m., *Richmond* was ordered up to the forts and took a French boat in tow. P. m., *Wissahickon* came down from the forts and was sent down South West Pass. 4 p. m., coal schooner *Rogers* alongside of *Pensacola* and *Varuna*.

April 16.—10 a. m., *Winona* returned from Ship Island, and proceeded up the river. 9 a. m., signaled *Varuna* to proceed up the river. 1 p. m., made signal general "underway, to get," and telegraphed, "Run up the river." Steamer *Montgomery* got underway to stand along the coast westward and station off Rio Grande. *Cayuga* took coal bark *Hansan Gregory* in tow. Ship *Sportsman* (ordnance stores), schooner *Wilder* with same, one brigantine, and a schooner coming up under sail; ordered them to proceed up the river and anchor 3 miles below the fleet. Gunboat coming up South West Pass; bark *J. L. Davis*, loaded with ordnance for mortar fleet, passed up. Coal schooner *Mary Means*, 212 tons. 3 p. m., *Hartford*, with flag-officer, went up the river and anchored near dark about 3 miles below Fort Jackson. 5 p. m., met H. B. M. S. *Barracouta* going down the river. Flag-officer sent a boat on board. All the fleet present except the *Portsmouth* and *Pinola*. 8 p. m., *Katahdin*, *Kineo*, and *Wissahickon* anchored in the fleet. Observed a large fire below the forts, apparently moving down the river, like fire raft. It stopped, however, just in line with the point ahead, and I concluded it was a bonfire on the other side of river to light up the cables. It should be knocked away and stopped.

April 17.—At dawn of day fire raft was seen descending with current; made signal to the guard boats (*Winona* and *Kennebec*) "Go ahead;" *Winona* approached raft and fired IX-inch into it, without sinking or extinguishing. *Mississippi* got underway and fired several shots at it from a distance without hitting. *Owasco* and *Iroquois* then went alongside, sent out their boats, and took it in tow to the middle of the river, joined by the boats of the mortar fleet. At the time of taking it in tow the raft was about one cable's length on starboard bow of *Hartford*. Raft was a large flat, filled with wood. Signalized *Winona* to "Follow the raft." Dispatched *Iroquois* for ammunition. Noon, sent *Katahdin* and *Kineo* in advance as guard to relieve *Winona* and *Kennebec*. 1 p. m., three rebel steamers came down below the boom. Signalized guardboats to chase, and *Varuna* also. Several shots exchanged, *Kineo* generally in advance. Some of the enemy's shot reached well to our boats, while our shot mostly exploded in the air—the XI-inch shell particularly, of which many were fired. It was folly to try them when the rifles barely reached. 1:45 p. m., signalized "To go closer." *Varuna's* anchors being difficult to get, did not get in range before the enemy retired. 2:15 p. m., a rebel sea steamer, having two masts, was reported to be hit, having been taken in tow by two others. 2:30 p. m., made signal to anchor. 5 p. m., *Iroquois* descended river to ship *Sportsman* for ammunition and returned. 8:30 p. m., fire raft came round the point. Mortar fleet and ships sent boats ahead to tow it off. Two gunboats and *Clifton* ahead to haul it off. 9 p. m., one of the gunboats fired into raft. *Clifton* bore gently against it and turned one end astern, lying by all the while playing her pumps upon it. Then the boats went in pell-mell and put out the fire with buckets, boarding the raft as the fire retreated; great flatboat filled with pine wood. 10 p. m., ship *Portsmouth* came up under sail. Signalized her to anchor, which she did abreast this ship.

Devices.—Everything that ingenuity can suggest for fortifying the ships has been done. Bags of sand are piled around steam chests and boilers (where no coal is), down in storerooms, in bows, and against the waterline in the holds, where the surgeons are placed for their pro-

tection, and under topgallant forecastles to stop raking shots. Chain cables are hung in bights outside, abreast boilers and machinery for 40 feet, extending 14 inches below water line, two parts covering 1 foot. Coal is put everywhere.

Richmond.—Floored over her propeller well and filled it with coal as defense against raking shots from aft. All hatches over engines and fire-room are covered with 2-inch rope network.

April 18.—6 a. m., Captain Porter began to place his mortars on the right bank, his steamers towing four at a time. 9 a. m., put *Iroquois*, *Cayuga*, and *Wissahickon* on guard, with orders to cover the mortars. Six rebel steamers at the forts and below. Mortars began to fire. The guard covered the mortar vessels boldly, making very effective shots into Jackson and drawing upon themselves the greater part of fire from both forts. The *Iroquois*' firing was highly applauded in the fleet. The *Cayuga* (Harrison) was more in the advance than any other and her shots must have told. *Sciota* and *Kennebec* got permission to go into the fight. Flag-officer authorized the gunboats to increase their XI-inch charges to 20 pounds and the IX-inch in proportion. About noon the gunboats had expended all their 15 and 20 second fuzes, and wanted more. Noon, dispatched *Wissahickon* down [to] the *Sportsman* to bring up all the 15 and 20 second fuzes. She returned about 3 p. m. with 143, all that were on board, an alarming deficiency, certainly. Distributed these fuzes among the vessels, making about 23 each. Moved all the vessels nearer the forts, a little outside the line of fire. The forts maintained a steady fire from rifles and bombs greater part of day. The steamers all up at Quarantine ground. About 10 a. m. one came down under flag of truce to the chain on St. Philip side and fired two rafts, which they started off, but wind being from southeast drove them ashore, where they consumed out. 4 p. m., the houses outside of forts took fire and consumed. 5 p. m., an immense fire, apparently inside fort, began to rage with fury and burned on into the night. Jackson still kept up fire from the exterior fort and the north bastion with rifle guns. Also Fort St. Philip and a battery below it on the levee. Shots fired occasionally from the boom hulks. Mortars generally fired well, but mostly to the left and too far. Two of them were hit from the fort, shot going through cabin of the *T. A. Ward*. Hitherto Queen's division (of the *T. A. Ward*) lay on the north bank. At dusk they were moved over to the south bank ahead of all. Flag-officer ordered the guards to anchor a half mile ahead of mortar vessels. They kept underway, however. 4 p. m., *Wissahickon* returned with fuzes and announced the arrival of General Butler in the river with troops, and that "Norfolk and the *Merrimack* are taken." Signalized the same to the fleet, which answered with three hearty cheers and a general hal hal and all sorts of questions which no one could answer, all conjecturing that the *Monitor* and *Mystic* [*Galena*] should be here soon. Fire in the fort burned lively until 3 a. m. of the 19th, sending up white smoke, leading to the conjecture that there were cotton defenses in there. Captain Porter having an electric battery for exploding, and two skillful operators in charge, the latter were sent up at night to examine the fastenings of the cable, which resulted in nothing, those two men reporting the guards "on the hulks and the banks" to be too much on the qui vive, crying "all's well" every few minutes, "and flashing powder." Captain Wainwright and I went near the hulks at 10 p. m. All was quiet then and no flashes. The moon rose at 10:45 p. m.

April 19.—6:30 a. m., mortars began at 6:30. 8:30, telegraphed *Oneida*, *Sciota*, and *Pinola* "Cover the head mortar boats." 9, ordered *Cayuga* and *Wissahickon* "to support the vessels seeming to require it." 9:20 p. m., *Oneida*, abreast *Hartford*, Commander Lee, came on board to see flag-officer. *Oneida's* "flag" hauled down. Captain wanted to know something about organization and what vessels belonged to Captain Bailey and why his vessels were not sent into the fray. (*Sciota* and *Pinola* are not of Bailey's division) I informed Captain Lee that the *Cayuga* and *Wissahickon* belonged to Captain Bailey, but were in the fight all yesterday and guard last night, and would be recalled as soon as he went ahead. He remarked "The ships ought to go in." I replied the flag-officer had his own plans and directed him "to go;" that the mortar vessels were being cut up for want of vessels to divert fire from them. 9:45 p. m., *Oneida* went ahead and acquitted herself most handsomely and firing beautifully, as reported from masthead. 8:30, signalized *Varuna* to "come within hail" and sent her down to tow ship *Sportsman* up to the fleet. 10 a. m., recalled *Wissahickon* and *Cayuga*. Enemy firing beautifully and with effect. Struck two or more mortar boats and shot falling close to them and beyond their farthest vessel from the fort. 11 a. m., *Sciota* and *Pinola* not seeming to support *Oneida*, signalized them "closer action," they being generally lower down river than headmost mortar boats. *Owasco*, Lieutenant Commanding Guest, of mortar fleet, lying steadily by headmost mortar, using his guns with effect. 11:50, signalized *Kineo*. *Itasca* joining the fleet, sent her ahead to join in the attack; she steamed in gallantly and was handled skillfully, always in the advance. 12 a. m., one of mortar boats sunk against the bank. 12:30, the *Varuna* returned, bringing survey steamer *Lewis*, having soldiers on board, lying southeast from Isle [au] Breton, having burst her boiler and in want of water. Flag-officer perplexed for want of suitable vessel to send to her relief. I suggested the army steamer *Saxon*, which came up last night and lay about 1 mile astern, which he acquiesced in and sent the officer from *Varuna*, and the mate of *Lewis* to the *Saxon*; same time ordering *Varuna* to return for ship *Sportsman*. 1 p. m., *Oneida* telegraphed "Shot foul in pivot gun." Flag-officer went on board. 2 p. m., *Oneida* telegraphed for surgeon; 5 men wounded; a X-inch solid shot spent ball struck the spirking at the after XI-inch gun, being brought up by the transom of said carriage and wounding 5 men; 4 slightly, 1 with loss of left hand; another shot struck starboard spirking, carrying away fore axletree of 32-pounder.

April 20.—6 a. m., sent the *Katahdin* to Pilot Town with wounded men from *Oneida*, *Iroquois*, and mortar fleet, 6 in all. 8 a. m., ordered *Brooklyn*, *Richmond*, and *Hartford* to hoist the masts out of *Itasca*, *Pinola*, and *Kineo*, to prepare them for a night expedition to remove the boom. The *Hartford* and *Richmond* took them out of the two first early in the day. The *Brooklyn* was as late as 10 p. m. in taking out the *Kineo's*.

It was proposed by myself and assented to by the flag-officer, that three steamers should go up the river shortly after dark, under my own guidance, to break the boom, which was believed to consist of two chains extending across the river and over a raft on the right bank and six hulks of schooners moored in the river, with intermediate rafts. The three steamers were each to take on board 2 barrels powder, 100 pounds each, to be placed on to the cables and exploded by portfires

stuck into them at a given signal, each vessel taking one hulk. The steamers were used because the current was too stiff for the rowboats to make headway. This plan was materially altered in two respects, viz, the Navy Department had sent out Captain Kroehl, an experienced submarine torpedo man, with complete apparatus for doing such work. He came on board to see the flag-officer upon the subject, his cooperation having been objected to by myself as rather an experiment in so swift a current. The flag-officer consented to two of the vessels being accompanied by himself and an assistant, who, Captain Kroehl thought, could properly work one of the batteries. The *Pinola*, Lieutenant Commanding Crosby, in which I was to be present, was to take Captain Kroehl and his apparatus, and the *Kineo* the other. Lieutenant Commanding Caldwell, in the *Itasca*, was to go provided with the powder barrels. 10 a. m., signal was made for all captains commanding and lieutenants commanding to repair on board flagship. All being present except the three on guard to-day, viz, Commander De Camp, Lieutenants Commanding Nichols and Russell, the flag-officer unfolded his plan of operations, assigning the places for every vessel in the fleet in the attack, and exhibited his charts of the river and of the forts. Some discussion was had thereupon and Commander Alden read a written communication to the flag-officer from Commander Porter, at his request, expressing his views as to the operations against the forts. Having read them, Commander Alden folded up the paper and returned it to his pocket, whereupon I suggested the propriety of the document being left with the flag-officer, and that paper was accordingly placed into his hands. It was therein stated that the boom being a protection to the mortars against attacks of all kinds from above, the boom should not be destroyed until the forts are reduced. Upon this the flag-officer remarked that the commander had this morning assented to the propriety of the boom being broken to-night, which I heard, and again that the fleet should not go above the forts, as the mortar fleet would be left unprotected. The flag-officer thought the mortars would be as well protected above as below the forts, and that the cooperation of the army, which entered into the plans of both parties, could not be effectual unless some of the troops were introduced above the forts at the same time that they are below. Once above, he intended to cover their landing at the Quarantine, 5 miles above, they coming to the river through the bayou there. Once above, the forts were cut off and his propellers intact for ascending the river to the city, and in passing the forts, if he found his ships able to cope with them, he should fight it out. Some of the captains and commanders considered it a hazardous thing to go above, as being out of the reach of supplies. To this it may be said the steamers can pass down at the rate of 12 miles per hour. The flag-officer remarked that our ammunition is being rapidly consumed, without a supply at hand, and that something must be done immediately. He believed in celerity. The expedition started at 10 p. m. The *Kineo*, Lieutenant Commanding Ransom, not yet having her masts out, and the assistant operator, late in the day, expressing a doubt as to his own efficiency in the use of the battery. The *Pinola* and *Itasca* proceeded up the river near the right bank. It was arranged that the *Itasca* should take the vessel in hand on the starboard side next to that boarded by the *Pinola* and that the *Pinola* should take the second vessel from the raft, leaving the first as a guide or object to be seen at night.

10:30 p. m.—The *Pinola*, mistaking the raft for a hulk, ran into it with crashing noise, but, backing out, closed on the port quarter of the second vessel as proposed, and operator having placed a petard over the bow and another over the stern moorings, and the *Pinola's* men one of the barrels of powder onto the midship cable, taking about ten minutes. An attempt was made to back out, unsuccessfully, starboard cathead having caught over hulk's port quarter and fluke of anchor through her side. The cable and anchor were finally slipped, the steamer glided off, and the engine immediately stopped. I called to the operator to explode. He replied that his conductor was broken. There being two conductors, I called for him to explode the second, and, after a little while, it was answered that that also was broken. The delay and uncertainty of getting clear of the hulk caused me to abandon the powder-barrel part of the plan. I looked around, and supposed the *Itasca* (not seeing her) had given it up, and ordered Captain Kroehl to bring up two other torpedoes which he had on board and Captain Crosby to bring up his steamer again, the current, running 5 miles, having swept her away. But before this could be effected the *Itasca* hailed to say he was fast aground on the left bank. All further attempt on the cable was at once given up, and the *Pinola* went to the assistance of the *Itasca*. Up to this time a lively fire was kept up on us from both forts, luckily not hitting, however. A boat from the *Itasca* informed me that Captain Caldwell had slipped the cables of one of the hulks and that he had run ashore with the hulk above the boom; that the *Pinola* might ascend with safety, which she undertook, and, after parting them, having succeeded in dragging off the *Itasca* about midnight; guns being fired only occasionally during these latter operations. One of the hulks having drifted down below the others, was fouled and dragged by both *Pinola* and *Itasca* a considerable distance.

April 24.—2 a. m. *Hartford* hoisted two perpendicular red lights as signal for the fleet to get underway. 2:30 a. m. went on board the *Hartford* for instructions to proceed up to Quarantine to cut telegraph wires. While there observed that the *Cayuga* was underway and nearly out of sight on the starboard bow. The *Pensacola*, next astern of her, was near her berth and dropping slowly astern, well aft on starboard quarter. 3 a. m. returned to the *Sciota* all ready for getting underway to follow the *Hartford*, which was still to an anchor. The moon just up and the *Pensacola* moving slowly ahead. 3:25 *Hartford* began to move ahead. Hove up the anchor. 3:35 the *Richmond* on *Sciota's* starboard quarter, moving slowly ahead, and three cable's length astern of *Brooklyn*. Gunboats of first division on the starboard beam moving up the river. 3:50 spoke the *Richmond*, which answered that he was fishing his anchor. At this time a heavy and rapid fire was going on at the forts. 4 a. m. *Richmond* went ahead and we followed in her wake, a rapid discharge of mortars being kept up. Passed up close to the raft and three hulks on Jackson side, where a careless port helm threw her over onto the St. Philip shore near a hulk moored there. A large fire raft was moving down the river between the forts. Canonnading from the forts and the headmost ships terrific. The black mass of smoke from the fire raft and the smoke of battle made things undistinguishable except the objects in the immediate vicinity of the fire raft. Saw a three-masted vessel passing down.

Private Diary of Commander H. H. Bell, 1862—No. 3.

April 27, 1862.—Rebel steamer *McRae* came up under flag of truce with wounded men from the rebel forts, which flag-officer consented for her to land, in consideration of the action of Commander [M.] Smith, of the *Mississippi*, who granted the application of the enemy, though the flag-officer disapproved of the proceeding. Midshipman C. W. Read, who was in command of the *McRae*, replied to a question of the flag-officer that Captain Huger, her commander, was badly wounded and "below;" that is, down the river. It turned out afterwards that he was on board that steamer with the wounded. Flag-officer imposed the condition that the *McRae* should depart for the forts by 10 a. m. of the 29th [28th] (next day), taking with him neither men nor materials, but just as he came, after having landed her wounded and surgeon. Next morning, 28th, Captain Donaldson, of the *Sciota*, informed flag officer that the rebel steamer *McRae* lay sunk and abandoned at Algiers, all her pipes having been cut. The officer in charge having made no report of her sinking or her condition to the flag-officer, Captain Donaldson brought her Confederate flag on board. Said flag was ordered to be delivered to Captain Bailey, for him to take home with the flag of Louisiana hauled down from the city hall.

Message of flag-officer.

CITY OF NEW ORLEANS, *April 28, 1862.*

Mention incidentally that flag-officer is surprised to find one professing to be a commander in the Navy, and on a mission of mercy, purely, and which alone caused his recognition, should have so far forgotten the sacredness of a flag of truce as to violate his pledge of honor that he would return to the forts as he came, after landing the wounded and surgeons.

April 28.—Delivered flag-officer's letters to the mayor and council, who, in an address from the mayor, repeated all that was in their letters to flag-officer and nothing more, only wanting me to explain the last clause in the flag-officer's last letter to them. I replied that I could say nothing that "could add to or take away" from the clause in question; that the language was very clear. It was suggested that the populace in front of the hall was violent and that they would furnish me with a guard for escort to the boat, which I respectfully declined as unnecessary. They then ordered a hack, and, accompanied by the chief of police, McClelland, and mayor's clerk, and Master [H. B.] Tyson, U. S. Navy, passed out through a private way and drove to the landing without meeting mob. Mr. [Pierre] Soulé was present and seated on the right-hand of the mayor, the only man seated in the chamber. Their countenances expressed consternation. They repeated, "The man lived not in the city who dared to haul down the flag from the city hall." The people—boys generally—were perfectly quiet until near the city hall they began to give vent to their feelings by "Hurrah for Jeff. Davis!" "Hurrah for Beauregard!" and the use of some angry language. In the afternoon General Butler came up to the city in the *Wissahickon* and proceeded above the city to see the flag-officer. General passed the night with the flag-officer.

April 29.—General Butler descended the river in the morning to bring up his troops. 6 a. m. the *Cayuga* returned from the forts with Captain Bailey, bringing the glorious news that "the American flag flies over Forts Jackson and St. Philip and that the *Louisiana*, iron-

clad, is blown up." All of the rebel forces down the river "surrendered to the mortar fleet" (which, by parenthesis, is only a part of this fleet, and was on the spot to treat with them). Telegraphed the news to the fleet, and [they] responded with nine hearty cheers. A thrilling joy pervaded the fleet. 11 a. m. I went on shore with all the marines of the fleet and two pieces of artillery to hoist the flag of the United States over the custom-house and haul down the flag of the State of Louisiana which flaunted over the city hall. I proceeded to the custom-house, entering through the post-office door, which is in the southwest corner of the building, and placing Lieutenant Ramsay, with a guard of 20 marines, in charge of the entire building and the flag to be hoisted there, I ascended to the top of the building, accompanied by Lieutenant Kautz, Lieutenant Ramsay, Boatswain's Mate George Russell, and four marines from the *Richmond*, and (11:30) hoisted the flag of the United States over the south face of the building, attaching it to a pole about 15 feet long, the flagstaff having been cut down. Post-office filled with citizens; turned them all out except the postmaster. Streets densely crowded, but orderly and quiet, though full of rage. George Russell, boatswain's mate, from the *Hartford*, had the honor of hoisting the flag. Thence marched to the city hall, and, being introduced to the mayor and council, I stated my proud mission (very meekly, I thought). The mayor addressed me in nearly the exact terms hitherto used by him. I simply remarked that I should do nothing to hurt their sensibility more than was necessary, but that I meant to haul down their flag. They asked anxiously if I were going to hoist the United States flag over the hall, and seemed greatly relieved by my answering no. I asked to be shown the stairs. All seemed to be afraid to do it except one excited red-bearded individual, who, accompanying me to the third flight of stairs, said in a very excited manner, extending his right arm with energy, "There, sir; up through those narrow stairs. It is more than a man's life is worth to go to the top or to haul down the flag." Lieutenant Kautz and George Russell, boatswain's mate, preceded me, and, passing up through the roof, over the top of it on the slates, reached the staff. Lieutenant Kautz requested leave to haul down the flag. I replied that I had already designated George Russell for the honor; that it was a great thing for him, but that if he (Kautz) desired it particularly I would alter it; but that officer, waiving his claim of rank, generously yielded the honor to Russell, who hauled down the flag of Louisiana amidst profound silence, and amid profound silence returned to our troops with the flag under his arm, and we marched off to our boats amidst mad cries of "Hurrah for Beauregard!" "Hurrah for Jeff. Davis!" One small stone was thrown at me as we marched along, and this, I believe, was the only indignity offered us. The police and authorities endeavored to maintain authority, and succeeded. Mr. Soulé was in the mayor's office, at his table, and was the only person whom I saw during the interview with the mayor. 5 p. m. Captain Bailey started north in the *Cayuga*, bearer of dispatches to the Navy Department.

May 1.—General Butler arrived at the city with troops at 3 p. m., and began to land them in the city. At sunset marched them to the city hall to occupy. *Rhode Island* arrived. Commander James Palmer reported for *Troquois*.

May 2.—Troops (United States) brought up from Quarantine in gunboats and transports and were landed. The *Brooklyn* proceeded

up the river toward Baton Rouge, accompanied by the *Sciota*, *Winona*, and *Itasca*. Lieutenant Commanding Albert [N.] Smith condemned by medical survey. *Wissahickon* went down to Pilot Town to fill up. 5 p. m. *Rhode Island*, in turning to go down river, ran on the right bank, head downstream. Sent tugboat *St. Charles* and *Richmond* to her assistance.

May 3.—6 a. m. sent river boat *Sallie Robinson* to assistance of *Rhode Island*. 10:30 *Katahdin* towed up a schooner to lighten *Rhode Island*. Sunset, no impression made on the *Rhode Island*. 12 meridian, *Oneida* and *Pinola* started up the river to join the *Brooklyn*. No pilots to be had; they won't serve; afraid. 3 p. m. *Troquois* anchored, having come up from Quarantine. A man having escaped down river in a skiff from Memphis reports no forts below Memphis. Governor Moore, in the steamboat *Joy*, at the mouth of Red River, \$6,000,000 on board, attended by one other boat. Only one boat on the river between this and Memphis. Appointed [by] Captain [H. W.] Morris to appraise prize steamboats, ships, etc., Acting Master [E. C.] Weeks, Engineer [S. D.] Hibbert, Carpenter [J. E.] Cox. Commander James Palmer took command of the *Troquois*. Commander De Camp appointed to command the *Wissahickon*.

May 4.—*Rhode Island* still ashore; two tugs and lighters alongside getting her off. 1 p. m. steam propeller *Kensington*, Acting Master Crocker, anchored near. 3 p. m. sent her to assist *Rhode Island*.

May 5.—8 a. m. rumor of *Brooklyn* being ashore at College Point, 60 miles up the river; dispatched *Kennebec* to her with two pilots, one for *Brooklyn*, the other for *Oneida*—Pilot Dan McGowan for *Brooklyn*, Pilot John Gallagher for *Oneida*. List of vessels at New Orleans appraised: Steamboats *St. Charles*, *Diana*, *Burton*, *Carroll* (Red River boat), *Anglo-American*, *Sallie Robinson* (Red River boat), *Ceres*, *Landis*, *Iberville*.

May 6.—11 a. m. *Rhode Island* hauled off. To lighten her, many articles for the fleet were taken out of her and put into other craft. A quantity of shells were put in a schooner taken up for the occasion. Storeship *Supply* arrived during the night, freighted with provisions and ordnance stores. Arrived also schooner *Wilder*, tender to the storeship *Sportsman*, from below, with ordnance stores, in charge of Gunner Starrett. Arrived last night steamer *Tennessee*, from Ship Island, with troops.

May 7.—Ordered Lieutenant [C. H.] Swasey, late of the *Varuna*, to command, temporarily, the *Tennessee*, officered and manned exclusively from the officers and crew of the *Varuna*. Total, 50. Instructed Lieutenant Swasey to fill with coal and take in two months' provisions from the *Supply*; also to take from said vessel two 20-pounder Parrotts, with carriages, equipments, and ammunition, getting the latter from the schooner *Wilder* at Algiers. Also to get from *Supply* 50 Enfield rifles, equipments, and ammunition. Lieutenant [P. C.] Johnson, of the *Portsmouth*, ordered to command the *Tennessee* as soon as *Portsmouth* can be brought up to the city. Sent steamer *Landis* to tow the *Portsmouth* up to the city. Turned over to General Butler all the steamers taken in the river and at the city except the *Tennessee* and *Landis*, the latter to be turned over as soon as the *Portsmouth* is brought up—say to-morrow. Steamboats (side-wheel) turned over to General Butler by flag-officer, viz: *St. Charles*, *Sallie Robinson* (Red River boat, 3 feet), *Diana*, *Ceres* (railroad), *Benton* (captured at forts),

Carroll (Red River boat), *Iberville*, *Landis* (captured at forts), *Anglo-American* (belonging to railroad).

I chased the *Ceres* from the forts to the city the day of passing the forts. She was loaded with barrels, lying at the N. O., O. & G. W. R. Rd. wharf next morning, when the fleet came up to the city. Flag-officer gave Captain [H. W.] Morris, of the *Pensacola*, orders to remain at New Orleans with *Katahdin*, *Portsmouth*, and *Iroquois*, the two latter to be stationed above Carrollton to cover the United States troops encamped up the river. Also to have the ammunition taken from the *Rhode Island*, and that in the *Wilder* to be looked after. The former to be put into the *Supply* and sent to ordnance storeship *Sportsman*, and the *Supply* to deliver her stores to the *Fearnot*. Also for Captain Morris to send after the flag-officer, up the river, the steamers *Mississippi*, *Tennessee*, *Wissahickon*. 12 meridian the steamer *Mississippi* came up from Quarantine, wheel shaft badly damaged in the fight of 24th. 4 p. m. flag-officer got underway, accompanied by the *Richmond* and *Kineo*, and proceeded up the river. 10 p. m. anchored above Kennerville.

May 8.—6 a. m. got underway and proceeded up the river in company with the *Richmond*, leaving the *Kineo* at Kennerville to cover the troops expected to land there and occupy railroad track or destroy it. Yesterday took a pilot on board, who professed to know the river named. 8:15 passed Red Church on the left bank, 25 miles from city. Graves and tombs in good keeping, but the church dilapidated; a small, low, wooden structure, painted red on two sides, but no paint on the front, which is weatherworn. The Chinese give greater attention to the graves of their fathers than to anything else, but neglect their temples and priests--as it is here. Banks well planted with sugar cane for 2 miles back, then heavy forests. Large, spacious dwellings and comfortable negro quarters lining the banks. Levees apparently 6 feet higher than the plains and level of water within 1 foot of top of levee. The heads only of men walking in the road along the banks are seen, and lower parts of dwellings partly concealed by levee, although our poop deck is 14 feet high. All the mansion grounds are densely shaded by live oaks, magnolias of rather a small growth, pecans, and orange trees--nurseries for mosquitoes and chills and fevers. Dwellings generally low, with high-pitched roofs. Basement floors, galleries in front and rear. Live oaks are grand and gloomy by their thick foliage of deep green and long moss pendant from their boughs. 12 meridian, Bonnet Carré abeam, wind from the eastward, *Richmond* under sail. Small village, one Roman Catholic chapel, graveyard filled with marble tombs, and drugstore on the bank (south). Whites and blacks lining the banks, apparently having nothing to do. Not a token of friendship shown to-day except at one country seat, where they hoisted the Danish flag about 8 a. m. 4 p. m. met the *Itasca*, Lieutenant Commanding Caldwell, descending the river. Captain Caldwell reported all the advanced fleet except *Iroquois* (at Baton Rouge) to be 60 miles below Natchez, short of coal, and the *Sciota* undergoing some repairs of damages to machinery. That the enemy burns and sinks all the coal on the banks as we advance. That wood will barely make steam enough to stem the current, instead of advancing upstream. That after passing Baton Rouge, the river became more difficult hourly, every gunboat having grounded repeatedly, some of them three times a day. The *Itasca* has on board only one and a half days' coal. Refugees from Vicksburg, and other

persons, report 4,000 troops to be at Vicksburg fortifying that place, with water batteries and batteries on the bluffs. That General Lovell is at Jackson, Miss., with New Orleans troops. That the enemy are evacuating Fort Pillow and fortifying Memphis. That the enemy's fleet opposed to Flag-Officer Foote consists of six river boats of the Montgomery fleet and six new gunboats, ironclad, built solid and sharp in the bows and packed all around with cotton bales; and that a formidable ram and ironclad is nearly ready, concealed near there in a creek or bayou. Has in her engines and nearly ready in other respects. This agrees with a statement made to me by a carpenter in New Orleans on 6th instant. A dispatch from flag-officer having overtaken Captain Craven at the place where the advanced boats lay, the *Brooklyn*, leaving Commander Lee, of the *Oneida*, in command, began to drop down to Baton Rouge, where we expect to meet her. Flag-officer ordered *Itasca* to go down river and order the *Mississippi* to come up immediately with ———, while the *Itasca* is to go to Pilot Town and order up to the city two or more coal vessels, herself to fill [up] and return as soon as possible. 8 p. m. anchored 3 miles below Donaldsonville, *Richmond* in company, off the plantation of Governor Manning, of South Carolina. Bought beef, mutton, fowls, and eggs, paying silver.

May 9.—6 a. m. got underway and proceeded up the river; weather pleasant. 12:10 p. m. Plaquemine abeam. 4:30 p. m. anchored at Baton Rouge, situated on the first bluff seen on ascending the river. *Brooklyn* and *Iroquois* to an anchor. 7 p. m. *Wissahickon* came up the river and anchored. Commander De Camp reported troops as being on their way hither.

May 10.—*Iroquois* proceeded up the river to Natchez to join Commander Lee and gunboats. 6:30 a. m. sent Lieutenant Heisler with a guard of marines to take charge of the ferryboat *Sunny South* for coaling the ships. Lieutenant Coutz [Kautz] placed the guard and returned. 9 a. m. the *Brooklyn* ordered to take in coal from the foundry yard of Markham & Hill, using ferryboat for the purpose, which also belongs to the same firm. The foundry in question cast shot and shell for the rebels and did other work for them. I saw Mr. Hill last evening and this morning and said to them [him] that the flag-officer would purchase their coal at a fair valuation. He replied that he could not sell it. Then I responded, "We want it and will take it, and also the ferryboat to get it on board," after that the ferryboat would be restored to him, unless we found him giving assistance to the rebels.

May 11, Sunday.—*Brooklyn* taking in coal. 9 a. m. examined the coal of Hill & Company (Engineer J. B. Kimball being with me). As to quantity, we thought there were about 350 tons when the *Brooklyn* had finished, she having taken about 130 tons previously. Went to the arsenal to make an examination of ordnance stores and public property, but finding the buildings locked and no one present to give information, I postponed the examination until to-morrow. 10:30, weather warm and sultry. Captain Wainwright had divine service, himself officiating in excellent style, reading some of the psalms and prayers. This day, I rejoice to see, is given to the crew for rest. * * *

May 12.—* * * *Brooklyn* and *Wissahickon* proceeded up the river (I understood). Gunboat *Pinola* came down the river; machinery out of line. Ordered to New Orleans to do her repairs. Steamer

Tennessee came up, having 250 tons of coal on board; ordered her up to Natchez to supply the gunboats and return immediately. *Hartford* coaling. *Richmond* coaled last night.

May 13.—11 a. m. General [Thomas] Williams brought up 1,200 troops in two steamboats, viz, *Ceres* and N. O., O. & G. W. R. Rd. company's boat. Landed his men in the afternoon and marched them through the — village. At sunset they marched into their boats again.

May 14.—* * * 6 a. m., *Richmond* and the troops proceeded up the river. Sa. m., the *Hartford* got underway, and having proceeded a short way, her cranks were badly heated; stopped the engines to cool. 9:30, went ahead again; observed a gunboat coming up river. 1 p. m., above Prophet [Profit] Island. Gunboat proved to be the *Itasca*; slowed down for her approach. Was spoken by her at St. Francisville. 8:40, while standing in under a point on the lower part of Tunica Bend for an anchorage, the *Hartford* ran aground in the mud, 12 feet under the bows and 13 feet aft. Tried in vain to back her off, a leadsmen in each of the chains and one of the quartermasters on the port quarter. Many of the leadsmen know nothing about the cast and "the feel" of the lead. Tried to roll the ship by the crew running from port to starboard and back several times. She was not "rolled" in the least, proving her deeply bedded. Bottom mud. Most unsatisfactory soundings given all round the ship by leadsmen, from "quarter less three" down to "scant twelve feet." Sent out Acting Master [Mate E. J.] Allen to sound; same report of 3 fathoms. 9:30 p. m., *Itasca* came up; sent her a hawser to drag us off. All being ready, she brought the strain of her engines downstream upon our stern, while we backed might and main. No go. Next gave her our stream [anchor] of 2,800 pounds and 11-inch hawser to run out from our starboard quarter, which was hove taut about midnight. Then began to take out coal in bags and put it into *Itasca*. Flag-officer decided to send *Itasca* at daylight to St. Francisville for ferryboat and lighter.

May 15.—5 a. m., *Itasca* went down the river to bring up ferryboat and lighter. On extensive mud flats. Low bushes springing up out of the water all on port, one ship's length distant, which bushes were taken last night for the shadow of the forest close to the bank. Yesterday, before leaving Baton Rouge, persons remarked that the river was higher than it was ever before known and still on the rise; so published in newspapers. Of course the fall will be rapid, and a slight fall at this moment will be a most serious matter to the ship *Hartford*; it involves her safety. Unless she be gotten off instantly, she will have to lie here. In my judgment everything in her should be taken out as quickly as willing men can do it. 10:30, two steamers reported coming up and one coming down. Crew getting purchases from fore and main yards for hoisting out guns. Getting coal up out of bunkers and filling bags and transporting guns. 1 p. m., *Itasca* towed empty lighters alongside. At 2 p. m. commenced putting coal into her, having put 6-inch hawser into *Itasca* for hauling off ferryboat, which ran ashore 2 miles below. The steamer *Tennessee* came down. Flag-officer thought to haul her alongside and strike guns, carriages, shell, shot, provisions, and sails on board; but Lieutenant Johnson, commanding, represented that she has no hatchways large enough (she loaded through side ports), spar deck very lightly framed, and the cabins filling next deck. The idea was given up. 4 p. m., a hawser was then run out to

her port quarter from the stern of the *Hartford*, and making a run downstream, the hawser tore out her hawse chock and broke without starting this ship in the least. 6 p. m., the *Tennessee* was then ordered down to the city to fill with coal and return. *Itasca* alongside taking in guns and coal. Ferryboat on port side taking in shell and grape-shot. 8 p. m., 500 stand grape and shell in the ferryboat. Three IX-inch guns and — tons of coal in *Itasca*. Barge alongside receiving the coal during the night watches.

May 16.—In the course of yesterday and last night got out 100 tons of coal. 9 a. m., *Itasca* made two or three pulls upon the *Hartford*, and succeeded at 10:30 in getting her afloat, to the great joy of everyone on board and my humble gratitude to the Great Ruler of Events. Anchored. Began to get in guns, shell, and coals. 3 p. m., discharged ferryboat and let her go. Taking in coal all night from the lighter.

May 17.—5:30 a. m., proceeded up the river, *Itasca* in company. Joined at Fort Adams, at 11:30, by the *Iroquois*.

May 18, Sunday.—Natchez, 2 p. m., anchored; *Brooklyn* and *Richmond* present (also *Iroquois* and *Itasca*). Commander Lee went up river toward Vicksburg two days ago, accompanied by five gunboats and two steamboats, having General Williams and 1,200 troops on board. 10:30 p. m., steamer *Laurel Hill* brought up Colonel [S. A.] Bean with seven companies soldiers to join General Williams. Had in tow brigantine *Golden Lead*, with 396 tons of coal, sent up by Captain Morris, and at Ellis Bluff [Cliffs], 18 [miles] below, was compelled, on account of current, to cast off a schooner having 270 tons on board and one company of soldiers for a guard. Colonel Bean and the captain promised to return at once for the schooner and soldiers, as the flag-officer expressed his intention to go on to Vicksburg in the morning.

May 19.—At daylight saw steamboat *Laurel Hill* lying under the bluff at Natchez. Sent *Itasca* to get her off if ashore. Reported working upon engine. 5 a. m., made signal to *Richmond* and *Itasca* to get underway and begin to heave up anchor. *Brooklyn* ordered to fill with coal from *Golden Lead*, and *Iroquois* to take in 50 tons. 7 a. m., proceeded up river, attended by *Richmond* and *Itasca*; the *Laurel Hill* getting up steam. At 10:30 anchored 20 miles above Natchez to await the coming of troops. Good news! Boats ashore this morning heard reports that Norfolk was taken by General Burnside and *Merrimack* blown up. All hands happy! Yesterday and last night the flag-officer expressed much disappointment at the delay attending the capture of Vicksburg and the dilatory movements of the officer having it in charge. The best information which flag-officer presumes himself possessed of allows three batteries below the town, mounting 13 guns, and one above the town, mounting 4 guns, one of these batteries being a water battery and the other three on the bluffs, and that three regiments are posted there, and that the women and children with four days' provisions are sent out of town, and that all of said defenses have been raised within the last ten days. The bend at Vicksburg is commanded through its whole extent by high bluffs. The bend of the river is sharp and current strong. Flag-officer believes the defenses will be abandoned if he shows an imposing force there, and hence wants to take up all the ships. Some of us, to the contrary, think the larger ships have gone up full high enough, considering the danger of navigation in the river at all times, and particularly after it shall have fallen, and that the ships are entirely without regular pilots,

some having none at all. The bluffs are said to be from 200 to 300 feet high and can be approached only head on and in line ahead, which admits of the fore-castle gun only being brought to bear in that direction. The current there is rapid and can be ascended by the ships not faster than 3 miles per hour. One division of the rebel army is said to be encamped at Jackson, 40 miles by railroad, and pinched for want of provisions, which hitherto have come from Red River, but are now intercepted by our gunboats. Furthermore, a decisive battle is looked for hourly at Corinth, which, if gained by us, will clear the Southwest of all serious opposition to our arms. Commander Lee reports from Vicksburg that General Williams, who ascended the river for breaking up the railroad, says he has not force enough to accomplish anything by landing, and can do nothing. The object of the expedition, as I understood it, was to break up the railroad at this point (which, by the way, is submerged for 18 miles on the Louisiana side) and the destruction of the gunboats and an ironclad nearly finished, which was taken into the Yazoo from Memphis to be finished there. The *Kennebec* came down from Commander Lee this afternoon with advices for flag-officer, who will go up the river to-morrow. Considering the above statement as to defenses to be true, I advised flag-officer not to attack until he had seen General Williams and examined for himself.

May 20.—5 a. m. flag-officer started up the river in the *Kennebec*, attended by *Itasca*, leaving word for Captain Craven to follow with the ships as high up as Grand Gulf and then wait further orders. 6 a. m. *Brooklyn* and *Iroquois* came up with two coal vessels in tow and anchored them. I informed Captain Craven that the flag-officer spoke of leaving them here with a few muskets and some rounds of ammunition to take care of themselves, believing it to be a safe place. 9 a. m. *Brooklyn* made signal to get underway and stood up river with *Iroquois* and *Richmond*. This ship having her boats ashore burying ----- Preston, quartermaster, was detained in consequence until 10:30. 7 a. m. steamboat *Laurel Hill* went up the river with troops, 600. 2 p. m. found *Richmond* ashore at the entrance of an island chute and the *Brooklyn* and *Iroquois* aground at the other end of the chute; came to an anchor. 5:30, *Brooklyn* having gotten off and backed down through the chute, proceeded up the old channel. Captain Wainwright complaining of being unwell did not follow, nor did the *Richmond*. *Iroquois* out of sight round the point, assisted by an army tug.

May 21.—6 a. m. proceeded up the river led by the *Richmond*. 9 a. m. passed the *Brooklyn* to an anchor opposite St. Joseph and at the entrance of the chute where the *Iroquois* lay aground, head down-stream, attended by the steamboat *Washington Potts* [*Row*] (dispatch boat), kept on up the river, and at 12:30 p. m. anchored 3 miles below Grand Gulf to await further instructions from flag-officer.

May 22.—Have it reported ashore that Norfolk and Yorktown are taken, *Merrimack* blown up, and Richmond to be evacuated, "a military necessity." *Monitor* and consort at City Point.

May 23.—1 p. m., flag-officer returned in the *Kennebec* much disturbed by the state of things above and the feeling among the gunboats. Captain Craven came on board; signaled for Captain Alden. Flag-officer stated that there are about ten guns mounted below Vicksburg and two above it, and two gunboats are there lying under

the upper battery, having come down from the Yazoo. He wanted them cut out and appointed Lee, Caldwell, Nichols, De Camp, and Donaldson to perform it. That the three first considered it impracticable or madness, while the two latter were willing to try the enterprise. Lee carried his objection so far as to say anyone who would undertake it might have his vessel. Hitherto the operations of the river had been particularly intrusted to Lee and at his own solicitation. He had six gunboats, but wanted more force. In this state of things the *Iroquois* (Palmer) arrived, 22d, in the afternoon, and professed his readiness to undertake anything the flag-officer desired done, only, not knowing how things stood, he wanted some one to show him the way. The flag-officer remained that afternoon and pointed out all that he knew himself. Palmer promised to undertake the cutting out to-night with the aid of De Camp and Donaldson. Flag-officer was indignant at the opposition and defiance of the enemy and thought they should be "chastised," and that the gunboats were sufficient for it if the officers had the will. General Williams was there with 1,400 troops, but considered himself too weak to capture the town and the higher forts, as he understood 8,000 troops are concentrated there. 4 p. m., got the ship underway and proceeded up the river.

May 24.—4 p. m. anchored 4 miles below Vicksburg. Present: *Brooklyn*, *Richmond*, *Iroquois*, *Oneida*, *Wissahickon*, *Sciota*, *Winona*, *Itasca*, *Kennebec*, *Kineo*. General Williams returned to this place with his troops, 1,400 strong, having some fieldpieces. 5 p. m. flag-officer, attended by all the commanding officers of vessels except *Kineo*, proceeded in the *Kennebec* to make a reconnoissance of the defenses at Vicksburg. Approached within 2 miles of the town, situated in the bend of the river looking south and down the river, rather southeast, extending from the water to the top of the slope of hill 300 yards, which are from 200 to 300 feet high. Observed on a plateau or hill 100 feet high (half the height of hills there) three or four guns; these command the entire bend of the river up and down for 2 miles both ways. Breastworks with embrasures. Below the town, in front of marine hospital, excavated breastworks about 50 feet high, with four guns looking across and up the river; and on top of the hills, 200 feet high and 300 yards back from the river, from six to ten guns of large dimensions; also one gunboat, which lay quietly under the bluff at upper end of town until the *Kennebec* had rejoined the fleet, and boats were alongside receiving captains [a] little before dusk, or at dusk, when the gunboat came down the river unobserved and fired a heavy shot, which fell some hundred yards ahead of *Oneida*, the most advanced vessel. There was some difference of opinion as to the number of guns named herein, some making them less, some more. The captains all came on board, where we were met by General Williams, who expressed a desire to aid in the reduction of the forts with his troops, and some of us (Captain Craven and myself) expressing the opinion that troops were necessary for a successful attack, it was decided to give General Williams an opportunity to-morrow to make a further examination of the works and position.

May 25, Sunday.—Flag-officer sick. 5 p. m. I accompanied General Williams and staff (also several naval officers) on board the *Kennebec* to make a reconnoissance of Vicksburg and its defenses in reference to a combined naval and military attack. Went within 300

yards of the wharf boat opposite Vicksburg and were engaged until sunset in observing and discussing the batteries, the height of hills, and the feasibility of making a landing on the east bank of the river below the town. The banks and levees were entirely overflowed and swamp trees and bushes of thick growth extending out several hundred feet from the hard ground. Through these thickets the general has previously tried to explore for a landing, but could find none, as he informed me, except near Warrenton, 8 miles distant. He and his staff made out the batteries and the ground as we had done yesterday. At sunset returned on board the *Hartford* with the general and all the captains of gunboats and ships to meet the flag-officer. The general expressed the opinion that he could not land and make his way to the batteries on the hill; that he has only 1,400 effective troops, and his spies informed him that there are 8,000 of the enemy with other troops at Jackson, 40 miles distant by railroad. That he can not bring up his steam transports to the town unless the ships first silence the batteries, when he might ascend the heights, spike the guns there, and regain his steamboats. Captain Craven and I and Captains Wainwright, Lee, Russell, Nichols, and Donaldson agreed that the ships' batteries could not effectively reach the highest batteries, where it is understood the heaviest guns are, and whence would be delivered a plunging fire, and could not therefore silence them and should not attack. Captain De Camp thought we should go into it, as the enemy had answered Captain Lee's demand for surrender "insultingly." Captain Palmer wanted to go in and "smash them up" (the bluffs, I presume), and thought we should not if we could not. Captain Alden thought we should attack, and should not attack, and hid his face in his hands; after the vote, proposed making the vote a unanimous—No. Captain Caldwell thought we should attack and destroy the town, as did Palmer and De Camp. The flag-officer clearly wanted to chastise the enemy by destroying the town, but was reluctantly restrained by his better judgment, as the troops could not cooperate by land attack and spiking his guns. He therefore acquiesced to the opinion of the majority made "unanimous," and ordered a blockade of the river below, for cutting off supplies of provisions from Louisiana and the railway west, and that the enemy shall be harassed by occasional bombardments, in order to draw off from Corinth all the soldiers and guns that might seem to be necessary for the defense of the river. The *Troquois*, *Oneida*, *Wissahickon*, *Sciota*, *Winona*, and *Itasca* were accordingly ordered for that service, while the ships, the *Kinco* and *Kennebec*, and troop transports were to return down the river next day—to-morrow. Some of the ships reporting only five days' provisions on board, and the river beginning to fall, it was expedient for the ships to descend the river without delay, as their grounding while the water is falling would be fatal to them.

May 28.—10 a. m., anchored off Baton Rouge, and observing that the United States flag which we had left flying over the arsenal had been removed, the flag-officer wrote the mayor a letter on the subject. Before this letter was dispatched Mr. Kimball, chief engineer of this ship, went on shore in the dingey, four boys pulling the oars. The boat grounded on touching the landing, and whilst the boys were shoving her off, and before Mr. Kimball could leave the boat, some 30 or 50 horsemen rode toward him, firing on the boat with buckshot, and wounded Mr. Kimball and two boys severely, though not mortally.

The coal vessel *Althea* being lashed to this ship's side, and between her and the town, the *Althea* had to be dropped clear of us, and the ship herself to be dropped down stream 200 or 300 yards before her guns could be opened upon the rebels. In the meantime the *Kennebec* opened upon the town in the direction of the rebel firing. In about fifteen minutes the ship got into position and opened fire up the street where the enemy were seen. Thought most of the sailors blazed away right into the houses without regard to the position of the foe. The flag-officer shortly stopped this proceeding and the enemy were nowhere. Everybody fled to safer parts. Some French and citizens came off to assure us that the townspeople had nothing to do with the attack on the boats, which had been made by armed guerrillas from the country. The mayor and others came off in the afternoon, stating that he was in the country, and would try to prevent a recurrence of the affair. The flag-officer decided to await the arrival of General Williams and his troops before proceeding farther. The Misses Victor and Madame Bertot, school teachers, claimed the protection of the flag-officer, and requested to be taken to New Orleans, as they were persecuted here.

May 29.—8 a. m., the *Brooklyn*, General Williams and troops, stopped at the arsenal and landed troops. Being in want of provisions, the flag-officer supplied them with all he could spare from his fleet, and at 1 p. m. proceeded down the river, accompanied by the *Brooklyn*, leaving the *Kennebec* and *Kinco* to cover the troops, the ladies named above having been received on board. In the course of the morning the inhabitants received warning from the guerrillas to leave the town, as they meant to attack and drive out the United States troops. Men, women, and children fleeing from the city by every conveyance imaginable, many in frail boats drifting down the river.

May 30.—3 p. m., anchored off New Orleans. Ship *Portsmouth* to an anchor above Carrollton for protection of troops. Opposite the city found *Pensacola*, *Richmond*, *Dacotah*, *Kensington*, and *Connecticut*, and sundry army transports (ships and steamboats). Ordnance storeship present also. 5 p. m., landed the ladies. No provisions present and only a few days' rations below at Pilot Town.

May 31.—At daylight *Connecticut* went to sea; expected to return on 4th.

June 1, Sunday.—Rested.

June 2.—Obtained an order from General Butler for six weeks' rations for 600 men to be sent immediately to gunboats at Vicksburg by steamer *Tennessee*. 2 p. m., the commissary began to deliver the same [stores]; *Tennessee* coaling and taking in provisions; represented to be leaking through her decks and under her guards. Ordered repairs of guards. No canvas or duck for covering deck. 3 p. m., steamer *Coatzacoalcos* loaded with ordnance stores arrived, gunner in charge. Ordered all the ships except the *Pensacola* to coal up immediately. The *Pinola* having finished her repairs, proceeded down to Pilot Town to order up the storeship *Fearnot*, having provisions on board. The *Pinola* carried an order for the tug *Landis* to tow up the *Fearnot*. Received notice of the arrival of the *C. W. Poultney*, with provisions, at Ship Island; flag-officer ordered her to the river. Assistant Surgeon [W. B.] Gibson ordered to the *Hartford*, Assistant Surgeon [J. H.] Clark ordered to hospital at Pilot Town, Assistant Surgeon [C. H.] Giberson ordered to -----.

June 3.—Acting Master Albert Cook ordered to bark *Arthur*. 4 p. m., U. S. S. *Hatterus* came to an anchor astern of us. The *Hartford*, *Richmond*, *Kensington*, *Tennessee*, and *Mississippi* taking in coal.

June 4.—6 a. m., U. S. Storeship *Pearnot* came up in tow of tug. Arrangements for getting in provisions for two months.

June 5 and 6.—Provisions delivered slowly from *Pearnot*; cause seems to be with paymaster and improper stowage, bread and whisky being on top of beef and pork, had to be removed.

June 6.—The *Connecticut* went to sea. Gunboat *Octorara*, of the mortar fleet, arrived with Admiral [Commander] Porter, who represents the mortar fleet as coming up the river to assist flag-officer in attack on Vicksburg, flag-officer having imperative orders to ascend the river forthwith to Memphis and join Captain Davis. Opinions in the fleet unanimously against the feasibility of the undertaking. River about 4 inches. Captain Porter decidedly opposed to it (see letter to flag-officer), though acquiesces like the rest of us. One view of the propriety of the fleet going up, not only justifies the attempt, but makes it a necessity as far as the Yazoo at least, viz: We are positively assured from several sources that a formidable ram and an ironclad are being built; yes, and are quite finished at Greenwood on the Yazoo. That the former was actually dropped down to Yazoo City or Liverpool, which latter point on the Yazoo is being fortified. Men say they have been on board of said vessels. We must seek this great danger before it hunts us. We had assurances on the 6th May that these vessels were being built in Yazoo and I urged immediate dispatch of gunboats, time and again. But they were unfortunately stopped at Vicksburg under Commander Lee and subsequently acquiesced in ——— on account of enlarged defenses at latter place, and the impracticability of their descending again, whilst they had not fuel enough to take them up to Memphis.

June 7.—Troops went up the river to join those at Baton Rouge, for the combined attack upon Vicksburg. Talk of General Butler going up. Considered rash to take troops from city while those sent—5,000 in all—are considered insufficient for the work. Mortar fleet arriving.

June 8.—5:30 a. m., *Hartford* and *Richmond* proceeded up the river, the *Brooklyn* and *Pinola* to follow in the course of the day. The *Pensacola*, *Mississippi*, and *Portsmouth* to remain for the defense of the city. 8 a. m., passed the *Portsmouth* above Carrollton, heard of the *Tennessee* being aground. 8 p. m., anchored at College Point close to the *Tennessee*, which lay aground. *Richmond* sent to her assistance.

June 9.—5:30 a. m., *Brooklyn* passed up the river, *Pinola* came to anchor. Last night two tugs came to the relief of the *Tennessee*. Captain reported 9 feet under bow, 12 feet under guards, 16 feet aft, and drawing 15 feet. 8 a. m., *Hartford* and *Pinola* proceeded up river; left *Richmond* to get *Tennessee* afloat. 9 a. m., passed tug *Diana* at Convent with United States troops foraging. 10:30, met the *Kinco* and sent her to New Orleans for repairs in hull and machinery, say ten days. 6 p. m., anchored below Manchac Bend to get supplies.

June 10.—*Tennessee* passed up last night with orders to anchor at Baton Rouge. 5:30 stood up the river; 10:50 anchored at Baton Rouge. Present, *Brooklyn*, *Kennebec*, *Tennessee*, army transport, and *Mississippi*.

June 11.—9 a. m. the *Tennessee*, having taken in her provisions and

coal for gunboats, went up river for Vicksburg. Flag-officer having heard of a guerrilla battery being established at Port Hudson, sent the *Pinola* to assist her through that bend. 5 p. m. *Pinola* returned to her anchorage.

June 12.—The *Itasca* came down—11 a. m.; reported a battery of eight pieces established at Grand Gulf, and engaged both her and *Wis-sahickon*, Commander De Camp, hitting the latter 17 times and the former 31. The *Itasca* fired 108 shells; gunboat batteries had no effect on the earthworks there, situated as they are, higher than the hulls of the vessels. All gunboats dropped down from Vicksburg to Grand Gulf. When they appeared the guerrillas drove off their eight pieces. *Itasca* had 1 killed, --- wounded. 4:30 p. m. *Itasca* went down the river for coal and ammunition. Flag-officer concerted with General W. [Williams] for hastening up the river to make a combined attack on Vicksburg, attended by the mortar boats (on their way up). Rumored ashore that Memphis is in our hands, and certain that Beauregard retreated to Okolona, south from Corinth, on 30th ultimo, our army occupying their works same day. We hear again in the most positive manner (by a deserter from Vicksburg) of the ram fitting in the Yazoo being nearly ready for service. She will be surely one week from this time. All parties represent her as extremely formidable, mounting 20 guns, commanded by Commander Isaac N. Brown, late of the U. S. Navy. General Butler has permitted several loads (boat) of salt to pass up the river; it should be contraband; price at Memphis, \$40 per sack.

June 13.—1 p. m. *Brooklyn* started up river, going as far as Rodney, in order to clear the bluffs on the river of such batteries as are established on them; to-morrow *Richmond* will follow on same service. Our force for ascending the river is neither adequate nor of proper organization or description in gunboats. Coal and ammunition can not be brought up for want of river steamers. Coal vessels refuse the risk; troops are too few; river falling.

June 14.—8 a. m. *Harriet Lane* passed up, having two mortar boats in tow.

June 15.—Last night *Westfield* went up, having two boats in tow. In the day *Clifton* and *Ovasco* passed up, having three bombers. Weather very sultry and hot. *Jackson* and *Clifton* two bombers each.

June 16.—7 a. m. *Octorara*, Captain Porter, went up, having one bomb in tow. *Miami*, having two mortar boats in tow, could scarcely get along. Left one of them to an anchor off the arsenal. General Williams, having no coal for his steamers, and knowing from observation and experience that wood can not be obtained north of Natchez, (4 p. m.) dispatched a steamboat to the city to tow up a coal vessel. Troops embarking.

June 17.—Flag-officer and I dined with General Williams; he informed us that he had the good luck yesterday to find 600 tons soft coal a few miles up the river, from which he was filling his steamboats, and that he will be ready to move by the 19th, the preparation of the troops being the only detention of the fleet. 4 p. m. steamer *Tennessee* came down the river; reported leaving the gunboats at Vicksburg, though he met them coming down below Natchez. Passed *Brooklyn* and *Richmond* at Grand Gulf.

June 18.—6 a. m. the *Tennessee* went down to the city to bring up coal and supplies for the fleet. Last night two steam tugs passed up with mortar boats. Troops embarking.

June 19.—9 a. m. General Williams came on board, and after seeing flag-officer went ashore. 10:40 got underway and stood up the river, bomb *Sophronia* in tow. At 7 p. m. anchored at Waterloo.

June 20.—Buried a sailor; 7 a. m. proceeded up the river with bomb *Sophronia* in tow. 6:40 p. m. anchored 6 miles below Fort Adams and sent boats ashore for fresh provisions. Colonel Ackland, a large planter, would take no pay, but willingly granted all the fresh meat in mutton that we wanted. Understood that squads of men are constantly crossing for their homes on the west side of river, being from Beauregard's army. It is believed that another battle will not be fought in the South, except at Richmond, where the people of this region look for a bloody and final fight. Davis himself will command. If this be the true impression, it must be that Beauregard and his best troops have gone to Richmond; else why not look for a battle in this direction? No, the cotton States will submit after the border States shall have been subdued, rather than have Northern troops among them; these latter ones carry confusion and insubordination among the slaves wheresoever they go. It is said there are no guerrillas in the country, and that the troops at Vicksburg will let the ships pass up without firing on them, unless our soldiers land; in that case they'll fight.

June 21.—12:30 p. m. General Williams having joined us with steamboats of troops, etc., got underway and followed them up to Fort Adams, the *Pinola* going ahead. 5:30 p. m. ran aground 10 miles north of Union Point; army steamers came alongside parting all the hawsers. 12 p. m. found out that a manila stream [cable] 16 inch was in the hold; lucky for us; sent it out astern, made several ineffectual runs with it, frequently with three boats on.

June 22.—9 a. m. was jerked off by the troopships into the stream—hurrabi stream cable! All hands in high glee. I felt sure the ship was here till next winter, as the river is falling fast, and there were no means of lightening ship as fast as the water falls. General Williams was on board last night freely putting all his steamboats at the service of flag-officer. God rides the whirlwind. Sunday, a day of labor with God's smile upon it. Names of army transports: *Louisiana Belle* (General), *Laurel Hill*, *Iberville*, *Ceres*, *Sallie Robinson*, *Diana*, *Burton*, *Algerine*, bark *Sea Bride* (storeship). 2 p. m. met at Ellis Cliffs the *Oneida* and *Winona*. Understanding that our vessels had been fired upon from these cliffs, General Williams landed a portion of his troops and marched them a short distance up the road and over the heights, having understood from the blacks that three pieces of artillery are brought there from time to time. 5 p. m. this ship and *Oneida* passed up above the cliffs and anchored. The *Winona* and *Pinola* remain below the cliffs with the transports. The *Oneida* reports the mortar boats as having been fired upon from the cliffs, and also at Grand Gulf (yesterday, 21st), Captain Craven and gunboats being at Vicksburg. Rumors of Commander Davis being in the Yazoo.

June 23.—At early dawn the general came up, followed by his transports. 5:30 the last transports passing up, got underway, this ship and *Oneida* astern, the *Winona* and *Pinola* being sent ahead. 7:30 p. m. this ship and *Oneida* anchored at Rodney; transports 3 miles ahead. 10 p. m. *Katahdin* came down with two steamboats in convoy, bringing nothing new except that Captain Davis is up the White River for the relief of General [S. R.] Curtis.

June 24.—5 a. m. stood up the river, transports having gone ahead out of sight and left the bark *Sea Bride* and bomber *No. 10* behind. The flag-officer detained the steunboats bound down, viz, *Fox* and *Empire Parish*, and ordered them to take the two vessels referred to in tow and return up the river. Having passed Grand Gulf, the *Winona* took mortar *No. 10* in tow and the *Oneida* and *Pinola* took the *Sea Bride* in tow, proceeding up the river. The *Katahdin* returned, convoying the *Fox* and *Empire Parish* down the river. Anchored at 7:30 p. m.; no vessels in sight.

June 25.—5 a. m. got underway. At 7:45 anchored 7 miles below Vicksburg. Present *Brooklyn*, *Richmond*, *Iroquois*, *Sciota*, *Wissahickon*, *Winona*, *Harriet Lane*, *Octorara*, *Miami*, *Westfield*, *Clifton*, and *Jackson*; mortar boats 16 in number. 10 a. m. General Williams and army transports came up, having stopped at Grand Gulf and burned the town, landing in the rear of it, by a bayou. He routed a regiment of 600 militia and captured their camp. General Williams reported that the enemy carried off two pieces of artillery belonging to the rebels. *Oneida* and *Pinola* joined company.

June 26.—Last night Captain Porter placed 8 mortars and 3 steamers on the right bank and 9 mortars and 3 steamers on the left bank, preparatory for bombarding. 4:30 a. m. Captain Porter came down and reported to flag-officer that he is nearly ready, and wanted to know if the ships would support him. To this the flag-officer replied that the gunboats would be sent to the bombers if the enemy shall annoy them, and that after the bombardment of one hour the flag-officer would sail in with the fleet. He wanted Captain Porter to let him know when he is ready. 5 a. m. made signal for the commanders of all vessels, and flag-officer gave them orders for the attack in two lines ahead, starboard led by the *Richmond*, followed by *Hartford* and *Brooklyn*; port line led by *Iroquois*, followed by *Oneida*, *Wissahickon*, *Sciota*, *Winona*, *Pinola*, and *Kennebec*. The *Richmond* was assigned to lead starboard line because her chase guns are better placed and of better caliber than those of the other ships for attacking the forts lying right ahead. 10 a. m. General Williams came on board and expressed a warm desire to cooperate in the attack by carrying the heights and spiking their guns; but was decidedly of the opinion that his force is entirely too small to accomplish that feat, the landing being quite remote and difficult and the way obstructed by 10,000 to 15,000 troops. If he could do anything else he would be glad to receive the suggestions of flag-officer, who then agreed that in case the ships shall silence the lower batteries, where the transports may land, he will hoist a flag at the fore, known as the navy guard, viz, red diagonal cross on a white field. The general having been ordered to cut a canal across the bend and thus turn the river from Vicksburg, he is proceeding with his work. 4 p. m., Captain Porter not having reported his mortars ready for bombarding, I went to see him on the part of flag-officer to ascertain if there was any misapprehension. Found that officer resting himself, he and his people being thoroughly fagged out by working all last night and to-day. He stated that his distances, charges, and fuzes were not yet arranged, that they are diligently working for these ends, and that he will let the flag-officer know as soon as his mortars are ready, but that it will not be before to-morrow morning. He thought from the situation of the batteries that we can do nothing more than burn the town. My own individual opinion is

that we can't do that much; but shall meet an ignominious defeat. 9 p. m. called to see General Williams to say the flag-officer thinks he may do good service by establishing his rifled fieldpieces on the bend directly opposite the battery at the upper side of the city, opening upon them when the ships move up. The general entered into the plan warmly and promised to carry it out. He also suggested that two mortars and some IX-inch guns be landed at the same place; that they could do good service there (but being dominated by the opposite banks they could not stay there long, I think).

June 27.—9 a. m. no report from Captain Porter, although the bombs keep up a moderate firing. Some of the enemy's guns firing yesterday and to-day at the mortars, doing no damage to them. 5:30 p. m. came on board the *Hartford* and reported bombers ready for action. Being too late in the day, the flag-officer said he could do nothing in an attack until to-morrow. Signalized for commanding officers of vessels to come on board, and explained to them his plan of attack: That at 2 a. m., 28th (to-morrow), he will hoist two vertical red lights as the signal to get underway. No provision for landing was made, and no other cooperation of the army was arranged for than that the field artillery under Nims shall open upon the upper batteries of the enemy as soon as they open upon our ships. Captain Porter was to open his bombards as soon as flag-officer's ships are ready to advance. Captains present: Captain Craven, *Brooklyn*; Commander Lee, *Oneida*; Commander Palmer, *Iroquois*; Lieutenant Commanding Donaldson, *Sciota*; Lieutenant Commanding Preble, *Katahdin*; Lieutenant Commanding Nichols, *Winona*; Lieutenant Commanding Russell, *Kennebec*; Lieutenant Potter, *Wissahickon*; Commander De Camp being sick abed, sent Lieutenant Potter. 6:30 p. m. gunboat *Katahdin*, with bark *J. C. Kuhn* in tow of the *Anglo-American*, anchored below the fleet.

Signals which may be used to-morrow, selected by the flag-officer, viz:

No. 5. Action, prepare for.	No. 307. Close in on present order of sailing.
No. 6. Action, to commence.	No. 650. Form the prescribed order of sailing.
No. 7. Action, to cease.	No. 665. Go ahead.
No. 8. Action, closer.	No. 1253. Wear in succession, beginning at the rear.
No. 9. Action, discontinue.	
No. 12. Action, withdraw from.	
No. 116. Back astern.	

Flag-officer agreed with General Williams that we shall hoist the guard flag (white with red diagonal cross) at the fore in case the flag-officer shall think there is a good opportunity for landing the troops near the town and spiking the guns.

June 28.—* * * 2 a. m. hoisted two red lights as signal for getting underway. At 3 weighed anchor and steamed slowly up the river toward the mortar boats and the batteries on the hills. Hoisted the colors at all the mastheads, the vessels in the meantime taking the stations assigned them. *Iroquois*, *Oneida*, and *Richmond* fully 1 mile ahead. Heavy firing from the shore batteries and that from the vessels ahead getting more lively. Steamed a little faster—*Brooklyn* and two gunboats about half a mile astern. 4 a. m. mortars opened fire on the batteries and kept up rapid firing, and gunboat flotilla went in with spirit, having large rifles and other guns of large caliber. At 4:15 this ship (*Hartford*) began to fire, the shore batteries having been too much ahead and on the bow for the broadside guns. The lower

batteries are on a ridge about 190 feet high and 1,400 yards distant from the river bank. Higher up the river, and situate one-third the way up the slope, are two or three other batteries about 80 feet above the water. Enemy's guns well served and pointed, hitting us in the hull and rigging. As our ship and gunboats drew ahead, and the broadside guns were brought the better to bear, they did excellent execution. One division of great guns was assigned to take care of the batteries on the ridge. It was thought they could not reach that battery. They did, however, just reach it with all the elevation they could get, and we plainly saw the shot (shell) against the sky until they struck in the batteries there, some going over. The mortars and the fleet kept up a perfect hailstorm against the slopes where no guns are. It was provoking. The other two divisions of guns were ordered to reduce to silence the lower or sidehill batteries, and those guns, as well as the guns on the ridge, were sensibly silenced—nearly quite so—until our broadsides had passed them, when they renewed their fire with precision. The battery above the town raked us severely until we got fairly up to it, when it was completely silenced, the men there having concealed themselves. Having passed this battery a half mile, they opened two saucy guns upon us, their shot striking astern and ricochetting over us and cutting our lower rigging severely, and boats. During this time not a gun could be brought to bear on this battery, the rifle on the poop being out on the quarter could not be trained on them. About this time the *Iroquois* and *Oncida* dropped down to us, but could do nothing. The *Winona*, however, and *Pinola*, which held on to our quarter, gave them a few shot, but the fellows did not mind them. As we approached this fort, and when about half a mile below it, the sun rose a little to the right of it, red and fiery. At this time the *Richmond*, *Wissahickon*, and *Sciota* were out of sight above the bend, and the *Brooklyn*, *Katahdin*, and *Kennebec* hotly engaged; mortars and Porter's steamers also, with the lower batteries, which opened with renewed vigor on our ships in that quarter. At 5:30 the last shot was fired at us and we passed out of sight behind the trees. The crew behaved with coolness and spirit. Many rifle balls were fired at us from the upper fort and the hills there. 6:20 the captains came on board, viz, Palmer, Lee, Alden, Donaldson, Nichols, Crosby. The *Brooklyn*, *Katahdin*, and *Kennebec* did not come through. 6:30 made signal to anchor. The rams of Colonel Ellet were present to receive us, and the flag-officer immediately engaged one to take dispatches to Memphis for Flag-Officer Davis and General Halleck. The fire below materially slackened and about 7:30 the firing ceased. 10 a. m. the dispatch ram started up the river. The shore batteries being very much scattered, with few guns in each, and the bombshells (nearly half) exploding in the air against the hillside, bewildered the sailors and officers very much, the dense smoke obscuring them so that it was difficult at one time to tell the explosion of a bomb from that of a gun, and the men went it blind in consequence for much of the time, as often firing at a bombshell as at the flash of a gun. I observed the smoke from General Williams's fieldpieces as we approached the upper battery, but don't know whether they had any effect or not; presume they did good service. P. m., heard from the *Brooklyn* and the mortar fleet. The steamer *Jackson*, of the latter, had her steering wheel shot away and helmsman killed, becoming unmanageable in consequence. The steamer *Clifton* went to her

assistance, and received a shot into her boilers, which scalded 6 men to death; 20 jumped overboard and were drowned. About this time (the passage of the fleet above) the bombers ceased firing, leaving the *Brooklyn*, *Katahdin*, and *Kennebec* to receive the undivided fire of the entire land batteries, which those vessels continued to engage till after 7 o'clock. The *Brooklyn* received a head shot under water line. The fleet having passed above Vicksburg, flag-officer was about to return and was giving another order to make signal 1253 (wear in succession, beginning in the rear), when he yielded to Captain Alden's advice to wait there until he could hear from Flag-Officer Davis. At this time the firing was still going on below, which I believed to be by the mortars, though it turns out to have been by the *Brooklyn*.

June 29.—Above Vicksburg, Sunday. A blessed day of rest. By order of the flag-officer "returned thanks to God for his mercies" (the fleet did). Storeship *Kensington* arrived below with provisions for the fleet.

June 30.—The *Tennessee* arrived with coal for the fleet. An occasional shell thrown into the batteries to-day and yesterday. Colonel Ellet, of ram battery, reports that he went up the Yazoo to Liverpool on the 28th, where batteries are erected and raft thrown across the river. The enemy, commanded by Captain Robert [F.] Pinkney, in their alarm burned three of their armed steamers, one of them the *Van Dorn*, which the military there would not let pass through the raft. Colonel Ellet has since heard that their great ironclad ram *Arkansas* has been brought down to the said raft. Reports *Wissahickon*, Commander De Camp, whom we have lost sight of since the morning of the 28th, as being to an anchor a little above the mouth of the Yazoo at Poplar Island.

July 1.—8 a. m. A memorable day. At this hour, whilst at our breakfast, Flag-Officer Davis's fleet hove in sight, coming round the point or bend. It rejoiced all hearts. Soon Flag-Officer Davis came on board to see Flag-Officer [Farragut]; looking well; brought no troops. Bah! Grant was at Memphis with few troops; Halleck he does not know where. Visited the fleet below. Bad state of feeling there. C— had received a sharp reprimand from flag-officer, which he considered unmerited and insulting, and would not be comforted. Poor fellow; I felt sadly for him, and said all I could to mitigate his anger, or wounded spirit; for he is an honest, straightforward, spirited Christian, having great professional pride; is poor, has a large family, and fondly calculates upon promotion, which no man better deserves, though I fear he has marred his prospects. He showed me a letter which he had received from the flag-officer. 5 p. m. When I returned to the *Hartford* the flag-officer showed me for the first time the same letter, and C's answer, remarking that he would have to send me to the *Brooklyn*. This is a heavy blow to me and interferes with my calculations for getting free of the river, as there is every prospect of the fleet summering between its steep banks, smitten with insects, heat intolerable, fevers, chills, and dysentery, and inglorious inactivity, losing all that the fleet has won in honor and reputation. I incline to the belief that persons in the mortar fleet have been instrumental in establishing this state of things in the Gulf fleet. 8 p. m. went on board the *Benton* to request Davis's influence to stop the misunderstanding and to restore things to their former footing. He could not see how it was to be done—nor I; he would try in the morning. 10 p. m.

Found an order for me to relieve Captain Craven in command of the *Brooklyn*; went to bed with a heavy heart.

July 2.—10:30 a. m., left the *Hartford* to go on board the *Brooklyn*, crossing the land on foot. Captain Wainwright kindly called up the officers to see me off. Hurried over to give Craven the opportunity of taking passage in a ram which leaves 1 p. m. for Memphis.

Private diary of Commander H. H. Bell, 1862—No. 4.

July 2, 1862.—9 a. m. flag-officer gave following verbal instructions: Have the coal taken out of the *Tennessee* as soon as possible, for her to go down the river. If the vessels here don't want the coal put it on board the *Kuhn*. The *Kensington* also to be made ready by transferring her provisions and stores to the *Kuhn*. When either of them go down send the *Katahdin* as convoy as far as Red River to see into the state of things there and prevent crossing of troops, etc. 1 p. m. Lieutenants Preble and Russell reported their vessels ready for service, though the former is taking in provisions. Lieutenant Russell came up this morning and reported only 18 feet water in one of the bends between this and Grand Gulf. 11:30 a. m. reached U. S. ship *Brooklyn* to relieve Captain Thomas T. Craven of the command, the flag-officer [David G. Farragut] having issued a written order to that effect the day before, July 1, p. m.; Captain Craven left the ship with nine hearty cheers from the crew and officers, who seem devoted to him. The circumstances under which I am appointed to this command grieve me deeply, there being every probability of Craven getting the worst of it in these bad times. He is a gallant and accomplished officer. * * *

July 5.—6 p. m. received note from flag-officer to send down the *Tennessee* in convoy of *Katahdin* and *Kennebec*. The latter having no pilot and failing to get one, and Captain Russell failing to get one, I directed the three captains to get underway at early dawn. 12 meridian, Lieutenant Commanding Johnson brought a verbal order from flag-officer to go down and the two gunboats would follow.

July 6.—1 a. m. the *Tennessee* started down the river. 2:20 a. m. *Katahdin* started down, followed by the *Kennebec* at 3 a. m. 5:30 a. m. an officer from *Kennebec* reported her aground about 5 miles distant below Warrenton. Sent him to request General Williams to send one of his steam transports to pull her off. Put two hawsers on the *Laurel Hill* and the boatswain at 11 a. m. 3 p. m. *Laurel Hill* returned (having parted the largest hawser) for the assistance of another boat. 5 p. m. put a 16-inch stream cable on board steam transport *Iberville* and sent her and the *Laurel Hill* to the *Kennebec*. To-day observed persons of consequence (apparently) on the hills abreast of us, reconnoitering. Having left a kind of guard or lookout there they retired. The place is known by its "quaker gun." 6 p. m. *Tennessee* returned from down the river, and Captain Johnson reporting troops as occupying Grand Gulf, I sent him over to report to flag-officer. 9:30 *Kennebec* and transports came up the river. Captain Russell reporting his condenser, engine, and bilge pumps choked with sand and mud, asked for twenty-four hours to overhaul them. 12 meridian, Captain Johnson returned from flag-officer with verbal instruction to go down the river again and the *Kennebec* to follow.

Ordered the *Kennebec* to proceed forthwith and overhaul her pumps, etc., down the river.

July 7.—1:30 a. m. *Kennebec* and *Tennessee* went down the river. 10:30 a. m. bark *A. Houghton* came up from New Orleans in tow of river boat *Empire Parish*, with ammunition for the mortars; left New Orleans on the 3d. Reported having been fired upon by two batteries at Grand Gulf and both vessels hit several times by 12-pounder bolts. Passed *Katahdin* 12 miles above, and shortly after *Tennessee* and *Kennebec*. The *Houghton* armed with two 32-pounders, 57-cwt. River on the rise, very muddy, and filled with drift. St. Louis papers reported the Missouri as having risen on the 16th ultimo. It has been twenty days getting here. Observed two men on lookout at the "quaker."

July 8.—4 a. m., mortar boats on the right bank dropped down 1 mile below their position, leaving *Sidney Jones* hard and fast on the bank. 5 p. m., moved ship $1\frac{1}{2}$ miles higher up the river.

July 9.—6:40 a. m., Lieutenant [R. B.] Lowry, the indefatigable first lieutenant of this ship, left her to take command of the gunboat *Sciota*.

July 10.—6 a. m., Lieutenant Henry A. Adams, of the *Sciota*, came on board as executive officer and reported at 8 o'clock. All of the mortar boats dropped down the river. 3:30 p. m., Captain Porter proceeded down the river with twelve mortars, towed by the *Octorara*, *Harriet Lane*, *Miami*, *Jackson*, *Clifton*, *Owasco*, and *Empire Parish*, leaving here the *Westfield*, Captain Renshaw, in charge of six mortars, one being hard aground, and store bark *Houghton*.

July 11.—A. m., a man and girl; contrabands, came on board from left bank; delivered them to the general to work on canal.

July 13.—Sunday, day of rest. * * * A large sick list, the cases being a type of dengue fever (fever and chills).

July 14.—9:30 a. m., *Katahdin* and *Kennebec* steamed down the river under orders from flag-officer.

Abstract log of the U. S. S. *Hartford*, Commander Wainright, U. S. Navy, commanding.

March 1, 1862.—At 8:45 a. m. sent an expedition with the launch in tow of the steamer *New London*, with 21 armed men, 7 marines, 3 officers, all in charge of Midshipman H. B. Tyson. At 10 a. m. steam sloop of war *Pensacola* hove in sight; the master went to pilot her in. At 10 p. m. Midshipman Tyson returned alongside with the launch; reported the loss of one bayonet.

March 3.—At 9 a. m. the *Niagara* stood to the northward and eastward.

March 7.—At 7:40 a. m. got underway and stood to sea. At 8 p. m. came to anchor, the *Brooklyn* bearing S. W. $\frac{1}{2}$ S., Pass à l'Outre lighthouse bearing W. $\frac{1}{2}$ N.

March 9.—*Brooklyn* got aground. From 4 to 6 p. m. the *Kennebec* and *Winona* came down the Pass. At 7:20 Fleet Captain Bell came on board with 5 prisoners. At 9:45 p. m. sent the 5 prisoners on board the *Winona*.

March 11.—At 12:30 the U. S. gunboat *Winona* came alongside. Captain Bell went on board the *Winona*, steaming up Pass à l'Outre. At 2 got underway and made sail to fore and maintopsail, foresail, and

jib, and in company with the U. S. S. *Brooklyn* and schooner *Medora* stood out for South West Pass. At 5:45 p. m. came to with port anchor in 6½ fathoms water.

March 13.—From 4 to 6 p. m. steaming up the Pass. At 5 came to anchor.

March 14.—At 5:45 a. m. sent 30 marines, in charge of Captain Broome, the barge and crew, Mr. Osbon and Mr. Mason, master's mate, all in charge of Lieutenant Kautz, on shore at Pilot Town, to take possession. At 6 a. m. hoisted the American flag on shore. At 7:30 the boats returned on board, leaving a corporal's guard in charge of a sergeant on shore.

March 15.—From 4 to 6 p. m. steaming up the South West Pass. At 5:25 p. m. came to with starboard anchor.

March 17.—At 8:30 a rebel steamer in sight up the river. At 8:35 the *Kineo* got underway and stood up river in chase of the steamer. At 9:30 the flag-officer and Captain Bell left the ship and went on board the *Winona*. At 9:40 the broad pennant of Flag-Officer Farragut was transferred from this ship to the *Winona*. At 9:45 a. m. the *Winona* stood down Pass à l'Outre.

March 18.—At 6 p. m. the *Kineo* and *Pinola* stood up the river.

March 19.—At 2 p. m. the *Kennebec* came in and anchored. The *Harriet Lane* and a steam ferryboat towing five schooners of war came up Pass à l'Outre and went down South West Pass. Also a steam gunboat and another schooner of war. From 4 to 6 p. m.: A steam tug, having a hermaphrodite brig and two schooners of war in tow, came up Pass à l'Outre and went down South West Pass. At 3 p. m. the *Winona* came in.

March 20.—From 8 to meridian: A rebel steamer in sight up the river. A steam ferryboat came up South West Pass and down Pass à l'Outre. At 1:15 two tugboats came up Pass à l'Outre and down South West Pass, having in tow a barkentine and five of the mortar schooners.

March 22.—At 2:30 p. m. the *Owasco* came up South West Pass, ran aground between Pass à l'Outre and South West Pass. At 4 the *Brooklyn* made signal for the *Winona* to go to her relief. A rebel steamer in sight up the river. At 4:10 the *Winona* went to the assistance of the *Owasco*. Heard report of a gun up the river. At 5:30 a large steamer ashore on the bar at South West Pass.

March 23.—Rebel steamer in sight up the river.

March 24.—At 11:15 a. m. exchanged numbers with the *Miami*, having on board the flag-officer. At 12 the *Miami* came by and spoke the ship and immediately went down the river. At 3:30 p. m. two rebel steamers in sight up the river. From 6 to 8 p. m.: The *Wissahickon* got underway and anchored farther up the river.

March 26.—At 11:30 a. m. a gunboat in sight standing up the Pass. At 11:50 made signal, proved to be the *Sciota*, bearing the broad pennant of Flag-Officer Farragut. At 1 p. m. the *Sciota* anchored; flag-officer transferred his flag to this ship. A rebel steamer in sight up the river. A side-wheel steamer reported off Pass à l'Outre, steaming along the land.

March 27.—At 9 a. m. the *Wissahickon* and *Kennebec* went in chase of rebel steamer.

March 28.—At 12:10 p. m. firing heard up the river. At 2 p. m. crew employed placing chain on port side for the protection of engines. Two rebel steamers in sight up the river.

March 29.—At 9:30 a. m. Flag-Officer Farragut transferred his flag to the *Kennebec*. The *Kennebec* got underway and stood down South West Pass.

March 30.—At 5:40 p. m. the *Kennebec* came in; anchored off our port quarter.

April 4.—At 10:30 a. m. a rebel steamer in sight. The *Iroquois* and *Kineo* went in chase of her. Several shots fired at the rebel steamer by the *Kineo*. Firing heard down the South West Pass. At 10:30 p. m. the *Katahdin* and *Kennebec* came up South West Pass and anchored. Flag-officer returned on board this ship.

April 5.—At 9:15 a. m. Flag-Officer Farragut, Fleet Captain Bell, and Mr. Osbon left the ship and went on board the *Kennebec*. At 9:30 the *Kennebec* stood up the river. At 9:45 Flag-Officer Farragut left the *Kennebec* and went on board the *Iroquois*. At 10 the *Iroquois* made signal 622 to the *Wissahickon*, *Kineo*, *Sciota*, and *Katahdin*. Shortly afterwards the above-named vessels got underway and stood up the river, following the *Iroquois* and *Kennebec*. At 10:30 three rebel vessels were standing down the river. Shortly after the rebel vessels turned and stood up the river again. Meridian to 4 p. m.: Heavy firing heard up the river. At 1 p. m. called all hands up anchor. Other shots being heard, hove up port anchor and proceeded up the river under steam, the *Brooklyn* in company. At 1:30 the *Richmond* came to. At 3:15 p. m. the *Iroquois*, having Flag-Officer Farragut on board, U. S. gunboat *Sciota*, *Kennebec*, *Katahdin*, and *Wissahickon* steaming down the river. The *Iroquois* ran by us and ordered us to return to our anchorage. Turned round and stood down the stream. From 4 to 6 p. m.: Steaming down the river, several of the gunboats and the *Brooklyn* ahead of us. At 5 p. m. came to anchor, house on shore bearing E. N. E. $\frac{1}{2}$ E., South Pass S. S. E. $\frac{1}{2}$ E., U. S. S. *Varuna* S. W. by W., *Katahdin* N. W. $\frac{1}{2}$ W., *Richmond* N. W., *Brooklyn* N. W. $\frac{1}{4}$ N., *Iroquois* N. W. $\frac{1}{2}$ W., *Sciota*, *Wissahickon*, and *Kineo* N. $\frac{1}{2}$ W., *Kennebec* E. N. E. $\frac{1}{2}$ E., schooner *Wilder* E. $\frac{1}{2}$ N. At 6 the flag-officer and fleet captain returned on board. The *Oneida* came in and anchored at 6, E. S. E. $\frac{3}{4}$ E.

April 6.—At 4:15 p. m. a French man-of-war steamer reported coming up Pass à l'Outre.

April 7.—At 3:10 p. m. the steamer *Saxon*, with Major-General Butler on board, came up Pass à l'Outre. At 3:30 the *Saxon* went down South West Pass. From 6 to 8 p. m.: *Sciota*, *Varuna*, and *Kennebec* went up the river. At 7:30 the *Wissahickon*, having Flag-Officer Farragut and Major-General Butler on board, came up and anchored on our starboard quarter. At 7:40 Flag-Officer Farragut and General Butler came on board. At 10 p. m. Major-General Butler left the ship.

April 8.—At 5 a. m. the steamer *Saxon* went down Pass à l'Outre. The *Winona* came up; spoke her and ordered her to take the French captain's boat in tow. From 8 to meridian: Several mortar boats coming up the South West Pass. At 8:45 the *Winona* took one of the boats from the French man-of-war brig *Milan* in tow, got underway, and stood up the river. At 1:35 signaled the *Richmond* 139. Twenty schooners of war, a barkentine, and a bark came up South West Pass and anchored off our starboard bow and beam. At 9 p. m. the *Winona* came down the river, rounded to, and anchored on our port quarter.

April 9.—At 7 a. m. the *Sciota* came down the river and anchored. At 10:15 the captain of the French man-of-war *Milan* came on board. Two steamers reported up the river. At 12 the *Harriet Lane* anchored on our port beam. Captain Porter, commander of the bomb fleet, came on board. At 1:16 p. m. *Kineo*, *Oneida*, and *Wissahickon* went up the river. At 5 p. m. six rebel steamers in sight up the river. The steamer *Westfield* came up and anchored on our port bow. At 5:45 p. m. the *Iroquois* came down the river; hailed her and ordered her to anchor on port beam of the *Varuna*, which she did. Schooner *Rachel Seaman* came in and anchored.

April 10.—At 12:30 p. m. exchanged numbers with the *Connecticut* and the *Westfield*. The *Westfield* anchored near the bomb fleet. A steamer reported coming up Pass à l'Outre. It proved to be the Coast-Survey steamer *Uncas*; she came to anchor on our port beam.

April 13.—At 8:45 a. m. Flag-Officer Farragut and Fleet Captain Bell went on board the *Harriet Lane*, which vessel got underway and steamed up the river.

April 14.—From 4 to 6 p. m.: The *Mississippi* steamed up the river. The *Hatteras* reported coming up Pass à l'Outre. From 6 to 8 p. m.: The *Hatteras* came up and anchored astern; sent a mail on board for the fleet. At 9 the *Pensacola* anchored on our port bow.

April 15.—At 6:20 a. m. the *Harriet Lane* went up the river with three mortar schooners in tow. At 7 a. m. all the bomb fleet got underway and proceeded up the river. Current 3 knots. At 1 p. m. an English steam sloop-of-war came up and anchored astern. The captain came on board. At 2 she proceeded up the river.

April 16.—At 1:30 p. m. the *Brooklyn* and *Pensacola* proceeded up the river. At 3 p. m. called all hands up anchor; got underway and proceeded up the river. At 6:55 came to with port anchor.

April 17.—Commences and until 4 a. m. Current, 3 knots. From 4 to 8 a. m.: At daylight a fire raft came down the river; at 6:08 general signal; the boats from the gunboats towed the raft ashore. From 8 to meridian: At 10:30 a. m. put out all lights and fires; engaged in taking in powder. At 11:45 *Kineo* came within hail; received orders and proceeded up the river. At 1 p. m. sent the launch, first and second cutters down the river to be secured. At 3 p. m. four rebel steamers reported coming down the river. The *Katahdin*, *Varuna*, *Owasco*, and *Kineo* got underway and proceeded in chase of them. After exchanging a few shots the rebel steamers steamed back up the river. At 3:30 all the powder received and fires relit. At 5 p. m. made signal for all the fleet to send their boats on board. At 7 discovered a fire raft about 1½ miles up the river. At 8:15 a fire raft in sight, coming down the river. Sent the third and fourth cutters to it. A gunboat and the *Westfield*, with the assistance of a number of boats from the vessels, finally extinguished the fire and towed the raft ashore.

April 18.—From midnight to 4 a. m.: Current, 3 knots. Draft of ship 16 feet 9 inches forward and 16 feet 7 inches aft. Six rebel steamers in sight up the river. Two divisions of the Mortar Flotilla got underway in tow of tugboats. At 9 a. m. signaled *Wissahickon*, *Iroquois*, and *Cayuga*; at 9:30, *Kineo* and *Katahdin*; at 10:15, *Portsmouth*; at 10:30, general signal. At 9 commenced to bombard the forts. At 10 got underway and proceeded three-fourths of a mile farther up the river. At 10:30 came to with port anchor in 7 fathoms

water. At 10:55 signaled the *Mississippi* and *Richmond*. At 11:30 sent the third cutter in charge of Lieutenant [James] Thornton up the river to tow a fire raft ashore. From meridian to 4 p. m.: The mortar fleet and gunboats engaged in bombarding the rebel forts, Jackson and St. Philip. At 2:45 p. m. sent the *Wissahickon* after more fuzes; she returned at 3:30. The following gunboats were engaged this afternoon, viz: *Iroquois*, *Sciota*, *Wissahickon*, *Kennebec*, *Cayuga*. Current, 3 knots per hour. Called all hands to cheer ship in consequence of the *Wissahickon* bringing the news of capture of the *Merrimack* and city of Norfolk, Va. From 4 to 6 p. m.: Mortar vessels continued the bombardment of Forts Jackson and St. Philip. The *Oneida* came up the river. At 6:30 Fort Jackson reported to be on fire. At 6:40 the *Harriet Lane* signaled to cease firing. At 11 fire by the fort went out.

April 19.—Fire still burning in the forts. Current, 3 knots. At 6:40 a. m. the bomb flotilla commenced bombarding the forts. From 8 to meridian: Mortar Flotilla and gunboats bombarding Fort Jackson. Both forts returned the fire. A shot from one of the forts sunk one of the mortar schooners. Received on board a box of bomb fuzes. Received on board Master's Mate W. C. Graham and men from the sunken mortar schooner. At 2:30 the *Oneida* came alongside and reported 5 men wounded. Ordered her to anchor and sent the fleet surgeon on board. From 4 to 6: Mortar fleet and gunboats *Kinco*, *Itasca*, *Pinola*, and *Sciota* engaged in bombarding Forts Jackson and St. Philip. At 6 the *J. P. Jackson* came up and anchored astern of the *Brooklyn*. From 8 to midnight the mortar fleet still engaged bombarding the forts.

April 20.—At 2 a. m. a light was seen going from Fort Jackson to Fort St. Philip. Mortar schooners bombarding the forts. From 4 to 8 a. m.: Mortar fleet bombarding the forts. At 7 a. m. ordered the *Katahdin* to take wounded to Pilot Town. At 7:40 Captain Porter came on board with a deserter from Fort Jackson. At 12:30 hove up anchor, dropped downstream, anchored with port anchor, 30 fathoms chain. At 9:15 p. m. gunboat *Pinola* came down and reported an explosion in Fort Jackson. At 8:50 Captain Bell went on board the *Pinola* with 4 kegs of powder, 2 lanterns, 1 box matches, and fuzes for the purpose of blowing up the schooners which supported the chain across the river. At 10:15 p. m. an expedition consisting of the gunboats *Pinola* and *Itasca* started, under command of Captain Bell. Current, 3 knots.

April 21.—At 12:30 a. m. an officer from the *Pinola* came on board and reported the *Itasca* ashore. Sent her assistance. At 2 captain of the *Itasca* reported his vessel afloat again. At 2:30 a. m. a large fire raft was discovered coming down the river. Sounded the bell for fire quarters; cleared ship of the raft by sheering her with the helm. At 6 a. m. a rebel steamer underway; one of the gunboats fired a shot at her. From 8 to meridian: The mortar fleet bombarding Forts St. Philip and Jackson; the *Iroquois* and *Kennebec* engaging them. At 9:30 the *Kennebec* and *Iroquois* dropped down and anchored, and the *Varuna*, *Cayuga*, and *Wissahickon* engaged the forts. Current 4 knots per hour. From 6 to 8 p. m.: Two rebel gunboats reported discharging cargo to the forts. The mortar fleet bombarding throughout the day. At 8:15 p. m. discovered a bright light on the starboard bow, and supposing it to be a raft, beat to quarters and sent the

third and fourth cutters up toward the light. At 8:45 the third and fourth cutters returned. At 9:30 the light disappeared and at midnight appeared again.

April 22.—Bombarding by the bomb fleet still continued. From midnight to 4 a. m.: A large fire up the river, supposed to be a raft burning. From 8 to meridian, sent up purchases for taking out the masts of the gunboats. From meridian to 4 p. m.: The mortar fleet engaged in bombarding Forts St. Philip and Jackson, the *Oneida*, *Kineo*, and *Varuna* engaging them. At 12:30 sent fourth cutter to cut bushes for the bomb fleet; she returned at 3 p. m. From 4 to 6 p. m.: The *Kennebec* came alongside to have her masts taken out. At 6:30 she hauled off and towed her spars ashore. At 9:30 p. m. a very large fire raft, floating under the surface of the water, got foul of our port cable. Our chain had been taken around the capstan ready for getting underway. The strain upon the chain was so great that the pawls of the capstan and three new deck stoozers were carried away. As soon as the pawls were gone, the capstan flew around, and the bars being shipped at the time, five men were injured. Port chain ran out 150 fathoms. At 10:15 p. m. hove up starboard anchor and hove in port chain to 30 fathoms. At 11:15 p. m. a light was seen burning on shore ahead.

April 23.—At 1:15 a. m. a fire raft discovered up the river. Sent the gig to assist in towing it ashore; gig returned at 2:15 a. m. Bombarding by the Mortar Flotilla continued throughout the day. At 11 p. m. gunboat *Itasca* made signal—two white lights and one red light. Captain Bell and secretary left the ship to go on board the *Sciota*.

April 24.—At 3:30 a. m. got underway and steamed up the river. At 20 minutes of 4 the enemy opened fire from both forts. Mortar fleet engaged also. At 3:55 *Hartford* opened fire from bow guns. From 4 to 8 a. m.: Steaming past fort, engaging Fort Jackson with port battery and receiving a galling fire from St. Philip, to which we did not reply. Received various shots through the hull, spars, and rigging. At 4:15 smoke so thick could not see to steer; grounded on a shoal near Fort St. Philip. A large fire raft drifted against the port quarter. Mizzen rigging and side of the ship caught fire. Extinguished flames and backed off. A heavy fire kept up by both the forts upon us all the time. Returned the fire of Fort Jackson from our port battery until out of range. Passed and fired into several rebel steamers on our way up the river. At 5:25 discovered the ram *Manassas* astern, steaming toward the fleet. The *Mississippi* was ordered to run her down and immediately bore down for her. The *Manassas* stood on her course until close to the *Mississippi*, when she declined battle, sheered off, and ran aground. The *Mississippi* poured two broadsides into her and sunk her. At 5:45 discovered the wreck of the *Varuna* ahead, her hull being almost entirely under water. At 5:50 came to off Quarantine and veered 25 fathoms chain. At 6 all the fleet except the gunboats *Winona*, *Itasca*, and *Kennebec* (which were unaccounted for) came to. Sent a boat on shore and hoisted the American flag. The rifle pivot gun on port quarter burst during the engagement and a portion of the muzzle of No. 8 broadside gun on the port side was knocked off by a shot from Fort Jackson. A number of rebel officers came on board and were released on parole. At

10 sent the dead bodies of two men to the *Wissahickon* for burial. At 11 got underway and proceeded up the river, in company with the *Pensacola*, *Mississippi*, *Richmond*, *Brooklyn*, *Iroquois*, *Cayuga*, *Kineo*, *Sciota*, *Oneida*, and *Pinola*. At 8 p. m. beat to quarters and cleared ship for action. At 8:20 spoke the *Sciota*; she said she had a Mississippi pilot on board who did not deem it safe to proceed any farther at night. At 8:30 came to in 9 fathoms water, veered 30 fathoms chain. Raft coming down river. The following is a list of the casualties on board: Killed—William H. Brown, landsman, and Jos. Lawrence, seaman. Wounded—Charles F. Banks, landsman; Randall Taliaferro, contraband; Theodore Douglas, wardroom steward (colored); Henry Manning, ordinary seaman; Henry King, marine; Sebina L. Doane, seaman; also George White, marine; Philip Morgan, seaman; George Heisler, lieutenant, Marine Corps; James H. Conley, carpenter.

April 25.—At 12:30 a. m. got underway; stood across river; returned to former anchorage; anchored. At 5:30 proceeded up the river in company with the fleet. At 6 passed two ships on fire loaded with cotton. From 8 to meridian: Steaming up river toward New Orleans. At 9 beat to quarters. At 9:30 cleared ship for action. At 11:30 discovered two batteries—one on each bank of the river—which opened fire on us, when the United States fleet opened and destroyed them. Rebels burning vessels of all classes. Augustus Thomas, captain forecastle, was lost overboard; no other casualty occurred. At 1 p. m. came to off the city of New Orleans. At 2 a rebel ram, which had been set on fire by the rebels, floated down the river. Most of the shipping around the city in flames, it having been set on fire by the rebels. Current, 4 knots per hour. Sent the third cutter away to take possession of a rebel steamer. From 4 to 6: Condemned the gun carriage of the pivot gun, it having been injured by a shot. Shifted the gun to the other carriage. Condemned the fourth cutter, which had been badly cut up during the engagements. Learned that Augustus Thomas, who had been lost overboard, was picked up by the *Iroquois* uninjured (not reliable).

April 26.—Several fires burning on shore. Lying at anchor off New Orleans. At 7 two gentlemen brought communications on board from the mayor of the city. At 10 a. m. sent third cutter and barge on shore with second lieutenant and 20 marines. From meridian to 4 p. m.: Employed in plugging shot holes in ship's side. From 4 to 6 p. m.: Steaming up the river in company of the *Richmond*, *Brooklyn*, and *Oneida* to make an attack upon some batteries up the river. At 5 went to quarters and cast loose both batteries. At 5:35 discovered two batteries up the river, both of which had been evacuated and the carriages of the guns set on fire. Came to with starboard anchor. Sent a boat to the battery on left bank and spiked 54 guns.

April 27.—At 8:30 a. m. got underway and dropped down the river. Made a rebel steamer coming up the river with a flag of truce flying. At 11:45 came to with starboard anchor off the city of New Orleans. An officer from the rebel steamer came on board and asked permission to send his wounded on shore. The permission was granted. At 1 p. m. the rebel steamer anchored off our starboard quarter and commenced to land her wounded on shore. Three steamers taken from the rebels came down the river. From 6 to 8: The rebel steamer dropped down the river.

April 28.—From 8 to meridian: The rebel steamer *McRue* sank a mile or two down the river. At 11:15 barge carrying a flag of truce

went ashore with Captain Bell. Flag-Officer Farragut went on board the *Sciota* and proceeded up the river. At 12:30 barge returned. At 12:50 eighteen rebel prisoners, including Captain Kennon, came on board from gunboat *Pinola*, captured on board the rebel gunboat *Governor Moore* on the 24th April, 1862, by the U. S. steam sloop of war *Oneida*. The following is a list of prisoners received on board: Beverly Kennon, captain; L. B. Haynes, first lieutenant, Louisiana Artillery; Geo. Vetter, chief engineer; Jos. Price, quartermaster; J. B. Hershey, ship's cook; John Purtell, seaman; Jas. Dempsey, fireman; Jas. McGinness, fireman; Cornelius Collins, boy; Jno. Finch, boy; Jno. Brown, soldier; John Hagan, soldier; John Kershaw, soldier; Michael Riley, soldier; John McDonough, soldier; Angus McIver, soldier; John Graham, soldier (wounded). Theodore Schreves (wounded, in-charge of surgeon);

Morris Buckley, captain's steward, was thrown overboard by Captain Kennon while lying on the deck wounded (with life preserver on, shoal water, so Captain Kennon says). There were also 4 or 5 wounded men left, one in a bunk, when we left the ship.

(Signed)

JOHN PURTELL, *Seaman*.
J. B. HERSHEY, *Ship's Cook*.

Three men were left wounded on the quarterdeck.

(Signed)

JOHN McDONOUGH, *Soldier*.

Total number of officers and men on board at the commencement of the action, 73.

(Signed)

J. B. HERSHEY, *Ship's Cook*.
CHAS. SOUTHARD, *Master-in-arms*.

At 1 p. m. all hands call to cheer ship for General Butler and staff, they having arrived in one of our gunboats. From 4 to 6 p. m. French steam brig in sight coming up river. Sent second lieutenant on board. At 8 p. m. *Sciota* came to anchor and flag-officer returned on board.

April 29.—At 6:30 a. m. Captain Bailey brought word up from below that both forts had surrendered; the stars and stripes were waving over them. At 7:30 General Butler left to go down the river. At 11 a. m. sent the marine guard on shore with Captain Bell, Lieutenant Kautz, U. S. Navy, and Lieutenant Broome, U. S. Marine Corps, to hoist the American flag and haul down the State flag. At 11:15 sent the two howitzers ashore in charge of Midshipmen Read and Hazeltine. At 11:30 a. m. dropped down abreast of the city hall; all marines of the squadron were landed. At 11:50 the American flag was hoisted over the new custom-house. Meridian to 4 p. m.: The marines returned on board, also the howitzers and crews. Released prisoners on their taking the oath of allegiance. *Cayuga* went down the river with dispatches.

April 30.—At 7 a. m. the *Winona* came up river with prisoners from Forts St. Philip and Jackson. From 8 to meridian: The carpenters of the fleet held a survey on the ship and reported her not seaworthy, on account of a shot under her starboard counter. At 2 p. m. a steamer came up and landed prisoners from the forts. At 3 p. m. a sergeant, corporal, and 7 privates came on board from the *Brooklyn*, originally belonging to the *Varuna*. At 6 p. m. a portion of a steamer on fire came drifting past us; sent a boat to tow it clear of the *Brooklyn*. Sent ashore and brought off the flag and keys of the custom-house.

May 1.—At 9:15 a. m. sent the American ensign ashore by *Pensacola's* boat to be hoisted upon the custom-house. Sent wounded men to the hospital at Pilot Town. At 2 steamer *Mississippi* came up

with General Butler. Sent Acting Master Murphy to take charge of the steamer *Landis*. At 6:30 the *Owasco* drifted foul of the *Brooklyn*, causing her to drag her anchor and carrying away the *Owasco's* smokestack and foremast. At 7 General Butler's troops landed in the city of New Orleans.

May 2.—Meridian to 4 p. m.: Three steamers came up, loaded with troops.

May 3.—From 8 p. m. to midnight: In heaving up the anchor the chain surged to such a degree as to carry away the capstan pawls, whirling the capstan around backward, the bars injuring 24 men.

May 7.—From 8 to meridian: Received on board one rifled 30-pounder Parrott gun. Put our two disabled guns on board the *Burton*. From 4 to 6 p. m.: Steaming up the river. At 9 p. m. came to in 5 fathoms of water. At 9:15 spoke a river steambot that was going up the river. She said she was bound to Red River to get a load of cattle and had a pass.

May 8.—At 6 a. m. got underway under steam and stood up the river. At 3:30 p. m. met the *Itasca* coming down; stopped, and the captain of the *Itasca* came on board. At 3:50 the captain of the *Itasca* left the ship. Proceeded up the river. At 7:25 p. m. came to with port anchor. Sent Midshipman Read with an armed boat's crew to cut the telegraph wire. At 9 Midshipman Reed returned, having cut the telegraph wire. At 8:20 the *Richmond* anchored astern of us.

May 9.—At 5 a. m. got underway and proceeded up the river, in company with the *Richmond*. At 3 p. m. made Baton Rouge ahead. At 3:45 discovered the *Brooklyn* and *Iroquois* at anchor off Baton Rouge. At 4:30 came to anchor off Baton Rouge. At 4:45 *Richmond* came to anchor ahead of us. At 7 *Wissahickon* came up the river and anchored inside of the *Richmond*.

May 10.—At 12:15 a. m. the steamer *Maurice* came up the river with a flag of truce. From 4 to 8 a. m. took charge of the steambot *Sunny South*.

May 11.—At 10 a. m. called all hands to muster, read prayers, and mustered the crew.

May 12-13.—Coaling and repairing rigging. At 2:30 p. m. the troops from the transports landed and marched to the arsenal.

May 14.—At 8 a. m. got underway and proceeded up the river. At 8:45 a. m. the engine was stopped in consequence of a part of the machinery getting heated. Drifted down to Baton Rouge. At 9:30 went ahead again. At 5:30 p. m. standing up the river under direction of the pilot, in company with the *Itasca*. At 8:30 p. m. grounded on the right bank of the river. Attempted to back off.

May 15.—Engaged putting coal, guns, etc., on a lighter to lighten ship.

May 16.—At 10 a. m., with aid of our steam, we were towed off by the *Itasca* into the stream.

May 17.—At 5 a. m. got underway and proceeded up the river. At 10 passed the mouth of Red River. At 11:40 the captain of the *Iroquois* came on board. From 4 to 6 steaming up the river. From 8 to midnight anchored.

May 18.—At 5 a. m. got underway and proceeded up the river. At 12:30 p. m. came to anchor off Natchez. From 8 to midnight: Steamer *Laurel Hill* towed up brig *Golden Lead*, loaded with coal from New Orleans; anchored her and returned down river for a

schooner which she left 18 miles below; she had also a detachment of General Butler's troops, bound up the river.

May 19.—Steaming up the river. At 6:30 p. m. the *Kennebec* came down the river and anchored ahead of us. Captain of the *Kennebec* came on board. River steamer *Laurel Hill*, loaded with United States troops, came up the river and spoke us. Two army officers came on board. At 8:20 p. m. William Preston, signal quartermaster, died.

May 20.—At 4 a. m. the flag-officer left the ship to go up the river in the *Kennebec*. At 9:15 a. m. the *Brooklyn* made general signal. At 9:45 a. m. the *Brooklyn*, *Iroquois*, and *Richmond* got underway and proceeded up the river. At 10:30 proceeded up the river. At 2:30 p. m. came to, discovered shoal water all around us, hove up and came to anchor at 3:13 in 12 fathoms.

May 21.—From 6 to 8 p. m. at anchor.

May 23.—At daylight saw a boat at anchor above the island ahead. Sent a boat in charge of Mr. Allen to her. At 9 a. m. the *Burton* came down the river with troops. At 10 a side-wheel steamer came down. At 11:45 the *Kennebec* with Flag-Officer Farragut came down the river. At noon the flag-officer came on board. At 4:30 p. m. proceeded up the river in company with the *Brooklyn*, *Richmond*, and *Kennebec*. At 7 p. m. anchored.

May 24.—Proceeding up the river in company with the *Brooklyn*, *Richmond*, and *Kennebec*. At 3:30 p. m. came to anchor 3 miles from Vicksburg. The following gunboats were anchored near us: *Oncida*, *Iroquois*, *Sciota*, *Winona*, *Wissahickon*, and *Itasca*. The *Brooklyn* and *Richmond* came in at 3:30 p. m. From 4 to 6: The flag-officer and the commanders of fleet went up the river in the *Kennebec* on a reconnoissance. From 6 to 8 p. m.: *Kineo* came up and anchored. Two rebel steamers in sight up the river. The *Kineo*, with flag-officer and the commanders of the fleet, returned.

May 25.—From 12 to 4 p. m.: Two rebel steamers in sight up the river. From 4 to 6 p. m.: The *Kennebec*, with Captain Beil on board, went up the river to reconnoiter.

May 26.—From 4 to 8 a. m.: The *Richmond*, *Kineo*, and *Brooklyn* went down the river. At 10:45 got underway and proceeded down the river, the *Kennebec* in advance. From meridian to 4 p. m.: Proceeding down the river. At 2:30 p. m. passed two steamboats loaded with troops, also the *Kineo*, *Katahdin*, and *Brooklyn*, going up. At 7 came to with starboard anchor about 8 miles above Natchez.

May 28.—Steaming down the river. At 9 a. m. came to off Baton Rouge. At 9:45 sent the dingey ashore in charge of Chief Engineer James B. Kimball. When near the landing a body of cavalry fired into the boat, which pulled down the river, nearly disabled, to the *Kennebec*. At 10:30 beat to quarters and fired several shots at the cavalry in the city. At 10:45 the *Kennebec* signaled; sent Dr. Foltz on board the *Kennebec*. At 11 a. m. a boat from the *Kennebec* came alongside with our men. Chief Engineer James B. Kimball had received three gunshot wounds in the face, head, and right shoulder. Bartholomew Diggins and Thomas George, landsmen, were also wounded. From meridian to 4 p. m.: Four females came on board, seeking protection. From 8 to midnight: Three of the females remained on board to proceed to New Orleans.

May 30.—Proceeding down the river. At 2 p. m. came to anchor off the city [New Orleans].

June 1.—At 10 a. m. called all hands to muster, performed divine service, read a letter from the Secretary of the Navy to Flag-Officer Farragut and the ship's company.

June 8.—Steaming up the river in charge of a pilot.

June 10.—At 10:45 a. m. discovered Baton Rouge ahead, also the *Brooklyn*, *Kennebec*, *Tennessee*, and transport steamer *Mississippi*, anchored off the city. At 11 a. m. came to off the arsenal.

June 13.—At 1 p. m. the *Brooklyn* went up the river.

June 14.—At 10:30 a. m. the *Harriet Lane* passed up the river, towing two mortar vessels.

June 15.—At 4 a. m. the *Westfield* went up the river with two mortars in tow. From 4 to 8 a. m.: The *Richmond* and *Kennebec* proceeded up the river. At 10:30 the steamer *Clifton* came up the river with two mortar schooners in tow. At 5 p. m. the steamboats *Burton* and *Louisiana Belle* came up the river.

June 16.—At 1 a. m. the *Octorara* came up the river. At 5 a. m. the *Jackson* passed up the river with two mortar schooners in tow. From 8 to meridian: Spoke the *Eleanor* from New Orleans bound to Red River with a flag of truce. At 2 p. m. the *Diana* went up with troops. From 4 to 6 p. m.: The *Miami* in sight coming up river with two mortars in tow. From 8 to midnight: Spoke a small boat with dispatches for General Williams.

June 17.—At 11:30 a. m. sent the howitzers out of the tops and exercised them.

June 18.—At 12:30 spoke the steamer *Whiteman* with two mortar schooners in tow. At daylight the *Tennessee* went down the river. From 8 to meridian: The *Sallie Robinson* came up with a mortar schooner in tow. At 10:30 a. m. the *Diana* loaded with troops went up the river. At 1 p. m. the *Burton* passed up with a mortar schooner in tow.

June 19.—At 5 a. m. the steamer *Empire Parish* passed up river with two mortar schooners in tow. At 10:45 a. m. a mortar schooner alongside; got underway and proceeded up the river. Ship's draft, forward, 15 feet 10 inches; aft, 16 feet 2 inches. Steaming up the Mississippi in charge of a pilot. 7:20 p. m., came to anchor in 10 fathoms water with starboard anchor. Sent third cutter on shore with armed crew.

June 20.—Steaming up the river in charge of the pilot.

June 21.—At 11 a. m. eight river steamers came up the river with General Williams, also the *Pinola*. From 12 to meridian: Got underway and proceeded up the river in company with eight transports loaded with troops, two mortar schooners and the *Pinola*, and a provision bark. At 7 p. m., in coming round a point, got ashore.

June 22.—At 9 a. m. the ship was dragged afloat. At 11 proceeded up the river in company with the fleet. At 3:30 p. m. passed Ellis Cliffs, but found no batteries. Overtook the gunboats *Oneida* and *Winona*. The troops under command of General Williams landed below the Cliffs; their steamboats making fast inshore. At 5 p. m. came to with starboard anchor in 5 fathoms water.

June 23.—At 5:30 a. m., all the steamers having passed the Cliffs, made general signal to get underway. Proceeded up the river in charge of the pilot. At 6:45 p. m. came to anchor. At 9 the *Katahdin* came down the river and anchored off our starboard quarter.

June 24.—At 5 a. m. got underway and proceeded up the river in company with the *Oneida*. Discovered the *Fox* and *Empire Parish*

coming down the river and a mortar schooner, and the bark with provisions at anchor. Spoke the two steamers and ordered them to take the two latter in tow. At 6 p. m. *Pinola*, *Winona*, and *Katahdin* coming up the river. At 8:15 a. m. beat to quarters and prepared ship for action and passed Grand Gulf. Proceeding up the river. At 6:30 p. m. the ship ran aground; stopped the engine, backed, and she went off; in the meantime the mortar schooner's breastline parted and she swung across our bow. Made the schooner fast again and stood on up the river. At 7:40 p. m. came to anchor. At 7:45 p. m. discovered a fire down the river.

June 25.—Proceeding up the river. At 7:30 a. m. all the fleet in sight. At 8 anchored in 6 fathoms water and veered to 17 fathoms chain. At 2:30 p. m. fire was seen in the city of Vicksburg. At 5:30 p. m. the *Harriet Lane* got underway. At 5:45 p. m. the mortar schooners fired a few shots. At 6:30 p. m. sent the launch ashore. At 7 the *Kennebec* came up and anchored.

June 26.—At 2:30 a. m. a rocket was sent up from the land on our port quarter. At 3:30 p. m. the mortar fleet opened fire on Vicksburg. *Kennebec* went up to communicate with the *Octorara*. From 4 to 6 p. m.: Mortar fleet continued firing on Vicksburg. At 5 the *Kennebec* returned.

June 27.—At 6 a. m. the mortar schooners commenced to bombard the batteries around Vicksburg. From 8 to 12: Mortar vessels engaging the rebel batteries, firing very slowly. Enemy's batteries returned the fire several times. From meridian to 4 p. m.: The *Westfield* and the mortar boats firing on Vicksburg, the batteries occasionally returning the fire. At 5 p. m. the *Richmond* asked permission to try her rifled guns; granted. *Richmond* went up the river and fired several shots at the rebel batteries. At 6 p. m. inspected the crew at quarters, and made general signal for all commanding officers to report on board. The *Louisiana Belle* came up and made fast astern. General Williams came on board. At 6:30 the *Katahdin* came up the river, and the steamer *St. Nicholas*, having in tow the bark *J. C. Kuhn*, both anchored.

June 28.—At 2:30 a. m. the fleet got underway and proceeded up the river to attack Vicksburg. At 3 the mortar schooners opened fire on the rebel batteries. At 3:45 the *Hartford* opened from bow gun. The fleet slowly steaming past Vicksburg, engaging the enemy's batteries. From 4 to 8 a. m.: Steaming up river, our starboard broadside engaging the rebel batteries. Received many shots aloft, also several in the hull. Our rigging badly cut up. At 5:50, having passed all the batteries, ceased firing. At 6:15 came to with starboard anchor in 6½ fathoms of water, veered 14 fathoms chain. The *Richmond*, *Iroquois*, *Oneida*, *Sciota*, *Pinola*, and *Winona* at anchor near us. The *Wissahickon* had gone farther up the river. The following is a list of those killed and wounded on this ship in the action of this morning: Killed.—Edward E. Jennings, seaman. Wounded.—Chas. Allen, seaman; Alex. Capers, Sylvester Backus, Albert Stone, landsmen; John Hartigan, Lawrence Fay, boys; Philip Roberts, seaman; John H. Knowles, quartermaster (signal); James Garrido, Nath. J. Salter, ordinary seamen; Patk. Roche, coal heaver. Flag-Officer D. G. Farragut and Captain John L. Broome, U. S. Marine Corps, were wounded. From 12 to 4 p. m.: General Williams came on board. Firing was heard once during the watch, supposed to be from one of the mortar

vessels. At 6 p. m. called all hands to bury the dead, and, having read the funeral service over Edward E. Jennings, killed in the action of this morning, sent the body ashore and interred it on the right bank of the river. Getting the maintopsail yard ready for sending down, it having been carried away in this morning's engagement. At 10 p. m. saw a heavy smoke over the city of Vicksburg.

June 29.—From 12 to 4 a. m.: During the latter part of the watch squally, accompanied with rain and heavy thunder and lightning. At 11 a. m. called all hands and performed divine service. At 12 meridian received a mail, brought overland by one of the *Brooklyn's* officers. Firing heard down river. Meridian to 4: A ram came down the river. 8 to midnight: The mortar schooners fired several shots.

June 30.—At 10:15 a. m. got underway and steamed up the river. At 11 came to with starboard anchor. From 4 to 6 p. m., mortar fleet firing.

July 1.—The mortar schooners firing occasionally. At 8:15 a. m. the *Benton*, Flag-Officer Davis's flagship, was seen coming down the river in company with three other ironclad gunboats. Exchanged numbers with the gunboats *Benton*, *Carondelet*, *Cincinnati*, and *Louisville*. At 8:30 a. m. 4 river steamers, 3 tugs, 4 mortar boats, and 2 hospital boats came down the river. At 8:45 they came to anchor ahead of us. At 9 Flag-Officer Davis came on board. Firing at intervals from Porter's mortar fleet. Received on board 52 men from the *Pensacola*.

July 2.—From 8 to meridian: Flag-Officer Davis came on board; also General Williams. At 10:15 Fleet Captain Bell left this ship. From meridian to 4 p. m. a portion of Flag-Officer Davis's fleet firing on Vicksburg.

July 3.—The mortar vessels firing at intervals on Vicksburg. At 9:15 p. m. discovered a fire in the direction of the upper battery above Vicksburg, which, however, was soon extinguished.

July 4.—At midnight the mortar vessels on this side fired rapidly for about fifteen minutes. At 7:30 the steam ram *Sunter* came down the river. At 12 noon fired a salute of twenty-one guns; the *Benton* also fired salute.

July 5.—At 3 p. m. one of the army rams came down the river and stopped off our port quarter. Sent a boat on board to bring off a communication for the flag-officer. Flag-Officer Davis came on board. A few shots fired during the watch from the batteries at Vicksburg. From 8 to midnight, both mortar fleets firing.

July 6.—At 11 a. m. General Williams came on board. From 6 to 8 p. m.: Two shots fired from a rifled gun of the enemy struck the bank on our port beam. At 11:40 a raft passed us, going down the river.

July 7.—From 4 to 8 a. m. carpenters repairing shot hole at the water line, starboard side. At 10:30 a. m. a shot from one of the rebel batteries struck the water about 10 yards from the ship. A few moments after a shell fired from same place exploded on the bank abreast of us. Ran out a hawser to the *Oneida*, secured a tug alongside, and got underway. *Oneida* got underway and, with the assistance of the tug, began towing us. The current being too strong, let go the starboard anchor in 6½ fathoms water, veered 14 fathoms chain. At 1:30 p. m. brought to and got ready for getting underway. At 2 stood up the river a little farther. At 2:40 came to with starboard anchor. At 7:30 p. m. Flag-Officers Farragut and Davis returned

from a reconnoissance. The rebel batteries fired at them once. From 4 to 6 p. m.: The *Wissahickon* stood up the river. At 4:45 anchored. The steamer *Sumter* came down the river and anchored. At 10 a steamer came down the river and communicated with the flagship *Benton*.

July 8.—From 8 to meridian: Crew repairing rigging shot away in the engagement of the 28th of June. Rebel batteries fired several shots during the watch. At 11:30 a black stern-wheel steamer came down the river. From meridian to 4 p. m. the rebel batteries fired a few shots. At 9 *Oncida* came down river and anchored off our port quarter.

July 9.—Second Lieutenant of Marines Heisler sent home, sick. From 4 to 8 p. m. mortar boats on this side fired occasionally.

July 10.—From 4 to 8 a. m.: The rebels firing occasionally from their batteries. Saw several mortar boats drop down the river.

July 12.—At 9:45 p. m. the steamer *De Soto* came down the river and communicated with flagship *Benton*. At 10:45 a tug from the *Benton* came alongside and brought on board our paymaster, Mr. Plunkett, who came down on the *De Soto*. The *Pinola* came down and anchored at 11 p. m.

July 13.—At 9:30 a. m. inspected crew. At 10 had divine service. Three men, deserters from the rebel army at Vicksburg, came on board. At 11 a. m. the gunboat *Essex* came down the river and anchored astern of us.

July 14.—At 7:10 a. m. the gunboat *General Bragg* came down the river and anchored. At 10:30 Flag-Officer Davis, General Williams, and Colonel Ellet came on board.

Extract from the journal of the U. S. S. *Richmond*, Commander Alden, U. S. Navy, commanding.

February 13, 1862.—New York. At 4 o'clock p. m. steamed out of the Narrows.

February 20.—At 10 a. m. we came in sight of the Bahama Islands. At 1 p. m. passed [Great] Isaac light-house and also the Gun Cay light. At 5 p. m. we spoke the *Horace Beals*, at anchor off one of the Bahama Islands, becalmed.

February 21.—We are keeping close along the Florida Reefs, looking out for privateers. At 3:20 p. m. we ran high and dry on one of the coral reefs. We were going at the rate of 9 or 10 knots under sail and steam, and could not stop until it was too late. We can see Sand Key light very plainly; this is called Washerwoman Reef. The engine is backing all night.

February 22.—The U. S. gunboat *Owaseo* arrived here at 5 a. m. with a schooner in tow to take out our battery. The sea is breaking over the ship. 6 a. m. a heavy squall came up and the rain poured down in torrents. After great exertions we got eight of our guns into the schooner alongside, and then tried to heave her off, but we could not budge her. At 11 a. m. the U. S. S. *Philadelphia* arrived here with another schooner in tow. 12 a. m. spliced the main brace. At 12:30 we came off clear amidst shouts of joy from the crew. The gunboat *Owaseo* gave us three cheers when they found we were off, which we answered with six as hearty cheers as ever were given. At

2 p. m. we started for Key West and arrived there at 4 p. m., and the gunboats *Owasco* and *Philadelphia* in the rear, towing the schooners. We got the ship to rights as much as possible. 7 p. m. spliced the main brace and rested for the night.

February 23.—Key West. The weather is extremely hot to-day; the harbor is filled with the mosquito fleet. The U. S. barkentine *Horace Beals* arrived at 5 p. m.

February 24.—The U. S. S. *Philadelphia* left here last night; the U. S. S. *Pensacola* left here at 2 p. m. We engaged a diver from shore to dive under the bottom to find out the extent of our injuries. Everything is in its place once more.

February 25.—Coaling. We gave a grand ball on board to-night. Had the Forty-seventh Pennsylvania Volunteers Regiment's band. The gunboat *Owasco* left here to-day.

February 26.—Coaling. The brig *Bainbridge* came in last night.

February 27.—The U. S. S. *Harriet Lane* arrived at 4 p. m. Sent 12 men to the hospital ashore to-day.

February 28.—At 8 p. m. two Government schooners came in. At 5 p. m. a United States transport arrived here with troops on board; also the U. S. S. *Pensacola*. At 5:30 p. m. the *Harriet Lane* left here for Havana. At 6 p. m. took in boats and got everything ready for sea. Commodore Porter came aboard of us this evening and is to accompany us to Ship Island.

March 1.—At 11 a. m. we got underway and stood out to sea. There were a dozen other vessels left about the same time. The U. S. S. *Santiago* arrived here at 1 a. m.

March 2.—At 8:30 we stopped the engine, as we had a fair wind and were making very good headway.

March 3.—At 2 o'clock a. m. the wind changed ahead and we had to take in all sail. At 8 a. m. it was blowing a perfect hurricane and the sea was running mountain high; the ship is rolling and tossing about so that we are unable to stand on our feet. 10 a. m. the gale is increasing; the launch and booms have broken loose and are doing great damage about the deck. Six men were taken below with their arms and legs broken. We had to put extra breechings on the guns to keep them from getting adrift. 12 m. we have everything pretty well secured. The ship rolled her boats under water, carrying away the davits and deluging the decks with water.

March 4.—The weather has cleared. The U. S. S. *Pensacola* is in sight to-day. 4 p. m. there is scarcely a breath of wind stirring. At 6 p. m. we made all sail. The wind has sprung up very fresh again. At 9 p. m. the wind increased to a gale; double reefed the topsails and courses; stopped the engine, as the sea is so very rough that it is impossible to work the engine.

March 5.—At half past 1 o'clock a. m. we were taken aback by a very violent squall; the rain poured down in torrents. Took a third reef in the topsails. 4 a. m. furled all sail and started the engine; made sounding at 3 a. m. 1 p. m. came near land and passed the U. S. transport *Great Republic* and a small steamer at anchor. At 5 p. m. exchanged numbers with the U. S. S. *New London*. At 8 p. m. came to anchor near the flagship *Hartford*; the U. S. S. *Kennebec* came in at the same time.

March 6.—Ship Island. There are a great many storeships at anchor here, and two large cotton steamers that were captured from

the rebels. The U. S. S. *Rhode Island* left here to-day at 1 p. m. with the mail. It is a beautiful sight to see all the white tents of the soldiers on the island; there are about 5,000 encamped.

March 7.—Ship Island. The U. S. steamers *Wessahickon* and *Calhoun* arrived at 4 a. m. The weather is much warmer. The U. S. storeship *Dreadnaught* arrived at 10 a. m. The *Hartford* left at 8 a. m., also a large storeship.

March 8.—Ship Island. At 5 a. m. the U. S. transport *Fulton* arrived with 1,600 troops on board. At 9 a. m. they commenced landing them on the island. At 10 a. m. another large sailing transport arrived here with troops. The band struck up lively airs and they were greeted with hearty cheers.

March 9.—Ship Island. At 1 a. m. a boat came alongside and reported the U. S. transport *Idaho* ashore, with troops on board. Orders were given to the *Sciota* to go to her assistance. There is a large steamer aground on the outside of the island. The gunboat *Kineo* was sent to her assistance. At 10 a. m. the steamer *Calhoun* was sent to assist the troopship. The U. S. S. *Mississippi* arrived at 6 p. m. Two gunboats were sent down to the transport *Idaho* to take off the troops, as they could not get her off. At 9 p. m. the steamers *Calhoun* and *Kineo* arrived with the troops from the *Idaho*.

March 10.—Ship Island. The troops have all been landed on the island to-day. The U. S. S. *Harriet Lane* arrived here. The steamer *Calhoun* and a gunboat were sent out to lighten the transport *Idaho*.

March 11.—Ship Island. At 11 a. m. the U. S. S. *Pensacola* arrived. The great mortar fleet came in to-day. It was a beautiful sight to see so many vessels under sail. They came all together. There was a fine breeze in their favor. The bay is crowded with the fleet, and they are all preparing for action. The *Mississippi* is taking out coal and all unnecessary things to lighten her.

March 12.—Ship Island. Another part of the mortar fleet arrived here this morning. The transport *Idaho* was got off. We are engaged sending all the spars and everything that we do not want ashore on the island. At 3 p. m. the U. S. transport *Constitution* arrived with 3,000 troops. They were received with hearty cheers. The weather is cold and chilly and raining all day. At 4 p. m. the mortar fleet all got underway and made sail, and came to anchor again in divisions, each division forming a line.

March 13.—Ship Island. At 1 a. m. the mortar fleet had boat exercise. At 1 p. m. the U. S. sloop-of-war *Preble* arrived. A schooner belonging to the mortar fleet arrived here to-day with jury masts rigged on her. She had been dismasted in a gale. At 4 p. m. the gunboat *New London* came in. The frigate *Colorado* came at 4 p. m. The *Fulton* left here to-day with the mail.

March 14.—Ship Island. The *Colorado* is going to take everything out of her to lighten her over the bar of the Mississippi.

March 15.—Ship Island. Two of Porter's gunboats left here this morning. At 4 p. m. the mortar fleet all got underway and stood out to sea, the steam gunboats taking the lead. There was a fair wind blowing in their favor, and they all sailed out in divisions, the flagship *Harriet Lane* bringing up the rear with one of the schooners that was dismasted in tow. As far as the eye could reach out to sea we could see a line of sails.

March 16.—Ship Island. The steamers *Calhoun* and *New London* went up to Mississippi City this morning. We saw smoke like firing

at 10 a. m. The *Constitution* left this morning with the mail. The steamers *Calhoun* and *New London* came back again at 2 p. m.

March 17.—Ship Island. The steamers *Calhoun* and *New London* left again at 11 p. m. last night.

March 18.—Ship Island. The two steamers, *Clifton* and *Westfield*, left last night. The transport *E. W. Parley* arrived at 10 a. m. with troops; two gunboats also arrived here. The two steamers, *Calhoun* and *New London*, arrived here at 3 o'clock p. m., each one with a prize in tow. They are both small schooners. At 5 p. m. the U. S. S. *Sciota* arrived here from the Passes with the flag-officer on board.

March 19.—Ship Island. At 11 a. m. the U. S. S. *Miami* arrived here from Philadelphia; another large storeship arrived this morning.

March 20.—Ship Island. At 9 a. m. the U. S. gunboat *Varuna* and the U. S. transport *Mississippi* arrived. The *Mississippi* was loaded with troops and had General Butler on board. At 11 a. m. got underway. At 9 p. m. dropped anchor in 7 fathoms off Pass à l'Outre.

March 22.—At 11 a. m. we ran into Pass à l'Outre in company with the steamer *Huntsville*. At 4 p. m. we started to cross the bar, the *Huntsville* taking the lead, but she grounded before she got over. We made two or three unsuccessful attempts, but we grounded every time. We had a fair wind and we put on sail and started the engine at full speed, but all of no avail; we could not get across. We backed off again at 5:30 p. m., and ran out into deep water and came to anchor.

March 23.—South West Pass. At 9 a. m., up anchor and started again to cross the bar, but again we were unsuccessful; after making three or four fruitless attempts to cross, we gave it up; every time we would stick 3 or 4 feet in the mud. At 12 m. we backed off and came to anchor. At 12:30 p. m. the mortar fleet are all anchored at the Balize, [Mississippi River], and the *Hartford*, flagship, and the *Brooklyn* are at the Head of the Passes at anchor. The gunboat *Sciota* is also stuck on the bar. The wind is blowing very strong to-day and the air is very cold. The U. S. S. *Pensacola* came in sight at 5 p. m., with a schooner in tow, and came to anchor above the Pass.

March 24.—South West Pass. At 8:30 a. m. got underway, and started to cross the bar again, but we stuck fast in the mud before we got near the bar, and we dropped the starboard anchor. The *Pensacola* and the *Mississippi* came in this morning and came to anchor astern of us. At 1 p. m. we got off and steamed out again to get a good start, then we turned round and came in under a good head of steam. This time we were more successful and crossed the bar without sticking. We passed the mortar fleet at the Balize, and we came to anchor above the town. We took all the spare articles out of the ship this evening and left them at the Balize with the two launches. We mounted two 12-pounder howitzers in the fore and main tops this evening. The *Pensacola* and *Brooklyn* did not get over the bar last night.

March 25.—Balize, [La.]. We are engaged to-day sending all the spare lumber out of the ship. We are flagship, the flag-officer having removed his flag aboard of us. We tried our guns in the tops to-day, and we also tried our large rifle.

March 26.—Balize. We are engaged to-day plating the outside of the ship with the sheet anchor cable about 2 feet under water and 5 feet above water, as a protection against the shots of the enemy. The flag-officer removed his flag to-day aboard the gunboat *Sciota*.

March 27.—Mississippi River. There was a very dense fog this morning on the river. The *Pensacola* and *Mississippi* have not got over the bar yet. We finished fastening the cable on the port side this evening.

March 28.—South West Pass. We commenced to fasten the cable on the starboard side this morning. We painted the smoke funnel mud color. The U. S. S. *Colorado* arrived at the mouth of the Pass this evening. Heavy firing was heard up the river to-day.

March 29.—South West Pass. We are still engaged fastening the cable on the starboard side. Three steam gunboats came down from the Head of the Passes this morning; the flag-officer was aboard of one.

March 30.—South West Pass. Divine worship at 10:30 by the first lieutenant. The *Mississippi* and *Pensacola* are still stuck on the bar, preventing the other vessels from coming up. The flag-officer hoisted his flag on our ship to-day.

March 31.—South West Pass. We are painting ship a mud color; it can not be seen through fog as well as black. We sent our launch down to the bar to-day with buoys to be placed on the bar.

April 1.—South West Pass. The U. S. S. *Iroquois* got over the bar this morning. The *Montgomery* and *Culhoun* proceeded up to the Head of the Passes. The flag-officer removed his flag off our ship and proceeded to the Head of the Passes. Two steamers arrived outside. There is nothing doing.

April 2.—South West Pass. The *Iroquois* steamed up to the Head of the Passes.

April 3.—South West Pass. The mortar fleet division exercised their boats' crews this morning and went through the landing exercise in a small inlet above Pilot Town. The U. S. S. *Connecticut* passed here at noon.

April 4.—South West Pass. One of the steam gunboats passed up this morning. At 9:15 we had general quarters exercise. At 1 p. m. the U. S. S. *Connecticut* came down from the Head of the Passes and came to anchor.

April 5.—South West Pass. At 8 a. m. the steamer *Mississippi* succeeded in getting up the river and anchored. At 11 a. m. got underway and arrived at the Head of the Passes at 2 p. m.; found that all the gunboats had gone on an expedition up the river. Soon after we came to anchor the steamers *Brooklyn* and *Hartford* got underway and started up the river; also the gunboat *Oneida* was made out coming up the Pass. There are three sloops of war and six gunboats at the Head of the Passes. At sundown the gunboats *Varuna* and *Oneida* came up the river.

April 6.—Mississippi River. At 5 p. m. a French ship of war came up Pass à l'Outre and anchored near the flagship. At 5:15 the flagship made signal to the *Iroquois* and two other gunboats to get underway and chase a steamer that was seen up the river.

April 7.—Mississippi River. At 9:30 a. m. we had general quarters. The three gunboats that went up the river last evening have not yet returned. We put one of our IX-inch guns on the topgallant forecastle to be used as a pivot. We also have the 80-pounder rifle on the forecastle on the starboard side. We put the 12-pounder rifled howitzer on the poop with the 30-pounder Parrott rifle. We can bring 18 guns to bear on either side. The river seems to be very high and

the current is very strong, and there is a great deal of driftwood coming down.

April 8.—Mississippi River. We are engaged to-day taking in a quantity of sand, which we fill into bags to protect the engine and machinery. One of the four gunboats that are stationed up the river came down at 9 a. m., and at 11 a. m. the gunboat *Kineo* went up the river again with a French boat in tow. At 3 p. m. the mortar fleet came up the river. There was a fair breeze blowing up the river and they took advantage of it. They all anchored by divisions, near where we are lying; one of them, the flagship, ran in too close and got aground. It made a very fine show to see the fleet all under sail in the large bay. The *Pensacola* has got over the bar, as there is plenty of water on the bar now.

April 9.—Head of the Passes. We are engaged stowing bags of sand under the topgallant forecastle, to protect us against raking shots; we are also painting ship. The gunboats *Oneida*, *Kineo*, and *Harriet Lane*, and two others, went up the river this morning. We received a draft of 40 men from the *Colorado* to work the extra guns that we have. The steamer *Clifton* came up from the bar this evening.

April 10.—Head of the Passes. The gunboat *Varuna* went up the river this morning. At 1 p. m. the U. S. mail steamer *Connecticut* arrived to take the mail. The steam gunboat *Westfield* and the sloop-of-war *Mississippi* also arrived to-day. We are still engaged painting ship and filling sand bags. At 5:30 p. m. saw the flag, union down, on board of one of the mortar schooners, and we could see men fighting desperately. Instantly 20 armed boats were alongside and the disturbance was settled, and the flag hauled down. No one was injured on board the schooner.

April 11.—Head of the Passes. The mortar schooners were exercising their mortars, trying the range. The *Connecticut* left here at 10 a. m. with the mail. The gunboats *Clifton* and *Westfield* have gone down to the bar again. We are engaged to-day fixing sand bags between the guns and against the bulwarks, for a protection for the men.

April 12.—Head of the Passes. The lookouts at the masthead reported that the rebel gunboats came down the river, and our gunboats that are stationed up there gave chase, and they left in a hurry; only three or four shots were exchanged. The double propeller gunboat *Sachem* came in here this morning; two or three sails were reported outside, standing in. Two more gunboats went up the river this afternoon; one had the French captain's boat in tow. We are engaged making splinter nettings around the bulwarks, to keep the splinters from striking the crew. The steamers *Clifton* and *Westfield* came up the river this evening with two brigs in tow loaded with coal.

April 13.—Head of the Passes. One of the gunboats came down the river last night about 10. The *Harriet Lane*, with the flag-officer on board, and two other gunboats proceeded up the river this morning. The mortar fleet are all painting their hulls a mud color. The river is very high; great quantities of logs and driftwood came down during the night. At noon the gunboats *Iroquois*, *Kittatinny*, and another went up the river to relieve three others.

April 14.—Head of the Passes. Two steamers went up the river this morning and towed four of the mortar fleet with them. The *Montgomery* and another gunboat arrived here to-day. The schooner

Medora arrived here to-day with sand for us. The *Mississippi* got underway and went up the river at 6 p. m. The steamers have nearly all coaled. We are filling the propeller well with sand, to protect the propeller.

April 15.—Mississippi River. We worked all night, taking in 150 tons of sand, and stowed it around the fire-room hatch to protect the boilers and under the forecastle. The mortar [fleet] all left here this morning at daylight; some sailed up, others were towed. The *Miami* towed three, the *Harriet Lane* three, and the *Westfield* three. The *Pensacola* came up the river last night. At 10 a. m. we got underway and proceeded up the river to where the other part of the fleet is stationed. We arrived here at half-past 1 p. m. and came to anchor. We found the mortar fleet all safely at anchor. We are lying about 8 miles below Fort Jackson. There are a few houses along the river with people living in them, but everything looks very poor. The houses are nearly all surrounded with water, on account of the river being so high. Some of the gunboats are making preparations for destroying the ponderous cables the rebels have below the fort to obstruct the river. We have painted our rigging and guns with the mud color to-day. At 6 o'clock p. m. her British Majesty's steamer *Barracouta* came up the river, with permission to hold a consultation with the rebels, but, as it was too late, they came to anchor for the night astern of us. We went to quarters and trained our guns sharp on the bows and depressed the muzzles, to be ready at a moment's notice.

April 16.—Mississippi River, below Fort Jackson. At 6 this morning we got underway with the *Mississippi*, *Oneida*, *Kennebec*, *Sciota*, and *Iroquois* and steamed up the river about 3 miles below the forts, and came to anchor behind a point of land. The English steamer came up also, and sent a boat with a flag of truce to the rebels. We can see the fortifications very plainly, and also the chain that they have across the river, and four or five rebel steamers that are running about up there. About 11 a. m. the steamers *Clifton*, *Westfield*, and *Harriet Lane* came up, and three of the mortar fleet, and came to anchor. At 4 p. m. the gunboat *Kennebec* went up abreast the point and opened fire on the fort, which they returned, their shots falling a little short. After firing three or four shots she returned and came to anchor. The *Brooklyn*, *Pensacola*, and five or six gunboats came up the river this evening. The English steamer *Barracouta* went down the river at 4 p. m. At 5 p. m. two of the mortar fleet went up on the opposite side of the river, and the steamers *Miami*, *Harriet Lane*, *Clifton*, *Westfield*, and *Sciota*, when the fort opened a pretty rapid fire on the vessels, but their shots all fell short. The two mortar schooners opened with their mortars to get the range, and their shots fell near the flagstaff on the fort; we could see the dirt and mud fly when they burst. The fleet are nearly all ready. At 9 p. m. large fires were reported around the point, and large bodies of men could be seen working.

April 17.—Mississippi River, near Fort Jackson. We kept three gunboats underway during the night, running up and down the banks. At 5:30 a. m. the rebels sent down a fire raft, but we saw it in time and sent out boats and towed it out of the way of the fleet. At 10:30 a. m. one of the rebel steamers came down to the point, when our gunboats opened on her with their rifles, when she retreated without

firing a shot. We are engaged to-day making a netting that covers the whole deck, to keep spars, or anything that falls from aloft, from falling on deck. The flagship came up last evening and anchored ahead of us. At 2 p. m. two large rebel steamers came down the river and opened fire on our gunboats. They got underway immediately and returned their fire. The rebels wanted to entice our boats out from the point of land, when the forts would open on them, but they drove the rebels' boats back in an hour, only one of the rebels' shots falling near one of our boats; the rest fell half a mile short. Our boats put some shell into Fort Jackson during the fight. The mortar boats are covering their masts and rigging with bushes and boughs. The sloop-of-war *Portsmouth*, 16 guns, arrived here this evening at dark.

April 18.—Mississippi River, near Fort Jackson. Last night, about 10 o'clock, the rebels sent down another fire raft, which made a great illumination, but it did us no harm, as our boats threw grapplings into it and towed it ashore, where it burned up without doing any injury to the fleet. At 8 a. m. the steamers towed the mortar fleet to their positions and they commenced to open fire on the forts immediately with their XIII-inch mortars with great effect. Five or six gunboats kept up a continual fire on the enemy's works. The rebels opened on our boats very rapidly, but without effect, most of their shots going over our boats. At 10 o'clock two large fire rafts were seen coming down above the fort, sending up vast columns of black smoke. Our boats were got ready with grapplings, to tow them ashore when they came down, but fortunately, they got fast on the chain across the river and burned up. At 10:30 a. m. the flagship made signal for us and the *Brooklyn* and *Mississippi* to get underway. We got up anchor and proceeded up to the point of land that hides us from the rebels' guns, where we came to anchor, the flagship ahead. The mortar fleet are at two different stations, one part behind the point of land and the other on the opposite side of the river. The rebel fleet left as soon as the firing commenced. The *Troquois* is doing great work. Great shouting was heard at 1 p. m., when the *Troquois* shot away the flagstaff on the fort. The firing is very rapid from the mortars, they having got their range on the forts; some of the shell can be seen falling into Fort St. Philip. The mortars and gunboats kept up an incessant fire all afternoon. The forts were silent for twenty minutes at one time, as they could not bring their guns to bear on our boats. At 4 p. m. a gunboat came up the river with the news that Norfolk and the *Merrimack* [Virginia] were taken. The news was received with three hearty cheers from every vessel in the fleet and then the mortars opened in beautiful style. About 5 o'clock three more cheers were given when we saw that Fort Jackson was on fire, which burned very rapidly, making a great blaze and smoke. At dark we ceased firing and our gunboats hauled off, but the mortar fleet retained its position. We could now see the fire burning very rapidly. The tops and crosstrees were crowded with the crews looking on the fire. We could not tell what it was burning. The weather is extremely hot to-day, but there was a fine breeze blowing, which was in our favor; it blew the smoke away from the vessels instantly. There were none of our vessels injured that we could hear of. We shortened cable at dark, so that it would only take a few minutes to get underway.

April 19.—Mississippi River, near Fort Jackson. There was an expedition of armed boats sent out from the fleet to cut the chain that

is across the river, but they were detected by the fort before they got near it, although they had their oars muffled. At 6:30 a. m. the mortar fleet opened fire on the rebels, which they kept up very steadily. The schooners that were on the east side of the river were towed over in line with the others behind the point of land which hides them from the view of the rebels. Two or three parts of large scows came drifting down the river; they were very much charred and burned. The gunboat *Oneida* is doing very fine work this morning; and also three other gunboats. Forts Jackson and [St.] Philip make much better firing, too, than yesterday. Up to 12 m. the firing is very steady and rapid. At 1 p. m., one of the rebel shots struck the *Oneida* on the port side, which disabled her XI-inch pivot. She still kept up her fire amidst a shower of iron hail; both Jackson and St. Philip directed all of their shots at her. She dropped down to repair her pivot; four or five of the smaller gunboats kept a pretty steady fire all afternoon. They would steam up to the point, deliver their shots, and back down and come up again, the rebels' shots flying over them in all directions, but none of them striking. The mortar fleet kept up a steady fire at regular intervals. The weather very hot to-day; very little wind stirring, but enough to drive the smoke away. The rebel steamers keep well up the river; nothing can be seen but their smoke. At dark the flagship signalized to the gunboats to haul off and cease firing. The mortar fleet still kept up a steady fire. One of our mortar schooners had a X-inch columbiad shot pass clear through her, and they had to haul her into the shore to keep her from sinking, but they still kept up their fire. They had 2 men killed. The gunboat *Oneida* had several wounded, but none killed; that is all the injuries we received to-day.

April 20.—Mississippi River, near Fort Jackson, the third day of the bombardment. The double-rudder boat *Jackson* arrived here last night. The mortar fleet kept up the fire all night without ceasing. This morning we had a slight shower of rain. The weather looks cloudy to-day. At 8 o'clock this morning a deserter came down the river in a small skiff and went on board of the flagship. He stated that our mortars were making great havoc in Fort Jackson; that the rebels are in great excitement. One of the gunboats, *Itasca*, hauled alongside of us this morning, and we rigged purchases and took out her masts, and the flagship did the same to the *Winona*. They are to go up and cut the chain. A rebel steamer came down near the point about 1 p. m., when the flag[ship] signalized for the *Iroquois* and *Sciota* to give chase, and they soon made her leave up the river. They did not show themselves any more. Our gunboats did not open fire on the forts to-day, except one early in the morning, who fired several shots. The rebels fired a few shots from a rifled gun that fell very near us, one passing very close over the fore-castle; they were all random shots. This afternoon three more deserters came down from Fort Jackson, and they brought some very interesting intelligence. The mortar fleet are all taking in more shell and ammunition; all the launches from the large ships are engaged carrying ammunition from the ordnance ships to the mortar fleet. At 8 o'clock p. m. the mortars have increased their firing and are throwing their shell very rapidly. The weather has turned out very cold; there is a strong wind blowing from the north. The loud booming of the mortars has not ceased for two days and one night.

April 21.—Mississippi River, near Fort Jackson. At 11 last night the gunboats that were to cut the chain moved up the river. The night was very dark. At the same time the mortar fleet increased their fire, so as to direct the rebels' attention from the gunboats; they fired at the rate of --- shells a minute. The bright flash of the mortars lighted up the whole river. Our gunboats moved up steadily, until they were within a quarter of a mile of the chain, when they were seen from Fort St. Philip, which opened on them with all their guns; but still the gunboats went on and unshackled the chain before they left, amidst a shower of iron hail from the forts. As soon as the chain was parted the schooners that held it drifted with the current on the bank of the river, leaving a large space open. At 3 a. m. a large fire raft was seen around the point, when all hands were called to fire quarters. We waited patiently for the raft to come down; the cable was ready to slip if it came too near. At 3:15 a. m. it passed between us and the *Hartford*, the great flames shooting up as high as the masts; the heat was so intense that we could hardly look over the side until it passed. There were 50 boats around it towing it ashore. It passed through the fleet harmlessly and drifted on down the river. 8 a. m. the mortar fleet are still keeping up a steady fire. The enemy's shots did not strike any of our vessels while cutting the chain. All the large boats of the fleet are engaged to-day carrying ammunition for the mortar fleet. This afternoon the firing is not so rapid as it has been. The rebels are firing a great many shell with their long-range guns, but they fall harmlessly in the water. The fleet are making great preparations for a grand attack. At 8 p. m. a bright light was reported around the point. Instantly all the fire bells rung and everything was got ready to put out fire. The boats were lowered and started out to tow the raft away from the fleet, but this time we were disappointed, for the fire did not move from where it was. It was supposed that the rebels put it there so that they could see any vessels coming around the point. The weather is still very cold to-day; the wind is blowing from the N. E.

April 22.—Mississippi River, near Fort Jackson. At 12:15 this morning there was another bright light reported, but nothing made its appearance around the point. The mortar fleet kept up an incessant fire all night on both forts. The rebels did not return any during the night. The weather is clear and warm this morning. The rebels are throwing some shells very close to us, but none of them have done any damage yet. At 3 p. m. No. 2 gunboat came alongside of us and we took the masts out of her. The flagship took the masts out of No. 5 gunboat; there are five of the gunboats with their masts out now; there is nothing seen above their bulwarks but the smoke funnel; they are so small that it is almost impossible to hit them. One of the mortar schooners was hit by a shot from the rebels this morning. A couple of the head schooners had to drop down a little to get out of range of the enemy's guns. The rebels fired a great many shots this afternoon, some of them coming very close. The mortar fleet still keep up a steady fire on both forts. General Butler has arrived with 7,000 troops; they are lying below the fleet. They will not be able to take part in the attack, as there is no place of landing until the forts are taken. The grand attack will soon be made, as everything is in readiness, waiting for orders. We received a quantity of shrapnel and canister shot this evening from the flagship. We removed the IX-inch gun

off of the forecastle, and put it in the after port with ten rounds of shrapnel. Grape and canister were put alongside of each gun. The decks and the gun carriages were whitewashed so that it would make everything appear lighter in the dark.

April 23.—Mississippi River, near Fort Jackson. At 1:30 a. m. the rebels sent down a large fire raft. Instantly all the fire bells were rung; all the fire apparatus was got ready. As soon as it came around the point the boats of the fleet made fast to it and towed it ashore, without doing any damage to the fleet. The raft was a very large one; it set fire to all the trees on the bank of the river. It presented a beautiful sight to see the trees on fire for half a mile. The boats succeeded in getting it made fast ashore, where it burned up without doing any more damage. Last night a large raft came floating down the river, with a large piece of the chain made fast to it, that was stretched across the river; our boats towed it ashore for firewood. Our crew was very much disappointed that they did not have a fight this morning, as they were expecting it. The mortar fleet kept up a very rapid fire all night. The rebels did not return any during the night. The weather is very warm this morning; there is scarcely a breath of wind stirring. Some of our gunboats were underway up at the point during the night, to warn us of any danger and to watch the rebels' movements. The rebels have not fired a shot to-day up to noon. There are from fifteen to twenty rebel steamers above Fort Jackson, engaged doing something, but we can not see what it is from the mast-head. The mortar fleet are making very fine shots. There are no men to be seen on the ramparts. The U. S. transport *Mississippi* arrived here with 2,000 troops, and also another steamer with troops. The fleet all moved into line of battle this evening; the *Hartford*, flagship, *Brooklyn*, and *Richmond* from the first division.

April 24.—Mississippi River. Victory! Victory! The American flag floats over everything on the Mississippi River this morning. At 2 a. m. all hands were called on deck. The flagship made signal for the fleet to get underway. We hoisted our anchor and dropped into line behind the *Hartford* and *Brooklyn*, the *Mississippi*, *Pensacola*, and *Oneida* taking the other side of the river, the gunboats in the center. The moon was just rising. The fleet moved silently on; not a sound was heard but the propellers in the water and the loud reports of our mortars. When we got near the point the mortar fleet opened with all their power, until the sky looked like so many stars as the shells passed through the air. As we rounded the point we were discovered by the rebels from the forts. Such a shower of shell as fell around us never was seen before; still, on we went, all the men lying flat on the deck and the rebel shots passing through and through the ship. Not a gun was fired from our fleet until we got abreast of the forts, when we opened on them with grape and canister. We passed so close under Fort Jackson that we could throw a stone into the fort; we were so close that all their shots passed over us. The musket bullets rattled like hail against the bulwarks. We passed Fort Jackson; now came Fort St. Philip. We crossed the river and ran under their guns, giving them one broadside after another. Now a cry came that the ram was coming at us, but yet on we went, and we struck the ram and passed it by, doing but slight injury. It was now getting daylight, and the whole fleet had passed the forts. Loud cheers were sent up. We kept on up the river until we [were] about 12 miles

above the forts, where there was a large encampment and hospital. We went ashore and hoisted the American flag on every flagstaff there. Loud cheers were sent up by every ship in the fleet. We came to anchor here and had breakfast. The marines out of the fleet were landed to take possession of the prisoners ashore. The people hoisted white flags on every house. We had 1 master's mate killed and 1 seaman, and 2 or 3 wounded. We have our figurehead carried away and a shot through the foreyard, and a great many shots through different parts of the ship. Our rigging is shot away in a great many places. We have 17 shot holes in our hull above water line. The chain on our sides kept a great many shots from going into the ship. At 10 o'clock we hoisted anchor and started for New Orleans. The whole fleet raised the ensign at each masthead. We did not stop to take the forts, for we have every communication cut off from them; will have to surrender without fighting any, for they are at our mercy. Porter's gunboats and mortar fleet are left below the forts. Soon after we got underway the whole fleet got underway; pushed on rapidly for New Orleans. As far behind us as we could see there were clouds of black smoke ascending from the rebels' burning fleet; two or three blew up, and the river was covered with thousands of fragments. Every house we passed, men, women, and children came running down to the bank of the river, waving handkerchiefs and white rags and everything they could get hold of. At 8 p. m. the fleet came to anchor about 8 miles below English Turn, where the rebels have a couple of batteries erected, and it would be dangerous to try and pass the batteries until we can see how they are situated. About 9 p. m. we could see great lights up the river, and supposed that they were fire rafts that the rebels were sending down.

April 25.—Mississippi River, near New Orleans. At 2 a. m. the rebels sent down a large fire ship. As it came down abreast of the fleet, it ran ashore, where it burned up. It was a tremendous one. At 4 a. m. all hands were called up anchor, as there were two or three large fire rafts coming down near English Turn. The whole fleet got underway and proceeded on up the river. Between 8 and 9 a. m. we passed two large fire ships loaded with cotton; the rebels set them on fire when they saw us coming up the river. The masts, yards, and upper works were all burned away when we passed them. The dead body of a man passed us, floating down the river. At 9:15 we passed a great many sugar manufactories and plantations. The people flocked down to the bank of the river, shouting and cheering and waving handkerchiefs, and those that had flags ran them up. At 11:10 we heard a gun fired ahead of the fleet. Instantly we beat to quarters and put on all the steam we could carry, when we came upon two rebel batteries at Slaughter House Point of nine guns each. The engagement was very short. We forced the rebels to leave their batteries in twenty minutes and take to the woods. They were miserable looking affairs. They had heavy embankments thrown up and guns mounted behind them. They were opposite to another one on each side of the river. We sent a power of grape and canister after the retreating rebels into the woods. We kept on—never stopped—as we wanted to get to New Orleans as soon as possible, for the rebels were setting fire to all their shipping. We passed over twenty large ships on fire before we came in sight of New Orleans, and there a horrible sight met our eyes. They had set fire to all the ships and steamers for miles along the wharves. We took possession of such

steamers that were not burned. Over a thousand bales of cotton passed us floating down the river. Just as we were coming into the city the rain poured down in torrents. Piles of cotton could be seen burning all along the levees. We arrived at the city about 2 p. m.; thousands of soldiers and citizens were down on the levees looking at us coming up. The great steam battery that they were building here was all in a mass of flames when we passed it. It was pierced for 20 large guns. It was a very formidable looking affair, and would have done us great damage if they had got it finished, but we were too soon for them. Our marines took possession of the railroad depot. At 3 p. m. the fleet came to anchor. Everything seems to have gone to destruction. The wharves were broken in and dry docks destroyed and vessels sunk all along the banks of the river. Great piles of cotton were seen all over the river. We thought that the rebels had set fire to the city before we got into it, as we saw such great fires and great clouds of smoke, but there was not one house on fire in the city, except some old sheds along the wharf that took fire from the shipping. The rebels committed before our eyes the most atrocious act that ever was heard of. The *Mississippi* ran in close to the wharf, and their band struck up "The Star-Spangled Banner." When the people heard that glorious old air once more they cheered and waved their hats and handkerchiefs at the *Mississippi*. At the same moment a troop of horsemen came riding up one of the streets and fired a volley into the men, women, and children. If it had not been for the innocent people that would have been destroyed we would have fired a whole broadside of grape into them. We sent the *Mississippi* and two gunboats down the river last night to destroy the batteries on the river and see if the forts have surrendered yet. To-day, just before we got close to the batteries at Slaughter House Point, there was a rifled field-piece fired at us from the window of a large white brick building on the right-hand side of the river. The shot struck us, without doing any damage except make another small hole in our hull. Instantly we fired one broadside after another, until the walls of the house looked like a coal sieve. The rebels set fire to a large coal pile on the New Orleans side, which burned very brightly all night. Some of the large ships that were on fire got loose from their moorings and drifted down the river, so that there was one continuous sheet of flame as far as the eye could reach. In the evening every man was armed with a revolver and cutlass, in case the rebels should attempt to board us during the night.

April 26.—New Orleans: At 10 a. m. all hands were called to bury the dead. The funeral services were read by the first lieutenant; the coffins were hoisted over the side into the boats; their messmates only went with them. There were a great many people standing about on the Algiers side, but none of them interfered with the funeral. There was a party of men and boys got a drum and fife and came down on the levee and commenced playing; they also had a rebel flag, which they shook at us. At 3:30 p. m. the flagship made signal for us to get underway. The *Brooklyn*, *Hartford*, *Pensacola*, and *Oneida* did the same. We proceeded on up the river. We had not gone more than 20 miles when we came upon four rebel batteries which the rebels had deserted very recently, for they set fire to all the gun carriages and everything that they could destroy. The works were not altogether finished, nor had they all of the guns mounted. There were two on each side of the river opposite to one another. We sent boats

into all of the batteries, but everything was in flames. There were three very large guns mounted on the largest of the works, but the gun slides were nearly all burned. There are a great many houses about here, and also two large steamers. -At 9 p. m. we came to anchor for the night. The current is very strong; we had to drop both anchors and then we drifted about a mile during the night.

April 27.—New Orleans. About 2 a. m. the *Pensacola* fired a shot from her maintop. They saw a movement in the woods like a body of men moving, but after they fired all was quiet during the night. At 8 this morning the fleet got underway and proceeded down to New Orleans. We took possession of all the steamers on our way down. At 10 we beat to quarters and cast loose the guns, ready for action. We had to send our boats aboard the steamers under the cover of our guns. Great crowds were collected on the wharves and would have made some resistance had they not been afraid of the shipping. At the first signs of resistance on their part, we would have fired into them. We sent engineers and firemen on board to work the steamers and bring them down near the fleet. We hoisted the American flag aboard of all of them; there was one beautiful ocean steamer amongst them, which we also took. In about an hour's time, we had them all underway, steaming down amongst our fleet. Thousands of people were gathered along the wharves, some waving handkerchiefs and others cheering for Jeff. Davis. The most of the people are afraid to express their Union feelings, for fear of the mob, yet some of them gave three cheers for the Union. About 12 m. a bark-rigged steamer, called the *General Miramon* [C. S. S. *McRae*], came up the river, with a rebel flag flying at her gaff and a white flag at her fore. We passed her during the morning of the action, and took her to be one of our own gunboats. She came alongside of the flagship and held a communication with the flag-officer. The rebel steamer that came up to-day under a flag of truce brought a part of the wounded out of the forts below. During the evening thousands of the citizens came down to the levee to look at the wonderful Yankee ships, as they are called. Our ship attracted a great deal of attention on account of the war paint we have her painted with—the only one in the squadron—and the many shot holes through us.

April 28.—New Orleans. At 9:30 a. m. the flag-officer's thanks were read for our gallant conduct during the engagement of the morning of the 24th of April. The rebel steamer that came up the river yesterday under a flag of truce has been sunk this morning alongside of the wharf. The flag-officer allowed them to land their wounded last evening and this morning she went down alongside the wharf. We sent our engineers and firemen aboard of the ocean steamer that we have taken here to get her ready for service. At 1 p. m. one of our gunboats came up the river with General Butler on board. General Butler was received with cheer after cheer from the fleet as he passed by us in one of our gunboats. Everything is quiet to-day in the city; very few persons can be seen moving about; all places of business are closed. The greatest part of the rebel troops have evacuated the city; the French Legion still remains. The flag-officer took two gunboats and went up the river this morning, to make a reconnoissance of some works that the rebels are building. General Butler went up to meet him in the gunboat *Wissahickon* this afternoon.

April 29.—New Orleans. The United States flag floats over the city

to-day. At 10 a. m. the marine guards of the *Hartford*, *Richmond*, *Pensacola*, and *Brooklyn*, with two fieldpieces, were landed in the city under the command of the captain of marines of the flagship. Thousands of the people came down to the levee to see the Yankees, as they called us. After everything was got ready, we marched up in the city to the custom-house, where an immense mob had gathered. The marine guard of the *Richmond* took charge of the building, while the battalion of marines and the two fieldpieces, manned by the sailors, drew up in line in front of the building, to prevent the mob from making any resistance. At 11:30 a. m. the stars and stripes fluttered in the breeze over the building amidst shouts and jeers from the mob. The *Richmond's* guard was left to protect it, when the battalion marched up to the city hall, where the rebels had their State flag hoisted. The fieldpieces were brought up and placed in front of the building, while the battalion of marines was drawn up in line in the square in front of the city hall. The crowd had increased to thousands, and it was as much as we could do to keep them back. After having got everything ready, the captain of the flagship took a file of marines and a few sailors and went up into the hall and took down the rebel flag. After having completed our business, we were marched down to the levee, where we embarked. We arrived on our ship at 1:30 p. m. The *Richmond's* marine guard will guard the flag on the custom-house until General Butler's troops can get here to take possession of the city. All day, after the battalion of marines left the city, the mob gathered around the custom-house, where our gallant little party was stationed. They swore they would wreak their vengeance upon us, and it was as much as our little band could do to keep the mob out of the building. At sundown, when the ships hauled down their colors, we hauled down ours, and then we came out of the building and marched down to the landing, where the boat was in waiting to receive us. It was as much as we could do to force our way through the crowd without using violence. We at last gained the boat, when we were taken aboard of our ship.

April 30.—New Orleans. This morning, we sent a large flagstaff up to the custom-house by our boat's crew, and at 8 this morning the colors were hoisted over the city without any resistance.

May 1.—New Orleans. General Butler now has command of the city. Our troops have full possession of both forts, and most of the prisoners have been removed to the city. A steamer came up the river to-day that we took down at the fort; it was one of the rebel gunboats. Butler's troops brought up a part of the prisoners from the forts; they were landed at the wharf alongside of us. The gunboats *Jackson*, *Westfield*, and *Miami* arrived here to-day. The U. S. mail boat *Rhode Island* arrived here at 2 p. m. The steamer *Harriet Lane* arrived here this morning, and three cheers were given to Captain Porter, which was returned to us by giving three cheers for Captain Alden and three for the crew of the *Richmond* and one for the little pig. The steamer *Diana* arrived here this evening loaded down with troops.

May 2.—New Orleans. More troops landed here to-day. Butler has his troops stationed all around the city. People need not fear to walk the streets now; everything seems quieter in the city to-day. The *Brooklyn* and three gunboats went up the river this evening. The mail steamer *Rhode Island* got underway at 6 p. m., and ran high and

dry on the Algiers bank. The towboat *Star*, that was captured here, was sent this evening to the assistance of the *Rhode Island*, but she could not move her.

May 3.—New Orleans. General Butler has proclaimed martial law throughout the city. The steamers *Sallie Robinson* and the *Star* tugged away at the *Rhode Island* all morning. The stars and stripes are displayed on all the prominent buildings of the city. The French Legion of Home Guards of New Orleans is about to be disbanded. The artillery was landed from the transports this afternoon and taken up in the city to the headquarters.

May 4.—New Orleans. There is very little movement on the river; there are only two ferryboats running from the city to Algiers. The U. S. S. *Kensington* came in with stores and a mail. The river is falling very rapidly.

May 5.—New Orleans. The U. S. transport *Mississippi* took about 2,000 troops on board to-day and proceeded up the river.

May 6.—New Orleans. A large storeship was towed up the river this morning by one of our steamers. A river steamer passed up the river last night with troops and artillery pieces on board. The *Iroquois* and another gunboat went up the river at 8 a. m. Four companies of Butler's troops came down to the wharf this evening, accompanied by a brass band. They discharged their pieces, so as to have them reloaded afresh. The steamer *Rhode Island* was gotten off this afternoon, and came to anchor. The U. S. transport *Mississippi* came down this evening, and proceeded on down the river after more troops.

May 7.—New Orleans. The steamer *Tennessee* arrived here last night from Ship Island with troops. The transport *North America* hauled up alongside of the wharf this morning. The U. S. S. *Mississippi* came up the river to-day. At 3 p. m. we proceeded up the river, the *Hartford* and gunboat No. 3 coming behind us. General Butler's troops have taken possession of the batteries that the rebels partly destroyed 12 miles above the city. The stars and stripes float over all the enemy's works, from New Orleans to Baton Rouge, while handkerchiefs were waved from every farmhouse as we passed along. At 9 p. m. the flagship came up with us and gave orders to come to anchor for the night.

May 8.—Mississippi River, above New Orleans. This morning at 6 we all got underway and steamed up the river, the flagship taking the lead. The *Mississippi* was reported from the masthead this morning, coming up the river. At half past 8 we came to anchor for the night.

May 9.—Mississippi River. This morning we started up the river again. At 4 p. m. we came in sight of Baton Rouge. At 5 p. m. we came to anchor off the city; the *Brooklyn* and *Iroquois* were at anchor here. This is the first city or town that we have passed that stands above the level of the water. The statehouse is a very pretty building; it faces on the river and is laid out very beautifully. Gunboat No. 4 came up here at 7 p. m. and came to anchor ahead of us. We are engaged to-day scraping the war paint off of the ship.

May 10.—Baton Rouge. At 7 a. m. the flagship sent a party of marines aboard of the ferryboat *Sunny South* and took possession of her. She was caught carrying arms on the other side of the river. A steamer called the *St. Maurice* passed up the river last night to carry supplies for New Orleans from Red River. We have taken possession

of the United States barracks and arsenal. The stars and stripes are flying on the arsenal. The *Iroquois* left here at 11 a. m. and proceeded up the river.

May 11.—Baton Rouge. There are a great many of our crew sick with the diarrhea. The weather is extremely hot.

May 12.—Off Baton Rouge. About 11 last night two contrabands came down the river in a small boat from Vicksburg. They stated that Flag-Officer Foote had taken Fort Pillow and Memphis, and that Foote was on his way to Vicksburg. They also stated that the rebels were erecting batteries at Natchez. We were engaged all night coal-ing ship. This morning the gunboat *Wissahickon* and the *Brooklyn* proceeded up the river. The steamer *Tennessee* came up at 2 p. m., and then proceeded on up the river. At 9 p. m. the gunboat *Kineo* arrived from New Orleans.

May 13.—Baton Rouge. At 12 two large steamers came up the river with a thousand troops on board; General Williams in command. The troops did not land this evening. It is thought they will go up the river farther—to Natchez or Vicksburg.

May 14.—Mississippi River. At 4:30 a. m. we got underway. The steamer *Burton* and the gunboat *Kineo* came up with us this morning at 10; they kept company with us all day. The *Burton* has troops on board. At 6 p. m. all hands spliced the main brace. At 7 p. m. the steamer *Ceres* passed by us with troops and General Williams on board. At 7:30 we came to anchor for the night, about 12 miles below Red River. The banks on both sides of the river here are high and wooded.

May 15.—Mississippi River. At 4:30 a. m. we started up the river. Three men came down the river in a small boat last night at 12 o'clock. They were hailed and they came alongside. They stated that they left Memphis a week ago. They gave us some very serviceable information concerning the rebel batteries along the river above Natchez. They were left to go on their way again. The river was covered with burned cotton last night that had been destroyed somewhere up above. The steamer *Tennessee* passed us on her way down to New Orleans. At 6:30 p. m. the *Iroquois* passed us going down the river to meet flagship. At 8 p. m. we came to anchor.

May 16.—Off Natchez. At 5:30 a. m. we got underway. At 8:30 a. m. we came to anchor off Natchez. The *Brooklyn* is astern of us, and the other gunboats are around a point of land. All the gunboats started up the river at 11 a. m. There are a great many old river boats lying here. There is only one ferryboat running, called the *Rosalie*. The steamers with the troops have also gone up the river.

May 17.—Off Natchez. We are engaged to-day painting, etc.

Sunday, May 18.—Off Natchez. At 1 p. m. the flagship *Hartford* and the *Iroquois* and *Itasca* arrived. We received information from some men that came down the river last evening that our gunboats were within 40 miles of Vicksburg.

May 19.—Mississippi River. Last night about 11 a steamer loaded with troops arrived. At 5 a. m. we got underway, in company with the *Hartford* and the gunboat *Itasca*, and proceeded up the river. The *Iroquois* and *Brooklyn* remained behind. At 10:15 a. m. we came to anchor about 15 miles above Natchez. At 5 p. m. the steamer *Laurel Hill* came up loaded with troops; about the same time the gunboat *Kennebec* came down the river from the vicinity of Vicksburg.

May 20.—Mississippi River. At 7 a. m. the *Brooklyn* came up the river with a coal schooner in tow, and the *Iroquois* with a brig in tow. The gunboats *Kennebec* and *Itasca* went up the river this morning. The flag-officer went up in the *Itasca*; the transport steamer *Laurel Hill* went up also with troops. At 9:15 a. m. we got underway, in company with the *Hartford*, *Iroquois*, and *Brooklyn*, and proceeded up the river. About 1 p. m. the *Brooklyn* made signal for us to come to anchor. There are two channels in the river here, and not having any pilot we did not know which to take. The steamer *Fox* came up the river to-day; she was captured below New Orleans with arms and ammunition; she brought up dispatches for the flag-officer.

May 21.—Mississippi River. At 5:30 a. m., in company with the *Hartford*, proceeded up the river. At 12 o'clock came to anchor. The *Brooklyn* came up with us this afternoon. The *Iroquois* came up the river at 8 p. m.

May 22.—Mississippi River. The steamer *Fox* came up this morning. The *Iroquois* and the steamer *Fox* went up at 8 p. m. At 10 p. m. a steamer came down with orders from the flag-officer. She took the mail on board and proceeded down the river to New Orleans.

May 23.—Grand Gulf, Mississippi River. The weather is very wet and dreary to-day. The gunboat *Kineo* arrived this morning, with the flag-officer on board. At 4 p. m. we got underway, with the *Hartford*, flag [ship], *Brooklyn*, and gunboat No. 5. Taking the lead, we proceeded up the river. It is very difficult to take ships as large as these up the river here; the turns are so short that it is almost impossible to get round them. Came to for the night at junction of two rivers.

May 24.—Mississippi River. At 5 a. m. proceeded up the river. At 3 p. m. we came in sight of our gunboats at anchor below Vicksburg. There are now 4 gunboats and 3 sloops lying at anchor here. We passed the transport steamers with troops 4 or 5 miles below here. The fleet are making preparations for an attack at the earliest opportunity. It is thought that the rebels will make a decided stand here. The strength of their fortifications is not exactly known. We are engaged this evening putting up the splinter nettings on the bulwarks. At 6 p. m. the flag-officer made a reconnoissance of the enemy's works in the *Kennebec*. After he turned round to come back an ironclad [sic] boat came out to the point and fired a shot at the gunboat. The troop steamers came up in rear of fleet this evening.

May 25.—Off Vicksburg. We can see the rebels to-day from aloft, with negroes working away at something on the top of the bluff. We can see the rebel flags flying from here very plainly. One of the rebel steamers went up the river this morning. The weather this morning is clear and warm. The transport steamer *Samuel Hill* came up here to-day and made fast alongside of the flagship. The gunboat *Kennebec* went up to the point this evening to take a look at the rebels. We are engaged to-day piling sand bags against the engine and fireroom bulkheads on the starboard side.

May 26.—Mississippi River. A council of war was held on board the flagship last evening; all the captains of the different ships were present, and General Williams of the land forces. At 5 a. m. the flag-officer gave us orders to proceed down the river. We got underway at 5:30 a. m. At 9 we met gunboat No. 8 coming up the river. We received information that the rebels had a battery of light artillery on one of the bluffs above Natchez. We have everything ready for

action in case we come across a battery. At 11 a. m. we heard very heavy firing up the river some distance. The firing was very rapid for a while, when it ceased. At 12:30 p. m. we passed the *Tennessee*. We sent a boat on board and got our mail. At 1:30 p. m. we came up with two schooners and two brigs at anchor, with coal. At 2:30 p. m. we passed Natchez; we did not stop there. We are making from 12 to 13 knots down the river to-day. At 4 p. m. we passed the Devil's Elbow. At 7 p. m. we came to anchor for the night, 60 miles below Natchez.

May 27.—Mississippi River. This morning, at 3:30, got underway and started down the river. At 9 a. m. passed a small steamer, with some of General Butler's troops on board, going up the river. At 11 we passed Baton Rouge. We overhauled a steamer here taking in provisions; we found that she had permission to bring them down to New Orleans, as they are greatly in need of them there. The river is falling very rapidly; places that were covered with water when we went up are now dry. There was no flag flying in Baton Rouge when we passed this evening. At 5:30 p. m. we passed a plantation; the family of the residence were standing on the levee waving an American flag; negroes and all hands, even to the children, were waving handkerchiefs or anything they could get hold of. We dipped our flag in token of respect at this show of Union feeling. We came to anchor for the night at 7 p. m., 30 miles from New Orleans. The steamer *Star* passed us, going up the river with dispatches for the flag-officer.

May 28.—New Orleans. At 5 a. m. we started down the river. We passed the *Portsmouth* lying off the batteries above New Orleans. At 8:45 a. m. came to anchor off New Orleans. The wharves are crowded with shipping. The U. S. steamers *Mississippi* and *Pensacola* are here. There is an English, a French, and a Spanish war steamer here. The U. S. S. *Connecticut* arrived here to-day with the mail; the transport *Constitution* also arrived here.

May 29.—Off New Orleans. The carpenters cut two large X-inch columbiad solid shot out of our bows this morning. At 8 a. m. a large troopship, called the *Tamerlane*, was towed up the river to the batteries where Butler has his encampment by the towboat *Anglo-American*; this ship was loaded down with troops. The people of the city visit our ships now on the most friendly terms. The *Dacotah* arrived here last night at 8 p. m.

May 30.—Off New Orleans. This morning the clipper ship *North America* left here for New York, with a cargo of bell metal and iron plates that was captured here. The *Hartford* and *Brooklyn* came down the river this afternoon at 2 p. m.

May 31.—Off New Orleans. At 1 a. m. the *Dacotah* went up the river.

June 1.—Off New Orleans. The *Tennessee* came down the river last night with a coal bark in tow.

June 2.—Off New Orleans. At 12 m. the *Dacotah* left here for New York, taking the mail with her. A steamer arrived here at 3 p. m. with a full mail from New York.

June 4.—Off New Orleans. To-day was one of the hottest that we have had this summer.

June 5.—Off New Orleans. The *Connecticut* came up the river this morning. The remains of the late Midshipman Bradley were disinterred and taken aboard the *Connecticut* in a metallic coffin, to be sent

home to his friends. The gunboat *Pinola* came up the river last night, bringing the launches of the fleet with her. The *McClellan* came down at 7 a. m. The gunboat *Octorara*, Commander Porter's flag boat, came up the river at 12 m., and came to anchor alongside of us. The weather is very hot to-day.

June 6.—Off New Orleans. The U. S. S. *Connecticut* left here to-day at 11:30 a. m., taking all the invalids and about 200 men [whose] time was out.

June 7.—Off New Orleans. A man was hung in the city to-day for tearing down the American flag off of the mint on the 25th of April. The Union Association of New Orleans hoisted the stars and stripes on the city hall at 12 m. and fired a salute of thirty-four guns. The gunboats *Miami* and *Westfield* came up this afternoon.

June 8.—Off New Orleans. At 6 a. m. started up the river, the flagship taking the lead. We had a very nice run until 6 p. m., when we came in sight of the *Tennessee* aground high and dry. Tried to haul her off, but the hawser parted and we had to give it up.

June 9.—College Point, Mississippi River. At 5:50 a. m. a gunboat steamer and the *Brooklyn* came up the river; the *Brooklyn* did not stop here. At 8:30 a. m. the flagship and a gunboat started up the river. At 5 p. m. got a large hawser out to the *Tennessee*, and with the assistance of two other steamers we succeeded in getting her off. She then started up the river like a streak of lightning. At 12 we came to anchor off Donaldsonville; the steamer *Burton* came to for the night close to us.

June 10.—Mississippi River. This morning we started up the river in company with the *Burton*. At 6 p. m. dropped anchor opposite the statehouse.

June 11.—Baton Rouge. This morning the transport *Mississippi* went down the river. The steamer *Empire Parish* went down the river to-day at 2:35 p. m. The steamer *Iberville* came up loaded with troops. General Williams has his headquarters in the statehouse.

June 12.—Off Baton Rouge. At 11 a. m. gunboat No. 7 [*Itasca*] came down the river and came to anchor near the flagship. She was fired into by the flying artillery at Grand Gulf, and had 1 man killed and several wounded. The gunboat No. 7 went down the river this afternoon.

June 13.—Off Baton Rouge. At 2 p. m. the *Brooklyn* started up the river. At 3 p. m. a steamer called the *Eleanor* came down under a flag of truce, with provisions for New Orleans.

June 14.—Off Baton Rouge. The steamer *Harriet Lane* came up the river to-day with two of the mortar schooners in tow; they passed on up and did not stop. The steamer *Iberville* came up the river with a bark in tow.

June 15.—Mississippi River. At 4 a. m. the *Westfield* came up with two of the mortar schooners in tow. At 5 a. m. the *Kennebec* started down the river; she took the mail with her. We started up the river. We kept the battery cast loose and the guns elevated, for the rebels have batteries on the high bluffs up along the river. Came to anchor at 9 p. m., above the mouth of Red River, close to a small island.

June 16.—Mississippi River. At 4 a. m. started up the river. At 11:30 a. m. passed the *Harriet Lane* and two mortar schooners lying at anchor. Passed Natchez at 3:30 p. m. Came to anchor for the night about 25 miles above Natchez.

June 17.—Mississippi River. At 4 a. m. started up the river. At 5:30 a. m. passed the *Tennessee* coming down. At 7 a. m. came up with the *Brooklyn* at anchor; started off again in company with her at 8 a. m. At 1 p. m. we passed Grand Gulf; the town was in ruins; nothing remained but the smoldering ruins of what was a nice little town. It was destroyed by our gunboats. The river is falling very fast. We came to anchor off New Carthage at 6 p. m.

June 18.—Mississippi River. This morning, in company with the *Brooklyn*, started up the river. At noon we came to anchor off Vicksburg. The *Oneida*, *Iroquois*, and five other gunboats are lying here. We can not see any rebel flag flying over the city now; when we were up here before there were three flying.

June 19.—Off Vicksburg. There is only one rebel steamer that we can see here at Vicksburg; she does not attempt to come out from the cover of the batteries.

June 20.—Off Vicksburg. At 5 a. m. the *Oneida* went down the river after provisions and coal. At 2 p. m. Commander Porter arrived here in the flag-steamer *Octorara*, and also the steamers *Westfield*, *Clifton*, *Jackson*, and *Harriet Lane*, each one towing up two mortar schooners, making ten of the mortar boats here now. The *Oneida* and another gunboat arrived here about the same time. The *Octorara* gave us three cheers, which we returned. At 5 p. m. a white flag was seen waving on the west side of the river, opposite Vicksburg. The *Brooklyn* sent a boat ashore and brought off three men, deserters.

June 21.—Off Vicksburg. This morning the *Miami* came up river at 7:30 with one of the bombers in tow. At 12:30 the *Octorara*, with one of the bombers, went up the river opposite Vicksburg and took their positions. The ferryboat *Jackson* and the *Westfield* and *Clifton* went up, each one taking two of the bombers in tow, and took up their positions and commenced firing with the XIII-inch mortars, to get the range. Our boats kept up an occasional fire all afternoon. The rebel batteries responded three or four times, but their shot fell short half a mile. The *Jackson* fired her rifled gun, which did great execution. The *Iroquois* went up at 2 o'clock. The *Oneida* went down the river. We can not see the effect of the firing from where we are lying, as there is an island very densely wooded in front of the town. At 6 p. m. our boats dropped down out of range. Contrabands are coming down on the bank of the river by fifties and beg to be taken on board. They say that they are starving. Some of the ships took some of them to do the rough work about the ship. We would not have any of them.

June 22.—Off Vicksburg. At 6 p. m. the steamer *Fox* came up the river with two bombers in tow. Another steamer brought two more, which makes 16 here now.

June 23.—Off Vicksburg. The steamer *Empire Parish* and gunboat No. 8 went down the river. At 2 p. m. the *Empire Parish* took the mail. At 4 p. m. a woman came down on the bank and waved a white handkerchief. A boat was sent ashore from the *Brooklyn* and communicated with her. She was a refugee from Vicksburg. She had a little boy with her. Everything is quiet in rebeldom. The smoke from a steamer can be seen over the island occasionally. At 6:30 p. m. a large log raft came down the river; one of the ferryboats had to tow it away from the fleet, when it passed harmlessly by.

June 24.—Off Vicksburg. At 6 p. m. a boat came alongside of the *Octorara* with 5 men in it; they brought communications from Commodore Davis, who is only 4 miles above Vicksburg, ready to cooperate with us at any time. These men came across the swamps and were wet up to their necks. A large fire could be seen down the river this evening, which burned four or five hours. Rockets were sent up last night by the Federal fleet above. At 11 p. m. a boat load of contrabands came alongside; they were sent away. Great excitement prevails in the city on account of the two fleets meeting. We get the Vicksburg papers every day from Union people ashore.

June 25.—Off Vicksburg. This morning we are engaged putting up splinter nettings. At 8 a. m. the flagship arrived with the mail and one of the bombers in tow. At 11 a. m. 9 steamers came up loaded with troops; the *Oneida* came up with them. The rebels fired into them without hurting any, just 2 miles below where we are lying. The *Oneida* opened on them with her XI-inch guns, when they soon retired into the woods. The steamer *Iberville* has General Williams and staff on board. The steamers *Iberville*, *Robinson*, *Laurel Hill*, *Algerine*, and *Ceres* have bands on board, which played the national airs as they passed going up the river. The steamer *Laurel Hill* brought a bark in tow with stores and provisions. At 12 m. the troops landed on the west side of the river and encamped in the woods close to water. At 2 p. m. gunboat No. 2 came up the river. We drew all the charges out of the guns this afternoon and loaded them over again. At 5 p. m. we hoisted one of our IX-inch guns on the forecastle. We put barrels filled with sand around the engine room to protect the engine. The fire we saw last night was the burning of all the houses that were left at Grand Gulf. We have everything prepared for action. The weather is very hot to-day. Some of the bombers threw a few shells into the batteries, but they were not returned.

June 26.—Off Vicksburg. The weather is beautiful this morning; the sun shines out in all its glory. Commander Porter worked all night to get the bombers in position. We are lying under a full head of steam all day. At 3:30 the bombers opened fire on the rebel batteries very rapidly. The mortar boats have a good view of the bluffs. The rebels only returned one or two shots. This has been the hottest day we have had since we have been in the river. At sundown the bombers ceased firing. One-fourth of our crew are sick; some of them are very low.

June 27.—Off Vicksburg. At 5 a. m. the bombers opened fire on the rebels' works and kept up a steady fire until 11 a. m., when they ceased. The gunboat *Miami* went up pretty close to the batteries, when the rebels opened on her; their shot fell all around her, but none struck her. The bombers opened fire again at 4 p. m. At 5 p. m. we asked permission of the flag-officer to go up and try our guns on the rebel batteries, and try and draw their fire so we could find out where their batteries were located. We fired about twelve shots, when we dropped down the river about 2½ miles from the city, where we came to anchor for the night. They would not answer our fire. The bombers kept up a steady fire until 10 p. m.

June 28.—Mississippi River, above Vicksburg. At 3 a. m. all hands were called up anchor. We were underway in a few minutes, the *Oneida* and *Iroquois* taking the lead and we came next. We steamed

up very slowly until we got abreast of the city, when the bombers opened very rapidly. It was 4 o'clock by the time we got in range of their batteries, when we opened on them with our broadside. The rebels returned the fire in earnest. At 4:09 a. m. we opened on the rebel batteries and put on all the steam we could carry. At 4:30 a. m. the hills were one line of blaze from the rebel batteries. We could not see for smoke. Broadside after broadside we fired into them and their shots came crashing through our bulwarks, brains and blood flying all over the decks. At 5 a. m. it was broad daylight. Now the fighting became terrible. At 5:20 a. m. a shell came in through the bulwarks on the starboard side and struck the trunnion of No. 12 gun and smashed it into pieces. Two of our crew were mortally wounded. At 5:40 a. m. we had passed all the rebel batteries and steamed on up the river. We had 2 men killed. One of our officers lost his arm. The flagship arrived here fifteen minutes after we came to anchor, about 3 miles above the city. The *Oneida*, *Iroquois*, and four gunboats, the *Hartford*, and the *Richmond* passed the batteries. The *Brooklyn* and the other gunboats with the bombers engaged them below. The bombers kept [up] the fire until 8 a. m. At 9 a. m., one of our rams left for Memphis with the mail. We spliced the main brace at 7 a. m. and had breakfast. The men were very much exhausted, working the heavy guns for two hours, and we were short 70 men. Our ship is cut nearly as badly as it was when we passed Fort Jackson. As the first gun was fired this morning, we unfurled the stars and stripes from each masthead. The steam ram *Switzerland* brought down some ice for the wounded and sick.

June 29.—Mississippi River. At 12 m. the bombers opened on the rebel batteries. At 6 p. m. the steamer *Switzerland* left here with the mail. Two of the gunboats went up the river this afternoon. The bombers ceased firing after dark. We had to bring our sick and wounded on deck to-day, as the heat is almost suffocating on the berth deck.

June 30.—Mississippi River, above Vicksburg. A boat's crew and two of our marines went ashore and killed a bullock. We have not had any fresh beef for some time. The fleet moved up the river about a mile and a half, where only a narrow strip of land divides us from the other part of our fleet.

July 1.—Mississippi River, above Vicksburg. At 8:30 a. m. Commodore Davis's ironclad flotilla came down the river. The greatest joy was evinced on both sides at the meeting of the two fleets. The mortar fleet kept up a fire at long intervals during the whole night. At 9 a. m. 8 mortar boats and 10 transports came down the river, besides tugs bringing coal and provisions. The river is crowded with Davis's fleet; the little tenders are flying about the river like birds. The flotilla fleet have all anchored along the banks of the river. Three more transports and provision steamers came down this afternoon. The bombs of Porter's division threw a few shell among the rebels to-day.

July 2.—Mississippi River, above Vicksburg. At 1:30 p. m. Davis's bombers were towed down the river and put in position. The rebels attempted to erect batteries below the city that would bear on the bombers. Both divisions of bombers opened on them, shelling them out. About 2 p. m. 2,000 rebels made an attack on Porter's mortar fleet with artillery, but they drove them back with their broadside

guns. The rebels left one of their artillery pieces and some 12 or 14 muskets, and shoes off their feet, in making a hasty retreat, with showers of grape after them. Both divisions kept up their fire until 10 p. m. The weather is cool to-day.

July 3.—Mississippi River. Both divisions of bombers kept up a slow fire; the rebels returned it with their long-range rifles, but they can not see the bombers; they can only tell where to fire when they see the smoke.

July 4.—Mississippi River, above Vicksburg. At 12 last night both divisions of bombers fired a national salute of thirty-four guns. At 12 o'clock all the vessels of the fleet fired a salute of thirty-four guns except us; we have so many sick and wounded on board that we could not fire. At 5 p. m. the *Wissahickon* arrived. The weather is very hot to-day. At 8 a. m. one of Davis's wooden gunboats came down the river. Spliced the brace.

July 5.—Mississippi River, above Vicksburg. Everything is quiet to-day except an occasional shell from one of the bombers, thrown into the city. At 10 p. m. both divisions of bombers opened a rapid fire on the rebels; they kept the fire up until 12 midnight, when they ceased. There were 12 shells in the air at one time.

July 6.—Mississippi River, above Vicksburg. At 1 p. m. the hospital steamer *Monarch* came alongside of us and took all of our sick and wounded on board. She proceeded at once up the river to Memphis. The bombers exchanged a few shots to-day. The *Iroquois* went up the river this afternoon.

July 7.—Mississippi River, above Vicksburg. Two more of Davis's bombers were taken down the river and put in position. The rebels fired several rifled shots to-day, but they all fell harmlessly in the woods. At 4 p. m. a curious-looking ironclad gunboat came down the river; she was captured from the rebels. At 5 p. m. the *Oncida* went up the river. We received the mail to-day by the *Rhode Island*.

July 8.—Mississippi River, above Vicksburg. General Williams made a reconnoissance to-day in force on the point of land before Vicksburg. He had six artillery pieces and a large body of cavalry. The rebels fired a few shots to-day, probably trying the range of their guns; otherwise, everything is quiet on both sides. Porter had to drop part of his mortars down the river out of range of a large rifled gun that had got its bearing. The *Iroquois* returned this evening.

July 9.—Mississippi River, above Vicksburg. Davis's division of bombers opened fire on the rebels this afternoon; there was no response. Porter has batteries built on shore, to keep the rebels from attacking his bombers. General Williams landed part of his troops on that side to man the batteries. They came across dead bodies buried in the woods by the rebels.

July 10.—Mississippi River. At 12 last night 12 of Porter's mortar fleet started for Hampton Roads. The rebels fired several shots from their long-range guns this morning, but we could not see where the shots struck. Davis's division of bombers opened fire on the town this morning. At 6 p. m. one of Davis's gunboats, the *Lexington*, came down the river; she carries 10 guns. The *Oncida* came down the river this afternoon.

July 11.—Mississippi River. Everything is quiet to-day; no firing on either side. The river is falling very fast.

July 12.—Mississippi River. At 9 a. m. the steamer *Red Rover* came down the river; she is the hospital steamer of Davis's fleet; is one of the largest and most beautiful steamers on the river, and has splendid accommodations for the sick. Davis's bombers opened fire on the rebels' batteries at 1 p. m. At 9 p. m. two large steamers came down the river from Memphis.

July 13.—Mississippi River. At 10:30 a. m. the ironclad gunboat *Essex* came down the river. One of the 4 men that were taken prisoners that belonged to our ship has escaped, with 5 soldiers. They were taken to Jackson, Miss. After being in prison sixteen days they succeeded in making their escape; they arrived here to-day; they suffered terribly; they had nothing to eat but berries for ten days. The other 3 sailors and 25 soldiers are still confined in Jackson prison.

July 14.—Mississippi River. At 7 a. m. the *General Bragg* came down the river. She was taken from the rebels at Memphis; she is a side-wheel steamer and carries 8 guns, and is fitted with an iron prow for ramming.

Abstract log of the U. S. S. *Cayuga*, Lieutenant-Commander Harrison, U. S. Navy, commanding.

February 21.—At 1:45 p. m. ship was put in commission, [New York navy yard].

February 28.—At 7 a. m. got underway and proceeded to sea.

March 25.—Latitude 28° 39' N., longitude 86° 06' W. At 5:30 p. m. saw a schooner and gave chase. At 6:30 fired a shell from the rifled gun at the schooner 2½ miles distant, who took no notice of it. At 6:55 ranged alongside the schooner, stopped the engine, and boarded the schooner *Jessie J. Cox*, from Mobile, bound to Havana; cargo, cotton and turpentine. Took charge and sent a prize crew of four men in charge of Acting Master E. D. Percy, to take her to Ship Island. Received from the schooner the captain and 3 men.

April 4.—At 6:30 a. m. discovered two steamers behind the S. W. Reef, [Atchafalaya Bay?]; stood for them. At 8:30 got underway and steamed a short distance round from our position, steamers inshore coming out. At 10 called all hands to general quarters and cleared for action. Fired a percussion shell from the Parrott gun in the direction of the steamers and hoisted our colors. At 11 the steamers, with a schooner in tow, hoisted the secession flag and maneuvered inshore. At 11:30 fired two shells from the pivot gun and one from the Parrott gun in the direction of the steamers, they being distant from 3 to 4 miles, the largest of the steamers firing a shot at us, which fell short. Being in 11 feet of water was obliged to stand off. The steamers turned and ran into the harbor. At meridian the two steamers bore per compass N. E. by N., distant 10 miles, standing in.

April 9.—[Cruising near Ship Island.] At 5:20 a. m. made a schooner at anchor and stood for her. When within 3½ miles stood inshore and fired seven shells from Parrott gun and one from pivot gun, and chased her until we were in 11 feet of water and ship touching bottom, when we were obliged to haul off.

April 17.—At daylight discovered a fire raft coming down the Mississippi River. At 10:20 a. m. a rebel gunboat hove in sight and hove

a shot at the fleet, and then went back. At 2:40 p. m. rebel steamers came down the river and commenced firing. The *Katahdin*, *Kineo*, *Kennebec*, and *Varuna* returned the fire, when the rebel steamers withdrew. At 7:30 a large fire up the river, apparently a fire raft coming down. At 9:15 fire raft came down, when the boats of the fleet attacked and destroyed it.

April 18.—At 10:15 a. m. engaged the enemy, Forts Jackson and St. Philip. The Mortar Flotilla also engaging. From meridian to 4 p. m.: Employed fighting the enemy. At 2:45 having expended all our 15-second shell fuzes, dropped down the river.

April 19.—At 9 a. m. ran up river and engaged the enemy. Fired three 20-second shell from XI-inch gun and three from Parrott gun. From meridian to 4 p. m. flotilla and four gunboats engaging the enemy. From 8 to midnight flotilla engaging the enemy.

April 20.—8 a. m. to meridian: Mortar Flotilla engaging. From 8 p. m. to midnight: Mortar Flotilla still engaging.

April 21.—At 2:30 a. m. a fire raft came down the river. Mortar Flotilla still engaging. At daylight hoisted the distinguishing pennant of the first division of gunboats. At 10:25 got underway and steamed up the river ahead of the mortar fleet and engaged the enemy. Fired three 15-second shell from Parrott gun, and six 10-second shell from XI-inch gun. One shell, from pivot gun, 10 seconds.

April 22.—At 12:30 a. m. saw fire raft bearing down the river. At 7:30 Fort Jackson commenced firing. From 8 to meridian mortar fleet still firing. From 6 to 8 p. m. three of the gunboats firing occasionally. From 8 to midnight mortar fleet still firing.

April 23.—At 1:30 a. m. saw a fire raft coming down the river. Mortars firing slowly. From 8 a. m. to meridian mortar fleet still firing. At 6 p. m. got underway, crossed to the other side of the river, taking our position as leading ship in advance. At 6:20 mustered crew. Captains Harrison and Bailey addressed officers and crew on the quarterdeck in regard to the coming engagement.

April 24.—At 2 a. m. flagship made signal to get underway; weighed anchor and led the advance column toward the forts. At 3:30 crossed the barrier and stood up river, close to Fort St. Philip. At 3:40 both forts opened fire on us. At 3:45 opened on Fort St. Philip with grape and canister. At 4 passed the line of fire of Fort St. Philip and encountered some eleven rebel gunboats; none of our supporting ships in sight; engaged the gunboats alone. At 4:30 three of the rebel gunboats surrendered to us, when they were run ashore and burned. Same time the *Varuna* and *Oneida* engaged the other gunboats and sunk and burned them all. At 5 a. m. anchored off Camp Lovell and received the submission of Colonel Szymansky and his command. During the action 6 men were wounded and received 43 shot in our hull and masts. At 10 got underway and stood up the river. Sent first cutter ashore, she being stove in, and took rebel colonel's boat. At 10:45 passed the U. S. S. *Varuna* ashore, sunk and abandoned on the east side of the river; also several rebel gunboats burned and destroyed. At 11:45 p. m. discovered fire raft coming down the river.

April 25.—At 2 a. m. ship with cotton passed us on fire. At 4:15 got underway with the rest of the fleet and stood up the river. At 6 passed two ships on fire. At 10:45 called all hands to general quarters, as the forts were in sight, one on each side of the river, but from all appearances abandoned, as there was no flag hoisted and

could see no men. At 11 the two forts opened fire on us without hoisting their flag. We immediately returned the fire, being 1 mile in advance of the fleet, and only half a mile from the forts, and having been struck several times very badly, were obliged to stop engines and wait for the fleet to come up. At 11 the *Hartford* and *Pensacola* passed us, and shortly after engaged the batteries. After one broadside from them the forts were silenced, and we proceeded up the river. From meridian to 4 p. m.: Passed several vessels and fire rafts floating down the river. At 1:15 came to and commenced repairing damages; was struck during the action ten times, but no serious injury; no killed or wounded. At 3, Captain Bailey, accompanied by Lieutenant Perkins, landed under a flag of truce, with a message to the mayor and council, demanding the unconditional surrender of the city in the name of the United States and the restoration of the flags on the custom-house, post-office, and mint. The mayor replied that the city was under martial law, and requested time to consult General Lovell, and to call his council together for deliberation, which was granted under a promise that General Lovell would withdraw his troops at once from the city, and he would inform Flag-Officer Farragut at the earliest moment of the result of their deliberation.

April 27.—At 10 a. m. saw a steamer coming up the river, flying the rebel flag and flag of truce. At 12 the rebel steamer *McRae* arrived and communicated with the flagship.

April 28.—At 3:30 p. m. Forts Jackson and St. Philip surrendered and the American flag hoisted.

April 29.—At 11 a. m. the marines of the fleet landed; captured steamer *Tennessee* went down the river. At 11:45 the American flag hoisted over the custom-house. At 5 p. m. Beverly Kennon and Major Haynes, two prisoners of war, came on board. At 5:10 got underway and proceeded down the river.

May 8.—At 12:45 p. m. passed Cape Henry and proceeded up to Hampton Roads. Saw the fleet engaging the batteries at Sewell's Point. At 3:15 rebel steamer *Merrimack* came down the [Elizabeth] River and our fleet returned and anchored. At 4 the *Merrimack* returned back. At 11:50 we got underway and proceeded to sea.

May 11.—Lieutenant Commanding N. B. Harrison was detached.

May 29.—Lieutenant Commanding D. McN. Fairfax took command of the vessel, navy yard, Brooklyn, N. Y.

June 16.—At 2 p. m. weighed anchor and proceeded to sea.

July 8.—At 2:30 a. m. came to anchor off the city of New Orleans.

July 11.—Received on board a 20-pounder Parrot rifle gun and equipments. At 10:40 a. m. got underway and proceeded up the Mississippi River.

Abstract log of the U. S. S. *Sciota*, Lieutenant Donaldson, U. S. Navy, commanding.

April 5.—At anchor off Pass à l'Outre. At 10 a. m. U. S. S. *Iroquois*, with flag-officer on board, and the steamers *Kineo*, *Katahdin*, *Wissahickon*, *Kennebec*, and this ship got under way and steamed up river, the flagship taking the lead. At 1 p. m. came in sight of the forts and eight dismasted vessels, apparently moored across the river to support a chain. Six shot or shell were fired at the *Iroquois*, some striking

very near her. Saw a number of gunboats between the forts; the whole fleet keeping in regular order within 3 miles of the forts. At 3:25 the entire fleet [Union] steamed down the river. At 4 p. m. met the *Hartford* and *Brooklyn* coming up; they both returned with the fleet to the Head of the Passes.

April 8.—From midnight to 4 a. m. saw a large fire on shore, supposed to be near the forts. At 2:10 p. m. the gunboats *Winona* and *Kennebec* went up past us with a flag of truce at the fore. At 5:30 saw the *Winona* in company with two rebel steamers; got underway and went up to them. At 6 neared the *Winona* and the two rebel steamers; found all under flag of truce. Returned to our anchorage.

April 15.—From 8 to midnight: All hands at quarters reconnoitering up the river. Saw a brilliant light and two steamers up the river.

April 18.—From 8 to meridian: Mortar fleet and several gunboats, including the *Sciota*, commenced bombarding. Firing promptly returned from the forts. From meridian to 4 p. m. fired twelve shots from pivot gun at the forts and batteries. At 4:20 anchored. Fleet firing at Forts Jackson and St. Philip, as opportunity offered. From 6 to 8 p. m.: The mortars fired several shot and the rebels fired several in return. Saw a large fire in the direction of Fort Jackson.

April 19.—At 9 a. m. steamed up toward the forts. Kept up a continued fire from pivot and rifled gun. At 1:50 *Sciota* ceased firing. The *Oneida* made signal. Our doctor went on board. Firing continued briskly on both sides. At 7:45 p. m. got underway and laid off the upper end of mortar fleet as guard boat.

April 21.—At 2 a. m. a fire raft was started down the river. At 2:30 the *Kineo* drifted broadside across our bow; slipped the anchor and were drifted by the *Kineo* across the *Mississippi's* bow; stove launch and cutter beyond repair and did other damage. At 2:35 the *Kineo* drifted clear. At 2:40 a fire raft struck us on port bow, setting us on fire in two places forward. Put out the fire and cleared away the wreck. At 3:20 got clear of the *Mississippi*; at 3:40 anchored. At 8:15 a fire raft reported up river. Sent boats in charge of Master's Mate Field to render assistance. Proved a false alarm.

April 23.—From midnight to 4 a. m.: Saw a large fire raft coming down the river, the mortar fleet still firing. At 5:45 p. m. proceeded up the river, anchored abreast of the flagship. At 9 discovered a fire raft up the river; got underway, but came to immediately, by order of the flagship. At 11 Captain Bell came on board to take command.

April 24.—At 2 a. m. flagship made signal, "Prepare to get underway." At 3 got underway in company with the fleet and proceeded up river to the forts. At 4 mortar fleet firing briskly. Opened fire from the enemy's forts, batteries, and gunboats, promptly returned by our fleet. At 4:30 passed the forts, receiving one shot through our smokestack and one through starboard quarter hammock netting. From 8 to meridian: Going up river saw a number of steamers on fire burned by the fleet.

April 25.—At 2 a. m. saw a fire ship coming down the river; moved up the river. Saw a large ship on fire. At 5 got underway and went up the river and anchored about 1 mile up. Proceeded up with the fleet. At 11 a battery opened fire on the *Cayuga* from the port bank of the river; she returned the fire and soon after a battery opened fire on the opposite bank. Steamed up and opened fire on them and silenced the batteries. At 12:30 p. m. arrived at New Orleans. Fire ships

and rafts drifting down. At 3:30 anchored on the Algiers side of the river. At 3:45 the Pelican dry dock came drifting down, and while heaving in cable to clear it, it struck the ship athwart hawse, straining capstan, injuring several men, and parted the chain, losing the anchor; the ship then steamed slowly up the river. From 4 to 6, off and on, abreast New Orleans. From 8 to midnight several large fires on shore.

April 26.—At 11 sent the clinker alongside the *Hartford*. She was run foul of by another boat, sunk, and lost, with her oars; crew saved.

April 27.—Saw a rebel steamer coming up the river under a flag of truce; made signal to the flagship. Flagship made signal in return. At 10:50 got underway and went down the river; spoke one of the enemy's vessels. She proved to be the *McRae* with a flag of truce, with the enemy's wounded. Accompanied us back to the flagship.

April 28.—Flagship made signal to watch the rebel steamer *McRae*. Ran down to her, boarded her, and found her abandoned and sinking. Took possession of some letters and documents and brought them off, and at 10 she went down in mid-channel. Sent documents to flagship.

April 29.—Hailed by a man on shore, who said he was a Union man in distress. Took him on board.

May 19.—Meridian to 4 p. m.: Two rebel steamers came down to the city. One returned up the river at 1 p. m.

May 27.—From meridian to 4 p. m.: *Itasca* went up river to meet a flag of truce. At 9:30 heard firing near Vicksburg. At 10:30 saw a large fire raft up the river.

May 28.—At 6:45 p. m. sheered over to the starboard shore and opened fire on the rebel batteries. At 7:35 ceased firing. Fired 5 15-second rifle shell and 7 15-second XI-inch shell.

June 11.—At 5:25 p. m. got underway with the fleet and dropped down abreast of the town of Grand Gulf. At 6:10 opened fire on batteries with pivot and rifle guns and starboard howitzers. At 6:35 one launch was sent fully armed to shore; came back without landing. Fired from pivot gun 6, rifle gun 5, and howitzer 4 discharges. At 7 ceased firing and followed flagship down river.

June 14.—At 5 a. m. fleet weighed anchor and steamed up river. At 6:30 passed Grand Gulf. *Iroquois* fired two shell into the bluff. At 6:30 p. m. a rifle was discharged at Captain Donaldson from shore. In return we fired two muskets and three charges from howitzers.

June 21.—At 12 noon part of mortar fleet steamed up river. At 12:40 steamer *Octorara*, with a mortar schooner in tow, went up river and commenced firing at the batteries. Steamers of the mortar fleet occasionally firing during the watch.

June 27.—At 6 a. m. mortar schooners opened fire on rebel batteries.

June 28.—At 2 a. m. the flagship showed two red lights. At 2:45 got underway and steamed into position and steamed up river with the fleet, *Wissahickon* ahead and *Hartford* on starboard quarter. At 4 the enemy opened fire, and in a few minutes the engagement became general. Between 4 and 5 received a number of shot in hull and rigging, killing 3 men, the enemy firing with great spirit. At 5 shot up out of range, after expending 11 XI-inch shell, — shell from Parrott rifle, and — shrapnel from howitzer, having starboard quarter boat knocked to pieces, foremast shattered, fore gaff shot through, shot through the starboard roundhouse, passing through hawser cask and out through port fore chain, starboard fore davit guy shot away, shot

through starboard quarter spirketing, and Parrott rifle gun carriage shot away.

July 1.—Commodore Davis's fleet came down the river and anchored, consisting of four ironclad gunboats, eight transports, and several small steamers.

July 2.—At 1 p. m. the mortar fleet commenced firing. At 1:30 Davis's mortar fleet fired into the city [Vicksburg]. From 6 to 8 p. m. mortar fleet occasionally firing. At 10 p. m. mortar fleet ceased firing.

July 3.—Above Vicksburg. Mortar fleet (Davis's) firing into the city.

July 4.—Davis's mortar fleet fired a few times at the town.

July 5.—At 10:35 p. m. Porter's mortar fleet commenced firing into the city.

July 8.—From 4 to 6 p. m. the rebels fired several guns at the fleet.

July 9.—At 10 a. m. Lieutenant R. B. Lowry came on board and took command of the ship.

Abstract log of the U. S. S. Brooklyn, Captain Craven, U. S. Navy, commanding.

February 25, 1862.—At 4:40 a. m. saw a vessel to the northward; stood after her. She proved to be a prize schooner from the flagship.

March 16.—From meridian to 4 p. m.: In sight from aloft, 15 schooners and 4 steamers at the mouth of Pass à l'Outre. At 4 a steamer came down the river beyond the bend, in full sight. The *Winona* was sent in chase, but the steamer put about immediately and steamed up the river.

March 20.—At 8 a. m. one rebel steamer in sight off the point up the river. Thirteen Union schooners at Pass à l'Outre. One side-wheel steamer from South West Pass steering down to Pass à l'Outre. From meridian to 4 p. m.: Porter's bomb fleet still on their way from Pass à l'Outre down to South West Pass. During the watch a rebel steamer came down to the point and took a look at us. From 6 to 8 p. m.: Strong winds from the W. S. W. Clear weather. Four gunboats ahead forming a line across the river. Saw a reflection of a fire, bearing W. S. W.

March 24.—Head of the Passes, Mississippi River. Two rebel steamers up the river.

March 25.—One rebel gunboat came down in sight 7 or 8 miles from the ship and returned up the river.

March 28.—At 12:15 p. m. heard heavy firing up the river. Firing up the river proved to be the forts firing at the *Kennebec* and *Winona*, which had gone up to reconnoiter. Sixty rounds were fired at them without effect.

April 1.—A rebel steamer was seen up the river and one down the river.

April 4.—At 10:30 a. m. a rebel gunboat made her appearance coming down the river. The gunboats *Iroquois* and *Kinco* went up the river to meet her and fired several times at her, returning to their anchorage at noon.

April 5.—Head of the Passes. At 10 a. m. all the gunboats got underway and proceeded up the river, the flag-officer in the *Iroquois*. At 11 a report of firing up the river. At 12:30 p. m. the *Richmond* came to anchor off our port bow. At 12:40 p. m. heard heavy firing

up the river. At 3:44 met the fleet coming down and returned to our anchorage.

April 6.—At 11 a. m. a rebel boat came down in sight and put back again.

April 17.—Mississippi River. At 5:40 a. m. a fire raft came down the river and was towed ashore and extinguished. A rebel steamer came down and took a view of the fleet and went back again. From 8 to midnight: Fire raft came down river; was towed ashore by the boats of the fleet.

April 18.—At 10:30 a. m., in company with the balance of the fleet, got underway, the gunboats opening fire on the rebel forts. Meridian to 4 p. m.: Gun and mortar boats still fighting. At 5 p. m. sent launch and first and second cutters ashore and moored them there. At 7 saw a light from a fire near the rebel forts.

April 19.—The *Oneida*, after being engaged with the forts, dropped down the river. Surgeon Jackson left the ship on a requisition from her, she having received a shot and had several men wounded.

April 20.—At 6:20 a. m. armed and equipped boats and sent them to the flagship. At 7:25 boats returned. From 8 to meridian: The watch employed making preparations for taking out the masts of one of the gunboats, preparatory to making the attempt to cut the rebel chain across the river abreast of the forts. From 6 to 8 p. m.: Hoisting out the masts of the gunboat *Kineo*.

April 21.—From midnight to 4 a. m.: Continued firing at intervals by the Mortar Flotilla throughout, and by the rebels a few shots in return. Between 3 and 4 another fire raft was sent down the river by the enemy, but no harm ensued in consequence. At 8 a. m. alarm from one of the enemy's fire rafts that proved to be the burning of an old hulk near Fort St. Philip. A continuation of the bombardment by the bomb flotilla. At 8:10 boats manned to tow off a fire raft that was started up the river; it grounded or got fast and remained up the river.

April 22.—From meridian to 4 p. m. Mortar Flotilla still bombarding Fort Jackson.

April 23.—From midnight to midnight: Nothing of any note occurred during the twenty-four hours; the remarks on the log slate were destroyed by the smashing of the slate by a shot from one of the rebel forts or vessels.

April 24.—From midnight to meridian: Commences with light breezes from N. E.; fine weather. At 2 a. m. called all hands to get underway and prepare for action. The mortar fleet was keeping up a brisk fire on the forts. At 2:30 we proceeded up the river and as soon as we opened by the point the forts opened fire upon us. We were struck several times before we could bring our guns to bear. As soon as that could be accomplished we opened fire upon Fort Jackson and also upon Fort St. Philip, fighting both batteries at intervals. We were fouled by one of our gunboats, but received no damage. The ram attempted to sink us by running into us, but did us but little injury. A fire raft came down the river upon us, but we succeeded in crossing it without injury. We came near getting foul of some hulks and rafts of logs, which kept us under fire longer than we otherwise should have been. We were struck — times by shot and shell. We received two shots on the starboard bow near the water line. One shot entered the wardroom, demolishing several staterooms,

and cutting the bits in two. One gun was dismantled and the carriage badly broken. One shot struck the poop, cutting one-third of the deck plank off on that side, and passed out through the opposite port. Our mainstays were shot away and bowsprit shrouds. We lost a kedge anchor by fouling the gunboat, and one was broken off just below the stock by a shot. Our foretopsail yard was struck and badly injured, and we received several shot through the bulwarks. We lost 8 men killed and 21 wounded. Mr. John Anderson, signal midshipman, was struck by a shot and carried overboard; at same time the signal quartermaster was killed by the same shot. We were under fire of the forts about one hour and a half. We succeeded in demolishing two of the rebel gunboats with our broadside guns, and had the satisfaction of seeing the *Mississippi* sink the ram, and also of seeing eleven of their gunboats on fire and consumed to the water's edge. At 3 a. m. we were within reach of the guns of the batteries and at 4:30 we succeeded in getting out of reach of their guns and steamed up the river, and at 5:30 came to anchor about 4 miles above the forts. We then cleared up the deck and repaired what damages we could by stopping up shot holes, etc. At 9:30 we took our dead on shore and buried them in a graveyard opposite where we were lying. At 11 we weighed anchor and proceeded up the river with the fleet.

April 25.—Calm, weather cloudy. From midnight to 4 a. m.: Large fires seen during the whole watch up the river. At 5 a. m. the fleet got underway and all proceeded up the river. At 6 a. m. passed a large vessel on fire, loaded with cotton, and at 7:30 passed two more on fire. At meridian came in sight of the city of New Orleans, and saw two batteries, one on each side of the river, and as soon as we came within their range they opened fire upon us with round shot. We were struck several times, but had no one wounded. We received one shot in the bow, and one struck and shattered the starboard cat-head, and we had the forelift shot away and one main shroud on port side. The *Brooklyn's* fire silenced the battery of 12 guns on the right bank, and the *Hartford* and one gunboat silenced the battery on the left bank. We not only silenced the battery, but destroyed their camp and drove out all that were at the guns. After taking the batteries we proceeded on to New Orleans and anchored opposite the city. At 1:30 p. m., soon after we came to anchor, a smart shower of rain came on, accompanied with thunder and lightning. After we took the batteries the rebels set fire to a number of vessels and sent them down the river, but they passed us without doing us any harm. After we anchored, a new vessel, intended for an ironclad gunboat, came down past us on fire. We found their ram sunk, and they set fire to nearly all the vessels in port and sent them down the river. They all passed without doing us any injury. While steaming by the lower part of the river we were cheered by the crowd assembled on the levee. Immediately there was a volley of musketry discharged among them by some soldiers standing near. A number were seen to fall, and the crowd dispersed in all directions.

April 26.—At 2 p. m. got underway and proceeded up the river to destroy some batteries. At 4 arrived at the batteries and found they were on fire and most of the guns dismantled and all deserted.

April 27.—At 5 a. m. flag-officer signaled to take possession of all steamers while going down the river. We boarded one called the *Iberville*, but not being seaworthy we abandoned her. At 8:30 a. m.

got underway and proceeded down the river and took possession of the steamers *St. Charles* and *Diana*. Got up steam and brought them down and anchored them near us. Went further up the river and made fast to the bank. A rebel steamer came up the river with a flag of truce; they wished to land their wounded, which the flag-officer permitted. At 3 p. m. prize steamer *Sallie Robinson* came under our stern and made fast. Sent Mr. Taber with a prize crew to the *St. Charles*. From 4 to 8 p. m.: The rebel steamer still lies opposite the city.

April 29.—Off New Orleans. At 6:30 a. m. received news of the surrender of Forts Jackson and St. Philip. At 9 sent the marines on shore from this ship, together with those from the other ships of the fleet, and the American flag was hoisted on the custom-house at meridian.

April 30.—At 7 a. m. a marine guard left the ship and went to the flagship, and from there ashore and raised the American flag on the custom-house. At 7:30 the *Winona* came up the river with prisoners and anchored astern of us. *Itasca* anchored astern of us. Steamer *Burton* came up with prisoners and went in to the levee and discharged them.

May 6.—Steaming up the river. In two or three places saw cotton on fire, having been set on fire by its owners.

May 9.—At 5:30 a. m. the *Sciota* cast off, and with the remainder of the fleet, under senior captain of the *Oneida*, steamed up river. At 6 the *Brooklyn* proceeded down river. Boarded river steamers *Belle* and *Southerner*. At 1 p. m. came to anchor off Baton Rouge. At 1:30 sent two boats' crews ashore under Lieutenant Lowry to hoist the national flag on the arsenal. At 4 *Hartford*, *Richmond*, and gunboat No. 4 arrived from New Orleans.

May 13.—Came to anchor off the city of Natchez.

May 20.—Mississippi River. At 5 a. m., in company with the *Iroquois*, steamed up the river about 5 miles, where we met the *Hartford* and *Richmond*. At 6:30 came to anchor. At 8:30 proceeded up river. At 1 p. m. soundings suddenly showed 2½ fathoms; backed the engine. The *Iroquois* then passed us, grounded, and swung broadside to river. Got a hawser to her and tried to heave her off, when, owing to strong wind and current, we found ourselves on the bottom. Got off. From 4 to 6 p. m. steaming up. At 6 came to anchor.

May 21.—At 7:15 a. m. the *Richmond* and *Hartford* proceeded up the river. At same time the *Iroquois* succeeded in getting afloat.

May 23.—At 10 a. m. the *Kennebec*, having on board Flag-Officer Farragut, arrived from up river. At 4 got underway (*Brooklyn*). In heaving up the anchor, the capstan broke and we were obliged to use deck tackle. Steaming up river in company with the *Hartford*, *Richmond*, and *Kennebec*. At 7 came to anchor.

May 24.—The gunboat *Kennebec* went up the river with the commander to reconnoiter. After she returned a rebel gunboat came down the river and fired a shot, which fell short, and then returned.

May 26.—At 5:30 a. m. the *Richmond* and *Kineo* got underway, and at 7:30 we also hove up anchor and proceeded down the river. At 12:35 p. m. passing the transport *Laurel Hill*, she reported having been fired into by the rebels while passing the town of Grand Gulf. Immediately about ship, being about 10 miles below this town, and steamed up the river. At 4 p. m. arrived opposite the town. The *Kineo* opened on

the town. She fired 7 shot, when the citizens raised a white flag. We sent a boat ashore and had a conference with the citizens and brought four of them on board. They were sent from this ship to consult with General Williams on board the steamer *Laurel Hill*. At 7 came to anchor; sent the boats ashore. Heard firing ashore.

May 30.—Meridian to 4 p. m. Found at anchor off the city of New Orleans, ships *Pensacola*, *Richmond*, *Mississippi*; gunboats *Dacotah*, *Pinola*; supply vessels *Connecticut* and *Kensington*.

June 14.—At 9:50 a. m. sent on shore at Bayou Sara five armed boats' crews; took possession of the telegraph office at that place and destroyed about a mile of telegraph communication abreast of the town.

June 21.—At 12:10 p. m. two mortar boats, towed up by the *Westfield*, anchored off the northern point of the small island. *Octorara* towed a mortar boat farther up the river. At 12:30 this boat opened fire on the town Vicksburg. *Octorara* fired several shot; also the *Westfield*, which were returned from the batteries on shore. At 1 p. m. ceased firing. The *Octorara* came with her boat and left it at the end of the island. At 1:15 p. m. the *Jackson* towed up two boats. At 3:40 towed two more boats. *Troquois* moved up the river. At 3:45 the *Harriet Lane* towed up two mortar boats. One of the first mortar boats at the end of the island opened fire on the batteries, also two of the ferryboats.

June 23.—From 8 to meridian. Sent nine contrabands on board of the transport *Pow*, they asserting that they belonged to rebel masters and had worked on rebel fortifications.

June 24.—At 7:30 a. m. Doctor Ellet came on board, having a communication from Colonel Ellet, commanding a ram fleet of five vessels, which he reported anchored above Vicksburg.

June 25.—Light airs from S. S. W., weather b., atmosphere hazy. At 8 arrived the *Hartford*, flagship, having the broad pennant of Flag-Officer Farragut, with nine mortar boats in tow. At 11:30 a. m. the *Oneida* hove in sight, followed by nine steam transports. She fired several shots before coming up to anchorage, apparently to clear the woods. Several of the mortar fleet fired a number of shots to clear the woods.

June 26.—At 2:20 a. m. heard the report of a large gun down the river. *Octorara* steamed past and went to flagship. At 4:20 *Octorara* passed up river. At 4:25 signal was made from the flagship, 958. At 4:35 a ferryboat was seen close up to the town, off Frank Lyon's bar. At 4:40 Captain Craven went on board the flagship. At 5:10 the *Harriet Lane*, with two bomb vessels in tow, anchored in front of the city. Several bombs were fired from the flotilla. Four or five mortar boats fired at the batteries in Vicksburg.

June 27.—At 6 a. m. the mortar boats reopened fire on the batteries, the fire being returned from the batteries; the bomb fleet fired at intervals. From meridian to 2:45 p. m. the mortar fleet continued their bombardment of the batteries with no reply from the batteries, having fired during that time at the rate of 40 shells per hour. From 6 to 8 p. m.: Mortar boats firing briskly, *Richmond* firing pivot. At 9:30 bomb schooners ceased firing.

June 28.—Midnight to 8 a. m.: Moderate breezes from southward, with fine weather. At 1:30 a. m. called all hands. At 2 precisely flag-officer hoisted at the mizzen two vertical red lights. At 3:15 a. m. got underway and took position in the established line of battle,

the *Kennebec* and *Katahdin* astern. At 4:05 the enemy opened fire on the advance vessels. When this vessel arrived abreast of the lower batteries, the steamers of the mortar fleet, which seemed to be without any form of order, obstructed our passage in such a way as to oblige us to stop our engines and thus delay our progress. As the 80-pounder rifle was our only gun bearing upon the hill batteries, and able to reach, we opened with that vigorously, keeping well inside of the line of fire. At sunrise, and when the smoke had cleared away up the river, we could see nothing of the flag or other ships, while the upper batteries had ceased firing, but the lower still continued the action against this vessel and her division of gunboats, the mortars having ceased firing. As we dropped down below the forts, fire was opened from the hills from a battery of five pieces of flying artillery. As we were within range, we opened our starboard broadside with shell and shrapnel and drove them from their position. We expended in the action 28 IX-inch shell, 41 shrapnel, 62 Hotchkiss, 3 Dahlgren, 14 Parrott 30-pounder. The ship was struck in starboard gangway on mainrail by a 12-pounder rifle, and on starboard bow, under the water-line, by a heavy shot. Jib stay was shot away under the boom. No casualties or accidents occurred. The practice of the rifle pivot was excellent, while the battery was handled by the captains of the guns with rapidity and precision, the shell and shrapnel bursting in good time and with effect. The futility of wooden vessels engaging hill batteries built at a distance of 1,000 or 1,500 yards, and with an elevation of between 200 and 300 feet, was demonstrated by our failing to silence permanently the fire of the enemy. When the fire of the mortar fleet was rapid and effective, they sought shelter under their covers and assumed the offensive as soon as our fire slackened or the vessels dropped out of line and ceased to use their guns. It was impossible to elevate the IX-inch guns sufficiently to reach the enemy's works. The ship hauled out of action at 7:20 a. m., having been under fire two hours and sixteen minutes, the enemy's shot passing over and striking close to us.

June 29.—At 12:15 p. m. the rebel batteries opened fire. At 12:20 mortar boats returned their fire. At 12:45 rebel batteries ceased firing. At 1:15 mortar boats ceased, and at 1:35 commenced again. Some few shell were thrown in the direction of the town, most of them beyond the hills. At 6:50 arrived the river steamer *Sallie Robinson*, from down the river. From 8 to midnight several mortars were fired into the town.

June 30.—At 11:15 a. m. the U. S. S. *Tennessee* came alongside and made fast. Made preparations for coaling ship from the *Tennessee*. Mortar boats throwing bombs at various points of the enemy's positions. Firing by several vessels at intervals at the shore batteries. *Brooklyn* fired one gun to get the range. Mortar flotilla continued to fire a shell at intervals of about twenty minutes during the four hours. At 8 p. m. got underway, in company with the *Kennebec* and *Katahdin*, and dropped down the river about a mile and came to anchor in 7 fathoms water, veering to 30 fathoms chain, near the transports of General Williams and about 2½ miles below the town of Vicksburg.

July 1.—From midnight to 4 a. m. bombs were thrown into the upper batteries at long intervals. At 9 a. m. mortars opened fire on the town [Vicksburg], continuing to fire at intervals. From 4 to 6 p. m. bombs were thrown at intervals of fifteen minutes.

July 2.—At 9:40 heard a gun from the rebel battery. At 11:30 a. m. the fleet captain came on board. At 12:30 p. m. Captain Thomas T. Craven left the ship, all hands cheering him, and Commander H. H. Bell assumed the command. At 1:20 the bomb vessels opened fire on the batteries. The bomb vessels of Flag-Officer Davis's flotilla opened fire on the batteries. At 9:30 the mortar fleet ceased firing.

July 3.—From 11 a. m. to 12 m. a sharp fire was kept up between the enemy's batteries and the bomb vessels. From meridian to 4 p. m. firing at intervals from the rebel batteries; also from Commanders Davis's and Porter's mortar boats, mortars firing at intervals of about ten minutes. At 11:50 Commander Davis's mortar boats opened fire, throwing shell very rapidly.

July 5.—The *Louisiana Belle*, passing across the river, was fired on by rebel battery.

July 6.—At 2 p. m. a rebel battery firing a shot, the bomb schooners opened on them.

July 8.—From meridian to 4 p. m.: Another rebel battery higher up the river opened fire. At 4:10 saw three men on the east shore; sent an armed boat ashore; they proved to be Union troops.

July 12.—Saw a few pieces of land artillery on the left bank of the river. At 9:25 opened fire upon them from our two rifled guns, the Dahlgren and Parrott; fired four rounds, when the enemy disappeared. Ceased firing. From 4 to 6. p. m. Commander Davis's mortar boats firing at intervals at Vicksburg.

July 13.—At 3 p. m. the gunboat *Katahdin* fired a couple of shot at some few rebel soldiers that were seen nearly abreast of us on the left bank of the river.

Abstract log of the U. S. S. Pensacola, Captain Morris, U. S. Navy, commanding.

February 14, 1862.—Got underway and proceeded to sea. At 5 a. m. sent two boats to assist boats of the other vessels in towing ashore a fire boat; successfully accomplished.

April 17.—Mississippi River. At 10 a. m. rebel gunboats came down; fired one or two shots and ran back. Fire boat in sight, drifting down the river from the rebel forts. From meridian to 4 p. m. several rebel gunboats underway firing at our gunboats, but fell short.

April 18.—Sent up our boats to tow off fire ship. From 8 to meridian: Rebel boats fired at our mortar fleet; they returned the fire. From 6 to 8 p. m. Fort Jackson on fire.

April 20.—Mortar boats firing rapidly, Forts Jackson and St. Philip answering. At 2:30 a. m. fire raft coming down the river passed clear of us.

April 21.—From 4 to 8 a. m.: Mortar fleet still bombarding Forts Jackson and St. Philip.

April 22.—Fire rafts coming down the river grounded. From midnight to 4 a. m.: Bomb fleet still at work. From meridian to 4 p. m.: Bomb fleet still at work.

April 23.—Two fire rafts coming down river. From 8 to meridian, firing very slow from mortars.

April 24.—At 3 a. m. underway and ready for action. Received orders to go ahead and attack the battery. At 3:30 in range of the rifled cannon of the forts. A large number of raking shot passed over

us; one struck the starboard bow and swept through the berth deck without striking anyone. At 4 close up to the forts; received a galling cross fire from Forts Jackson and St. Philip and a raking fire from the rebel gunboats up the river; returned with shell and grape. From 4 to 8 a. m.: Receiving a very heavy fire from the forts and the adjacent batteries and gunboats. Broadside guns engaged Forts St. Philip and Jackson; bow guns upon gunboats and upper batteries. At 7:30 came to, about 3 miles above the forts. Our loss, 4 killed and 33 wounded. From meridian to 4 p. m.: Got underway and proceeded up the river with the rest of the fleet that succeeded in passing the batteries.

April 25.—A number of fire rafts floated down the river. From 8 to meridian: Under steam, going up the river. At 10 a. m. came in sight of two rebel batteries, one on each side of the river. At 10:30 the batteries opened fire on us with rifled shot and shell. Returned the fire with our rifled 80-pounder from starboard pivot gun port, and ran up close to the batteries and silenced them with grape. Passed on up the river. The battery on the port hand was silenced before we came abreast of it. We had engaged it with our XI-inch pivot gun. Came to anchor off New Orleans. River full of burning wrecks.

April 26.—At 7 a. m. received an order from the flag-officer to send a marine guard on shore to hoist the national colors over the mint. Manned and armed two boats and sent them ashore, Lieutenant Stillwell in command. While the party were landing kept the broadside guns bearing on the city. At 8 a. m. the colors floated over the mint. At 6:30 p. m. arrived opposite the rebel batteries and found them evacuated and destroyed.

April 27.—At 9 a. m. got underway and drifted down the river. Examined several steamers and took possession of two of them.

April 29.—At 7 a. m. flagship signaled that Forts St. Philip and Jackson were in our possession. At 10, American flag was hoisted over the custom-house.

May 1.—Sent 20 marines in charge of Lieutenant Harris to guard the American flag on shore.

Extract from diary of Lieutenant Roe, U. S. Navy.

April 18, 1862.—Arrived yesterday from the Head of the Passes to within 5 miles of Fort Jackson, where we now are. Ship is anchored within 40 yards of the western bank, under the point below [Fort] Jackson, in company with the fleet. The mortar vessels are not yet in position, but are gradually getting there. As we arrived yesterday afternoon at this place the gunboats beyond the point, acting as pickets, were skirmishing with the fort and the enemy's gunboats, of which we count five.

I have prepared the *Pensacola* for battle, as follows:

All spare spars and rigging are sent ashore. Topgallant masts and flying jib ashore. Whiskers triced up. Sheet chains seized, spiked, and bolted on both sides of the ship, outboard, in the wake of the boilers and engines. Hold cleared for wounded. Sick bay barricaded with sandbags and ashes, wet, stowed in bags. Every piece of spare rigging unrove. A light 12-pounder howitzer mounted in the main-top, and a screen of boiler iron, faced outside with hawsers, closely woven around the top.

All the large ships are similarly prepared; only three whaleboats are retained, furnished with grapnels and chains, for towing fire ships.

Yesterday morning a fire ship was sent down. It passed nearly through the fleet, but kept clear of the ships by the boats towing it. To-day the ships are all anchored close to the west bank. The *Pensacola* is not more than 30 yards from the shore. Last night more fire ships came down. Boats were called away, and the *Westfield*, Staten Island ferryboat, went alongside and grappled it, at the same time playing her fire engines upon it. The boat's crews leaped aboard of it, and by the time the fire ship got down among the fleet it was completely extinguished, amid the cheers and hurrahs of the seamen.

The twenty mortar schooners were towed into position this morning by the small gunboats. The propeller gunboats accompanied them. Three or four of the enemy's gunboats escorted and towed out the very heavy fire raft. Our gunboats opened fire and drove back the enemy.

A single XI-inch shell disabled one of the enemy's vessels, and the rest took her in tow and fled, retreating to the fort. About 10 o'clock this forenoon the mortars opened fire upon the forts. The forts replied with rifle guns, but toward evening they slackened fire. The mortar schooners presented a particularly fine and imposing scene. They had been all prepared with great skill and care. Topmasts were all sent down. All the forward lower rigging come up and stopped closely around the mast. The masts were then decorated all the way up with green branches from shore. The mastheads are adorned with large tufts of branches, giving the masts the appearance of branchless trees, adorned with vines and verdure.

In this unique manner these schooners were towed up in groups of three or four, each astern of the other, and placed in position. Six were anchored on the east bank opposite the forts. The balance were anchored on the west shore under a point of land. Some of the sailors pithily observed that they were lambs dressed for the slaughter. About 10 a. m. the mortars began to speak. The flagship signaled to the fleet to get underway and follow his motions. The ships moved up about a mile and again anchored. From our mastheads we could see the bombs fall and burst all about and in the fort. The enemy's rifled shot ploughed up the water in the vicinity of the schooners and gunboats. The gunboats kept up a good fire with XI-inch shell.

All day the bombardment was kept steadily but not very rapidly. The excitement has been intense. About 6 o'clock p. m. the yards and mastheads of the ship were black with men and officers. As the fire became more and more accurate, their feelings could not be restrained, and at last broke out in long, loud cheers, such as sailors only can give. The firing became magnificent, and presently the people from aloft shouted that Fort Jackson was on fire. A broad sheet of flame rose from the fort. As night closed in, the fire spread a broad glare all over the heavens. It is described by officers from aloft as very great. It is a magnificent conflagration. But I presume it is the outbuildings and barracks outside of the fort. Several bombs were seen to fall and explode amidst the flames.

Thus ends the first day's bombardment of these grand, boasted forts!

April 19.—The fleet remains in the same position. The mortar boats anchored on the east shore hauled out during the night, and this morning took up position with the others on the west shore. The bombardment was resumed at 8 a. m. and continued during the

day without intermission. All day long the heavy booming of the mortars filled the air, and often interrupted conversation by the roar. The gunboats advanced and opened with XI-inch and rifled guns, often striking around Fort Jackson and passing over and beyond. The two forts replied more spiritedly than yesterday, and their fire has been extremely accurate. The *Oneida* was twice hulled, and had 5 men wounded and a gun disabled. One of the mortar schooners received a rifle shot upon her deck, which passed clear through her and sunk her. She filled instantly. I have not learned what casualties occurred beyond this. The mortars are still firing (9 o'clock p. m.), and their fiery path is distinctly traced through the heavens. The bombs do not fall with accuracy, however, but they land all about the fort, and occasionally strike it. A barbette gun was dismounted by a XI-inch shell from one of the gunboats. Most of these shells passed over the fort.

I have to-day completed my last preparations, in getting up splinter nettings fore and aft, made by reeving hawsers around the rigging and thwartships. The fire observed last night at Fort Jackson was the outbuildings, none of which are visible to-day, save one, in the rear of the fort. It is also said that a large quantity of fire ships was set on fire by our shells and burned. The enemy's vessels have all gone up the river. No more fire ships come down. We all hope that our fire is doing execution, but we can not tell. The enemy abandons his barbette guns and uses the casemates when our fire is rapid. But we are too far off to distinguish what progress we are making. A painful anxiety seems to pervade the people of our fleet. But I trust the commander in chief will not order the direct assault to be made by our ships before the enemy has been well harassed by the bombs.

The *Hartford* (flag), *Brooklyn*, and *Richmond*, form the first division of ships. The *Pensacola*, *Mississippi*, and *Portsmouth* (sailing ship, just arrived) form the second division. The gunboats form two divisions, also, to accompany the ships, the second, the first, and the first division of gunboats the second of ships. The greatest naval engagement ever set afoot is now in progress here. The great problem of ships and forts is now to be solved. The enemy numbers the same number of guns as ourselves. But he has them all bearing upon our ships, whereas our ships have only half of their guns to bear at once upon the enemy. We await the issue with anxious interest. We expect the chain to be cut to-night, and then we shall have the signal to get underway and form our line of battle. I am proud that the *Pensacola* is to lead the van of the second division and engage Fort [St.] Philip. The first division will engage [Fort] Jackson, while the second will deliver their fire and pass over to the east bank to Fort St. Philip.

April 20.—The bombardment continued all night and proceeds all day and to-night without intermission. Every four or five minutes the dark night is lighted by a lurid glare, and the fiery bombs shoot like rockets in air and descend into Fort Jackson or about it. A deserter came into the fleet this morning. He is a native of Tioga County, Pa., and was impressed into military duty. It is expected that the chain will be broken to-night, and if so, the signal will be made to the squadrons to get underway and we will assault the forts.

No casualties are recorded to-day. The enemy have not replied much. Only occasionally a shot from the forts is seen to fall just ahead of our anchorage.

April 23.—The bombardment has continued from the mortars without intermission up to this hour, and is now going on. It is now 9 o'clock in the evening. Last night the firing slackened, and was only desultory during the night and to-day. On the night of the 21st it was perfectly terrific. Last night was appointed by the flag-officer for the assault to be made by the ships of the fleet. It, however, miscarried, through some mischance. The fleet is divided into divisions, and the order is given to start at 2 o'clock to-morrow morning.

Captain Bailey commands our division. He leads in the gunboat *Cayuga*, followed in rotation by the *Pensacola*, *Mississippi*, *Oneida*, *Itasca*, *Varuna*, and one or two others. We are to push on and attack Fort [St.] Philip, while the flag-officer and his division occupy Fort Jackson. Commander Porter, with his steamers, form a separate division, and will act in conjunction with our divisions.

Our people view this conflict as most desperate. Fire rafts are let loose upon us every night, but so far have done no damage whatever. I see no want of determination on the part of our people. But I look for a bloody conflict. These may be the last lines I shall ever write. But I have an unflinching trust in God that we shall plant the Union flag upon the enemy's forts by noon to-morrow. I trust in Almighty God for the results. If I fall, I leave my darlings to the care of my country.

New Orleans, April 28.—At 2 o'clock on the morning of the 24th two dull red lights hung from the peak of the *Hartford*. In an instant our people were on deck, knowing that the decisive hour had come.

I took my station on the bridge and began to get underway. At 3 o'clock we were steaming slowly toward the forts, and our anchors secured. Both the heavy cables were unbent and the small stream stoppered, ready for letting go from inboard. Our division was formed in good close line, the gunboat *Cayuga* leading us on like a pilot fish. The *Pensacola* was, therefore, in reality the van, I had almost said the forlorn hope of the fleet. About 3:15 a rocket shot up from Fort [St.] Philip, followed by a rifle shot, which came whistling over us. It was but a moment more when the battle was in full play. I had kept my people lying down flat until I was fairly in reach with our guns, when I ordered the division to open. The firing was truly terrible. I ran the ship close up to Fort [St.] Philip and engaged in almost a yardarm conflict. The chain was broken only in a small space upon the Fort [St.] Philip side, and, in the darkness, the smoke of burning powder, and the din of battle, my task of guiding the ship through was difficult. Judging by my proximity to [St.] Philip, that I was all clear, I stopped the engine frequently, and never went ahead fast. The only bells I rang, were "slow" and "stop her." I lost all trace of the land, and sheered over to the Jackson side, after forging ahead of [St.] Philip, and here I at last got a glimpse of the shore line, put the helm aport, and worked along. It was here that I first began to encounter the rebel squadron of twelve, some say sixteen, gunboats and iron rams. They kept ahead of us, firing a stream of rifle shot and shell from a raking position down upon us. In the meantime, there were playing upon the *Pensacola* two forts, one a casemate, and four heavy batteries which flanked the forts upon either side. With the rifle 80-pounder on the starboard bow, and the XI-inch pivot on the port bow, both training nearly ahead, I fought the gunboats. I worked the starboard guns only, and could not reply to Jackson, on the port

side, for fear of firing into the first division, under the flag-officer. Very early in the action we received most of our injuries. The bridge seemed to be the special object of the enemy's attack. The guns' crews, right under me, were decimated. The groans, shrieks, and wails of the dying and wounded were so horrible that I shudder now at the recollection of it.

The bridge, on which I stood, just abaft of the mainmast, was twice swept by the fire from Fort [St.] Philip. My signal quartermaster and my boy aid (Flood) were both swept away from my side. The quartermaster lost his leg by a cannon ball, the boy swept away, I do not know how, but after getting the quartermaster below to the surgeon, he returned to my side again, brave as a lion. Shell burst all about me. At daylight I found the right leg of my pantaloons and drawers cut away by the knee, and the skirt of my coat cut in a strip; yet my body was untouched.

During the engagement I saw the iron ram dead ahead, coming down upon us. I watched my opportunity and gave the ship a sheer with the starboard helm, then with the port helm, and thus brought it close along the starboard side, and alongside. The muzzle of our guns almost touched it. I gave the order to my men to wait, and received it first with a charge from the XI-inch, then the 80-pounder rifle, then the broadside guns in rotation, from forward aft, clean through the whole battery. He passed astern and was received by the *Mississippi*, which completed demolishing this formidable foe. The ram did not even scrape our paint work. There were several of these rams.

As daylight at last broke we were past the fire of the batteries, pursuing the retreating gunboats of the enemy, which, one after another, were hulled by our guns, and ran ashore and burned or destroyed. Not one escaped.

At daylight the quartermaster got out the stars and stripes; it was flung aloft to the morning breeze, amid the deafening cheers of our people, and for the first time in a year the banner of the Union was flying over the waters of the *Mississippi*. The men rested from their guns, begrimed with powder and sweat, and yet every few minutes their cheers for the stars and stripes, for the *Pensacola*, for myself, were almost deafening. It was at this time that I received adulation from men such as I never experienced. I was aware that I had carried them through the terrible conflict triumphantly, but the appreciation of it by my men had no limits—no bounds. They came around me, examined my clothes, which were badly rent by shell and shot, and some of them extended their hands and felt of my clothes as though to assure themselves of my personal safety. Their adulation seemed almost to amount to worship. The clear, cool tones of my voice, directing the helm and the divisions, seemed to have inspired them more than something magical.

During this first pause the flagship was desecrated among the ships, slowly moving up, with that unspeakable calmness that only an American man-of-war can exhibit. All at once we cheered the flag. The other ships as they came up, and every vessel of the fleet, flung out from each masthead and peak the glorious old flag of the nation, prouder, more beautiful in the balmy morning breeze of that hour of victory.

The gunboat *Varuna* had been pierced by a ram, ran ashore, stern on, and sunk, her colors flying from her masthead, above the waters.

As the fleet passed her, the vessels dipped their colors and gave her three cheers. Her people were all saved and brought on board of the other ships; 60 came to us.

The fleet passed up 7 miles to Quarantine ground, above the forts. Three gunboats did not get through, and we fear they succumbed to the terrible fire of the two forts and four heavy batteries. We have not yet heard of them, and they may be below.

My first care was to visit the dead and wounded. This part of my duty is too painful to dwell upon. Four men were cut to pieces by cannon shot, at their guns. One gun captain, mortally wounded, still lingers. There are 23 wounded besides; some severe, some slight. Several officers are slightly wounded. Lieutenant Stillwell was knocked down by a shot, and yet not a hair of his head hurt.

After clearing up our bloody decks and resting for a few hours at anchor, the signal was given to get underway for New Orleans. The flag-officer decided to push on his victory without delay.

All day we swept up in two columns toward the city. Arrived at English Turn at dark, the fleet anchored. At daylight of the 25th the fleet again weighed and headed up the river. As we passed plantations we were greeted by waving of handkerchiefs and white flags from the mansions of the planters. There were evident demonstrations of joy at again seeing the old flag so proudly borne from our imposing mastheads.

Arriving at Camp Chalmette, about 9 miles below New Orleans, the signal was again displayed to prepare for battle. The *Pensacola* formed the head of the starboard column, the *Hartford* that of the port column. Two batteries opened upon us. The *Hartford* stood up and engaged the port battery, and the *Pensacola* stood up and engaged that on the starboard shore. It was closely contested with us for about thirty minutes, the engagement, as usual, opening with rifled guns at long range. I brought the XI-inch broadsides to bear as soon as I could and used grape altogether. The work was soon ended here, the guns deserted, spiked, and abandoned.

We lost no lives, but the ship was hulled. The *Hartford* suffered a good deal and lost one or two men. We formed column and again swept up. As we passed along some soldiers fired many Minié rifle balls at the bridge and rear platform, as several officers were standing. My little boy aid said, "Mr. Roc, they are shooting rifles at you, trying to kill you; don't let them do it." The men at the guns sighted their guns and fired a whole broadside, without orders no doubt, doing terrible execution, I fear, upon hundreds of innocent people. The buildings were very thick and the shores lined with crowds of curious people.

Soon we came in sight of the crescent and the fleet in its curve. Not a flag was seen over the city. The emblems of this vile rebellion were hauled down at the sight of our advancing columns. I never witnessed so grand, so magnificent, so imposing a scene. The twelve vessels swept along, under full head of steam, the port column hugging the port shore, and the starboard column clinging to and sweeping the wharves of the New Orleans side; but long ere this a new spectacle was presented. Soon after passing the two batteries of Chalmette, the military authorities ordered all the shipping to be burned, steamboats, ships, barks, wharves. Everywhere, on both banks, was a long blaze of burning cotton, and sheds, ships, docks, and wharves.

About 3 o'clock in the afternoon of the 25th April our fleet anchored off the center of the city of New Orleans, in nearly bow and quarter line, thus giving both broadsides of our ships a direct bearing upon Algiers on the one side and New Orleans upon the other.

That afternoon the demand was made to surrender the city. General Lovell, who commanded the rebel forces here, declined to do it, but agreed to evacuate the city with his troops, in order to spare, as he says, the women and children from the disaster of shelling the town. This was done.

On the morning of the 26th the *Pensacola* received orders to seize the mint, directly opposite which we were anchored, and to hoist the American flag upon it. Lieutenant Stillwell, the marine guard, and a quartermaster went ashore in two armed boats. They landed unmolested, took possession of the mint, which was deserted and open, and in a few minutes the stars and stripes were floating from the flagstaff where the rebel flag had been so lately flying.

The locks of the vaults were spiked by Lieutenant Stillwell and his party were withdrawn. I had trained a 12-pounder howitzer in the maintop right upon the building and flagstaff, having sprung the ship's broadside on the town.

About 11 o'clock, general order for the performance of divine service to render prayer to Almighty God for the success of our army and the little loss of life was given, and while our people were all assembled on the quarter-deck at prayers, a lookout in the maintop shouted, "The flag is down, sir," and fired his piece. The shell exploded alongside the flagstaff and killed the man who tore down the flag. Our men, quick as thought, jumped to their guns, many grasping their lock strings. Fortunately a half hour before the gunner had removed the primers. It is terrible to think of what the result would have been. But New Orleans would have been laid in ashes, without doubt.

The matter rested here. In the afternoon the ships were ordered underway again and stood about 9 miles up the river, where were two heavy batteries of five or seven guns each. Before we arrived, however, the redoubts were abandoned, the gun carriages on fire, and the victory a bloodless one. Anchored that night in their vicinity, and the following day returned and anchored off the city again.

General Butler arrived to-day in one of our gunboats and reported his troops concentrating at Quarantine ground below. We are waiting for his army to come and occupy the city militarily.

April 29.—General Butler came up the river yesterday and announced that his troops were below. He was received with long and loud cheers as he steamed through the fleet.

This morning early the flagship announced that the two forts, St. Philip and Jackson, had surrendered to Commander D. D. Porter at 3 p. m. yesterday. Flags were hoisted at each masthead in honor of the event throughout the fleet.

At 9 o'clock the marine guards of the fleet landed on shore and hoisted the flag of the Union over the custom-house. The flag of Louisiana (the State flag) was hauled down by our men. At sunset the flag of the nation was still flying over the city of New Orleans. The troops are expected to-morrow. It is thought an attempt was made by incendiaries to fire the city this morning. A very large coal depot near us was fired, but extinguished by the fire engines on shore. All the city fire bells rung. There seems to be very little excitement

on shore. There are many incidents that occur, showing that there is still strong love for the flag and for the old Union here. The general character of the people is manifested by a sullen silence.

The *Kennebec* arrived safely this morning. The *Winona* and *Itasca* are yet missing.

The *Cayuga* left to-day for the North, bearing dispatches from the flag-officer to the Government. Captain Bailey, of the *Colorado*, went in her, invalided.

May 1.—To-day General Butler brought up a large number of troops. The ships hauled alongside of the docks and the troops landed, formed, and marched up into the city, playing Yankee Doodle, and bearing the national and regimental colors.

The missing gunboats have all arrived from below. The surrender of the forts below was unconditional. The prisoners were all released on parole. As they landed close by us they were treated brutally. Some were killed, some stoned, all jeered and hooted through the streets.

Several persons were hung last night for professing Union and national sentiments.

The *Rhode Island* arrived, bringing letters.

May 5.—A portion of the fleet has sailed up the river, probably to Baton Rouge. All the sugar and cotton along the coast, up to Baton Rouge, have been burned. The New Orleans papers say that it is burned for 20 miles inland.

I have ascertained the list of killed and wounded during our two engagements. There were 36 killed and 130 wounded—i. e., persons either mortally or badly wounded. There are very many wounded; no names. Our officers are now visiting the shore, but the people exhibit every means of contempt. The women are especially violent and coarse in this respect. They never lose an opportunity to insult our officers. These are not merely the street women, but the women of the highest classes—mothers—with children and servants in company. The vulgarity of their behavior is truly wonderful.

May 17.—The fleet have all gone up the river as far as Vicksburg, or farther, except the *Pensacola*, *Mississippi*, and one gunboat. The sailing sloop *Portsmouth* was towed up, and is anchored off Carrollton. All the external defenses of New Orleans are now occupied by our troops. The forts in the Rigolets were evacuated by the enemy. Two Union gunboats entered Lake Pontchartrain and cleared it of enemies. There were several gunboats in this and adjacent lakes.

The flag-officer will, no doubt, effect a junction with Flag-Officer Foote. We hear that Yorktown, Norfolk, and Memphis are evacuated, and the *Merrimack*, at Norfolk, destroyed. Everything was destroyed before falling into the national hands.

I visited, last week, our wounded at the hospital at Pilot Town. They are doing well. I visited Forts Jackson and St. Philip. These forts are entirely uninjured. The citadel of Jackson was completely in ruins, but the guns were all mounted and unhurt. The casemates were in fine condition. I observed a crack in one of the casemates, only. It was shored up by a few pieces of scantling. Although the walls were everywhere scarred by our shells, yet the impression was slight. The strength of these defenses would make any one believe that they were impregnable. So, indeed, they are, if properly defended. It is a perfect Sebastopol of art. The bombshells have struck and fallen upon every conceivable spot in and about the fort, but yet they have effected no injury.

There are 176 guns in all of these defenses, besides a very efficient mortar battery, which does not appear to have been used. This is very strange, inasmuch as they might have done incredible injury to our fleet.

The order of steaming was in two columns, the second division of ships to attack Fort St. Philip, and the first division of ships, Fort Jackson, and then pass over to Fort St. Philip, in the rear of the second division. The passage through the barricade was about 200 yards wide and the chain had been cut and the rafts removed by Lieutenant Commanding Caldwell previously. He also reconnoitered this passage on the evening of the night on which the attack was made.

After passing the forts and barricade, the order of two columns was observed all the way up the river, the second division keeping on the starboard bank of the river and the first division on the port bank going up. It will be seen from this that the *Pensacola* was really the leading vessel of this attack and exposed to the whole first fire of all the batteries, forts, and gunboats. The *Cayuga* preceded us, but she was so small, and so low in the water, that the immediate presence of the *Pensacola*, astern of her, drew nearly or quite all of the heavy fire of the enemy upon herself. From the moment the first gun was fired I lost complete sight of the *Cayuga*, until we were several miles up the river. A single discharge concealed her effectually from the view of friend and foe.

The *Itasca* was driven back in a sinking condition by the fire of the forts. She drifted down the river and ran ashore purposely, to escape sinking.

The *Kennebec* got foul of the barricade, drifted out of the action, and retired.

In walking over Fort Jackson I found there was no up-river extension or battery, as I had supposed, but regiments of riflemen and sharpshooters. But there was a very heavy down-river extension, completely masked by the undergrowth.

Fort [St.] Philip had the two extensions, up and down the river. They are indeed heavy forts, each of them, and the guns well protected by walls and embankments. It was here also that I found the mortar battery, which had apparently not been used. A very heavy 7-inch rifle gun on the down-river extension of St. Philip was burst at the muzzle. On the extreme up-river extension I found an 8-inch gun broken directly in two pieces. The dent of a shot or shell showed that it had been broken by having been struck by a shell. I saw no other guns disabled or dismounted in either fort.

Everything continues quiet in New Orleans. There are constant evidences of a Union sentiment here, but it is repressed through fears of the mob.

General Butler has issued a proclamation that any woman of New Orleans who shall insult the soldiers or officers of our forces shall be considered a public woman and so treated. A marked change has been the result. We get marketing, and washerwomen come on board and get our clothes to wash.

Newsboys come on board every day and sell the morning papers. Stores are opened and we can buy, though at frightful prices.

Reserve is fast wearing off, and persons who would not speak to us upon our arrival now tell us that it is all up with the Southern Confederacy.

Abstract log of the U. S. S. *Oneida*, Commander Lee, U. S. Navy, commanding.

February 28, 1862.—At 1:30 ship was turned over to Commander S. P. Lee by the yard, New York.

March 2.—Stood out to sea on trial trip.

March 9.—Got underway and at 2:45 passed Sandy Hook light.

April 5.—At 6:25 p. m. came to anchor at the Head of the Passes, Mississippi River, on the starboard quarter of the flagship *Hartford*. Found the *Brooklyn*, *Hartford*, *Richmond*, *Varuna*, *Troquois*, and five gunboats at anchor, the large vessels having chain cables bighted up and down abreast of boilers. The *Richmond* painted lead color. The gunboats were the *Sciota*, Lieutenant Commanding Donaldson; the *Katahdin*, Lieutenant Commanding Preble; the *Wissahickon*, Lieutenant Commanding Smith; the *Kineo*, Lieutenant Commanding Ransom; the *Kennebec*, Lieutenant Commanding Russell. The *Winona*, Lieutenant Commanding Nichols, is at Pass à l'Outre.

April 10.—At daylight saw a large rebel steamer off the point below the forts. At 6:20 a. m. made eight steamers over the land from the masthead. At 10:25 discovered nine steamers up the river. At 11:20 a large steamer with two stacks seen coming down the river. Continued running up and down the river during the watch. From 12 to 4 p. m.: One rebel steamer in sight about 8 miles up the river. From 4 to 6 p. m.: Made over the point of land from masthead ten rebel steamers and one sailing vessel. At 10 p. m. the *Varuna* and three other gunboats composing the advance guard anchored in line, bearing on our starboard quarter.

April 11.—From 8 to 12 meridian: One rebel gunboat in sight from the masthead. From 8 to midnight: Four gunboats astern of us, we being the advance guard.

April 12.—At 10:40 a. m. three rebel gunboats in sight from the masthead, coming round the point from up the river and steaming down on the — bank of the river. At 11:15 ordered the *Varuna* to get underway and chase up the river, and fired three times at the rebel steamer. From 11:15 to 11:20 the other three gunboats and the *Oneida* got underway and stood up. At 12:35 the rebel steamer having gone up came to in 5½ fathoms below the Jump. The *Kennebec* arrived with an officer and boat's crew from the French steamer *Milan*, to communicate with Fort Jackson.

April 13.—At 6 made a rebel steamer at the Fort Point. At 7 the steamer *Sachem* and the steam gunboat *Owasco* went up off the salt works to establish some triangulation points for the use of the mortar vessels. At 7:15 the *Oneida* made signal 1218, and all the advance division answered it and commenced getting underway. At 7:30 a steamer reported coming up the river. At 7:35 the *Oneida* commenced getting underway. At 7:45 weighed anchor and started ahead up the river, having communicated with each vessel. From 8 to meridian: Went to general quarters at 9 by general order from the *Oneida*. At 10 an armed boat went from the *Sachem* to the salt works. The *Owasco* fired several times into the woods. At 11 the *Harriet Lane* came up from below, showing the flag-officer's flag for a few minutes only, made signal 1218, which was answered, and the *Oneida* and gunboats went up the river below the point. At 12:25 p. m. commenced firing. Fired rifled and two XI-inch pivots, one round each, also a

starboard broadside rifle and port 32-pounder to clear the woods and batteries and reload with fresh charges. At 1:30 the flag-officer, accompanied by Captain Bell, came on board from the *Varuna*, left for the same vessel at 3:40, when the *Varuna* and *Kineo* went down the river to coal. At 2 the *Iroquois* arrived from below. At — the *Harrriet Lane* went down the river. At 5:30 steamed down the river about 1 mile and came to anchor.

April 15.—At 5:50 p. m. an English war steamer, the *Barracouta*, Captain Malcolm and Captain Preedy, with leave from the flag-officer for the two English captains to visit Fort Jackson to communicate with their consul at New Orleans, came up the river and stopped her engines near the *Oneida*. Captain Lee went on board.

April 16.—At 6:30 a. m. a rebel gunboat reported from the masthead around Fort Point. From 8 to 12: At 9 a rebel steamer seen up river. At 9:20 got underway. At 9:35 let go starboard anchor near right bank of river. Exercised small-arms men firing at different objects on shore, also fired several shots from big guns. At 3:20 p. m. several shots fired from Fort Jackson at our vessels. At 5:30 two of the bomb flotilla commenced firing at the forts to try their range.

April 17.—At 10:40 a. m. gunboat *Pinola* passed down the river with Captain Bailey, who came on board the *Oneida* to command the first division (distinguished by a red flag on *Oneida*) of gunboats, consisting of *Oneida*, *Varuna* (Boggs), *Katahdin* (Preble), *Kineo* (Ransom), *Wissahickon* (Smith), *Cuyuga* (Harrison). At 11:55 *Iroquois* came down the river and anchored astern of us. At 7:35 discovered a bright light, apparently near Fort Jackson, which continued burning at the end of the watch. At 10:20 saw firing of several guns up river toward the fort.

April 18.—At 10:10 firing reported from the forts. At 10:15 commenced firing from the bomb flotilla and from the forts, shell bursting low down. At 10:30 a large bark-rigged steamer coming up the river—the *Mississippi*, with General Butler and troops. At 10:15 she came to anchor at Head of the Passes. At 12 meridian reported from masthead a large smoke in the direction of the forts; the bomb flotilla still firing and shell bursting over and close by the forts. At 5:55 stopped near the flagship *Hartford*; Captains Bailey and Lee went on board the flagship. From 6 to 8: Flag-officer and four army officers of General Butler's staff came on board from flagship. At 6:30 p. m. started ahead up the river to reconnoiter, with a large red flag at the mizzen and all hands went to quarters. At 6:35 both forts opened fire upon us, the shell falling close around us. At 6:50 turned and steamed close up to the flagship. At 7 the flagship left. From 8 to 12 midnight: The fire in the vicinity of Fort Jackson has gone out, also the fires observed on the left bank of the river.

April 19.—At 6:30 a. m. the *Miami* commenced towing the bomb flotilla to the west bank of the river; at the same time a large raft and flatboat came down the river; did no damage to the fleet. At 6:40 bomb flotilla commenced firing into Fort Jackson. At 6:45 hove short, all ready for getting underway. The bomb schooner, Captain Jack, sunk by a shot from the fort. At 10 went ahead of the mortar fleet and sunken steamer, opening the flagstaff of Fort Jackson. Kept up a good fire on that fort from two XI-inch guns with 20-second fuze shells at about a mile and a half, from the forecastle and port broadside and 30-pounder rifles, Dahlgren, with Dahlgren bolt. It appeared

from our masthead that several of our XI-inch shells fired with the service charge of 15 pounds power fell within the fort. The shot from the bow rifle fell short, even when elevated for twice the distance, shown by the recent coast survey of this locality. The shot and shell from the fort fell fast and thick around and over us, sometimes throwing water on our decks, but doing no harm. At 11:40 drove back a rebel steamer seen coming from the fort. At 12 m. dropped back and went to dinner. The *Oneida* heels so much when working pivot guns on the port side as to require all the elevation these guns can get. At 12:45 p. m. made the telegraph signal 5093, 2126, 2665, 4152, 2355. A solid shot put in the after pivot gun for the rebel steamer having jammed, cleared it and cleaned the gun. At 1 went to quarters, passed by and beyond the bomb vessels, and opened Fort Jackson. When sheered with port helm to bring our pivot guns to bear, though trained as sharp as possible with some of the hammock nettings cut away, fired carefully, going ahead or backing or dropping with current to drift us as necessary to keep the position and have our guns bear on the fort. At 1:50 our jib stay was shot away. Put some shell into the fortress reported from the masthead. At 2 p. m. a X-inch solid shot struck on our starboard side, forward, carrying away the forward and outer truck and axle of the 32-pounder, penetrating the waterways and lodging in the frame, bursting from their fastenings two horizontal knees and starting five or six of the outer plank, driving out the oakum; weakening that part of the ship's side. Immediately another X-inch solid shot struck us on the port side, carrying away two timber heads, injuring the after pivot-gun carriage, its circle, and the deck, and seriously wounding by the splinters 9 men, viz, J. A. Miller (seaman), Charles D. Murphy (ordinary seaman), John Moir (seaman), George Scott (ordinary seaman), Richard Graham (seaman), Edward Perry (seaman), and slightly wounding Henry Cooper (marine), Robert Woodruff (landsman), John A. Martin (landsman). Made signal 1243 and reported the ship ready for further action. Ordered by flag-officer to anchor and repair damages. At 3:10 anchored ahead of the *Hartford*. The whole fire of both forts seemed concentrated on us and was very heavy. Besides the *Sciota* and *Pinola*, one or two more gunboats engaged at intervals. The bombs continued firing at intervals, some of their shell bursting in the air, some falling short, and occasionally one seeming to fall into Fort Jackson. Our guns were well served. We fired to-day, in three hours, 60 XI-inch shell with 20-second fuzes and 64 rifle charges. From 4 to 6: The steamer *Jackson* came up and anchored astern of us at 5:55. Bomb flotilla still firing at the fort.

April 20.—From 12 to 4 a. m.: Steaming up against the current, keeping in one position, being an advance guard for the bomb flotilla, with three gunboats, the bomb flotilla still firing at the forts. At 9:30 the *Iroquois*, *Winona*, and *Kennebec* relieved us. The *Sciota*, *Pinola*, and ourselves then anchored astern of the *Hartford*. At 12:55 weighed and shifted our position from astern of the *Hartford* near the west bank of the river. At 1:05 the *Brooklyn* weighed anchor; at 1:15 dropped it again. At 1:45 the *Mississippi* came to anchor on our starboard quarter. At 1:55 the *Varuna* came to anchor on our port quarter. The bomb flotilla still firing at the forts. At 5 steamer *Jackson* arrived and proceeded up to the flagship. At 5:10 gunboat No. — hauled off from flagship, having removed her masts. At 5:15

the *Owasco* and *Miami* dropped downstream. Continued bombardment of the fort by the Mortar Flotilla. From 8 to midnight: Bomb flotilla signaled red, green, red; flagship answered red, green, red. At 10:30 flagship signaled red, green, red, and the bomb flotilla commenced firing very briskly. At 11 the forts commenced firing and fired twenty-six times. At 2 four gunboats, which had gone, under Captain Bell, to examine the chain, returned.

April 21.—At 12:30 a. m. *Harriet Lane* signaled blue, white, red lights, after which the bomb flotilla fired less rapidly. At 1:15 one of the dismasted gunboats passed us and went up river. At 2 fire raft coming down the river. Got underway to avoid the raft, which drifted past us. While the fire raft was coming down, the *Kineo* drifted foul of the *Sciota*, and both drifted down and got foul of the steamer *Mississippi*, where the fire raft, with boats towing it, hung a moment on the *Sciota*. At 2:50 anchored in our former anchorage. At 3:45 one of the gunboats got clear of the *Mississippi*, with her mainmast carried away. At 3:50 the *Jackson* went up past us, having followed the raft down the river to prevent it doing any damage, the mortar fleet still firing at intervals. At about 2 the *Itasca* and the *Winona* returned, having slipped the chains of one of the vessels and thus made an opening in the chain across the river, in doing which the *Itasca* got aground and was pulled off by the *Pinola* under fire of the forts. From 4 to 8 a. m.: No change of position in the fleet during this watch. Several of the bomb vessels engaged throwing shell into Fort Jackson. Heard firing from the forts from 8:10 to 8:30. At 9:30 gunboats 3, 4, and *Varuna* got underway and went up the river. At 10:10 the forts commenced firing and gunboat No. 2 came down the river, also the *Iroquois*. The bomb flotilla still firing at the forts. Continued firing from the Mortar Flotilla. Frequent firing from the forts at our vessels during the watch. From 4 to 6 p. m.: During this watch a continual cannonade kept up between the fort and the bomb flotilla. Sent our dingey to the *Sciota*, who lost her boats by collision. From 6 to 8: The bomb fleet still firing; no firing from the forts during this watch. From 8 to midnight: The flagship signaled to tow fire raft clear of the fleet. It was extinguished immediately. The bomb fleet still bombarding the forts; no return from them.

April 22.—At 12:10 a. m. fire raft reported below Fort Jackson. At 12:15 went ashore just above the point. At 2 the fire raft became invisible. Bomb flotilla firing. From 4 to 8 bomb flotilla firing at Fort Jackson. At 8:40 flagship signaled to *Oneida*, *Katahdin*, and *Kineo*. Got underway and communicated with flagship; received orders not to fire except on rebel steamboats and vessels. Stood up ahead of the fleet and below the upper mortar vessels, crew at quarters. At 10:30, rebel steamers about Fort Jackson having gone up river, relieved officers and crew from quarters and dropped down along line of bombers and ahead of fleet, keeping in position there and out of sight and ordinary range of the rebel guns. At 11:50 an VIII-inch shell, fired at high elevation by the rebels, passed through our smoke-stack and burst on the starboard side of the quarter-deck, fracturing the left arm and thigh of Quartermaster John J. Winn (rendering the amputation of both necessary) and slightly wounding F. J. Naile (midshipman), J. J. Earle (junior master's mate), F. Douglas (seaman), J. R. Libby (ordinary seaman), O. Crommelin (landsman), and injuring but not disabling the after 32-pounder (starboard). Dropped down a little,

repaired damages, and kept ready for further duty. The shot and shell from the rebel forts obliged several of the upper bomb vessels to drop farther down. Bombardment continued. From noon to 4 p. m.: On advance guard duty. Bombardment continued. From 4 to 8: A large raft of heavy logs, strongly bound with chains, drifted down the river. Sent boats to tow it clear of shipping astern of us. Bomb flotilla bombarding Forts St. Philip and Jackson until midnight. Called captains of the *Katahdin* and *Kinco* on board and arranged to have the advance guard vessels well ahead and in good position near abeam, with two boats of each all prepared for grappling and towing off fire rafts.

April 23.—At 1:15 a. m. a fire raft came down the river. Fired an XI-inch shell into it; went to fire quarters. The advance sent boats which, with the assistance of other vessels, towed it ashore on the left bank of the river below the fleet. A bright light burning during the watch near Fort St. Philip. Kept underway. Bomb vessels firing. At 10 the *Troquois* relieved us and we dropped down the river astern of the *Mississippi*. At 10:30 commenced to unbend sails and send down gaffs and topmasts. At 7:20 came to anchor under the stern of the *Mississippi*. The second division (Captain Bailey—his red divisional flag flying on the *Cayuga*) anchored along the left bank in the following order: *Cayuga*, *Pensacola*, *Mississippi*, *Oneida*, *Varuna*, *Katahdin*, *Kinco*, and *Wissahickon*. At 9 a light reported from mast-head a little on the port bow. At 9:30 a fire raft came down and lodged on shore. At 10 commenced getting underway and hove in (the fire raft having lodged above). At 12 the light reported at 9 still burning.

April 24.—From midnight to 8 a. m.: Weather fine; clear, starlight night; wind light from northward. At 2 a. m. the flagship hoisted two perpendicular red lights, the signal to the fleet to weigh anchor and pass the forts. At 3 the fleet underway, steamed up to the forts, the second division leading, with instructions from the flag-officer to pass on the Fort St. Philip side and not to fire the port guns. The firing from the forts commenced at 3:10, almost as soon as the leading vessels cleared the point below Fort Jackson, and was very heavy. On coming up to the opening in the barrier, the *Mississippi* seemed to be aground on the left-hand side, and she was firing her port guns. She soon moved out, and the current taking her on the starboard bow, turned her to Fort Jackson side. The way being now clear, saw the *Varuna* (whose regular station was astern of *Oneida*) on our port side and bow, making black smoke; steamed on and steered upon the Fort St. Philip side, and, passing as close as possible to that fort, fired into it with grape, canister, and shrapnel cut close, having all our guns (but one rifled 30-pounder) on the starboard side. The firing from Fort St. Philip seemed to pass over us and did us no injury. The smoke had now become so thick that it was very difficult for me to pilot the ship, even from the fore-castle, where I stood. The ram *Manassas*, coming down the stream, passed quickly and closely on our port bow and under our guns. A rebel steamer, supposed to be a gunboat from her coming downstream, attempted to cross our bow; ran into her with a full head of steam and cut her down with a loud crash on her starboard quarter. Shifted the port 32s to their ports and one of the pivot guns to the port side, loading the pivot with solid shot and the 32s with 5-second shell, and slackened speed, being above the forts. We were soon among a number of rebel gunboats, but the smoke and darkness made it impossible to distinguish

friends from foes. The rebel steamers at first showed lights; fired on both sides into them whenever we could identify them, but ceased firing when they made no return and did not fire when they seemed to be unarmed transports; also refrained from firing when we had no other sign than black smoke of its being a rebel steamer, on account of the *Varuna*, as she made black smoke. At 3:55 an armed rebel steamer, painted black, and having two masts, on our starboard bow; fired into it and gave her chase until she ran away up the river. Fired into a steamer on the port side and passed her apparently in a sinking condition. At 4:20 fired at two rebel steamers on the starboard side. They did not return the fire; supposed them to be transports. At 5:05, the fleet still firing astern, came up to and spoke the *Cayuga*; conferred with Captain Bailey, who thought *Cayuga* and *Oneida* the foremost vessels, unless the *Varuna* might be ahead. He hailed to the effect that he thought her so, looked, but could see nothing of *Varuna*. The first lieutenant, the officer at the pivot gun on the fore-castle, and the masthead lookout reported that the *Varuna* was not in sight ahead. Steamed ahead to reconnoiter. At 5:15 a. m. the *Cayuga*, now a mile astern, made general signal No. 80. Could see nothing ahead requiring assistance; supposed the signal to refer to vessels astern of the *Cayuga*. At 5:25 came up to a rebel position on the port side with a large rebel flag flying over it, which at first seemed to be a fortification, but which, on nearer approach, proved to be a camp. Fired a gun into it; fire not returned; no one visible. The camp being deserted, did not stop for trophies, but took advantage of the daylight to reconnoiter. At 5:30 *Varuna* reported ahead, and the rebels trying to board her. Pressed ahead under all steam; saw the *Varuna* aground on the left bank; fired the fore-castle gun at the black rebel gunboat. The *Varuna* cheered us heartily as we came up and protected them from capture. Their magazine was flooded. The two rebel gunboats which had run into the *Varuna* (a light, merchant-built steamer) and stove her, finding it impossible to escape the *Oneida*, ran ashore and set fire to their vessels—one, the ——, mounting 2 guns forward, ran ashore on right bank, head upstream, and the other, the *Governor Moore*, mounting 2 rifled 32s, one forward, the other aft, ran ashore on left bank above the *Varuna*. The crew of the first escaped whilst we were pursuing the *Governor Moore*. Sent two boats at 5:50 and captured Beverly Kennon (formerly of our Navy), with his trunk and some valuable official papers, showing that they were ordered to hoist lights and run into our vessels, for which purpose they had ironclad cutwaters. Also captured the following persons (two of them were wounded): Beverly Kennon, commander; L. B. Haynes, first lieutenant, First Louisiana Artillery; George Vetter, chief engineer; Joseph Price, quartermaster; J. B. Hershey, ship's cook; James Dempsey, fireman; John Purtell, seaman; John McGinness, fireman; Cornelius Collins, boy; John Finch, boy; John Brown, soldier; John Hagan, soldier; John Kershaw, Company G, Louisiana Artillery; Michael Riley, Company G, Louisiana Artillery; John McDonough, Scotch Rifles; Angus McIver, Scotch Rifles; John Graham, Company G, Louisiana Artillery; Theodore Schreves, Company G, Louisiana Artillery. Observing now, at 6 a. m., that the *Varuna* was sinking by the stern, sent our other boats and brought her first lieutenant, 2 acting masters, 2 mates, and 40 seamen and marines to this vessel, and sent 10 others, 7 of whom were wounded, to the *Pensacola* (which had

now come up), with some hammocks and bags. It appeared that the *Varuna* was not aground, as at first supposed, from accident and effect of current whilst fighting, but had run aground to escape from the effects of ramming received from the enemy, who had (as her first lieutenant reports) threatened to run into her whilst running up the river, and that the ensign at her peak was not the rebel flag, as reported here, but the American ensign union down, with another American ensign plainly flying over it at the mizzenmast head with the union up. Had *Varuna's* full distress been understood, our boats would first have been sent to her as soon as her assailants were rendered incapable of doing her further harm. Seeing a boat (from *Pensacola*) going to the burning rebel steamer, made telegraphic signals 3299 and 727. Secured our boats and dropped down to the fleet below. Captain Lee went on board the flagship. Our casualties from the severe firing of the forts and the fight with the rebel gunboats were 3 men slightly wounded, viz, John Dyer, seaman; Thomas Grey, seaman; Robert Watson, seaman. A 32-pounder rifle bolt penetrated our port side and coal bunker and the master's store room, and the ship is spotted with a number of grape, etc. Captain Lee returned with verbal orders from the flag-officer to proceed up the river. At 8:40 went to quarters and proceeded up the river in company with the *Sciota* (with Captain Bell on board) and the *Pinola*, followed by the *Richmond*, and afterwards by the fleet. At 9 *Sciota* made signal 569. At 9:30 sent a boat on shore on the right bank and cut the telegraph wire; learned that the telegraph station was higher up. The *Sciota* here passed us and subsequently sent a boat and cut the same wire. At 11:30 landed at a sugar plantation to enquire for the telegraph station. Going up the river during the watch. From 12 to 4: At 12:30 *Richmond* made signal 1076. Landed twice, once to get a pilot and information; learned that there were no formidable river defenses below New Orleans; again, to get the telegraph operator and his dispatches from the fort, but found that the operator had left his station with his instrument and dispatches this morning. Let the pilot go, as he was afraid to pilot us. Going upstream, fleet following. From 4 to 8: At 7:20, following Captain Bell, anchored below English Turn, on left bank, in 5 fathoms water with 15 fathoms chain. From 8 to 12: Flagship made signal (Coston) 43; began to get underway. At 8:15 signal annulled. Fleet anchored for the night.

April 25.—At 12:45 a. m. one of the gunboats got underway. At 2 a fire ship coming down drifted ashore on the right bank before reaching the fleet. Flagship burned some signal lights which were not understood. At 5:10 the fleet got underway in obedience to signal from flagship. At 6:25 passed the burning hull of a ship. At 8:45 passed through English Turn, seeing no defenses, the *Cayuga* leading and the *Oneida* next. At 10 the *Brooklyn* made signal 353. *Sciota* reported that the enemy were said to have large steamers filled with men prepared to board us. After signals from the flagship, at 1:25 engaged the batteries. Fort Chalmette silenced at 11:35 and the opposite battery on the right bank at 11:40. The only vessels engaged in this, the battle of New Orleans, were the *Cayuga*, flagship next (she fired into both batteries), and the *Brooklyn*, all on the right bank; the *Pensacola* and the *Oneida* on the left bank. Before the guns of the other vessels could be brought to bear on the batteries the rebels (who showed no colors) had deserted their guns. At 11:55 flagship made

signal 306; stood up to the city. Thirteen vessels on fire in sight at one time. Found the wharves burning in many places and crowds of people on the levee. But two or three ships and as many steamboats (ferryboats) to be seen. At 1:12 flagship sent the *Oneida* and *Pinola* to find and destroy the new floating battery; met it coming down on fire. Flagship then dispatched the *Oneida* and *Pinola* to spike guns in forts (Chalmette and opposite) below the city. Having heard that the rebels had reoccupied the forts, rounded to above them and dropped down to them with the current, with our crew at quarters and guns trained. Found the guns badly spiked with soft nails by the rebels; spiked them with rat-tail files and jammed shot in them with wedges. *Oneida* brought off all the powder, etc., from Fort Chalmette, and partially destroyed 7 gun carriages on the river side, and brought off 34 barrels and 4 boxes cannon powder, 13 kegs Hazard rifle powder, 120 fuzes (20-second), 20 fuzes (35-second), 48 stand of 32-pounder grape, 114 cartridge bags, 24 spades, 1 driver, 2 picks, 5 sponges, 3 rammers, and 17 handspikes. *Pinola* destroyed the powder in the opposite fort and burned the carriages. Threw into the river or moat most of the shot at both forts, but did not complete the work before night came on, when both vessels went up near the fleet and anchored.

April 26.—From midnight to 4 a. m. vessels fired by the rebels burning at the wharves and all along the shore on both sides of the river. At 4:30 a fire ship drifting down upon us. At 5 her anchors fell from her bows and brought her up 200 yards from us, and at 7:50 she foundered. At 9:05 got underway, dropped down, and stopped off the fort on the right bank. Spiked completely all the guns not well spiked and thoroughly burned the platform, pivots, etc. Filled the magazine with combustibles and fired it well. Threw into the river or ditch all shot and shells and all valuable ironwork of the guns. All quiet along the river. At 1:15 steamed over and sent our boat ashore to Fort Chalmette on the left bank and fired thoroughly the gun carriages and platforms, pivots, and the large magazine; destroyed partially the furnace for heating shot. Threw, with the aid of some contrabands, the shot and shell overboard. At 2:45 boats returned, steamed up for the flagship off the city. Found the *Hartford*, *Brooklyn*, and *Richmond* going up; followed next to *Brooklyn*. From 4 to 8: Steaming up the river all clear for action to attack the batteries just above the city at Carrollton. Found the two lower batteries on fire. Hailed by flag-officer and ordered to take possession of fort on right bank, where a boat from *Brooklyn* landed same time with our two boats; found the rebels had fired the unfinished magazine and had badly spiked their (five) heavy guns with soft nails; respiked those whose carriages were not set on fire too soon, and set fire to the platform. Received order from the flag-officer to take possession of the *Sallie Robinson*, a river steamer, laid up on the left bank (with crew gone except a watch) above us. Anchored near her.

April 27.—At 10:20 a. m. sent boat to examine a large raft lying moored along the shore; found it to consist of 92 lengths of heavy logs, forming a raft three-fourths of a mile long, firmly bound together by a 2-inch chain, stretched along its under part from end to end and frapped to each end of each length of log with chain frapping, the fraps being firmly bolted to the logs with heavy bolts. At 11:30 steamed over the right side of river and sent boat to lower fort on the same side; destroyed all gun carriages and circles and spiked all the

guns but one, which the enemy had improperly spiked, but which we could spike no better, not being able to clear the vent. At 1:10 p. m. anchored alongside the raft, sent boats to break the chain; did not succeed. At 6:35 steamed down the river and anchored off the city astern of the flagship. At 10:40 proceeded up the river to watch the raft to prevent its being drifted down on the fleet.

April 28.—At 11 a. m. transferred rebel prisoners—3 officers and 15 men—to *Pinola*. At 11:25 *Pinola* steamed down the river. From 6 to 8: Sent a barrel of captured powder with half a portfire in it, and lashed it to a large log alongside and under which hung the 2-inch chain. It exploded in ten minutes, shattering the log, which was dry rotten, blowing some of it into the air, bursting the frapping chains and breaking off the fastenings of the long chain. The effect witnessed by flag-officer and General Butler.

April 29.—At 9 a. m. sent a boat and secured the raft to the piles with chains. The *Sciota* hove in sight; she brought news of the surrender of Forts Jackson and St. Philip.

May 5.—At 5:05 a. m. got underway and steamed up the river. At 7:10 ordered a small boat pulling down river to come alongside. Contained three men; was told by *Pinola* that she had in four passengers when first seen, and that the boat put them ashore before coming alongside. Searched baggage in boat; found that the passengers had been rebel naval officers. Put the three men in double irons. At 10:10 steaming up river in company with the *Pinola*. At 2 passed College Point. From 4 to 8: Stopped and overhauled two boats; one of them had some officers discharged from the river steamer *Peytona*.

May 7.—At 2 p. m. the *Brooklyn* passed down, towing *Sciota*. Sent a boat with an official communication from flag-officer to Captain Craven. Captain Lee was then called on board the *Brooklyn*. *Oneida* turned and steamed down river with the *Brooklyn*, *Winona*, *Itasca*, and *Sciota*. At 6:20 brought the ship to anchor. All rest of fleet at anchor ahead of us just below Tunica.

May 12.—At 10:50 beat to quarters and cleared ship for action. At 11:20 beat retreat, having passed by Ellis Cliffs without seeing any defenses or enemies. At 2:20 p. m. steamer *Vicksburg* reported coming down. At 3:15 steamer *Vicksburg* put about and steamed up the river; fired two shots wide of her to bring her to, but, letting go a number of rafts she had in tow, she made the best of her way round the point up river. At about 5 p. m. the launch, with howitzer and armed crew, the first cutter, with armed crew, and all the marines, left the ship and pulled alongside the *Iroquois*, where they were transferred to the ferryboat, together with detachments from the other vessels. At about 6, the steamer left the *Iroquois* and went to the landing to disembark the men for the purpose of communicating with the mayor. The citizens consenting to carry Captain Palmer's communication it was deemed unnecessary to land, and the steamer returned to the *Iroquois*, sending the men immediately to their respective vessels.

May 13.—At 5:50 a. m. called a small boat alongside containing two men; found them to be discharged soldiers from the enemy; they came from Memphis. In overhauling their clothes found a sword and belt. They (the men) were confined under the sentry's charge by order of the captain. At anchor off Natchez.

May 18.—At 12:20 p. m. sent the master (Mr. Brown) in the gig under a flag of truce with dispatches, but when a short distance below

the city the rebels fired a shot to stop her, and then sent a steamer to her to receive the communication. Sent gig and officer at 3 to get answer to our communication. At 3:15 a body of troops observed to go behind the breastworks below the city. At 5:05 our boat, with officer, met rebel steamer; had communication with her under flag of truce. At 6:35 came to anchor from 3 to 4 miles below the city of Vicksburg. At 6:45 all the fleet came to anchor near us, except transport steamers, who made fast to right bank of river.

May 19.—At 10:30 discovered a large fire a short distance above the city of Vicksburg, which continued burning the remainder of the watch. At 2 p. m. a rebel steamer came down from up river, stopped at Vicksburg. At 4:15 two steamers came down the river to Vicksburg, one mounting three guns.

May 20.—At 4:50 p. m. two small boats seen coming down between the island and mainland. Sent a boat between island and mainland to take soundings. At 5 discovered a party of about 300 soldiers on bluff opposite ship, over left bank of river, and marching toward the city; fired fore-castle rifle, elevated for 4,000 yards, at them; shot thought to have passed over bluff; did not see where it went, but men on bluff ran in every direction. Fired forward XI-inch, elevated for 1,700, at the teams and men on bluffs; did not see where shell went, but believed it passed far over. River boat *Laurel Hill* came up with troops. Several ox teams reported hauling guns down from city on to bluff nearest to us on left bank of river; men throwing up breastworks and several officers seen on horseback, apparently reconnoitering. At 7:10 small steamer from city steamed over to point on right bank of river, kindled a fire there, and started back to city.

May 22.—At 5:35 a shot was fired from water battery at a boat. At 8:30 a rebel steamer came down to the wharfboat under a flag of truce. At 1:30 p. m. a rebel steamer crossed from right bank of river to Vicksburg. At 3 a rebel encampment of about thirty tents discovered on left bank of river; fired a shell from after XI-inch pivot gun at it. At 3:40 a rebel steamer left Vicksburg and went up the river; fired two shots from the rifled pivot gun at rebel encampment.

May 23.—At 8:30 p. m. saw a light up river. At 9:15 heard the report of a gun from rebel batteries. At 9:20 heard another gun. At 9:30 saw another bright light up river. At 10:20 found light to be coming down river. At 10:45 found light to be a fire raft drifting down river.

May 24.—At 10 a. m. a rebel steamer left Vicksburg and steamed over to the point on port side. At 7:10 p. m. a small rebel steamer came below the point. At 7:35 large black rebel steamer steamed up to point from wharf; came down a short distance and fired a shot, which fell short about a mile and a half.

May 26.—*Iroquois* went up the river on the right bank as far as the wharfboat. Commenced firing at 6:20 p. m.; fired several times at the rebel fortifications below the city, receiving apparently no reply in return. At 6:50 commenced firing at the forts. At 7 *Iroquois* crossed the river to the *Winona*; at the same time the rebel forts opened fire on our vessels, who fired several times in return. At 7:20 *Iroquois* and *Winona* dropped down to their former anchorage. Most of the enemy's shot passed over; a few fell short. *Iroquois* fired nine times in all, *Winona* ———.

May 27.—At 8:25 a shot was fired from lower battery at Vicksburg; did not see it strike. At 9:50 a. m. a shot from the upper battery;

did not see it strike. At 11:25 a shot from upper battery fell into the river on starboard side above the town. At 11.55 rebel steamer *De Soto* left Vicksburg and came down the river with a flag of truce and stopped at the wharfboat. At 12:25 p. m. *Itasca* communicated under flag of truce with rebel steamer *De Soto*. Returned, communicated with *Iroquois*, and went up river again to rebel steamer, communicated, and came down river, and the rebel steamer went up to Vicksburg. One large rebel steamer, painted white, lying at Vicksburg. At 3:50 she got underway and went up river. At 5:05 got underway, accompanied by the *Itasca*, under orders from the senior officer present, to go up as high as the *Iroquois* went yesterday and shell the town and batteries of Vicksburg. At 5:20 waited for the *Itasca* to come up, and directed her commander to point out the new battery constructing in the woods on the left bank below the lower batteries on heights which he had discovered in the morning. At 5:30 the *Itasca*, near the right bank, saw and began firing at it. At 5:45 we saw and fired at it and stood over to get nearer to it, having the master and boatswain on the lookout at the foremast head. Our projectiles fell to the right, the view being bad from the deck, through a small opening in the woods. At 6.35 went close up to the low point on the left bank below the marine-hospital battery and opened fire from the forecastle rifle at 4,500 yards range and the two XI-inch Dahlgren pivot guns, at extreme elevation, with 20-second fuzed shells, at the marine battery and the town; the officers at the masthead reporting that our shell fell well into the town and some in and near the railroad depot; that one shell fell into the marine-hospital building, and that the battery there was deserted soon after the first fire. Shortly after we opened this fire the *Itasca* came over and commenced firing from astern of us on the town and batteries. (Note.—28th, a. m.—Captain Caldwell, of the *Itasca*, now reports that he could see, whilst on the opposite side, that our projectiles fell half a mile short of the marine battery.) Ceased firing at 7:20 p. m., having fired 43 XI-inch shell and 38 rifle bolts, and returned to our berth and anchored. At 8:55 heard heavy firing in the direction of the town; supposed the *Wissahickon* and *Katahdin* to be firing on the batteries and town of Vicksburg, which continued until 10:50. There were fired in that time about 28 guns. At 10:10 a brilliant light burning above the point opposite Vicksburg. Went out at 10:45. A fire raft partially destroyed passed down the river. At 11:15 gunboat *Sciota*, when about half a mile ahead of us, fired four times from her small guns.

May 28.—During the watch, 12 to 4 p. m., all the rebel flags (three in number) were removed from the flagstaff on city hall and flagstaffs near the railroad depot. At 6:50 the *Sciota* and *Wissahickon* ran above the wharfboat, when the former opened fire, dropping down river at the same time; she fired twelve times in all; the enemy fired some nine times, two of which were mortars. One gun was from a new battery about a mile below the town.

May 30.—At 2:30 a. m. discovered the rebel wharfboat lying on the right bank of the river, opposite and below the town, to be set on fire by a boat from the *Iroquois*; 250 bales of cotton near the burning wharfboat accidentally caught fire and is burning up. From 8 to 12: One rebel steamer alongside the wharf at Vicksburg. No Confederate flags flying in the city.

May 31.—Rebel steamers crossed and recrossed from the point opposite to Vicksburg. Reports of guns heard down the river.

June 1.—At 3:30 p. m. one of the two steamers that lay at Vicksburg, the *De Soto*, crossed the river and came over to the point opposite Vicksburg and landed a flatboat with hands in it.

June 3.—At 5:15 p. m. a large white river steamer with rebel flag flying steamed up to point opposite the city, hoisted white flag, and remained about ten minutes, seeming to watch movements of *Wissahickon*. At 5:25 she hauled down white flag, turned around, steamed back to near city, ran alongside wharf, and at 5:35 started up river again and steamed out of sight.

June 4.—At 5:30 *Iroquois* got underway and steamed up toward the batteries. At 6:15 commenced firing at the batteries and fired seven times. At 6:50 upper battery fired two shot. At 7:20 *Iroquois* dropped down to her former position.

June 6.—At 12:25 p. m. *Winona* came up from down river; had examined the banks at Natchez, and reported a battery constructing at Grand Gulf.

June 11.—At 5:20 p. m. got underway, beat to quarters, cleared ship for action, and steamed down abreast the town. At 5:50 *Iroquois* opened fire on earthwork, followed by the rest of the division, they being in the following order: *Winona*, *Wissahickon*, *Iroquois*, *Sciota*, *Oneida*. At 6:25 boats were sent from the gunboats and set fire to a part of the town. *Oneida* commenced shelling the battery and woods. At 6:55 turned around, followed by division, and steamed down the river. Town on fire in several places; ceased firing at 7:35. Fired 4 XI-inch and 5 VI-inch shell, 5-second fuzes, and 15 rifle bolts. Fire at Grand Gulf still burning at 8:10 p. m.

June 20.—From 8 to meridian: Off Henderson's plantation, the first cutter and gig being ashore, trying to purchase provisions. At 9:30 boats returned without provisions, having learned that a squad of rebel cavalry and artillery had just run through the country, burning cotton, and are now encamped about 8 miles from the river.

June 21.—From 8 to midnight: A light burning at the town of Grand Gulf during the watch. Learned from officers of the bombers that they had been fired upon on their arrival at 3 p. m. by a field battery at Grand Gulf; that the tow steamer *Empire Parish* had been partially disabled, but was then repaired; that no one had been hurt. Bombers had returned with effect from their bombs and 32s the fire of the rebels.

June 22.—At 1:40 p. m. the *Hartford* came in sight, towing a mortar schooner. At 2:05, having turned, started up river again. At 2:10 slowed down, sent Mr. Brown ashore to obtain information. Reported from the masthead that about a dozen men were busily at work about 400 yards in rear of center of high cliff, and a number of men moving along a road leading back into the woods; also twelve white objects, either wagons or tents, back in the woods. At 2:25 the steamer *Louisiana*, with General Williams on board, landed on the left bank of the river below the cliffs, and disembarked three regiments to cut off the rebels. Mr. Brown returned with the information that there was a road leading from the river above the cliffs, and that 50 artillery and 250 infantry, with 2 iron rifled pieces and 1 brass piece, had been encamped on the cliffs for some days. At 3:05 started up river in rear of *Hartford*. At 3:10 the *Pinola* fired a gun. At 3:30 fired a shell from the forward XI-inch in the direction of the tents.

June 25.—At 1:20 a. m. hailed one of the river steamers with troops on board coming up river, and asked them to tow the bark *Sea Bride*, which we had in tow. We learned that they had landed in rear of Grand Gulf, did not succeed in capturing the rebels, but finished burning the town last evening. At 11:30 fired two shell from after XI-inch pivot at some eight or ten yoke of oxen, supposed to be hauling artillery in the road near Warrenton. Shell reported to have fallen near them, and soldiers ran away. At 11:45 fired a shell from forward XI-inch pivot and two rifled shot from fore-castle at soldiers coming from Vicksburg down the road above Warrenton. At 3:50 steamer *Westfield* fired two shot at the town of Vicksburg. All army transports moved to the right bank opposite the fleet. Occasional firing from mortars and some of the fleet at Vicksburg.

June 26.—At 2:20 a. m. a heavy gun was fired down the river. At 4:45 we lowered the boats below the ports and called all hands at 5. Lashed hammocks along the starboard rail. At 5:30 a shot was fired from a battery above the city at one of the towboats; it fell ahead of her. At 5:45 lowered the rifled gun from the poop and put it forward again. From 4 to 8: The mortar fleet and General Williams' artillery engaged in shelling Vicksburg and batteries until 7:05, the rebels returning but 8 shot, 5 of which were from a single gun about a mile below the town.

June 27.—The mortar vessels commenced firing at the city and fortifications below the city from right (west) bank of the river at 5:55. At 7:10 commenced firing from the vessels stationed on the left bank; 85 shell were fired from the right bank and 6 from left (east) bank. The hospital battery fired about 15 shot at the mortar vessels. At 8 a small boat of observation left mortar vessels and pulled midway between point opposite city and point east side of river below city; a great many of enemy's shot seemed directed at boat and fell within about 50 yards of her. At 10:01 mortar vessels ceased firing. At 10:37 hospital battery opened with three guns, the shot falling in the river about 200 yards below point opposite the city. Mortars on right bank immediately returned the fire. At 10:55 three of enemy's batteries, viz, one above hospital battery, hospital battery, and one below hospital battery, opened on mortar vessels on east bank, and all shell that could be seen striking struck on neck of land where schooner lay, about 200 yards inside of them. During watch, shell from mortar vessels could frequently be seen stirring up dust in hospital battery and not more than 30 yards too high. Some shells burst high in air over river. At 12 a heavy wagon with many yoke of oxen and guarded by about 30 soldiers left batteries by road above city and started up the hill. At same time about 150 soldiers marched out of batteries and up road after wagon. Two officers on horseback seen on sandy bluff above road, and a great commotion among about 200 men in vicinity of tents in hollow below road. Officers on bluff were probably choosing site of battery that could stop progress of canal which General Williams, with troops and contrabands, began to dig this a. m. across the point opposite Vicksburg, which is to be $1\frac{1}{4}$ miles long and to change bed of river from Vicksburg as formerly designed by Louisianians. From meridian to 4 p. m.: Mortar fleet firing at enemy's batteries except the one above the town, which the enemy seemed evacuating, as some 300 soldiers were seen to leave it and the camp near it and move up river. At 2:30 mortars ceased firing. At 3 a large raft of hewn timber, held together by iron bolts, passed down

river close to us. At 3:50 the *Westfield* commenced firing at the hill batteries. The rebels did not fire during the watch. At 6:20 the *Richmond* commenced firing at the batteries on bluff below Vicksburg; ceased firing at 7, having fired 17 shot. At 8 the bombers still firing. At 8:20 ceased.

June 28.—At 2:55 followed the *Iroquois* in line up the river, remainder of fleet getting underway at same time and following us. Lashed hammocks along starboard rail to hold splinters. At 3:20 cleared ship for action and passed the *Richmond*, then on port side of channel. At 3:55 the enemy opened fire on us from numerous batteries in town and vicinity; mortar fleet commenced throwing shells at same time. At 4:15 opened fire on the enemy's batteries in succession as we approached them for fifteen minutes or more, firing at the flash and smoke of hospital and hill batteries. It being too dark to see batteries, orders given to fire when the smoke cleared off and with good aim, using shell, shrapnel, and grape, according to distance, and steaming so as to keep a position between the *Iroquois* and *Richmond*, steaming ahead when the enemy got our range well. Ceased firing at 4:40, having passed all the batteries, the *Iroquois* ahead and the *Richmond* astern, and, none of our guns now bearing on the batteries, pivoted on port side and lashed hammocks on port side. Captain communicated personally with the *Iroquois* (the *Richmond* steaming up to the lower and the *Wissahickon* to the upper part of ram fleet, near Yazoo River), and arranged a plan of enfilading fire on the upper-town batteries from near the point opposite Vicksburg, so as to keep up the fight and protect the *Hartford*; the latter coming up crossed our proposed line of fire. Shot and shell were now thrown from the upper battery near the *Iroquois* and *Oneida*. *Hartford* steamed up in company with the other vessels (*Brooklyn*, *Kennebec*, and *Katahdin* excepted, not in sight) to the rams. At 6:30, in obedience to signal, the *Oneida* came to anchor near the flagship about 4 miles above Vicksburg. The following projectiles were thrown: 19 XI-inch shell, 5-second fuzes; 16 XI-inch shrapnel, 3 XI-inch grape, 12 VI-inch shell, 6 32-pounder grape, and 28 30-pounder rifle bolts and 600 rounds of ball cartridges by marine guard. The ship was struck 4 times. One 6-inch rifle shell came through the pivot port, killing S. H. Randall (seaman), of the gun's crew, then, after severely wounding Richard Hodgson, third assistant engineer at the engine bell, passed through coamings of engine-room hatch and burst in bulwarks over first cutter, which was lowered to the water's edge, severely wounding William Cowell (seaman), who was in the boat sounding, and slightly wounding Henry Clark (chief boatswain's mate), who was on the bridge. One 8-inch solid shot struck on starboard quarter near the copper, passing through wardroom, cutting mizzenmast half in two between decks. One 32-pounder shot through the keel of the launch, which was lowered near the water's edge, grazing the forward end of starboard steam dome, fell in fire room.

July 1.—Mortar boats firing at intervals during the day.

July 2.—From 8 to meridian volleys of musketry and occasional cannon shots fired from the direction of Vicksburg. At 1:30 p. m. the two mortar boats on the right bank of the river commenced firing at Vicksburg. At 4 the gunner from the masthead reported that nearly all the shell from the army flotilla burst in the air over Vicksburg, but at too great a height. At 6:35 Porter's mortar vessels sent three shell, bursting in the battery on the hill. At 6:40 Porter's

mortars commenced firing rapidly, the enemy returning the fire briskly. At 7:50 Davis's mortar boats firing at the town during the watch and about one-quarter of the shell bursting in the air. From 8 to 12: Firing from the lower mortar schooners at intervals of about fifteen minutes until 10 o'clock.

July 3.—Mortar boats of Flag-Officer Davis's flotilla firing, commencing at 9 a. m.; the batteries at the town returning the fire briskly, several of the shell striking in the woods opposite to us. At 2:30 p. m. a rifle shot from the enemy struck the water between the *Hartford* and the right bank.

July 4.—At midnight the four army mortars fired rapidly about 16 shell toward Vicksburg.

July 5.—At 8:45 Davis's mortar vessels fired 10 shell at the town; stopped at 9:50. At 10:35 Porter's bomb vessels commenced firing at the batteries; fired 59 shell, 14 of which burst in the air; stopped firing at 10:55.

July 7.—Shot and rifle shell fired during the day to vessels below the batteries from the batteries on shore.

July 9 and 10.—Davis's mortar flotilla firing on Vicksburg.

July 12.—Army mortars firing from meridian to 4 p. m. From 4 to 8 Davis's mortar boats firing at intervals toward Vicksburg.

Abstract log of the U. S. S. Katahdin, Lieutenant Preble, U. S. Navy, commanding.

March 1, 1862.—At 3:30 p. m. took our departure from Charles-ton navy yard.

April 6.—Mississippi River. At 11 a. m. masthead reported a rebel steamer coming down the river. At 5 p. m. loaded howitzer with shrapnel.

April 8.—The gunboat *Winona* went up the river with a flag of truce, and was met by two rebel steamers, who, coming too near the fleet, the *Iroquois* and *Sciota* got underway with flag of truce to meet them.

April 12.—At 10:30 a rebel steamer came down in sight. Gave chase and the *Varuna* fired three shots at her.

April 17.—At 5 a. m. saw a fire raft coming down the river. At 6 weighed anchor and steamed up the river. From 8 to meridian: A rebel vessel came out and fired at the fleet and went back. Fired 4 XI-inch shell and 11 percussion rifle shell at the rebel steamer. At 9 p. m. a fire raft came down the river. The boats from the mortar fleet went to it and extinguished the fire.

April 18.—At 8:10 a. m. got underway and dropped anchor on the south side of the river. Fire raft reported coming down river. From meridian to 4 p. m. the mortar fleet and a portion of the squadron shelling the forts.

April 19.—Mortar fleet shelling the forts from 4 to 6 p. m.

April 24.—At 3:15 a. m., in obedience to signal from the flagship, got underway and went up river in company with the fleet to attack the forts, Jackson and St. Philip. At 3:45 the forts opened fire upon us and the battle commenced. In all the heavy firing from the two forts we received but two shots, one damaging the foremast about 20 feet above the deck, cutting the foresail and throat halyards. The other went into the upper part of the smokestack and steam-escape pipe. Fired on passing the forts and at rebel steamers, 9 percussion shell from

20-pounder Parrott, 1 15-second shell, 1 10-second shell, 3 5-second shell, and 4 stand of grape from XI-inch pivot; 6 shrapnel, 7 5-second shell, 6 canister from 24-pounder howitzers. Fired so small a number of XI-inch shell on account of the sabots of the shell jamming in the bore of the gun. When past the forts shifted the 24-pounder howitzer from the starboard gangway to port quarter. Came to anchor in obedience to orders from the flagship in company with the flagship, *Mississippi*, *Pensacola*, *Richmond*, *Brooklyn*, *Oneida*, *Iroquois*, *Cayuga*, *Kineo*, *Wissahickon*, and *Sciota*, opposite Quarantine and abreast a rebel encampment with a white flag flying. From 8 to meridian: Collected in rebel camp 48 double-barrel guns, 36 single-barrel guns and rifles, 76 saber bayonets, 3 ordinary bayonets, 36 waist belts and fixtures, 6 belts with cap boxes, and 25 extra belts with quantity of balls, cartridges, etc. Picked up a metallic lifeboat adrift and found in her 3 navy cutlasses and 1 life-preserver.

April 25.—At 4:30 p. m. flagship made signal for fleet to get underway. Proceeded up the river. At 11:10 commenced to fire upon the rebel batteries on both sides of the river. Fired 4 5-second XI-inch shell, 2 XI-inch stands of grape, 4 5-second 24-pounder shell, 4 percussion Parrott rifle shell. At 12:50 passed the batteries, having silenced them on both sides of the river. At 4 took possession of the schooner *John Gilpin*, and took the captain on board of the flagship, where he was released on parole. At 3:30 came to anchor abreast of the city.

April 26.—At 8:10 a. m. noticed an American flag flying on the mint in the city. At 1 p. m. saw a large squad of people on the levee waving a rebel flag. They were fired at from the *Brooklyn*, killing one of them; the crowd quickly dispersed.

April 27.—Dropped down the river under a flag of truce to a rebel steamer.

May 26.—Steaming up Mississippi River. At 8 a. m. off Grand Gulf. At 8:50 boarded the *Richmond*, bound down river, who reported all the fleet bound down from Vicksburg, and advised our return to the coal vessels for their protection. At 9:10 wore round and stood down river. At 10 passed Grand Gulf. At 10:30 steamer *Laurel Hill* passed Grand Gulf and was fired upon. At 10:50 steamer *Laurel Hill* was discovered with flag union down. At 11 was abreast of Rodney. At 11:15 fired port howitzer as signal to *Richmond* to come up. Wore round and started for Grand Gulf. At 1:20 p. m. came up with the *Brooklyn*, *Kineo*, and *Ceres*, and proceeded up river. At 2:56 were hailed by the *Hartford*, passing down the river, and ordered to proceed to Vicksburg and report to the *Oneida*. At 3 the *Brooklyn* made general signal. At 3:40 the *Kineo* fired into the town of Grand Gulf. From 8 to midnight heard a number of volleys of musketry ashore.

May 27.—At 4:40 p. m. came to anchor with the fleet. The *Oneida* and *Iasca* got underway and proceeded up the river to Vicksburg and opened fire. At 9 the *Wissahickon* fired into the town. At 10:50 we fired 4 Parrott shell and 1 XI-inch shell at the town.

May 28.—Off Vicksburg. At 6:30 p. m. the *Wissahickon* and *Sciota* opened fire on the fort and the fort returned the fire. From 8 to midnight, at anchor with the fleet.

May 30.—Sent the *Iroquois's* boat and our first cutter with 12 armed men in charge of Lieutenant Green to the wharf boat. At 2:20 a. m.

set her on fire, and the boats returned with a negro prisoner. From 4 to 6 p. m.: The *Winona* up river firing at the rebel batteries.

May 31.—From 6 to 8 p. m.: A rebel steamer came down within 3 miles of the fleet, then turned up river again.

June 4.—The *Iroquois* up the river firing occasionally at the rebel batteries.

June 10.—Steaming down river, off Grand Gulf. At 5:45 p. m. all the advanced fleet got underway except the *Itasca*. The *Wissahickon* commenced firing into the town at 6:15. Fired from the Parrott gun 1 percussion, 1 10-second, and 10 5-second shell. From the pivot, 1 15-second and 3 5-second shell. From the howitzers, 8 shrapnel and 2 5-second shell.

June 21.—At 11:30 a. m. three mortar vessels got underway and went up river in advance of the fleet. At 12:30 the advanced mortar schooner commenced firing. At 12:45 the enemy returned the fire from their batteries. At 1:15 the mortar boat ceased firing and dropped down. At 3:50 the mortar vessels commenced firing at a rebel camp.

June 24.—Steaming up river. At 9:30 passed Grand Gulf; was fired at just below the village by muskets from behind some logs. *Pinola* fired three shells at them.

June 28.—At 2:35 a. m. the flagship hoisted two red lights. At 3:30 got underway and stood up river with the squadron to attack the batteries at Vicksburg, taking position as the rearmost vessel of the line and following the *Kennebec*, agreeably to verbal orders received from the flag-officer. Called all hands to quarters and prepared for battle. The last division reported ready for action at 4:06. From 4:30 to 6 a. m. the squadron, mortar steamers, and schooners engaging the rebel batteries above and below Vicksburg and temporarily silencing them. At 5:30 the *Hartford*, *Richmond*, *Iroquois*, *Oneida*, *Wissahickon*, *Sciota*, *Winona*, and *Pinola* had passed the city and were out of sight around the point. The Mortar Flotilla about the same time ceased firing and the rebels remanned and opened their batteries anew. At 5:10 one of the ferryboats of the mortar fleet received a shot in her boilers and dropped down. From 5 to 8 a. m.: The *Brooklyn*, *Kennebec*, and *Katahdin* engaging the batteries, within and exposed to the enemy's fire. Owing to the position assigned this vessel, and the interposition of the mortar fleet and other vessels of the squadron between our line of fire, we could only fire occasionally and not rapidly. Expended 2 15-second, 10 10-second, and 1 5-second Parrott rifled shells; 1 20-second and 9 15-second XI-inch shells. We were at no time within the range of our howitzers. The enemy fired from their heavy rifled guns, and grape from a field battery they brought out on a hill on the east bank, over the mortar schooners, but none of their shots were effective against us. Several of the steam rams of Flag-Officer Davis's fleet in sight over the point above Vicksburg. From 8 to meridian: Engaging the batteries with the *Brooklyn* and *Kennebec*, no other vessels of the squadron firing or in range of their fire. At 8:05 ceased firing and dropped out of range.

June 29.—At 12:10 p. m. one of the river boats was fired at by the rebel batteries. The mortar schooners returned the fire at intervals during the remainder of the day.

June 30.—From meridian to 4 p. m. the mortar schooners fired five shells into the rebel batteries. From 4 to 6 p. m.: The mortar boats

ring at the rebel batteries. At 5 the mortar boats on the right bank of the river were assailed by a company of rebel sharpshooters, who were quickly repulsed. At 7:45 fired the pivot gun at a gun on the brow of the hill below Vicksburg. From 8 to midnight the mortar vessels firing at intervals at the batteries.

July 1.—Mortar vessels firing at intervals.

July 2.—From 8 to meridian: Two shots were fired from the rebel batteries at a boat while crossing the river, the mortar vessels firing into the battery.

July 3.—Mortar vessels firing above and below the city (Vicksburg) during the day; fire returned occasionally by the rebel batteries.

July 5.—Mortars firing at intervals.

July 6.—Steaming down the river. At 3:40 p. m. heard firing and saw black smoke in the direction of Grand Gulf. At 4:50 spoke the bark *Houghton*, in tow of the *Empire Parish*. They had been fired into at Grand Gulf, wounding two men.

July 12.—Commander Davis's mortar vessels shelling the batteries below Vicksburg.

July 13.—From meridian to 4 p. m.: Saw five rebel pickets on shore abeam of the ship. Fired 1 percussion and 1 15-second shell at them from the Parrott gun, which routed them.

Abstract log of the U. S. S. *Kineo*, Lieutenant Ransom, U. S. Navy, commanding.

April 4, 1862.—Mississippi River. At 9:45 a. m. a large side-wheel ocean steamer, flying the rebel ensign, in sight, coming down the river. At 10 the steamer about 2 miles distant and apparently ashore. Got underway and went up river, followed by the *Iroquois*. At 10:20, the enemy being then 1½ miles off, she ran up the river. We immediately opened fire with the rifle gun, and after firing it twice, opened with the XI-inch also. Fired 13 percussion shell from rifle and 3 15-second, 1 10-second, and 2 5-second shell (with patch on) from XI-inch gun, the distance increasing. The practice was excellent; all but one of the XI-inch shell fell directly in line, but all of them short. Three of the rifle shells struck the enemy. At 11, the enemy being out of range, ceased firing. At 6 rebel steamers in sight coming down the river.

April 5.—At 9:35 a. m. got underway and proceeded up the river in company with the *Iroquois*, *Sciota*, *Katahdin*, *Wissahickon*, and *Kennebec*. At 12 the flagstaff on Fort Jackson in sight, also a barrier of eight hulls secured to each other by chains and reaching from bank to bank. At 12:30 p. m. slowed down so as to retain a position of from 2½ to 4 miles distance from the fort. The fort opened fire upon the *Iroquois*, firing several shots. At 2 the *Hartford* and *Brooklyn* coming up the river. At 3 turned around and steamed down the river, accompanied by all the vessels mentioned above.

April 8.—At 1 p. m. 21 mortar schooners and store bark *Houghton* at anchor along west bank of the river.

April 13.—Heavy firing heard down the river. Two rebel steamers in sight up the river.

April 17.—At 2:20 p. m. two rebel steamers in sight. Got underway and went to quarters. Opened fire with pivot and rifle guns, standing across river several times to bring our guns to bear. At 3

two more rebels coming out. The two rebels first seen returned our fire and two or three of their shots came quite near. We fired 12 shells from the pivot, 6 15-second, 3 10-second, 3 5-second, and 19 from the rifle. One of our shells struck the largest rebel steamer, apparently disabling her, for two others took her in tow. At 6:40 a rebel steamer in sight coming down the river. She stood across and landed a boat on the opposite shore. At 6:45 hove up anchor and steamed up river; the steamer ran back out of sight. At 7:30 a large fire in sight up the river. At 8:55 the fire approached, proving to be a fire raft. Boats from the respective vessels of the squadron put off, made fast to the raft, and towed it clear.

April 18.—At 8 a. m. ferryboats commenced towing the mortar schooners up to the point on the west bank near Fort Jackson. At 9 the fort opened upon them, which the *Owasco* returned, directed against the schooners forming the barrier. At 9:40 the mortar fleet opened fire from two points, one on the west bank under the point and the other opposite. At 10:50 got underway with the rest of the fleet and stood up the river. A fire raft coming down the river. At 11:15 the *Iroquois*, *Wissahickon*, and *Cayuga* opened fire. At 11:20 flagship made signal to the *Richmond*. Bomb flotilla and gunboats *Sciota*, *Kennebec*, *Owasco*, and *Cayuga* firing briskly. At 12:30 a rebel steamer came out to cut adrift two fire rafts. The *Iroquois* and *Cayuga* opened upon her, putting two shells into her and causing her to return. Bomb fleet firing steadily but quickly. A large fire in the direction of the fort. At 6:30 bomb fleet ceased firing.

April 19.—At 7 a. m. mortar fleet firing slowly. At 12:20 p. m. opened fire with the pivot, which was returned by Forts Jackson and St. Philip, then plainly in sight from deck. Gunboats *Sciota*, *Itasca*, and *Pinola* and sloop *Oneida* also opened fire. At 2:03 *Oneida* made signal 1243, a shot having struck her, which passed directly over our quarter-deck. At 3:40 ceased firing, nothing but empty shells left. From 8 to midnight bomb fleet still firing.

April 24.—At 2 a. m. got underway by order of signal and joined in line, stemming the current, waiting for the flagship to move. At 3:20 our division steamed ahead. When in the midst of schooners forming the barrier the *Brooklyn*, sheering to deliver her broadside, came with great violence upon us, nearly capsizing us, and forcing our ship almost ashore; backed off and continued on our course. At 3:50 were under the guns of Fort St. Philip; opened on it with all our guns and received in return a volley of musket balls (without doing injury) and a shot in through our pivot port which killed 1 man and wounded 7, shattering the gun slide also. Another shot entered our side, passed through the coal bunker, and wounded Chief Engineer S. W. Cragg. Passed on close under the guns of St. Philip and by a number of rebel steamers, at which we delivered a steady fire from all our guns. A large three-masted steamer which was supposed to be the *Iroquois* when we passed now opened upon us, and being way astern we could not bring our guns to bear. At 5:55 flagship made signals. *Mississippi* hailed us, asking us to assist her in catching the ram following astern. Turned about and made chase. The ram also turned and ran on shore, her men leaving instantly. Lowered a boat to take a hawser to the ram, but the *Mississippi*, coming between, hailed us, asking us to take possession of a steamer flying a white flag. The rebel steamer *McRae* came out from behind the point and exchanged shots with us.

She struck us three times, and we, being within range from the fort, turned upstream. At 6 took on board the captain and crew (9 in number) of tugboat *Musie*, which had been burned. Steamers in sight all around us burning. At 7:20 came to anchor off the Quarantine ground. At 7:45 discovered the ship to be on fire from a hot shot; soon extinguished it. At 11 all the fleet, with the exception of the *Wis-sahickon* and ourselves, steamed up the river. At 2:50 p. m. a rebel steamer came in sight. The rebel steamer ran back again under the fort. Fired several shot at a steamer ashore, which she returned with a light piece; did not go near her, as she was within range of the guns of the fort. From 8 to midnight: Steamed about 3 miles above Quarantine and lay stemming the current.

April 26.—At 3:30 a. m. the hull of a cotton-loaded ship on fire came down past us. At 5:30, abreast of the hospital, discovered a rebel steamer down river. Made signal, which was answered by the *Wis-sahickon*. The rebel showed a white flag. All the vessels went down the river and the rebel went up. She was the steamer *McRae*. Received aboard a rebel prisoner named Joseph Redman. At 12:45 p. m. steamed up the river in search of a canal leading to Fort Jackson. At 5:45 came to anchor on the west bank, abreast of a canal about 2 miles above the hospital. From 9 to midnight boat's crew ashore guarding the canal.

April 27.—From 4 to 6 p. m. seized boats along shore. From 6 to 8 took possession of five sailboats.

April 28.—From 8 to meridian: Received on board 195 prisoners, who reported themselves as deserters from Fort Jackson, having spiked the guns on leaving the fort. At 11 took them across and delivered them to the commanding officer at Quarantine Station. At 12:15 p. m. ran up opposite the canal, came to, and took on board 29 prisoners and arms. Ran down to the Quarantine and landed the prisoners and arms; steamed up-river again and came to at the canal. The stars and stripes flying from the forts.

April 29.—Took on board 4 prisoners and landed them at the Quarantine; returned to canal.

May 19.—Lying at anchor in sight of Vicksburg. At 4:20 a. m. a boat came from the *Oncida* with Lieutenant Sicard, who left the ship shortly after to reconnoiter the batteries at Vicksburg. From meridian to 4 p. m.: A rebel steamer in sight near Vicksburg. At 3 heard the report of a heavy gun from the city. At 6:10 p. m. steamed down the river for the protection of the transports.

May 21.—Ran across the river and at 10:15 a. m. came to off Warrenton. Steamers *Itasca* and *Kennebec* coming up the river. At 10:50 fired a XI-inch shell at a body of rebel patrol and pickets on a road about a mile from the river. At 1 p. m. sent Master's Mate Faunce with a boat's crew, armed, to bring off a man visible from our ship, watching us with a glass from his house. At 5:15 steamed toward the city with a flag of truce. At 6:30 flag of truce returned. At 7:50 steamed down the river and came in collision with the *Itasca*, crushing our port waist boat.

May 26.—From meridian to 4 p. m.: Ran alongside the *Ceres* and learned that she had been shot at while passing Grand Gulf. Turned about, as did the *Brooklyn*. Captain Ransom left in a boat and soon after returned; headed the ship for Grand Gulf. At 2:50 passed the *Hartford* and *Kennebec* coming down. At 2:45 the *Brooklyn* made

signal; went to quarters and reported ship ready for action in three minutes. At 3:40 opened fire upon the town with all the guns. Fired 5 shell from pivot, 10 from rifle, and 16 from howitzer. At 3:55 ceased firing by signal from *Brooklyn*.

May 29.—At 7 p. m. steamer *Sunny South* made fast alongside; precautionary measure against her being used in any way by the enemy.

Abstract log of the U. S. S. *Wissahickon*, Lieutenant Smith, U. S. Navy, commanding.

March 17, 1862.—South West Pass, Mississippi River. At 4:20 p. m. a rebel steamer about 10 miles off, steaming up the river.

March 19.—At 10:30 a. m. a small steamer in sight coming down the river; stood to meet her. When about 4 miles away she started back.

March 20.—At 7:45 a. m. a rebel steamer in sight coming down the river. From meridian to 4 p. m. two rebel steamers in sight up river. At 5 a rebel steamer came in sight of us and steamed back again.

March 21.—During the day a rebel steamer came down river several times and returned.

March 22.—The rebel steamer seen about 5 miles up the river

March 23.—Rebel steamer *Star* about 3 miles up the river.

March 24.—At 10 a. m. rebel steamer *Star* in sight up river. At 2:15 p. m. heard the report of heavy guns up the river.

March 28.—At 9 a. m. the gunboat *Kennebec*, with the fleet captain on board, came near and ordered us to follow up the river. At 9:30 went to quarters and prepared for action. At 12:15 made the fort and a barrier of seven dismasted schooners stretched across the river below the fort. Two steamers under the fort, together with the fort, fired at us 20 shells, none of them reaching. At 2 resumed our old post under the west bank of the river. At 2:15 rebel steamer about 3 miles up river.

March 31.—Rebel steamer came down at 9:30 a. m. within 4 miles and returned.

April 1.—The rebel steamer in sight 3 miles up the river.

April 11.—At 11 a. m. some of the fleet down the river firing guns.

April 13.—Proceeded up the river in company with the fleet.

April 17.—At 11:50 a. m. the mortar fleet moving up to position to bombard the fort. At 7:30 the light of a large fire in sight over the land in range of the forts, soon discovered to be coming down the river. At 9 sloop of war *Portsmouth* passed up the river and the fire raft came in sight from behind the point, and at 9:30 disappeared.

April 18.—At 9 got underway and stood up the river in company with the *Iroquois* and *Cayuga* until within range of the enemy. At 10 the above gunboats, together with ourselves and the mortar boats, commenced firing at the forts, they returning our fire with long-range rifle shot. At 11 went within range of the flagship, after which steamed up within range and fired our last three 15-second fuze shell. Fired 18 XI-inch and two Parrott shell. From meridian to 4 p. m.: Steamed down to the ship *Sportsman* and received a small quantity of 15-second and 20-second fuzes, which we transmitted to the flagship. Started up river and kept on until within range of the forts, when we fired 4 XI-inch shell. At 6 p. m. all the fleet ceased firing; the forts fired until dark.

April 19.—At 6:40 a. m. mortar fleet commenced to fire, which was returned from Fort St. Philip. At 6:45 gunboats towing schooners from the east to the west bank of the river. At 9:40, in obedience to signal from flagship, steamed up river and fired 3 XI-inch shell at the enemy, Fort St. Philip firing at short intervals at us. At 7 p. m. mortar fleet still continuing the bombardment. Gunboats ceased firing.

April 20.—From midnight to 4 a. m.: The mortar boats firing at the forts. A gun fire from Fort Jackson. From 4 to 8 a. m.: Mortar fleet firing during the watch. Meridian to 4 p. m.: Mortar fleet firing during the watch. At 12:10 p. m. forts commenced firing at the fleet. Mortar fleet continuing the bombardment. From 4 to 6 p. m.: Mortar fleet, gunboat *Winona*, and sloop *Iroquois* firing during watch. Forts continued to fire. From 6 to 8: Mortar fleet firing during the watch. At 10:30 mortar fleet commenced firing very rapidly, which was returned by the forts.

April 21.—At 1:30 a. m. forts ceased firing. A rocket was seen to go up from Fort Jackson. At 2:20 a large fire raft coming down the river. A number of gunboats and two ferryboats got underway to tow it clear of the fleet. At 3 it passed down below the fleet. Mortar fleet continued their fire during the entire watch. From 4 to 8, mortars continuing the bombardment. At 9:15 got underway in obedience to signal and steamed up the river. When above the fleet and within range of the forts, opened fire upon Fort Jackson with our XI-inch gun. Fired 9 shell, which were answered by a hot fire from both forts. We then dropped back, and the *Varuna* and *Cayuga* steamed up and fired several times. At 2:30 a. m. again steamed up within range and fired 7 XI-inch shell at the forts. We were struck by one of the enemy's shell. Mortar fleet firing during the watch. Fired 2 XI-inch shell at Fort Jackson. A shell from one of the forts exploding below water, a fragment struck this vessel. Forts returning our fire briskly, the shell falling around us. The mortars firing slowly. From 6 to 8: Stemming the current, covering the mortar fleet, which are bombarding the forts. At 7:30 two other gunboats came up and anchored abreast the advance of the mortar fleet; 7:45 a torch fire lit at the east end of the chain just below Fort St. Philip. From 8 to midnight: The mortar fleet continued [firing] during the entire watch.

April 22.—A large fire on the east side of the river, above the hulks. From midnight to 4 a. m.: Mortar fleet continued bombarding during the watch. At 7:30 forts commenced to fire. We got underway and stemmed the current at the head of the mortar fleet. Bombardment continued throughout this watch. From 8 to meridian: Mortar fleet continued the bombardment the entire watch, Forts Jackson and St. Philip returning their fire. Mortar fleet continued the bombardment until midnight, forts returning the fire. At 7 p. m. a number of rebel vessels in sight from aloft a short distance above the forts.

April 23.—At 1:30 a. m. a very large fire raft coming down the river. At 2 it caught on the east bank, just below us, and is still burning. Mortar fleet still bombarding. Mortar fleet continued firing during the day and night. At 9:15 p. m. a torchlight lit just below Fort St. Philip, supposed to be a fire raft; got underway to keep clear of it, and anchored again about same place.

April 24.—At 2 a. m., in obedience to general signal, steamed up the river in company with the squadron. About 3:30 got under fire

from the forts. At 4 passing the forts, firing our guns as rapidly as possible at Fort Jackson until about 5:30, firing the pivot guns on either side as we observed the enemy's steamers. At 7 anchored off the Quarantine. Received during the engagement four shot in the hull and one in the mainmast. Smokestack and boat davit guys cut away. Two men wounded slightly. Found the *Varuna* sunk on the east bank above Quarantine, having been run into by a ram. At 12:20 p. m. anchored near a rebel encampment opposite the Quarantine buildings. At 1:50 two rebel officers came on board and asked permission to communicate with the colonel of the regiment encamped on the south side of the river. Steamed down the river a short distance. Fired 3 XI-inch shell and 2 Parrott at a rebel steamer, she returning the fire. A torch fire sent down river.

April 25.—At 10 a. m. sent the *Ariel* to communicate with a flag-of-truce boat coming up the river. At 10:30 the *Ariel* returned, the rebels wishing to send their sick and wounded up to the city. From 4 to 6 p. m.: Five rebel steamers underway at the forts. At 5 p. m. the rebels set fire to one of their steamers, which was aground 3 miles below us and near the forts. At 8:25 a steamer on fire exploded.

April 26.—At 3:30 a. m. passed a fire ship drifting down. From 4 to 8: The rebel steamer *McRae* came up river with a flag of truce. Beat to quarters. The *Mississippi* and *Iroquois* in sight coming down the river. Sent a boat with a flag of truce to the *McRae*, ordering her to await the arrival of the *Mississippi*.

April 28.—Steaming up river. At 11:45 a. m. passed two rebel batteries 4 miles below the city.

April 29.—At 6:30 received on board two companies of the Massachusetts Twenty-sixth Regiment and steamed down to Fort Jackson and landed one company. Steamed over to Fort St. Philip and landed the other company. At 9 finished landing troops at Fort St. Philip and steamed up river with General Butler and part of his staff on board. At 10:30 anchored at Quarantine.

May 6.—Commander John De Camp took command of the ship.

May 19.—Below Vicksburg. At 7 p. m. a rebel steamer in sight, about 4 miles above.

May 21.—At 8 p. m., in obedience to orders from Flag-Officer Faragut, made every preparation for an attack on the rebels. At 9:30 the above order was countermanded. Rebels building watch fires on east bank of river.

May 22.—At 5:50 a. m. a big gun fired from the battery at the town. At 5:55 the big steamer came down the river and stopped at the city.

May 23.—From 4 to 6 p. m.: A large encampment of rebel soldiers on the east bank of the river, a short distance below the city [Vicksburg]. At 4:30 two small boats coming down the river; the rebels fired two shots at them from their batteries, when they turned and pulled to the bushes on the west bank of the river. At 10, small fire raft drifted down past us.

May 24.—At 7:15 a. m. the *Kennebec* returned from a reconnoissance up river, and a rebel steamer came down a little below the city and fired one shot at the fleet; remained in same position until dark.

May 25.—At 8:05 a. m. a rebel steamer left the city and proceeded up the river. At 1:40 a rebel steamer came down the river to Vicksburg.

May 26.—At 10 rebel battery fired two shots. At 4:45 p. m. rebels fired a shot from one of their batteries. At 6:45 *Iroquois* opened fire on the batteries, and at 7 the batteries returned the fire. At 9, rebel picket fire set just below the city.

May 27.—From 8 to meridian rebel battery firing occasional guns. A large steamer came down to the city. At 12:30 p. m. a flag of truce came down from Vicksburg. *Itasca* dispatched to meet it. From 6 to 8 p. m.: The *Itasca* and *Oneida* up river bombarding the batteries below the city. At 7:30 they returned to anchorage. At 9 commenced to bombard the city, $1\frac{1}{2}$ miles distant. Fired 8 XI-inch shell and 8 20-pound Parrott shells; could not see the effect. Rebels sent down a large fire raft. At 10 dropped just out of range and stemmed the current. At 11 the *Katahdin* fired three shots into city.

May 28.—At 12:30 a. m. boat returned from reconnoitering; discovered nothing of importance. At 1 steamed up inshore within range and fired 5 XI-inch and 5 Parrott shells into the city; could discover no effect. At 1:45 dropped out of range. At 4:15 p. m. steamed up river; discovered a new battery of two guns. At 7 the enemy opened fire from their batteries, one of the shells passing directly over us.

May 30.—At 2:30 a. m. the *Katahdin* set fire to a wharf boat lying on the west bank of the river, used by the rebels as a landing, storehouse, etc.

June 4.—From 6 to 8 p. m.: *Iroquois*, up river, opened fire on the rebels, which they returned. At 7:30 returned to her anchorage.

June 5.—At 11:20 two guns fired from one of the rebel batteries.

June 7.—At 4:45 a. m., in company with the *Itasca*, steamed down the river. At 12:30 stopped at Grand Gulf and sent a flag of truce. At 1:20 p. m. flag of truce returned; found earthworks, but no guns in them. At 1:45 sent a flag of truce to order all workmen from the earthworks. At 2 returned to the ship. Fired two howitzer shrapnel at the works. At 3:15 came to anchor off the town, Grand Gulf. At 4:30 p. m. fired four rounds of shrapnel from starboard howitzer at a number of rebel soldiers in and about the battery, they firing at us with muskets. Gunboat *Itasca* also fired several times. Steamed up river and anchored in the fork of the Mississippi and [Big] Black rivers. At 9 a boat sent to reconnoiter up the Big Black River.

June 8.—At 9 a. m. steamed down abreast of and near the battery and town. At 3:30 p. m. fired one round of shrapnel from howitzer and one shell from Parrott gun at some rebels on the battery. At 11 fired a shell from starboard howitzer into the battery on account of a commotion in that neighborhood.

June 9.—At 4:15 a. m. the enemy opened fire on us from the earthworks and another battery on the hill with 6 and 12 pounders. Beat to quarters and opened fire with our starboard howitzer and the Parrott gun, the XI-inch gun being temporarily disabled by a shot. Slipped cable, repaired damage to XI-inch gun, and kept up our fire until 6 o'clock, the enemy keeping up a constant fire on us. We then steamed up river out of the enemy's range. We were hulled 17 times by the enemy's shot, with but slight damage to the ship: two men slightly wounded. The *Itasca* opened fire and got underway, but dropped below the battery. At 8:15 the *Itasca* steamed up and we dropped down abreast the town and bombarded it till 9:30. The enemy's battery silent. Expended the following shells: 20 XI-inch, 21 Parrott, and 16 howitzer shells and shrapnel. At 2 p. m. fire broke out in Grand Gulf.

June 10.—At 8:30 a. m. fired 5 XI-inch shells at rebel battery. In company with the fleet dropped down abreast of Grand Gulf. From 6 to 8 opened fire on Grand Gulf. Expended 7 XI-inch shells, 10 Parrott and 6 howitzer shells. At 7 ceased firing.

June 11.—At 5:30 p. m. all got underway and steamed down river. From 6 to 8: Came round, head up river, and all bombarded town and batteries for a half hour. *Winona* and this ship sent boats on shore and set fire to the town in eight different places and returned to the ship. All steamed down river and anchored 4 miles below town on east side. Expended 25 howitzer and Parrott and XI-inch shell.

June 12.—Steamed down the river in company with the fleet, passed Natchez, and at 8:45 p. m. came to anchor on west side of river.

June 21.—Below Vicksburg. At 1 p. m. ferryboat and mortar schooners anchored off upper end of island. *Octorara*, with one mortar boat, steamed up river and opened fire on the enemy's works, which was returned, enemy's shot falling short. At 1:15 *Iroquois* signaled and got underway, in company with two mortar boats in tow of the steamer *Westfield*; steamed up river. At 1:30 *Octorara* and one mortar boat dropped down. Steamer *Jackson* and one mortar firing at the enemy attempting to erect batteries. Mortar fleet getting into position. At 4:30 p. m. the ships before mentioned ceased firing.

June 24.—At 3:30 p. m. discovered the enemy's troops being transported from Vicksburg to the Louisiana shore by 10 or 12 small boats constantly going from shore to shore. At 5:15 one of the mortar schooners fired one shell at some men at work on the east bank.

June 25.—At 12 meridian the *Oneida* arrived and nine steam transports, eight of which were laden with troops; also one bark in tow of transport. *Oneida* firing at bluff back of Warrenton.

June 26.—One shot from the batteries. At 3:35 mortars opened fire slowly, enemy returning fire. From 4 to 6: Mortars continue fire; shots from enemy now and then. From 6 to 8: Mortars bombarding the batteries. Ceased firing at 7.

June 27.—At 6 a. m. mortars opened fire on the enemy's batteries. At 7 batteries return fire. At 10 mortars cease firing. At 11 enemy's batteries opened fire; mortars reply. Mortars continue firing throughout the day up to 9 p. m. At 5 p. m. the *Richmond* stood up river and commenced firing from her rifle.

June 28.—Midnight to 4 a. m.: Got underway and in position with the fleet for attack in obedience to general orders. Steaming up under the Vicksburg batteries. At 4:03 the batteries on shore opened on the fleet. At 4:15 commenced firing with our rifle gun. Engaged the batteries until 5:10, when we were above them. During the engagement 1 man was killed and Master's Mate C. M. Bird and 5 men wounded. We were struck in the hull twice, one shell passing in at the water line and exploding on the berth deck; the other did not penetrate. Smokestack guy and port main after shroud carried away. The remainder of the watch steaming slowly up river. At 8 off the mouth of the Yazoo River. Number of shell fired during the action, 7 Parrott, 13 XI-inch shell and canister, 35 howitzer shrapnel, canister, and shell. From meridian to 4 p. m.: Steamed up a little and anchored in company with Colonel Ellet's fleet above the mouth of the Yazoo River.

June 29.—From 8 to midnight sound of heavy firing toward Vicksburg.

July 5.—At 8:45 p. m. Captain Davis's mortars commenced firing at long intervals; ceased at 10, and at 10:40 Captain Porter's fleet opened a brisk fire; ceased at 10:55.

July 6.—At 1 p. m. the mortar fleet opened fire for an hour, below Vicksburg.

July 7.—From 8 to meridian: The enemy fired several shot across the point, all falling short. At 4:10 p. m. rebels firing occasionally from one of their batteries.

July 8.—From meridian to 4 p. m. rebels firing occasionally, supposed to be firing at fleet below.

July 10.—From 8 to meridian: Captain Davis's mortars firing occasionally during this watch.

July 12.—Mortar fleet firing occasionally.

Abstract log of the U. S. S. *Iroquois*, Commander Palmer, U. S. Navy, commanding.

March 23, 1862.—Standing along the north coast of Cuba. At 3:40 p. m. Port Mariel S. $\frac{1}{2}$ E., distant 6 miles.

March 28.—At 2 p. m. at anchor, light-house on Ship Island S. E. by S. $\frac{1}{4}$ S.

March 30.—At 10:30 a. m. off South West Pass.

April 2.—From 4 to 6 p. m. came to anchor in Mississippi River about Head of the Passes.

April 3.—From 4 to 6 p. m. several rebel steamers in sight up river. At 6:30 p. m. stood up river. At 8:30 came to anchor.

April 4.—At 10 a. m. a rebel steamer hove in sight; made chase, and after going up about 12 miles, returned down river to flagship for instructions.

April 5.—At 9:30 a. m. Flag-Officer Farragut, Fleet Captain Bell, and Signal Officer Osbon on board. Made signals to gunboats to follow movements of commanding officer and got underway. Made general signals 860, 653, 877, and 49. Standing up river, the flag leading. At 10 sighted rebel steamer; gave chase, but she retreated under cover of Forts Jackson and St. Philip, which opened fire upon the fleet. Reconnoitering in front of the fort. A chain supported by seven schooners in sight. From meridian to 4 p. m.: Reconnoitering Forts Jackson and St. Philip with Flag-Officer Farragut and suite on board. Seven shells were fired at the ship from vicinity of Fort Jackson. Sustained no injury. At 3 headed down river, and at 4:30 came to anchor at the Head of the Passes.

April 7.—At 9 a. m. got underway, accompanied by the *Kineo* and *Katahdin*. Chased a rebel steamer, who got under the cover of Fort Jackson. Saw six rebel steamers in Fort Jackson Reach.

April 8.—At 5 p. m. the *Winona* hove in sight, and right after two rebel steamers were seen apparently in communication with her, all flying flag of truce. At 5:45 *Sciota* got underway and went up river. At 6 *Iroquois* followed to watch movements. At 7 returned to anchorage.

April 9.—Mississippi River. Rebel steamers in sight.

April 10.—At 3 a. m. a large fire raft passed close aboard.

April 13.—At 8:30 a. m. went alongside *Hartford* and took in two IX-inch guns. From 4 to 6 p. m.: Reconnoitering near forts.

April 14.—From meridian to 4 p. m.: Lying off in front of forts, covering a surveying party. A rebel steamer in sight.

April 17.—Eight to midnight: Fire raft coming down. Extinguished by two gunboats and crews from ships with buckets.

April 18.—At 9 a. m. signal from flagship. The flag-officer directed us to run up and open fire on the forts. Passed up within $1\frac{1}{4}$ miles of the forts and opened fire from IX and XI inch shell guns. Forts returned fire, the shots falling close around us. At 12 still firing with effect, our shell falling in the fort. Bomb vessels firing. From meridian to 4 p. m. still firing. At 4 ceased firing, the guns having become too much heated to allow of reloading. Bombardment still continuing. At 6 commenced firing from IX and XI guns, and fired four rounds. All the buildings in Jackson on fire. Shell from enemy falling close around us. Ceased firing at 6:30 by order of the flag-officer. Lying off and on, covering mortar fleet.

April 19.—At 4 a. m. anchored in advance of mortars, covering them. At 4 started downstream; passed a transport with troops. At 2 p. m. sent a boat inshore in answer to a hail, picked up six men and two contrabands from the U. S. S. *Lewis*, lost near Breton Isle. From 8 to midnight: Bombardment still continuing with effect.

April 20.—From 8 to meridian: Ordered to the protection of mortars. At 11 a. m. a large river steamer made her appearance; opened fire on her with XI-inch, causing her to return. Fire returned from St. Philip with no effect on us. From meridian to 4 p. m.: Drawing the fire of the forts from mortar fleet. Heavy rifle shot falling close around us; no effect. From 4 to 6: Enemy still firing at this ship. Moving slowly ahead. From 8 to midnight: At 9:10 explosion took place in Fort Jackson. At 10:20 two gunboats passed up to cut the chain. Forts still firing at this ship.

April 21.—At 2:30 a. m. a fire raft came in sight; sent boats in charge of Acting Master Harden, who was first to make fast, and succeeded in towing it ashore and securing it. While at the raft were run into by the *Westfield*. Ten of the crew jumped overboard; picked them up and returned to ship. At 6 a rebel steamer came down, but returned, the gunboats firing at her. At 7:30 fired a gun at Jackson; answered by a dozen from her, falling all around, but doing us no injury. From 4 to 6 p. m.: Got gunboat *Katahdin* alongside and obtained a rifle gun from her.

April 22.—Bombardment continuing.

April 23.—Fire raft came down. Called all hands; sent boats and towed it ashore. Bombardment continuing. From 8 to meridian: Standing off and on, covering leading mortar boats.

April 24.—Till 4 a. m. protecting mortar boats. At 4:30 a. m. took our position astern of *Sciota* and under a most tremendous fire succeeded in passing the forts. Obligated to stop for fear of grounding. Firing our guns as fast as possible. Passed numerous rebel boats, firing into and sinking them as we passed. From 8 to meridian: Sent boats to *Varuna*, which was sunk, and removed a portion of her crew. At 7 came to anchor 15 miles below New Orleans.

April 25.—At 4:30 a. m. called all hands up anchor, in obedience to signal from flagship. Proceeded up river, second line of battle. From 8 to meridian: Engaged two batteries on opposite sides of river; silenced them. Arrived at New Orleans. All shipping in port fired by the rebels. From 4 to 6: Released rebel prisoners on oath of allegiance.

April 26.—Till 4 a. m. lying at anchor astern of the U. S. S. *Mississippi*. At 5 got underway and steamed down the river to Quarantine Station. Made out rebel steamer under flag of truce. From 8 to meridian: Flag of truce came up from below. Hoisted white flag and steamed down the river. Meridian to 4 p. m.: Captain De Camp went on board rebel steamer under flag of truce. 2 p. m. returned, rebel steamer going down the river. At 6 sent a boat ashore to take possession of a lot of coal, arms, etc., belonging to rebel Navy.

April 28.—At 3:30 p. m. American flag hoisted on Forts Jackson and St. Philip.

May 3.—Captain J. S. Palmer took command of this ship in place of Captain John De Camp.

May 7.—At 6:30 p. m. sent second cutter ashore to communicate with the civil authorities.

May 9.—Off Baton Rouge. At 9 a. m. called away three armed boats and marines and went on shore and took possession of the U. S. arsenal in the city of Baton Rouge; hoisted the American flag and returned to the ship.

May 10.—The U. S. S. *Hartford* took possession of the rebel ferry-boat *Sunny South*.

May 12.—At 2:15 p. m. off Natchez. At 3 sent a boat ashore with dispatches to the mayor. At 4:30 made signal to send armed boats from the fleet to this ship, which was complied with. The whole force, including marines and two pieces of artillery, the whole under the command of Lieutenant Harmony, boarded the steamer *Rosalie* and proceeded ashore, where they were met by committee of citizens, who were authorized to receive any communications or to take any officer to the mayor. The communication was given them from Captain Palmer, and they were allowed until 10 a. m. the following morning. The party then returned to their respective ships. From 6 to 8: Steamboat returned; took men and howitzers on board. At 7:30 shoved off and anchored on port beam, in charge of Lieutenant McNair, 6 men and 4 marines; 8 to midnight lying off Natchez.

May 23.—Below Vicksburg, at anchor. At 9:15 a. m. *Oneida* showed red light; beat to quarters. Rebels fired two guns from their batteries, everything ready for slipping cable. Ordered the *Sciota* up river to reconnoiter. At 9:30 beat the retreat. Small fire raft came down the river, went ashore, and burned out.

May 24.—From 6 to 8 p. m.: *Kennebec* still up river. Three rebel steamers in sight. 7:30 the *Kennebec* dropped down river and anchored on port bow; rebel steamer followed and fired one shot, which fell over a mile off. Lying at anchor with banked fires.

May 27.—Below Vicksburg. At 11:45 a. m. commenced coaling ship. Rebel steamer came down river to Vicksburg. Rebel steamer came down to wharf boat under flag of truce. Sent *Itasca* up to meet her with flag of truce. At 1:30 p. m. *Itasca* returned with communications. At 2 went up again with answer and returned to anchorage; rebel steamer returned to Vicksburg. A gunboat coming up. At 4:30 *Oneida* and *Itasca* steamed up river and opened fire upon the batteries. From 6 to 8: Still firing on rebel batteries. At 7:15 they both dropped down and anchored in old anchorage. At 9:30 gunboats firing, no answer. Saw a large fire above the point opposite Vicksburg. At 10:40 *Sciota* showed a red light; fired two guns.

May 28.—Below Vicksburg. Till 4 a. m. occasional firing up the river. From 4 to 8: Rebel steamer in sight up the river. At 6:15 p. m. the *Sciota* opened fire on the batteries, which returned the fire with shot and shell.

May 29.—From 6 to 8 p. m. sent first cutter with armed crew, in charge of Lieutenant McNair, on expedition up river.

May 30.—At 2:30 a. m. the wharf boat below the point opposite Vicksburg was set on fire, the flames igniting some of the buildings in the town. From 4 to 6 p. m.: Sent first cutter ashore in charge of Lieutenant McNair. At 4:30 *Winona* opened fire on batteries ashore.

May 31.—At 3:40 p. m. a rebel steamer arrived at the city (Vicksburg) from above.

June 1.—A small rebel steamer opposite Vicksburg. Rebel steamer in sight up the river. At 10 p. m. a gun fired up the river.

June 3.—At 5 p. m. sent an armed crew ashore in first cutter, under command of Lieutenant Harmony. Rebel steamer went up from Vicksburg.

June 4.—Below Vicksburg. At 5:30 p. m. got underway and proceeded up river. At 6:30 opened fire with rifle on the battery below the city. Fired 5 rifle shell, 2 IX-inch, and 1 XI-inch. The rebels fired 1 shell and 1 shot from a mortar in lower battery with no effect. At 7:30 came to anchor astern the *Oneida*.

June 5.—At anchor below Vicksburg. A rebel steamer in sight off the point. At 7:30 p. m. rebel steamer left Vicksburg and went up river.

June 7.—A small rebel steamer in sight near the town (Vicksburg).

June 10.—From 8 a. m. to 12: The fleet came to anchor at Grand Gulf. At 6:15 p. m. squadron opened fire on town and battery at Grand Gulf. This ship fired 10 XI-inch, 4 IX-inch, 8 32, and one round of grape. At 7 returned to anchorage.

June 11.—At 5:15 p. m. hove up anchor and stood down river, followed by the fleet, and opened fire on the town of Grand Gulf. From 6 to 8: Firing still continued from starboard battery. At 7 ceased firing and returned to anchorage. Landed parties from gunboats and fired the town. At 7:30 they also returned to anchorage.

June 12.—At 5 a. m. made signal for the fleet to get underway; stood down the river. At 4:30 p. m. got underway and proceeded up the river in company with whole squadron. At 8 came to anchor.

June 13.—From 6 to 8 p. m. at anchor below Grand Gulf.

June 14.—Till 4 a. m. A fire ashore about 4 miles above (Grand Gulf). At 4:30 a. m. stood up river. At 6:30 passing Grand Gulf, fired rifle and IX-inch gun toward the town. At 5:30 p. m. came to anchor off Vicksburg, 5 miles below.

June 15.—From 12 to 4 p. m. *Sciota* got underway and scoured the hills near Vicksburg with shell, but no return shots were fired by their batteries. At 3:30 a flag of truce came down from Vicksburg. Sent the *Sciota* to communicate with it. From 4 to 6: Captain Donaldson came on board with rebel officer to communicate with Captain Palmer. At 4:30 rebel officer went up river again.

June 18.—Below Vicksburg. At 1:30 p. m. rebel steamer came down the river to Vicksburg and hoisted rebel flag.

June 19.—Rebel steamer returned up river from Vicksburg.

June 21.—At 11:30 a. m. the U. S. S. *Jackson*, with two mortar schooners, stood up the river. 12:30 *Octorara*, with one mortar

schooner, got underway, went up, and opened fire on the batteries with mortars and rifle. At 1 p. m. the *Westfield*, with mortar boats, stood up the river. At 1 hove up anchor and stood up river, placing mortar boats in position. From 8 to midnight at anchor below Vicksburg.

June 25.—From 12 to 4 p. m. the bomb fleet making preparations for taking position. Ferryboat *Jackson* opened fire with rifle on lower battery. Steamers *Octorara* and *Jackson* occasionally firing into the woods. From 6 to 8: Mortar boats taking their position on port bow. *Owasco* and *Octorara* fired their rifles at the battery on the hills (below Vicksburg).

June 26.—At 6:30 a. m. lower battery opened fire on the *Jackson* (below Vicksburg). Mortar fleet firing on the enemy's batteries, also army fieldpieces. From 6 to 8 p. m.: Mortar fleet still bombarding.

June 27.—Lying at anchor below Vicksburg. From 8 to meridian: Mortar fleet still engaging enemy's batteries, batteries firing at intervals. From 12 to 4 p. m.: The Mortar Flotilla ceased firing and commenced firing again; the enemy does not answer. From 4 to 6: Mortar fleet and *Jackson* still firing.

June 28.—Standing up for Vicksburg. At 4:05 a. m., opened fire on levee and rifle battery with entire armament; the rest of the fleet following. The rebels returned the fire from all their batteries. Stopped engines in range of their fire, stood on up, passing two of the Ellet flotilla, and came to anchor with squadron 8 miles above the city.

June 29.—Below Vicksburg. At 10:30 p. m. the bomb fleet ceased firing.

June 30.—At anchor above Vicksburg. From 4 to 6 p. m.: Mortar fleet throwing shell into town. From 8 to midnight mortar fleet shelling the town.

July 1.—Till 4 a. m.: Mortar fleet firing at batteries below Vicksburg. At anchor above the city. Davis's fleet came to anchor above the city.

July 2.—At anchor above Vicksburg. From 12 to 4 p. m.: Two mortars took position and commenced firing. From 4 to 6: Davis's mortars firing on the town. From 6 to 8: Bombardment still continuing from both bomb fleets. 8 to midnight: Mortar schooners occasionally firing.

July 3.—At anchor below Vicksburg. At 9:30 a. m. bombardment still continuing. 4 to 6 still firing on the city. At 7:20 p. m. the lower batteries opened on the mortar fleet below, mortars answering. At 8:30 a large fire in sight near Vicksburg. At 12 midnight the mortars opened on the city.

Abstract log of the U. S. S. *Pinola*, Lieutenant Crosby, U. S. Navy, commanding.

March 6, 1862.—Latitude 26° 41' N., longitude 84° 45' W. At 4:30 p. m. saw a schooner on port bow. Called all hands to quarters. At 5:04 the ship reported ready for action. At 5:12 set our ensign. At 5:15 the schooner showed English colors. At 5:18 fired rifle No. 109, 10-second fuze. At 5:21 fired 15-second fuze across the bows. At 5:30, after firing four shot, the schooner hove to. At 5:45 lowered third cutter and boarded her. Lieutenant Cooke and Master's Mate W. H. Thompson went on board and found it to be the schooner *Cora*, from Apalachicola, Captain Roberts, bound to Havana, Cuba, with 208

bales of cotton. At 5:50 lowered the gig and sent the prize crew of the schooner *Eugenie Smith*, that took passage with us from Key West, and Acting Master Lloyd and four men, to take her to Ship Island. At 7 p. m. the gig returned, and third cutter; the gig stove alongside and lost her from the stern.

March 8.—At 5:30 a. m. saw a sail bearing N. by E.: 5:40 all hands to quarters. 5:50 fired No. 114 howitzer, 5-second fuze, across the schooner's bow. At 5:30 lowered third cutter and boarded the schooner, which proved to be a prize to the bark *Pursuit*, with a prize crew on board, bound to Key West, loaded with copper and wheat.

March 20.—8 to 12 midnight: Saw the reflection of a very large fire up the river, which continued burning through the watch.

April 17.—Mississippi River. 5 a. m. a fire raft appeared in view. 7 p. m. saw a fire ship coming down the river. 8 to 12 midnight: Came to anchor in 7 fathoms water. Sent the launch to the fire ship to help in putting out the fire. At 10 p. m. the several boats belonging to the fleet succeeded in putting out the fire and landed her on the beach. At 10:30 p. m. the fire broke out again. Sent the launch with the small engine to put it out. At midnight the launch returned.

April 18.—At 1 a. m. sent the launch on shore and played on the fire ship. 1:30 the launch returned and reported the fire out. 11:15 a. m. two fire ships came down the river, but got aground. The mortar fleet engaging the enemy.

April 19.—9 a. m. made ready for action, got underway, and followed the flagship. Three gunboats engaging the rebel batteries, the bomb flotilla also firing at the batteries. 12 to 4 p. m. part of the fleet still in action. 5:30 p. m. ceased firing. Fired 84 shot from the rifle gun No. 109 and 69 shot from pivot gun.

April 22.—1 a. m. saw a fire raft coming down. Called all hands and hove up the anchor. 2 a. m., all danger of fire being past, anchored again in 9 fathoms of water.

April 23.—1 a. m. saw a fire ship coming down the river. All hands up anchor. 1:30 the fire ship passed clear of the fleet. 9 a. m. mortar fleet engaging the batteries, the enemy not firing. 4 to 6 p. m., several rebel steamboats in sight. 6 to 8, bombs firing rapidly. 8 to midnight, 2 fire ships anchored ahead of the fleet.

April 24.—From 12 to 4 a. m.: Moderate breeze from the southward, with clear weather. At 2 a. m. signal was made to the fleet to get underway and stand up the river [Mississippi] in line of battle. Ran down to the flagship and passed orders from the commodore to the *Pensacola* and other vessels of the squadron. At 3:15 the fleet underway, standing up the river. Took our position astern of the *Iroquois*. The *Kennebec* was not in sight. -In passing an old hulk, smashed our starboard quarter boat. At 3:40 the van engaged the forts. Passed the forts [Jackson and St. Philip] under a heavy and destructive fire from the enemy. The *Pinola* was struck in the following places: The first shot that passed over killed Thomas Kelly, captain of the forecastle. The second cut away the launch's after davit, entered the starboard quarter, [cut] away part of the wheel, wounding William Ackworth, quartermaster. The second shot that struck her entered the hull at the water line on the starboard side and lodged in the coal bunkers. The third cut away the top of steam escape pipe. The fourth cut away the cable attached to the anchor, entered the starboard bow, passed through the yeoman's room, and lodged in the port side.

The fifth struck the topgallant forecastle and carried away part of the rail. The sixth passed through the plank-sheer abreast of the XI-inch pivot gun. The seventh struck a barricade of hammocks on the fore hatch. The eighth cut away one of the dead-eyes of the starboard fore-rigging. The ninth cut a bucket from the hands of Acting Master's Mate Gibbs. The tenth [cut] a rammer from the hands of the first loader of the pivot gun. The eleventh passed entirely through the hull, directly over the magazine. The twelfth entered the starboard and lodged in the port side of the berth deck. The two last-mentioned shot killed John Nolta, landsman, and Robert Johnson, landsman, both colored, wounding Thomas Jones, wardroom steward; Thomas Ford, landsman; Henry Stokeley, wardroom cook; Thomas Smith, coal heaver, and Thomas Foster, captain of the hold. At 5 a. m., while passing the forts, engaged the rebel gunboat *McRae*, firing with our howitzers at the rebel ram *Manassas*, astern and in chase of us. Anchored off Quarantine Landing and sent a boat ashore to destroy telegraph wires. At 9 a. m. got underway and steamed up river. From 12 meridian to 4 p. m.: Steaming up river. At 3 p. m. buried the dead ashore. From 8 to 12 [midnight]: Steaming up the river.

April 25.—From midnight to 4 a. m.: Lying at anchor in the Mississippi River, with moderate breezes from the south. At 3:30 signal from the commodore to get underway. From 4 to 8: Moderate breezes and cloudy weather. Steaming up the Mississippi. From 8 to meridian: Saw several ships on fire. At 2 p. m. came round English Bend [Turn]. At 3 saw the forts ahead, which opened fire on us; called all hands to quarters and commenced firing on the forts. Engaged the forts for thirty minutes, when the enemy deserted their guns. Proceeded on up the river. At 5 p. m. came up to New Orleans city; the large ships anchored abreast the city. At 5:30 had orders from the flag-officer to go down the river. Went down to the forts and destroyed the military stores, spiked the guns, and made all secure from further operations. From 6 to 8: The boats returned from the forts; hoisted them up and returned to the city. At 9:30 arrived at the city and anchored ahead of the flagship.

April 27.—11 a. m. saw steamship with a Confederate flag flying. Signal from the flagship to get underway. 11:15, underway. Saw a flag of truce flying from the Confederate steamer. Signal made for the *Sciota* to go down to her. 11:45 the *Sciota* returned and reported the enemy with wounded men on board. At noon the enemy sent a boat on board the flagship.

April 28.—At 12:45 p. m. conveyed rebel officers and prisoners to flagship *Hartford*.

May 5.—At 7 a. m. stopped to overhaul a suspicious-looking boat. At 8:20 towed the boat alongside as a prize. She is supposed to belong to the enemy's fleet. Proceeded up the river.

June 24.—Mississippi River. At 9:35 a. m. enemy firing at us from the woods. Fired one shot from pivot gun, two from the howitzer, and one from the Parrott rifle.

June 26.—4 to 6 p. m. the bomb flotilla firing at the city of Vicksburg.

June 27.—4 to 8 a. m. mortar fleet firing at the enemy. At 9:45 a. m. mortar fleet ceased firing. At 3:30 p. m. mortar fleet firing at the enemy. At 8:20 p. m. bomb fleet ceased firing. Ship all ready for action.

June 28.—2 a. m. signal from the flagship to get underway. 4 a. m. commenced firing at the enemy. Brisk firing from the enemy. Fired from pivot 20 shell, 3 grape, and 1 shrapnel; from rifle Parrott gun 29 shell; from howitzer 13 shell and 20 shrapnel. 6:50 a. m. came to anchor 3 miles above Vicksburg, with 2 killed and 2 wounded. 8 to meridian: At 10 a. m. buried W. H. Thomas, quarter gunner, and Thomas Graham, landsman. 8:20 p. m. bomb fleet firing.

June 29.—At 2:30 p. m. let go starboard anchor 6 miles from Vicksburg. Mortar fleet firing at the enemy; 8 to 12 p. m., mortar fleet firing at the enemy; 11:30 p. m. mortar schooners ceased firing.

June 30.—At 11:10 a. m. Army officer came on board; 11:40 a. m. stopped to receive troops on board. Received Major Boardman and 50 men on board. At 11:55 steamed up the river; 2:35 p. m. transferred Major Boardman and 50 soldiers on board transport *Switzerland*; 8 to 12 midnight bomb fleet firing every half hour.

July 1.—8:16 a. m. Commodore Davis's fleet arrived, consisting of 4 gunboats, mortars, and 7 transports. At 2:15 Commodore Porter's fleet firing at the enemy.

July 2.—5 a. m. Porter's mortar fleet opened fire on the enemy; 5:30 a. m. the mortars ceased firing; 4 to 6 p. m. bomb fleet firing at the enemy.

July 3.—Meridian to 4 p. m. Porter's and Davis's mortar fleet exchanging shots with the enemy.

July 5.—At 2 p. m. the enemy firing at Porter's mortar fleet.

Abstract log of the U. S. S. Kennebec, Lieutenant Russell, U. S. Navy, commanding.

March 8, 1862.—Transferred two howitzers and four boxes of ordnance to the *Mercedita*, marked *Itasca*. Crossed the bar and came to anchor at 2 p. m., Mississippi River.

March 11.—At 7 a. m. crossed the bar and landed at the lower pilot station at 9:30. Proceeded up to the Head of the Passes. By sending a boat on shore heard of a rebel gunboat having been down to this point. At 4:45 p. m. saw three vessels off South West Pass; heard firing in that direction.

March 12.—At 9:55 a. m. saw and gave chase to a rebel steamer. At 11:30 *Winona* fired a shot at the rebel, *Kennebec* at same time; repeated from both *Winona* and *Kennebec*.

March 16.—At 3 p. m. saw the smoke from a rebel steamer up the river; came down beyond the range of our guns, reconnoitered us, and returned.

March 21.—At 3:30 p. m. saw a rebel steamer come down to reconnoiter; returned immediately.

March 22.—At 10 a. m. a rebel steamer came down within 3 miles of the gunboats and returned immediately.

March 28.—At 8:35 a. m. steamed up river with the *Wissahickon* in company. At 9 saw the houses on the left bank of the river. At 10:25 stopped the engine and sent second cutter on shore, Acting Master Brooks in charge; brought on board a resident of the place; questioned him and sent him on shore again. At 11:50 a. m. rebel steamer ahead in retreat from us. We fired one round from Parrott gun at him, but the distance being so great could not reach him.

Rebel ran around the point above, and under cover of guns of Fort Jackson. At 11:55 discovered Fort Jackson, two rebel steamers with steam, two barks and one schooner above the fort, and eight schooners in line across the river supporting a cable, also a raft inshore, near Fort Jackson. At meridian Forts Jackson and St. Philip opened fire on us, firing with great rapidity 28 rounds of shot and shell. At 2:15 p. m. one rebel steamer came in sight up the river 4 miles distant; returned again immediately.

March 29.—At 9:35 Flag-Officer Farragut and some of his staff came on board, steamed down South West Pass. At 12:40 p. m. the flag-officer, accompanied by Captain Bell and flag-officer's secretary, Mr. Waldron, went on board the *Montgomery* to visit the vessels outside the bar.

April 4.—At 10:30 a. m. a rebel steamer came in sight above the point 4 miles distant. The U. S. S. *Iroquois* and *Kinco* gave chase to and exchanged shots with the rebels. At 1 p. m. they gave up the chase and came down the river.

April 5.—At 12:35 p. m. Fort Jackson opened fire on the *Iroquois*.

April 6.—A rebel steamer came in sight above the point 4 miles distant and returned.

April 16.—At 4 p. m. steamed up the river within range of Fort Jackson and fired one round from XI-inch gun to west bank of the river. At 4:12 fired one round of same gun at the fort. At 4:25 again one round. At 4:30 one round, 20-second fuze, reported from masthead as having exploded in the fort. At 4:32 one round from Parrott gun; same time one round from the port howitzer into the woods on the west bank of the river. At 4:35 Fort Jackson replied with shell, which struck very near this vessel.

April 17.—At 5 a. m. discovered a large fire ahead near the rebel vessels that support the chain across the river; made signal by hoisting red light, "Enemy in sight," and fired one round from the port howitzer. The fire proved to be a large scow intended as a fire raft, set adrift by the rebels. Ran alongside the raft and fired one round from the XI-inch gun and one from the howitzer into it. At 5:50 the boats from vessels of the squadron made fast to and towed the raft clear of the vessels. At 10 a. m. a rebel steamer came in sight above this vessel, fired two rounds; returned with one round from Parrott gun; rebel retreated. At 3 p. m. the U. S. gunboats *Katahdin*, *Kinco*, and *Owasco* steamed up the river and exchanged several shots with rebel steamers and Fort Jackson. At 3:30 p. m. the U. S. S. *Winona* steamed up river and joined the engagement.

April 18.—At 9:05 the forts opened fire, which was returned by the vessels of the mortar fleet and the advance guard of the squadron. At 9:45 the flagship *Hartford* made signal No. 622. Got underway in obedience to signal, in company with the other vessels of the squadron, and stood up the river at slow speed; went to quarters and cleared ship for action. At 10:30 a fire raft discovered coming down the river; grounded above the squadron. At 12 meridian the action continued by the mortar boats and the advance guard. At 12:45 p. m. the flagship made signal to this vessel to proceed up the river and shell the enemy. Proceeded immediately up ahead of the mortar fleet and advance guard of gunboats, shot and shell falling thickly around this vessel, and fired five rounds from XI-inch gun. At 7 p. m. firing ceased on both sides.

April 19.—At 6 a. m. the steamers attached to the mortar fleet commenced towing the schooner into position. At 6:35 they opened fire on the forts. From 8 to meridian: The *Oncida*, *Sciota*, and *Wissahickon* also engaged the forts. At 11:20 the *Kineo* and *Itasca* passed up the river; bombardment continued by the mortar fleet and advanced guard of gunboats. At 12:15 p. m. the *Kineo* and *Itasca* engaged the enemy. At the same time the *Katahdin* and *Varuna* came up the river. The *Varuna* returned down river. At 3:20 the *Iroquois* came up, also the *Varuna*, with a ship in tow. At 3:40 the *Iroquois* anchored ahead of the *Hartford*. Bombardment continued by the mortar fleet and advanced guard of gunboats. At 6:15 flagship *Hartford* signaled to gunboats engaged “Discontinue firing and return to anchorage.” Bombardment continued by the mortar fleet to midnight.

April 20.—From midnight to 4 a. m. bombardment continued by the mortar fleet. From 4 to 8 bombardment still continued. At 8:40 got underway and steamed up river ahead of the mortar fleet; at same time the *Iroquois* and *Winona* steamed up in company. At 10 Fort St. Philip opened fire on this vessel. At 10:15 towed one of the mortar fleet ahead of the line. Saw a rebel steamer above the point; fired one round from Parrott gun at him. At 11:50 another steamer came down; fired two rounds from XI-inch gun at him; the rebel turned and steamed up river again. Shot and shell falling thickly around. At 1:50 two rebel steamers above the point came down; fired two rounds from XI-inch gun, when both the rebels retreated. Bombardment continued by mortar fleet. At 5:20 a rebel steamer above the point; fired one round from XI-inch; steamer retreated. Bombardment continued by the mortar fleet until midnight.

April 21.—At 1 a. m. the gunboats returned from reconnoitering. At 2:30 saw a fire raft coming down the river. Bombardment still continued by the mortar fleet. At 6 a. m. a rebel steamer came in sight above the point; fired one round from XI-inch and one from Parrott gun at him; the rebel turned up river. Bombardment continued. At 8 the forts opened fire on the U. S. gunboats without effect. At 10:05 the *Wissahickon*, *Cayuga*, and *Varuna* came up as advance guard; at same time this vessel dropped down river in obedience to signal from flagship. From meridian to 4 p. m. mortar fleet and advance guard of gunboats bombarding the forts. From 6 to midnight bombardment by mortar fleet still continued.

April 22.—Mortar fleet continued bombarding during the day. At 10:40 a. m. commenced stripping ship in order to have lower masts taken out in obedience to orders from flagship. Mortar fleet bombarding until midnight.

April 23.—At 1:30 a. m. a fire raft coming down the river. The boats of the squadron towed it on shore. Mortar fleet continued firing. Bombardment kept up until midnight.

April 24.—At 2 a. m. flagship *Hartford* made signal to squadron by hoisting two red lights, “All hands up anchor,” and stood up the river, the ships of the squadron leading. At 3:30 headmost vessels engaged both forts and, in the midst of a tremendous cross fire, succeeded in passing them. This vessel became entangled in a mass of logs secured by a chain to obstruct the channel, and, after getting clear, made several attempts in the midst of a galling fire to pass on, but was obliged to retire. One heavy shot struck the vessel at water line. The *Winona* and *Itasca* also became entangled in the logs, but

succeeded in getting through them. This vessel got clear of the logs and, attempting to steam ahead, became entangled a second time, and also ran into one of the vessels moored across the river, cutting her down to the water's edge and parting the chain. Backed clear a second time and steamed ahead for the forts, but as daylight had broken, and the enemy kept up such a heavy fire, found it impossible to pass; the *Winona* and *Itasca* also finding the fire too severe, turned and steamed down the river. This vessel still heading up, finding that we could not pass the forts, drifted to the west side of the river and downstream; at same time drifted by the point within good range of Fort Jackson. At 5:30 the enemy still firing heavily. At same time drifted by within hail of the U. S. ship *Portsmouth*, Commander Swartwout, which had been towed within range by the *J. P. Jackson*. Commander Swartwout finding his ship in a bad position, requested us to tow her down the river. Turned round for that purpose, but as she had swung into the stream and was drifting down fast enough, did not tow her, but drifted to the starboard of the *Harriet Lane* and let go anchor. At 7 Captain Porter ordered us to get underway and lie under steam. At 7:30 the burning wreck of the ram *Manassas* drifted down the river and sank about 1 mile from the fleet. At 10 the remains of a large river steamer on fire and sinking drifted by us. At same time a rebel boat bearing a flag of truce communicated with a boat from the squadron and returned to the forts. At 11:30 the boat returned again and went alongside of the *Owasco* and returned to the forts. The bombardment ceased during the communication. At 1:40 p. m. saw a rebel steamer above the point; steamed up and fired two rounds from Parrott gun at her, when she turned up the river. At 3:30 the mortar fleet again commenced firing; ceased at 4 and made preparations for dropping down the river. At 6:30 the entire fleet of mortar vessels, also supply vessels, got underway and steered down river.

April 25.—From 6 to 8 p. m.: Heavy smoke up the river. At 7:20 saw the flame, apparently near the forts.

April 26.—At 6:15 p. m. saw a strange object drifting down the river; steamed up to it, lowered second cutter, Acting Master Wade in charge, and examined it. It proved to be a floating battery in a sinking condition.

April 27.—Flag of truce and *Owasco* communicating.

April 28.—Rebel boats communicating with the *Clifton* and *Harriet Lane* under flag of truce. At 10:45 a. m. a rebel floating battery or ram, set on fire by them, blew up, making a tremendous explosion. At 2:30 p. m. the rebel flag was lowered on both forts. At 3:10 the rebel officers began to come on board this vessel, having been liberated on parole. Received on board also the officers and men of the *St. Mary's Cannoneers*. At 3:30 the American flag was hoisted on both forts.

April 29.—At 7 a. m. arrived in sight of the vessels of the squadron at anchor in front of New Orleans and anchored at 8:45. At 10:45 commenced landing the prisoners and their baggage.

May 12.—At 5:30 a. m. the squadron steamed up the river in the following order: *Iroquois*, *Oneida*, *Sciota*, *Winona*, and *Kennebec*. At 2:20 p. m. arrived in sight of Natchez. At 2:40 the *Oneida* fired two rounds at a rebel steamer retreating up the river. At 3:30 p. m. let go anchor on the west side of the river, the *Oneida* and *Winona* ahead and the *Sciota* and *Iroquois* astern. At 6:40 p. m. the steamer *Rosalie*,

with the landing party of sailors and marines from the squadron, steamed in and made fast to the landing. The officer in command was met by the civil authorities of the city. An explanation was tendered and received from them and the forces returned to the *Iroquois* and the first and second cutters returned on board this ship.

May 15.—At 2:50 p. m. the steamers *W. Burton* and *Ceres*, which were captured from the rebels, passed this vessel, loaded with Federal troops; landed them on the west side of the river at Vidalia.

May 18.—At 11:20 came in sight of Vicksburg. At 12:20 p. m. the *Oneida* sent a boat inshore, bearing a flag of truce. At 1 discovered two batteries near the city—one on the hill and one on the slope, mounting, as near as could be ascertained, 4 guns each, with embrasures for more. Troops could be distinctly seen in and around the fort. At 1:10 the enemy fired a shot from the battery on the hill across the bow of the boat sent from the *Oneida*. At same time the *Oneida* made signal No. 958, steamed up alongside the *Oneida*, and Captain Russell went on board. At 2:20 the flag-of-truce boat returned. At 3:25 the *Oneida* again sent a boat with flag of truce.

May 21.—In sight of the batteries at Vicksburg. At 11:20 a. m. stopped the engine to reconnoiter. Could see the troops distinctly. At 12:25 secured the guns and dropped down the river. At 1:40 discovered a rebel steamer bearing a flag of truce coming down the river; got underway and steamed up the river to meet the steamer. At 2:30 sent the second cutter in charge of Lieutenant Blake; returned at 2:45, and at 2:50 went again to the rebel steamer and delivered communication and returned on board.

May 22.—Rebel steamer under flag of truce communicated with the *Winona*.

May 24.—At 11:30 a. m. reached Diamond Bend. At 2 p. m. arrived in sight of the squadron. At 4:30 steamed off port beam of flagship *Hartford*, received on board the flag-officer and captains of the squadron. Steamed up the river to reconnoiter. At 7 p. m. dropped down river. At 7:20 a rebel gunboat came off from the town, fired one round at the squadron, which fell short.

May 27.—At 10:20 a. m. received orders from the *Hartford* to return to Natchez. At 1:25 p. m., while passing Ellis Cliffs, a rifle shot was fired from the woods on the left bank of the river. Immediately fired a round from port howitzer into the woods. At 1:30 turned up river, fired one round from XI-inch, two from Parrott gun, and one from howitzer into the woods. At 1:40 turned and steamed down the river. At 5 passed Red River. At 5:30 saw a small steamer with troops in Tunica Cut-off.

May 28.—At 8:10 a. m. arrived in sight of Baton Rouge. At 8:40 came to off starboard quarter of the *Hartford* and opposite the wharf-boat. At 9:20 *Hartford* sent a boat ashore unarmed. When near the landing it was fired on by a mob, wounding several. Immediately opened fire on them from this vessel. The boat of the *Hartford* containing wounded men came alongside. Found three of them wounded, viz, Mr. Kimball, chief engineer, and two seamen; took them on board and had the wounds dressed. At 9:40 the *Hartford* opened fire on the town. At 10:30 a boat from the shore came toward this vessel having a flag of truce. Finding they could not reach us, sent second cutter in charge of Master's Mate Ellis to them. Found three men in the boat and took them to the flagship; sent the wounded on board the

flagship. At 11 ceased firing. Fired from this ship 3 rounds from XI-inch, 5 from Parrott gun, 5 from howitzers.

May 31.—At 9 a. m. saw a small steamer coming down the river. Fired a rifle shell across her bow and sent first cutter in charge of Master's Mate Page alongside. Found they had no pass; ordered her to make fast alongside of us. The captain came on board and the steamer proved to be the *Ellis*, with corn and salt for Plaquemine; had landed flour and hams at Waterloo, the owners of which had refused to allow it to be carried to New Orleans. At 4 an officer and prize crew from the *Kineo* took the *Ellis* in charge and passed down the river.

June 7.—At 5:10 a. m. this vessel was fired upon from the east bank while drifting down the river. Immediately fired two rounds from this vessel. Discovered a large boat pulling across the river from the east bank, containing two men. Owing to a warm pin was unable to capture it.

June 25.—At 6:30 p. m. came in sight of the fleet at anchor below Vicksburg. At 7 came to anchor off port quarter of the *Hartford*.

June 26.—At 3:35 the mortar vessels commenced bombarding the batteries. Ceased at 7 p. m.

June 27.—At 5:50 a. m. the mortar fleet opened fire on the city. At 8 saw the smoke of a steamer coming down the river, the batteries at Vicksburg returning the fire of the mortar fleet. From 8 to meridian firing continued on both sides. At 2:40 the mortar fleet ceased firing. At 3 the *J. P. Jackson* went up to the mortar fleet and opened fire on the batteries. At 9:30 p. m. mortar fleet ceased firing.

June 28.—At 2 a. m. steamed up the river in position assigned us. At 4 the mortar fleet and leading vessels of the squadron opened fire, and as the squadron advanced the action became general. At 5 the entire fleet and batteries engaged. The flagship *Hartford*, *Richmond*, *Jroquois*, *Oncida*, and gunboats *Wissahickon*, *Sciota*, *Pinola*, and *Winona* passed by the city, while the *Brooklyn* and gunboats *Kennebec* and *Katahdin* remained engaged with the batteries. At 6:30 ceased firing. Expended 16 rounds from XI-inch and 27 from Parrott gun. At 6 p. m. the *Brooklyn* changed position to west side of the river. At 6:15 shifted position and anchored off *Brooklyn's* starboard quarter.

June 29.—At 6 a. m. saw a one-gun battery on the bluff off starboard bow. At 12:20 p. m. the enemy's batteries opened fire on a boat pulling across the river. At the same time the mortar fleet opened fire on the city. At 5 p. m. the mortar fleet and batteries ceased firing. At 6:30 two rounds were fired from the enemy's battery at the mortar fleet. From 8 to midnight the mortar fleet fired several rounds into the city.

June 30.—At 2:40 p. m. saw the enemy at work on lower battery. At 3 one of the mortar fleet opened fire on them; fired three rounds, when they left and mortar vessel ceased firing. At 4:30 the mortar fleet opened fire with broadside guns into the woods on east bank of the river, the rebels firing on them with musketry. At 7:30 commenced dropping down the river, shelling the woods. At the same time the *Brooklyn* and gunboat *Katahdin* dropped down. Fired three rounds from XI-inch gun while dropping down. Mortar vessels firing occasionally.

July 1.—From midnight to 4 a. m. mortar fleet firing occasionally.

July 2.—At 1:30 p. m. the mortar fleet opened fire on the batteries, enemy returning fire. From 6 to 8 p. m. mortar fleets bombarding the enemy, enemy returning the fire. Firing ceased at 10:30 p. m.

July 3.—Mortar fleet and rebel batteries engaged during the day. The bombardment ceased at midnight.

July 5.—At 4:30 p. m. enemy fired one round from upper battery. At 10:30 the entire mortar fleet opened fire on the city. Ceased at 10:50.

July 7.—At 4 a. m. passed and hailed the steamer *Empire Parish*, with a bark in tow; reported having been fired into at Grand Gulf and having two men wounded. The *Tennessee* stopped to take them on board.

July 12.—At 2 p. m. the mortar fleet opened fire above the point on the city at long intervals.

July 13.—Saw armed men upon the east bank of the river. *Katahdin* fired two rounds at them.

Abstract log of the U. S. S. Itasca, Lieutenant Caldwell, U. S. Navy, commanding.

March 1.—At 12:10 p. m. the *Kanawha* signaled the *Huntsville* that she heard firing to the westward. At 1 a steamer left Fort Morgan and went over to Fort Gaines; appeared to have troops on board. Afterwards left and steered toward Grant's Pass. At 1:30 heard four guns to the westward, and at 7:50 heard gun and saw a light bearing E. by S.

April 18.—From 8 to meridian: Continued firing from the fleet is seen in the distance at the forts. From 12 to 4 p. m.: Continued firing seen near Fort Jackson.

April 19.—From 8 to 12: Came to anchor astern of the U. S. steam sloop *Hartford* (flagship). Got underway and went into action and continued to fire shell at Fort Jackson. From 12 to 4 p. m.: Continued under fire and delivering a fire from our pivot and Parrott gun until 1 p. m., when, having fired away all the long-time fuzed shell, dropped out of range and proceeded to the ordnance storeship for a supply. Sustained but little damage, though shot flew about the ship very briskly at various times. One shot struck the bilgehead and bowsprit and another under water forward the forechains causing a leak. Took in shell and proceeded into action again, firing the pivot and Parrott gun at long range at intervals. From 4 to 6 p. m.: Ship under fire and delivering from the pivot and Parrott guns, to and from Fort Jackson. Bombarding continues constantly throughout the day. Received no damage this watch. Continued in action until 7 p. m. and came to an anchor at 7:30. [Note: Shelling Fort Jackson throughout the night and day (20 mortars on 20 schooners).]

April 20.—At 9 p. m. Captain Bell came on board with orders for this ship to go up under Fort Jackson, in company with the gunboat *Ynola*, and blow up the chain stretched across the river at that point. Brought on board 3 barrels of powder and other material for the purpose. Both vessels got underway and proceeded up the river at once. Soon after coming within range of the guns of the fort they opened fire on us and threw shot briskly at intervals. This ship succeeded in getting alongside of one schooner and found the chain triced up a little above water by a short piece of chain cable, taken around the windlass and the end hitched to the bitt. Cast off the hitch and slipped the chain and let them down to the bottom of the river. The vessel drifted ashore and grounded this ship hard. After several attempts

the *Pinola* towed us off. In going out, carried away a chain from another schooner.

April 21.—The ship aground nearly opposite Fort Jackson, which was opening fire at intervals, apparently as often as they could see us distinctly from their schooners stretched across the river. At 12 a. m., it being doubtful whether the *Pinola* would tow the ship off (having made repeated attempts and parted three hawsers), the captain dispatched Mr. Bacon, first lieutenant, in a small boat down the river to the commodore for a larger steamer. However, after about a half hour, the *Pinola* came back and passed us the end of a 13-inch hawser, by which we were towed off readily. Having succeeded in making a clear passage for the fleet to pass over the chains, we proceeded to return, and in running close by another schooner ran on a chain and carried it away, breaking the schooner partially adrift and carrying away some booms astern moored by chains to the schooner, thus still more effectually clearing the passage. At 1 a. m. came to anchor near the flagship. At 3 a flatboat, apparently filled with pitch-pine knots, came drifting down the river, on fire. Got underway and drifted foul of another vessel, and lost our smallest boat and carried away the bridge. At 3:45 anchored. At 8 p. m. called all hands to up anchor. Fire raft running down, but passed clear of us.

April 22.—At 12:15 a. m. saw a fire raft up the river; called all hands. Raft grounded and was towed off and anchored. Mortar fleet keeping up a continual bombardment on Fort Jackson; 8 to 12 meridian hands employed in getting everything ready for going into action. From 8 to midnight the bombardment constantly going on.

April 23.—At 1 a. m. saw a fire raft coming down the river. Called all hands and stood by for few minutes; it passed clear of us. At 9:30 the flag-officer signaled for this ship to cover the head mortar schooner. Proceeded immediately to the station with all hands at quarters; 5:45 p. m., flag-officer signaled for the ship to come within hail; sent a 10-oared boat for the captain. At 7:50 p. m. the captain went in the 10-oared boat up the river opposite the fort to inspect the chain; Acting Master E. Jones accompanied him. Ship under steam near the head of the mortar fleet. Bombardment still going on. At 11:10 Captain Caldwell and Acting Master Jones returned from inspecting the chain across the river near the fort; reported to the commodore the river all clear.

April 24.—At 2 a. m. the flag-officer signaled for the fleet to get underway, and at 3:30 the whole fleet was moving up river. Had ship cleared for action on taking our position in line of battle, at 4 proceeding up the river toward Forts Jackson and St. Philip, the next last but one in the second division in line of battle. On arriving within 300 yards of Fort Jackson, the ship got foul of a lot of spars afloat, and two other gunboats being in the same position, one of them got foul of us and carried away a boat. By the time we got clear of the rafts and one another, the balance of the fleet had passed between the forts under a tremendous fire, which was returned by the ships with heavy interest, so much so as to completely silence Fort Jackson at intervals. This ship continued up in company with the *Pinola* and *Kennebec*, but was soon disabled by a shot passing through the hull and into the port boiler. The ship was then about helpless, and lay at the mercy of the fort, which was shown by opening all the battery they had to bear on the ship, and for the quarter of an hour that

we were within range of their guns they kept up an incessant firing, throwing 42 or — principally very direct over the ship a few feet above the deck, but only 8 shot appeared to have struck the ship. One went through and through on the berth deck, wounding one man with a splinter. One man was scalded in the fire room. After dropping out of range came to alongside the bank below the mortar fleet. At the time Fort Jackson fired upon us it was just getting to be daylight, and, owing to our own fleet being in the way opposite the fort, we could not use our own battery without endangering them seriously. Our fleet is now lying above the forts at anchor. Found one of the boat davits shot away. At 9 a. m. an ironclad steam ram, called the *Manassas*, came floating down the stream on fire; also another rebel steamer burned up and sunk opposite the bomb fleet about 10 a. m. The two gunboats *Pinola* and *Kennebec* are both here, neither having been able to get by the fort after being separated from the fleet. From 4 to 6 p. m.: The mortar fleet is getting underway and proceeding down the river. At 6:45 received orders from the flag-officer of the mortar fleet to proceed down the river to Pilot Town and tow the boat and launches left there by the fleet. At 7:30 proceeded down the river under a small head of steam from the one boiler. At 10:30 a fire raft drifted past. Anchored at 8:40 about 7 miles below the fleet.

April 28.—At 10 a. m. the steamer *Jackson* came down the river and reported that our fleet had arrived at and taken New Orleans. At 11:20 the U. S. gunboat *Owasco* came down through this fleet proclaiming that the forts, Jackson and St. Philip, had both surrendered to Commander Porter, of the mortar fleet.

April 29.—At 5:15 a. m. weighed anchor and proceeded up the river. Received orders to take dispatches to Commodore Farragut at New Orleans. At 1:50 p. m. passed the gunboat *Varuna*, sunk near the bank from injuries in the last action.

April 30.—Anchored off the city of New Orleans.

May 1.—Vessels arrived bringing troops to New Orleans.

May 2.—Proceeded up the river in company with the *Brooklyn*, *Sciota*, and *Winona*. At 7:10 p. m. anchored in company with the fleet.

May 3.—At 7:10 a. m. got underway in company with the fleet and proceeded up the river. At 9:30 the fleet stopped opposite a house having a Danish flag hoisted. The *Brooklyn* sent a boat on shore; called all divisions to quarters; cast loose the guns. At 2 p. m. the *Sciota* sent a boat to a schooner alongside the bank of the river, with all sail set; found her to be loaded with sugar; signaled to flag-officer the fact, and was ordered to make a prize of her and send her to New Orleans. At 3 a party of ladies on shore waved an American flag; saluted them with our ensign in return. At 7 p. m. anchored in company with the fleet.

May 4.—Proceeding up the river in company with the fleet. Anchored at 7 p. m.

May 5.—Continuing up the river, passed Baton Rouge.

May 6.—Still on the way up river. At 10:20 a. m. passed the mouth of Red River. Picked up three men floating down the river in a small boat; two of them requested to be kept on board; one went on in the boat toward New Orleans. At 7:10 p. m. anchored; saw many fires near plantations, and as near as we can learn and see, there is considerable cotton being burned by the planters.

May 7.—At 11:25 a. m. the *Brooklyn* took the *Sciota* in tow and the fleet turned around and proceeded down the river, being then within about 18 miles from Natchez, Miss. At 5 p. m. saw three United States gunboats coming up the river. *Brooklyn* signaled to anchor.

May 9.—At 3:30 p. m. came to anchor off Pilot Town.

May 14.—Steaming up the river. At 11 a. m. passed Baton Rouge. The U. S. S. *Hartford* was discovered about 3 miles ahead; signaled her. Not answered. At 5:30 came up with the *Hartford* and spoke her. At 9:15 came up near the *Hartford* and found her hard and fast aground. Tried to tow her off; did not succeed. Moored fast alongside of her for the night.

May 15.—In obedience to orders proceeded down the river to West Feliciana to get a small steamer and lighter to pull off the *Hartford*. Returned with them and came to anchor near the *Hartford*.

May 16.—At 1 a. m. the sentry on the flagship hailed a passing boat, which not being answered, fired a musket, which brought them alongside this ship. It proved to be a boat with five men in it. They said that they left Memphis on the 11th, and were bound to New Orleans. They reported all quiet at Memphis, and no batteries or rebel troops there; also that Commodore Foote was above Fort Pillow and had been there for five weeks. The fort had not surrendered to our forces. They saw our fleet lying at Natchez last night as they passed. Sent them to the flag-officer. Succeeded in getting the *Hartford* off at 10:30 a. m.

May 17.—Steaming up the river in company with the flagship.

May 18.—At 1 p. m. anchored off the city of Natchez.

May 20.—At 4:15 a. m. Commodore Farragut hailed the ship and ordered her to be ready to proceed at daylight up the river in company with the U. S. gunboat *Kennebec*, by which vessel he goes. At 5:30 weighed anchor and proceeded up the river. At 9:10 steamer *Laurel Hill* with troops passed, bound up.

May 21.—At 10:40 a. m. passed three steamers with troops at the bank of the river. At 11:10 anchored. The *Kennebec* proceeded about a mile above. At 1:30 p. m. saw a Confederate steamer with a flag of truce coming down the river. The *Kennebec* proceeded up toward her and met about half the distance with a flag of truce. At 3:15 both steamers returned to their respective positions. At 5 p. m. a steamer left Vicksburg and went up river. At 5:20 another flag of truce came down from Vicksburg; the *Kennebec* with a flag of truce went up to meet her. At 6:45 the *Oneida* signaled for the captain to come on board. At 7:45 he returned and ordered steam to be got up. Kept underway during the night.

May 22.—At 4:45 a. m. dropped into line with the rest of the fleet and anchored. At 6 a. m. a heavy gun was fired from the rebel battery. At 8:40 a rebel steamer came out with a flag of truce flying; the *Winona* proceeded out to meet her; returned at 10:45.

May 23.—At 10:20 p. m. saw a light coming down the river; it appeared to be a fire raft and passed the ship and went to pieces.

May 24.—At 5:20 p. m. the commanders of all the vessels went on board the *Kennebec* and proceeded up the river to make a reconnoissance; returned at 7:20. At 7:10 a rebel steamer came out from the town of Vicksburg and fired one shell toward the fleet.

May 26.—At 6:45 p. m. the *Iroquois* and *Winona* commenced firing on the batteries. The batteries returned the fire from the top of the

hill below the town of Vicksburg. At 7:30 ceased firing and (the vessels) returned to their anchorage.

May 27.—At 9:15 a. m. the flagship signaled for this ship to go down the river and reconnoiter. Started at once. At 10:20 turned to come back and anchored in the fleet at 11:15. At 12 noon a flag of truce came out from Vicksburg; weighed anchor and proceeded up the river to meet it with a flag of truce at the fore. At 1 p. m., being up to the vessel, First Lieutenant George Bacon went to the steamer and brought two officers of the rebel Army on board, who delivered their dispatches for the commander of the fleet to the captain. Mr. Bacon then escorted them to their ship and we proceeded at once to the fleet, and at 1:50 Captain Caldwell went on board the *Iroquois* with the dispatches. At 2:30 Captain Caldwell returned and proceeded to the rebel steamer with an answer. At 3:10 Mr. Bacon went on board the rebel steamer and delivered the dispatches to the rebel officers, after which the ship returned to our fleet. At 5:30 p. m. started to go up to engage the batteries at Vicksburg. At 6:20 saw a battery being built below all the others; threw some shell at it, after which went up nearer the city and shelled it and the batteries. They did not reply. Ceased firing at 7:30 and returned to our anchorage. At 9 p. m. two of our gunboats that went up river commenced firing and continued through the watch. At 10 saw three fires above the town. At 10:30 a fire raft was seen coming down. The *Sciota* weighed anchor and fired into it four times. It passed the ships at 11:30.

May 28.—From 12 to 4 p. m. proceeding down the river about 7 miles and anchored near the west bank.

May 30.—At 3 a. m. saw the reflection of what was thought to be a large fire in the direction of Vicksburg.

June 4.—At 6:30 p. m. the *Iroquois* got underway and stood up toward the battery, firing several shots, battery returning two shots, when she again dropped down to her anchorage.

June 7.—At 4:30 a. m. the *Wissahickon* fired several shots at the battery on shore; we also fired 11 shells, 15-second, and 2 grapeshot. The rebels then left for parts unknown. At 5:10 the *Wissahickon* started down river; we followed. At 10:30 came to off Grand Gulf. At 11:20 saw the embankment, and at 11:30 fired a shell over it; at 11:35 came to anchor. At 12:20 the *Wissahickon* sent a flag of truce on shore; it returned. At 1 sent another; after it returned, she fired twice with her large gun. At 6:30 the *Wissahickon* lowered a boat and pulled up to the old hulk that is lying abreast of the town, and there were three rifle shot fired at them. At 7:20 she got underway and stood around the point above the town.

June 8.—At 11 p. m. the *Wissahickon* fired a shot ashore.

June 9.—At 4:10 a. m. the rebels opened fire on gunboat No. 4. At 4:20 we opened fire from our 32-pound quarter guns, which drew the fire of the batteries on us. We then tried to unshackle our chain, but could not do so, and then we brought to the chain and hove up the anchor. We had 1 man killed and 2 wounded. They were playing into us the whole time, and they struck us 25 times. A shot struck one of the cutlasses and took a piece out of it. At 7:15 we ceased firing and dropped down the river out of range of their shot. At 8:30 cleared up the deck and started the fires in the galley. The *Wissahickon* signaled us to come within hailing distance. Fired at the town

as we passed. At 11:30 we stood up the river for Vicksburg. Total number of shells fired, 10 8-inch shell in all.

June 10.—At 9:30 a. m. came to anchor off Grand Gulf. At 5:30 p. m. the fleet got underway to drop down and attack the battery and shell the town. At 7:30 the fleet returned from shelling the town.

June 14.—Ship standing down river; at 3:30 p. m. came to anchor off Pilot Town.

June 18.—Steaming up river.

June 19.—At 6 p. m. came in sight of New Orleans. At 7:10 came to anchor alongside of steamer *Marion*.

Abstract log of the U. S. S. Winona, Lieutenant Nichols, U. S. Navy, commanding.

March 9, 1862.—At 9:30 a. m. off Pass à l'Outre. Captain Bell came on board from the *Hartford*. Hove up anchor and proceeded up the river. At 11:30 anchored at a village and sent a boat to reconnoiter. At 12:15 p. m. boat returned with three prisoners. Proceeded down the Pass and anchored.

March 12.—At 10:30 a. m. a rebel steamer in sight up the river. Commenced to chase her. At 11:40 fired two shots at rebel steamer from rifle gun.

March 13.—At anchor off Pass à l'Outre. At 1 p. m. saw a rebel steamer up the river. Five or six vessels in sight from masthead off South West Pass. A large rebel steamer dropped down the river stern first to within about 5 miles of us and then started up river again.

March 14.—At 3:45 p. m. a rebel steamer came down the river a little below Cubitt's house.

April 8.—At 11:30 a. m. the captain of the French steamer *Milan* came on board; weighed anchor and stood up the river. At 1 p. m., in obedience to orders from Commander Boggs, hoisted flag of truce while French officer remained on board. At 12:10 p. m. the French captain, being unwilling to proceed farther up the river in the vessel, left and proceeded up in his boat. At 4:15 p. m. Fort St. Philip and Fort Jackson in sight. Saw a rebel steamer set on fire and abandoned by the crew, on the right bank of the river, about a mile and a half below Fort Jackson. Sent a boat under flag of truce toward her. Boat returned. Continued on toward the forts until a gun was fired with a blank cartridge. Commander De Camp proceeded in a boat under flag of truce toward the fort, but had only gone a short distance when a shot was fired over the boat. The boat returned. Two rebel steamers with flags of truce were seen coming down. Commander De Camp went in a boat with flag of truce to communicate with one of the steamers; afterwards bringing with him two rebel officers and a civilian. At 6:45 the rebel officers returned to their vessel and we proceeded down the river. Placed Commander De Camp on board his vessel, the *Iroquois*, and continued down river. Came to anchor at 8:45 at head of South West Pass.

April 17.—At 5 a. m. a fire raft up the river drifting down. As it passed us, fired into it without effect; the *Mississippi* and *Kennebec* also fired into it without effect. All the squadron got underway to avoid it. We backed down the river and found the boats from *Iroquois*, assisted by others, had towed the raft alongside the bank and moored

her out of the way. Proceeded again up river; anchored ahead of the squadron on left bank of the river. At 10:30 a. m. a rebel steamer came around the point and fired a shot at us, at about a mile distance. The *Kennebec* fired at her and she returned. At 2 p. m. the forts and rebel steamers firing at us, their shot fell far short, and was returned by the *Owasco*, *Katahdin*, *Kineo*, *Cayuga*, *Varuna*, and several large square-rigged vessels below. At 7 p. m. saw a large fire up by the fort. Boats extinguished the fire raft.

April 18.—At 9 a. m. the bomb flotilla commenced moving in tow of steamers into position and the forts began firing on them, which was warmly returned. From meridian to 4 p. m.: Underway in stream following the flagship. Several vessels under fire farther up the river. From 4 to 6 p. m. the bomb fleet continued to shell the forts. At 6:35 ceased firing. Much cheering from the large ships. Several buildings on fire in the forts.

April 19.—At daylight no fire to be seen at the forts. At 5:30 the bomb flotilla commenced shelling the forts, the ferryboat towing them into position. The bomb fleet continue shelling the forts until midnight.

April 20.—Midnight to 8 a. m.: Bomb fleet continues shelling the forts. At daylight saw the *Oneida* well up the river above the Mortar Flotilla; *Itasca* near the flotilla; *Katahdin* went up near the *Itasca*; forts not firing. At 9 a. m. communicated with flagship; went up river a short distance, *Iroquois* and *Kennebec* in company; Fort St. Philip fired two shots at us, pretty near; fired at a rebel steamer. Meridian to 4 p. m.: Held our position under fire from both forts, many shot striking very near us. At 3 they ceased firing entirely. The bomb fleet continue their fire about two per minute. From 4 to 6 p. m.: The bomb fleet still shelling the forts. At 5:25 a rebel steamer came down river along chain. *Winona* and *Kennebec* opened on him and he went back. From 6 to 8 mortars continue shelling the forts. At 9 saw a large explosion from a bomb in fort near Fort Jackson. At 10:25 two gunboats passed up river without masts. At 11 the bomb flotilla opened a sharper fire, and Fort St. Philip and Fort Jackson commenced a very brisk fire and appeared to be signaling with rockets and lights.

April 21.—From midnight to 4 a. m.: Bomb flotilla still shelling the forts, the fort opening occasionally. At 1:15 our two gunboats without masts returned and passed us. At 2:15 saw a fire raft up river coming down.— At 2:30 it passed us; tried to grapple with it, but *Kennebec* passing between us and raft, missed it. At 3:05 fire raft clear of our squadron. At 3:50 it appears to have been towed into bank and made fast; mortars still shelling. At 6 fired a mortar shell at a rebel steamer. At 8:25 a. m. Fort Jackson opened fire on us again; the *Iroquois* returned it with one shell and continued twenty minutes; the shot fell thick about us. At 10:45 the forts opened fire again. At 5 p. m. gunboats Nos. 4 and 9 firing at forts and receiving their fire. From 8 to midnight: Saw what appeared a fire up river; bomb flotilla still shelling the forts; saw sentry on board ferryboat fire into the bushes.

April 22.—Bomb flotilla still shelling the forts. At 7 a. m. the forts opened fire. Hauled alongside the *Richmond* and took out our masts. The bomb flotilla shelling the forts until midnight.

April 23.—Midnight to 4 a. m.: Discovered a large fire raft up river. It passed us on the opposite shore and grounded for several minutes, setting fire to the trees and bushes; then drifted down the river again, three steamers and some boats following it. The bomb flotilla shelling the forts, but not returned. From 4 to 8 a. m.: Bomb flotilla shelling forts, but not returned. From 4 to 6 p. m.: Bomb flotilla shelling occasionally. *Iroquois* also firing with her rifled gun. From 6 to 8, fleet getting into position. At 9.30 saw a large fire near the forts, apparently on shore. Bomb flotilla still shelling the forts.

April 24.—At 3 a. m. flagship *Hartford* signaled for the squadron to get underway. Bomb flotilla commenced throwing shell at a tremendous rate. At 3:45 the forts opened a tremendous fire on our vessels as they proceeded up toward the forts. From 4 to 8 a. m.: Our squadron started to run by the forts, while steamers of Mortar Flotilla engaged the forts from below. A tremendous cross fire commenced on our vessels, which was warmly returned. At 5 a. m. the *Winona* got foul of a heavy raft of logs, which stopped us from going ahead. Got clear of it and afterwards got foul of the gunboat *Itasca*, but clear of it, when both forts and batteries directed their whole fire at us, striking our ship in several places, killing and wounding our men. Finding it impossible to pass, as we were directly under the guns of the forts, we had to return, experiencing one of the most severe fires that a ship could be subject to. As we went down the river we still were under their fire—till 5:30 a. m. Mustered the crew and found we had 3 killed and 5 wounded. On examining the vessel, ascertained that eight shot or shell had struck us during the action, besides the shot that killed and wounded our men. At 8:05 a. m. discovered rebel steamer, turtle ram [*Manassas*], drifting down the river on fire. At 8:55 the lookouts reported the American flag flying on one of the forts. At 11 discovered wrecked rebel steamer drifting down. Boats went to her and overhauled her. Got her bell, a rebel flag, etc. Heard heavy guns up river. At 4 p. m. proceeded down river. Bomb flotilla again opened fire. At 6:15 proceeded up river to the advance gunboats below the forts. Passed the bomb flotilla proceeding down the river to avoid danger from ironclad battery reported. At 11:25 anchored abreast of Pilot Town.

April 26.—From midnight to 4 a. m.: Saw the reflection of a large fire up the river in the direction of the forts. From 4 to 6 p. m.: Proceeding up river, *Kennebec* and *Owasco* in company in sight of the forts. Saw what appeared to be a rebel ram up the river. From 6 to 8: The vessel seen proved to be the wreck of a steam battery, with the guns taken off and only one end above water. At 9:20 anchored on the west bank of the river.

April 27.—A fire raft passed us going down river. At 6:30 a. m. weighed anchor, in company with the rest of the vessels, and proceeded up the river. At 10 arrived in sight of the forts. *Owasco* went up near with a flag of truce to meet one coming down from the forts. From meridian to 4 p. m.: Lying in sight of the forts. *Owasco* went up with a flag of truce a short distance and negotiated with a boat from the enemy. French steamer started up toward the forts.

April 28.—At 9:45 a. m. abreast of forts. Boat from *Harriet Lane* went ashore to Fort Jackson with flag of truce. Saw their ironclad battery on fire. At 11 it exploded and was blown to atoms. From meridian to 4 p. m.: Lying abreast of the forts, negotiating for their

surrender. At 2:54 Forts Jackson and St. Philip hauled down their secession flags. Started up the river in company with several of the fleet after three rebel steamers. *Harriet Lane* fired a blank cartridge at them, when they hauled down their colors. At 3:20 the American flag was hoisted on Forts Jackson and St. Philip. Lieutenant Commanding Nichols took possession of Fort St. Philip with a detachment of 20 men from the *Winona*. At 11 p. m. troop ship came up river and anchored abreast of Fort Jackson.

April 30.—At anchor off New Orleans.

May 3.—In company with the *Brooklyn*, *Sciota*, and *Itasca* proceeding up the river. At 12:30 p. m. the boats of the *Sciota* took possession of schooner *Gabriel Aime*. Put a prize crew on board and sent her down the river.

May 6.—Proceeding up the river. Great quantities of cotton drifting down and on fire ashore. At 11:30 p. m. saw three rockets sent up from opposite shore, also a fire on bank down river.

May 16.—The *Oneida* fired a shot ahead of a boat crossing the river at 6 p. m. and then sent a boat ashore after her.

May 21.—In sight of Vicksburg. At 1:30 p. m. rebel steamer *De Soto* came down the river with a flag of truce. Gunboat *Kennebec* went under a flag of truce and communicated with her.

May 22.—At 6 a. m. a heavy gun was fired from the city. The rebel steamer *Hope* came down the river to the city. At 8:30 saw rebel steamer *De Soto* coming down with flag of truce; went to communicate with her and then stood down river and anchored.

May 23.—At 10:30 p. m. a lighted scow or raft drifted past on the opposite side.

May 24.—At 7 p. m. a rebel gunboat dropped down river a short distance, fired a shot, which fell short. At 10 proceeded up river about a mile ahead of the squadron on picket duty.

May 26.—From 6 to 8 p. m.: Skirmishing with the batteries at Vicksburg in company with the *Troquois*. At 7:30 stopped firing and dropped down the river again.

May 27.—At 5 p. m. the *Oneida* and *Itasca* went up river and opened fire on the batteries; continued firing until 7:40 p. m., when they dropped down to anchorage. At 8:45 saw a good deal of firing on shore between gunboats and batteries. Saw a small fire raft drifting down river.

May 28.—The firing still heard occasionally up the river from midnight to 4 a. m. From 8 to meridian: Saw a man pulling up river in a boat. Fired and brought him to with a rifle; sent a boat and brought him aboard and sent him to the *Troquois*. From 6 to 8 p. m. the *Wis-sahickon* and *Sciota* firing up river at city and batteries.

May 30.—At 1:45 a. m. saw wharf boat on fire at landing a short distance up river. From 4 to 6 p. m. proceeded up river about a mile. Fired 5 XI-inch shell and 2 Parrott shells at rebel soldiers on the brow of the hill; then dropped down again and came to anchor near the fleet.

June 5.—At 4 p. m. passed Grand Gulf. Note: Observed at Grand Gulf, after having passed, that a large number of men were employed in throwing up earthworks, apparently for a battery.—E. T. N.

June 10.—Off Vicksburg. At 6:15 p. m. opened fire on the town. Ceased firing at 6:50. Expended 12 5-second XI-inch shell and cartridges; 7 Parrott rifle percussion shell and 1 fuze rifle shell and cartridge; 7 5-second shell and 4 shrapnel from howitzer and cartridges.

June 11.—Off Grand Gulf. At 5:40 p. m. dropped down abreast of town. At 6 opened fire on the town. At 6:30 sent out two armed boats on shore in charge of Lieutenant Walker, with Master's Mate Hunt and Third Assistant Engineer Hatfield in boats and fired the city in several places. Boat from the *Wissahickon* also went ashore and did the same thing. At 7 boats returned. Stopped shelling the city and dropped down the river.

June 15.—At 2:30 p. m. the *Sciota* proceeded up the river and fired a few shell at rebel battery near the city (Vicksburg).

June 18.—At 1:45 a rebel steamer coming down the river stopped at Vicksburg.

June 26.—At 3:30 p. m. the bomb schooners opened fire at intervals; ceased at 7:10.

June 27.—At 6 a. m. mortars commenced firing; ceased at 1:30 p. m. At 5 p. m. bomb schooners firing at intervals.

June 28.—Near Vicksburg. At 3 a. m. proceeded up the river in company with the fleet. Bomb flotilla shelling the batteries briskly. At 4 a. m. the advance fleet opened fire on the batteries, which was returned. At 4:30 we got within range and opened fire on the batteries. Commander Porter's fleet also firing on the batteries. At 5:15 ceased firing, being past the city. Expended 17 rifle shell, 7 shrapnel from howitzer, 7 15-second, 2 16-second, and 16 5-second shell, 1 stand of grape and 5 shrapnel from XI-inch pivot. Discovered two shot holes in starboard bow, received in action.

June 29.—At 11 a. m. heard three heavy guns in the direction of the city. From meridian to 4 p. m.: Mortars shelling the city. Ceased firing about 5 p. m. At 9 p. m. bomb schooners opened fire on the city again at intervals of every five minutes and ceased at 10:30.

June 30.—At 2:50 p. m. the bomb schooners opened fire. From 4 to 8 mortars firing at intervals.

July 1.—From midnight to 4 a. m.: The bomb schooners firing about every ten minutes. At 8:25 Captain Davis's fleet appeared in sight, coming down the river, and anchored above Flag-Officer Farragut's squadron. At 10:05 mortar boats opened fire. Meridian to 4: Bomb schooners occasionally firing below Vicksburg; also from 4 to 6.

July 2.—At 12:50 p. m. two of Captain Davis's mortars were towed in position. At 1 Captain Porter's mortars opened fire. At 1:30 Captain Davis's mortars commenced firing. From 4 to 6 p. m. Captain Davis's mortar flotilla shelling the city and batteries. From 6 to 8 both mortar fleets shelling the city at intervals; ceased firing at 10 p. m.

July 3.—At 8:30 a. m. Captain Davis's mortars opened fire on the city. At 10 Porter's mortars opened fire. Batteries returning the fire occasionally. Meridian to 4 p. m.: Mortars firing occasionally, forts returning the fire from rifled guns. Mortars firing occasionally from 4 to 8.

July 4.—At 12:05 a. m. mortars fired a few rounds at the city during the day.

July 5.—At 10:20 a. m. batteries at Vicksburg commenced firing. At 9 p. m. Davis's mortars opened fire on the city; ceased at 9:30. At 10:30 Porter's mortars commenced a rapid fire on the city and continued until 11 p. m.

July 6.—At 1:30 p. m. Porter's mortars shelling the city.

July 7.—At 7:30 a. m. another mortar float placed in position. At 11 rebels fired several rifle shell at *Hartford*.

July 8.—From 8 to meridian: Heard the report of several guns from the batteries at Vicksburg. Meridian to 4 p. m.: Batteries firing occasionally.

July 9.—Mortars firing at intervals.

July 10.—From 4 to 8 a. m.: Batteries firing occasionally. Mortars shelling the city occasionally during the day.

July 12.—Mortars firing occasionally.

Abstract log of the U. S. ship *Portsmouth*, Commander Samuel Swartwout, U. S. Navy, commanding.

February 21, 1862.—From 8 to 12: Sent cutters to discharge prize sloop *Pioneer*; received on board 100 bales tobacco and 2 half barrels of sugar.

February 22.—At 10 p. m. sent third cutter to examine a dark object floating by, which proved to be the hulk of the prize schooner *Pioneer*, which was scuttled yesterday afternoon.

April 18.—[Mississippi River.] From 12 to 4 p. m.: Mortar boats keeping up a fire on Forts St. Philip and Jackson, the forts replying, though not very briskly. From 4 to 6: Mortar boats still firing on the forts.

April 19.—At 6 a. m. the mortar boats were towed up and took position; commenced bombarding. No reply from Fort Jackson; flag still flying. From 12 to 6: Bombardment still going on. From 8 to 12: Mortar fleet still firing at regular intervals.

April 20.—From 4 to 8 a. m.: Bombardment still continues. From 12 to 4 p. m.: Gunboats constantly changing their positions. From 4 to 6: Bombardment still going on.

April 21.—At 2:30 a. m. a fire ship came down the river. Bombardment still continues. From 4 to 8 a. m.: Bombardment going on. From 4 to 6 p. m.: Still bombarding.

April 22.—Bombardment still continues briskly. Bright light seen in the direction of Fort St. Philip. From 4 to 8 a. m.: Bombardment still going on by the mortar fleet, and occasionally answered by the forts. From 4 to 6 and from 8 to 12, bombardment still going on.

April 23.—At 1 a. m. a fire raft came down the river and caught on the opposite bank. The bombardment still going on; no return from the forts. From 4 to 6 p. m. and from 8 to 12, bombarding still going on.

April 24.—At 3 a. m. the fleet got underway and proceeded up river under a heavy fire from both forts. At 3:30 hove up anchor and proceeded up river in tow of the steam gunboat *Jackson* to our position off the point, ahead of mortar boats, in range of Fort Jackson, and about 700 yards distant. From 4 to 8 a. m.: A masked battery of rifled guns opened upon us briskly, shells flying thick and fast. One man, John Hancock, badly wounded by a round shot; the deck also injured. Got a spring out ashore in order to bring our battery to bear. The spring was shot away. Fired one round with pivot battery and four rounds with Parrott gun. Finding we could not get the guns in range longer, we slipped our anchor and dropped down out of range of the battery. At 9:30 a. m. saw a ram coming down the river. Beat to general quarters, and shifted 8-inch gun from fore-castle to main deck. Ram was on fire, drifting down the river.

Proved to be the *Manassas*, ram. At 10:30 the ram sunk. She was riddled with balls and on fire inside. At 11, the Mississippi River steamer *Anglo-Saron* passed us, deserted and on fire. From 4 to 6 mortar fleet and merchant vessels dropping down the river. At 6:50 hove up anchor and drifted down the river.

April 28.—At 1 a. m. fire raft came down the river. Sent cutters to take it in tow inshore. Gunboat arrived from Manassas Gap with news of the surrender of Forts St. Philip and Jackson. Set holiday flags.

April 29.—Mississippi River. At 3 p. m. passed U. S. gunboat *Iroquois*, from the fleet, bound down the river. Gave us news of the surrender of New Orleans.

May 4.—Some of the officers in the second cutter went to visit the forts [Jackson and St. Philip].

May 27.—At 6:45 p. m. the launch came alongside, bringing a heavy 12-pounder howitzer and howitzer ammunition for the ship.

June 2.—At 10 a. m. called all hands to muster to hear a communication from the Navy Department, complimentary to the officers and men attached to this squadron and engaged in the attack upon Forts St. Philip and Jackson on the 24th of April last.

July 7.—At 1 p. m. sent third cutter with 20 men armed to the assistance of a planter on the port side of the river. At 9, sent executive officer in second cutter in pursuit of a boat load of soldiers from the camp. At 10, boat returned unsuccessful.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Letter from Lieutenant-Colonel Manly, U. S. Army, to Commander Hunter, U. S. Navy, requesting the services of the steamer Colonel Stell.

PELICAN BATTERY, [Tex.], *February 23, 1862.*

DEAR SIR: The *Carr*, we learn, has to leave this port for repairs this day, and we confidently expect that another steamer will be dispatched for our garrison.

We would be pleased to have the *Stell* as our station steamer, if compatible with your views and arrangements. You will no doubt order the boat to be at her moorings by the time the sentinels commence challenge this evening.

Most respectfully, your obedient servant,

JOHN H. MANLY,

[*Lieutenant-Colonel, U. S. Army*], *Commanding Pelican Battery.*

Commander HUNTER, U. S. Navy.

Order of Commander Hunter, U. S. Navy, to the commanding officer of the steamer Mary Hill, to report for duty at Pelican Spit.

GALVESTON, TEX., *February 23, 1862.*

You will please report yourself and vessel to the commanding officer at Pelican Spit, to relieve the steamer *John F. Carr*. Endeavor to be

at the Spit before 8 this evening. I expect the (steamer) *Stell* to relieve you to-morrow.

Respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

THE COMMANDER OF THE STEAMER MARY HILL.

Order of the Secretary of the Navy to Commander Mitchell, C. S. Navy, regarding ordnance for vessels under construction at New Orleans, La.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, February 24, 1862.

SIR: The importance of having the ordnance and ordnance stores ready for the *Louisiana* and the ironclad vessel being built by Mr. Tift in time, is apparent to you; and you will make all proper exertions to have guns and carriages ready.

If they can not be finished in time otherwise, you will endeavor to stimulate the parties to work night gangs of men upon them. Lieutenant McCorkle will relieve you of much of the labor attending this. You will keep the Department advised of everything connected with this subject which you may deem of interest, and every effort will be made here to facilitate your operations. You are relied upon for getting these batteries ready.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Commander JOHN K. MITCHELL,
Commanding Station at New Orleans.

Special order (No. 214) of Brigadier-General Hébert, C. S. Army, assigning Commander Hunter, C. S. Navy, to superintend dredging of entrance to Galveston Bay.

HEADQUARTERS DEPARTMENT OF TEXAS,
Houston, Tex., February 25, 1862.

1. Commander W. W. Hunter, C. S. Navy, will take charge of the operations of dredging out one or more channels of communication from the mainland to the island of Galveston, west of the railroad bridge.

2. He will employ the necessary dredge boats, etc., and report terms of contract to these headquarters.

3. It is important that these means of communication should be made available as soon as possible, and transports suitable to the draft of water to [be] placed in readiness for an emergency.

4. Commander Hunter is authorized to make any purchase or contract, or charter to carry out the above instructions, subject to payment when funds are received and available for the purpose, and to that effect he will make an approximate estimate of the funds necessary.

5. It is advisable to finish the dredging of the channel now in process near the railroad bridge. Another farther west must be located after

proper examination upon the latter. Commander Hunter will report without delay.

6. Captain Kellersberg is relieved from the duties assigned to him by order No. 198.

By command of Brigadier-General P. O. Hébert:

SAMUEL BOYER DAVIS,
Major and Assistant Adjutant-General.

Abstract log of the C. S. S. Bayou City, Master Appel, C. S. Navy, commanding.

February 22, 1862.—[Galveston, Tex.] A three-masted schooner arrived and anchored outside of the bar. *Neptune* left at 9 p. m.

February 23.—At 10 a. m. steamer *Colonel Stell* returned from Lynchburg, [Tex.]. *J. F. Carr* arrived from the Spit at 5 p. m. Steamer *Mary Hill* received orders to take the *J. F. Carr's* place at the Spit; left, and arrived at 7 p. m. Steamer *J. F. Carr* left at 7:30 p. m. and proceeded to Lynchburg to be repaired. The wind after sunset baffled and hauled to S. W., a thick fog setting in at the same time. A schooner, the *Joe Sara*, commanded by Captain Th. King, loaded with cotton and bound for Cuba, made use of this favorable chance and ran the blockade.

February 24.—Dispatch boat *Fanny Morgan* went to Virginia Point at 2 p. m.; returned at 6:30 p. m. *Neptune* left, as usual, at 9 p. m. and went into the channel.

February 25.—*Mary Hill* went up the West Bay to tow a dredge boat to Virginia Point. *Neptune* did not leave on account of the weather.

February 27.—At 9 a. m. a United States steamer, supposed to be the supply steamer *Huntsville*, arrived and anchored outside the bar. *Mary Hill* is reported to be aground at San Luis. Steamer *Stell* arrived from the Spit and returned at 1 p. m. The lookout signaled a schooner, character unknown, in the offing. Steamer *Colonel Stell* came back at 4 p. m. to take in stores for the camp on Bolivar Point and Pelican Spit. *Neptune* went out at 9 p. m.

March 1.—At 9 a. m. dispatch *Fanny Morgan* left for San Luis Pass. At 6 p. m. steamers *Bayou City* and *Neptune* left the city for San Jacinto, the *Bayou City* having a Government barge in tow. Anchored, owing to bad weather, at 10:40 p. m.

March 2.—At 5 a. m. the steamers weighed anchor and proceeded. Left orders for the *Fanny Morgan* to follow the *Bayou City* to Morgan's Point after her return from San Luis. At 6 a. m. anchored again, the weather getting hazy. At 8 the weather cleared up. Passed Red Fish Bar light, [Galveston Bay], at 9:30 a. m. At 11:30 arrived at Morgan's Point and made fast to alongside the *General Rusk*. By order of Commander Hunter, put on board the *General Rusk* one 32-pounder howitzer and 56 rounds of ammunition, 20 musketoons and ammunition, 20 cartridge boxes, rockets and signals. At 12 meridian left and proceeded to Houston, taking the passengers and freight off the steamer *Diana*, aground 3 cable's length from the steamer *General Rusk*. Commander Hunter, Midshipman [W.] N. Shaw, and myself remained on board the C. S. S. *General Rusk*.

March 3.—At 9:30 a. m. the steamer *Ruthven* passed the steamer *General Rusk*, bound to Houston. Sent an official letter from Commander Hunter to Brigadier-General P. O. Hébert, on board the steamer *Ruthven*. At 7 p. m. the *Ruthven* returned, having been only to San Jacinto. The steamer *Neptune* followed the *Ruthven*, having been ordered back by Col. E. B. Nichols. Captain A. Stovall presented an order from Col. E. B. Nichols to Commander Hunter to return all public property to Captain Stovall. Captain Stovall received on board the *Neptune* one 32-pounder brass howitzer with all implements, forward limbers, and two filled ammunition boxes containing 24 shell and 4 canisters, 28 loose canisters, 1 tangent scale, 1 monkey wrench, 2 gunner's pouches, 2 magazines, 13 empty ammunition boxes. The *Neptune* left at 8 p. m. for Galveston.

March 5.—At 10:30 dispatch boat *Fanny Morgan* arrived and anchored astern of the steamer *Rusk*. Mr. Herbert Beazley, in command of the *Fanny Morgan*, reports: "At 3 p. m. Saturday, March 1, arrived at Pass San Luis, and having put Captain Johnson on board the *Mary Hill*, which steamer, as before stated, laid aground there, made sail again for Galveston. At 8 p. m. arrived, favored by a strong westerly breeze, at Virginia Point, but could not gain permission to pass the railroad bridge running from Virginia Point to Galveston Island; anchored about three cable lengths from the bridge. During the night the wind increased to a violent norther; the sloop dragged her anchor and only brought up close to the railroad bridge, rolling and diving heavily. Remained anchored there during Sunday, March 2; got underway on March 3; arrived at Galveston on Monday p. m.; found all the steamers gone, and received Commander Hunter's order to proceed to Morgan's Point. Made the necessary repairs on sails and rigging and left Galveston on the 4th a. m. The wind increased to a strong westerly gale; being short-handed, found it necessary to anchor at Red Fish Bar. On leaving Galveston, passed the steamer *Neptune*, in charge of Captain Stovall and his company, going alongside the wharf. On the 5th weighed anchor and proceeded to Morgan's Point; arrived at 10 a. m. Commander Hunter went to Houston at 9 a. m. At 3 p. m. steamer *Southern Flora* passed the steamer *General Rusk*, bound to Houston."

March 7.—At 5 a. m. Commander Hunter returned from Houston in the steamer *Southern Flora*. At 10 a. m. the dispatch boat went to San Jacinto. Returned to the steamer *General Rusk* with rations for ten days for the steamer's crew. At 10:30 p. m. steamer *J. B. Carr*, being repaired, reported ready to go to Galveston.

March 8.—At 9:30 a. m. steamer *J. B. Carr* came alongside the *General Rusk*. Commander Hunter ordered all small arms and ammunition to be put on board of her. At 10 Commander Hunter went on board the *J. B. Carr* and the steamer proceeded to Galveston, arriving at 4 p. m. with the *Fanny Morgan* in tow. During Commander Hunter's absence the steamer *Colonel Stell* had been ordered from the Spit, where she was anchored at the disposal of the commanding officer, to anchor S. W. from Pelican Island, by Colonel E. B. Nichols. Eight privates and one corporal of Captain Mason's company, stationed at Pelican Spit, took a boat belonging to the Government and deserted during the night from the 4th to 5th. The desertion took place after the steamer had been ordered away from the Spit, and it is supposed that the deserters went on board the frigate *Santee*.

March 9.—At 1 p. m. steamer *Mary Hill* returned, having the dredge boat in tow. At 8 p. m. steamer *Neptune* went in the channel. Steamer *Colonel Stell* came up to the city.

March 10.—Commander Hunter changed his quarters from the *J. F. Carr* to the *Colonel Stell*. The *Carr* took the place of the *Stell* at Pelican Island. The *Mary Hill* went to Lynchburg. *Neptune* went on the lookout station at 8 p. m.

March 12.—At 3 p. m. steamer *Colonel Stell* left for Houston, taking the *Fanny Morgan* in tow, arriving at Morgan's Point at 6 p. m.; anchored the *Fanny Morgan*. Proceeded up the Buffalo Bayou. Arrived at Houston at 1:30 a. m. on the 13th.

March 13.—A dispatch reached Houston from Galveston that the U. S. frigate *Santee* had left her anchorage. At 2 p. m. left Houston, taking Colonel E. B. Nichols, Major Kellersberg, and Acting Assistant Adjutant-General Ware as passengers on board; stopped at Greens Bayou and took a barge in tow for the use of the Government, and arrived at San Jacinto at midnight.

March 14.—Left San Jacinto at 11 a. m. and took the *Fanny Morgan* in tow; arrived at Galveston at 4 p. m. *Neptune* went on the lookout station at 8 p. m.

March 17.—At 2 p. m. steamer *Colonel Stell* towed a barge to Virginia Point, leaving her there in charge of the commanding officer, and taking a surfboat, with nine oars, to the city. Returned at 5 p. m. At 5:30 steamer *Carr* left for Buffalo Bayou. Steamer *Colonel Stell* received orders to take the *Carr's* place at Pelican Spit and left at 8 p. m., and anchored off the point at Pelican Island at 9:30.

March 20.—At 10 a. m. steamer *J. F. Carr* returned from Buffalo Bayou, towing a barge loaded with wood for the quartermaster's department. The wind increased to a strong gale, so the *Neptune* remained at the wharf.

March 22.—At 9 a. m. steamer *Colonel Stell* took stores and a surfboat to Pelican Spit; returned at 11:30 a. m. *Neptune* went on the lookout station.

March 24.—At 1 p. m. dispatch boat *Fanny Morgan* left for Goose Creek, above Morgan's Point. *Neptune* left at 8:20 p. m. for lookout station, but got aground above Hitchcock Shoals [Reef] at 9.

March 25.—*Fanny Morgan* returned at 9 a. m. Master's Mate Thomas Chubb returned to Galveston and reported for duty, having been exchanged as a prisoner of war. At 9 p. m. steamer *J. F. Carr* took the place of the *Neptune* on the lookout station; *Neptune* still aground.

March 26.—At 5 p. m. steamer *Colonel Stell* tried to get the *Neptune* off. Found the steamer hard aground and no possibility to start her. At 8:30 p. m. took 40 soldiers on board and sent 20 on board of the steamer *Neptune* as a guard.

March 27.—*Fanny Morgan* left at 9 a. m. for Goose Creek. At 9 p. m. the *Colonel Stell* went on the lookout station.

March 28.—At 3 a. m. steamer *Neptune*, favored by a high tide, worked off the flats. *Fanny Morgan* returned. At 8 p. m. steamer *J. F. Carr* returned from Greens Bayou with a load of wood for the Government. *Neptune* went on lookout station.

March 29.—At 2 p. m. *Fanny Morgan* left for Morgan's Point with dispatches. At 4 p. m. the lookout signaled a schooner anchoring

eastward from the U. S. [ship] *Santee*. At 9 *Neptune* went on lookout station.

March 31.—At 3 p. m. the steamer *Colonel Stell* took the *Fanny Morgan* in tow and started for Harrisburg, passing Morgan's Point at 7, San Jacinto at 8:30, and arrived at 11.

April 1.—Commander Hunter received orders from brigadier-general to proceed to Houston.

April 2.—At daylight the *Colonel Stell* left Harrisburg; arrived at Houston at 11 a. m. Left at 4 p. m.; steamed down the river to Greens Bayou.

April 3.—Left Greens Bayou at 8 p. m.; arrived at San Jacinto at 11.

April 5.—At 7 a. m. left San Jacinto; arrived at Morgan's Point at 8:20, and left orders for the *Fanny Morgan* to remain there; arrived at Galveston at 2 p. m.

April 6.—At 7 a. m. steamer *J. F. Carr* left for Greens Bayou. At 11 Captain Davidson, late master of the schooner *Columbia*, arrived and reported as follows: The schooner *Columbia*, of Galveston, with a cargo of cotton, was waiting at the Pass San Luis for a favorable wind to go to sea. On Saturday, April 5, a steamer with the English colors at her peak, the Confederate States flag at her fore, flying, made her appearance and fired a gun for a pilot. The fort's boat with an officer and 9 men pulled out to the steamer and hoisted a flag of truce. The steamer did not answer the flag of truce, but commenced backing, and fired a second gun. The boat pulled alongside and the occupants went on board. At 7 p. m. the fort's boat and one of the steamer's boats, but both boats manned by the steamer's crew, left the steamer and pulled over the bar, coming within gunshot of the schooner *Columbia*; they fired a volley and boarded her. The officer in command of the boats, Lieutenant Pickering, U. S. Navy, tried to persuade Captain Davidson to take the schooner over the bar. He refused, and seeing the impossibility to get the vessel out themselves, the officer in command gave the order to fire the schooner and her cargo. Captain Davidson and his crew were permitted to take their private property out of the vessel and to depart. The steamer was the U. S. S. *Montgomery*, commanded by Captain Hunter.

April 8.—Schooner *Mary Ella*, a schooner loaded with cotton, returned to the city, finding the Pass San Luis blockaded. A number of small schooners are preparing to run the blockade. Steamer *Neptune* went out to the lookout at 9 p. m. During the night a schooner, *Jefferson Davis*, in attempting to run the blockade, ran aground above Fort Point.

April 9.—At 2 p. m. steamer *J. F. Carr* returned from Greens Bayou. The cotton schooner afloat. *Neptune* went out as usual.

April 10.—At 3:30 p. m. the steamer *Colonel Stell* took Captain Mason's company from the city to Pelican Spit. Arrived at the Spit at 5 p. m.; anchored at the wharf.

April 11.—Considering it unsafe to remain at the wharf, the steamer hauled off and anchored at Halfmoon Shoals. After 9 a. m. the weather moderated and the steamer went back to the Pelican Spit, took Captain Mason's company on board and transported them to Virginia Point. At 4 p. m. the steamer returned to the city. The steamer had orders to take guns from the Spit, but did not succeed on account of a very high tide and heavy sea. The quartermaster informed

Captain Gearing, owner of the two steamers, *Colonel Stell* and *John F. Carr*, that after the 12th of April the services of his boats would not be wanted any more. Captain Gearing reported to Commander Hunter accordingly. *Neptune* was struck by a squall and had a narrow escape. The lookout steamer went to her station in the channel.

April 12.—At 8 a. m. steamer *J. F. Carr* went to Virginia Point to tow a barge to Bolivar Point. Took Captain Menard's company and horses from Bolivar to Galveston. At 4 p. m. left Galveston in the steamer *Colonel Stell*, taking dispatch boat *Fanny Morgan* in tow. Passed Morgan's Point at 7:30 p. m. Arrived at San Jacinto at 9. Commander Hunter, Midshipman Shaw, and myself went on board the C. S. cutter *H. Dodge*. Put 20 musketoons, 20 cartridge boxes, 5 scabbards, 3 boxes of cartridges, containing 1,000 rounds each, 10 boarding pikes, signals, etc., on board the schooner *Dodge*.

April 14.—Dispatch boat *Fanny Morgan* left San Jacinto at 8 a. m. for Morgan's Point, with orders to tow a copper lifeboat up to Lynchburg. Returned at 6 p. m.

April 23.—At 4:30 *Fanny Morgan* left San Jacinto for Galveston with dispatches. Returned at 9:30, April 24.

April 28.—At 5 a. m. the *Fanny Morgan* left San Jacinto for Galveston. At 10 a. m. Captain Hare's cavalry company left San Jacinto and marched to Harrisburg.

April 30.—The *Fanny Moryan* returned from Galveston. Major Oswald's battalion left San Jacinto, having been discharged from the service.

May 26.—A flatboat was hired by Commander Hunter for service from Mr. C. Sandon, on Tuesday, May 20.

May 29.—Received a paper to-day contradicting the report of the evacuation of Richmond, Va.

August 9.—Mr. Wadsworth arrived as messenger from Jackson, Miss.

August 13.—Mr. Wadsworth returned to Houston.

October 4.—At 6:30 p. m. steamer *Neptune* passed Lynchburg, having the steamer *Ruthven* in tow. Captain Sanxter, of steamer *Neptune*, reported that the Federal ships of war off Galveston had commenced at 2 p. m. to shell the city of Galveston, with what effect he could not tell, as the firing only commenced after the steamer had left. At 10 p. m. passengers for Houston brought the news to Lynchburg that one of the Federal ships, the *Harriet Lane*, was lying alongside the Central wharf.

October 5.—Galveston in the power of the enemy.

October 9.—Sent the arms and ammunition of the schooner *H. Dodge* to a place convenient for transportation into the interior.

October 10.—Received orders to proceed with Midshipman [W.] N. Shaw to where the arms and ammunition of the schooner *H. Dodge* were deposited, as a guard.

October 28.—Returned by order of General P. O. Hébert, the arms and ammunition received by Commander W. W. Hunter, C. S. Navy, at Galveston, Tex., to Captain Thomas Gonzales, of the Ordnance Department.

Letter from Captain Sellers, C. S. Army, to Commander Hunter, C. S. Navy.

ASSISTANT QUARTERMASTER'S OFFICE,
Galveston, February 27, 1862.

SIR: You will oblige me very much by placing at my disposal one of your steamers to take provisions to the troops at Bolivar Point, early in the morning, 8 o'clock, Williams' Wharf.

Very respectfully, your obedient servant,

JOHN S. SELLERS,

Captain and Assistant Quartermaster, C. S. Army.

Commander W. W. HUNTER, C. S. Navy.

Extract from report of the Secretary of the Navy, dated February 27, 1862.

C. S. NAVY DEPARTMENT,
Richmond, February 27, 1862.

SIR: I have the honor to report to you the operations of this Department since the 18th of November, 1861, the date of my last report, and to recite briefly the progress which has been made in naval defenses.

Flag-Officer George N. Hollins, charged with naval defenses of the Mississippi and the coast of Louisiana, has under his command the following vessels:

Vessel.	Commanding officer.	Number of guns.
Steamer McRae	Lieutenant Commanding Huger	8
Steamer General Polk	Lieutenant Commanding Carter	6
Steamer Florida	Lieutenant Commanding Hays	4
Steamer Mobile	Lieutenant Commanding Shepperd	4
Steamer Pamlico	Lieutenant Commanding Dozler	2
Steamer Ivy	Lieutenant Commanding Fry	2
Steamer Jackson	Lieutenant Commanding Gwathmey	2
Steamer Segar	Lieutenant Commanding Shryock	2
Steamer Bienville .....	.....	5
Steamer Carondelet .....	.....	5
Steamer Manassas (iron ram) .....	.....	1
Steamer Livingston	Commander Plukney	6
Steamer Pontchartrain .....	.....	5
Steamer Moutrepas .....	.....	5
Schooner Pickens .....	.....	1
Floating battery New Orleans .....	.....	20
Floating battery Memphis .....	.....	13

Six barges carrying 12 and 24 pounder howltzers.

Construction of vessels.

There are now being constructed at New Orleans two large and formidable iron-plated steamships, of about 1,400 tons, each designed for a battery of 20 of the heaviest guns. One of these, the *Louisiana*, has been launched and nearly completed, and the other, it is believed, will be completed in six weeks. These ships are designed to resist at short distances the heaviest naval ordnance, and it is believed that they will be able to cope successfully, without risk, with the heaviest ships of the enemy.

Two ironclad steam sloops of war are being built at Memphis, each to carry six guns.

Two ironclad steam gunboats, with iron prows as rams, are in course of construction at New Orleans, to carry four guns each, and it is expected will be completed in fifty days.

Preparations are being made to build there two heavy steam rams, to carry four guns each, so soon as the iron plating can be prepared; to construct two steamers for lake service, in addition to those just launched, and also to construct steam propellers under the recent act of Congress.

At Mobile two large steamers, the engines for which orders have been given to purchase, will be immediately commenced, in addition to gunboats recently authorized by Congress.

One gunboat is nearly completed at Columbus, Ga., and two others are under contract for completion there.

Two are nearly completed at Pensacola and one at Jacksonville.

Flag-Officer Randolph, charged with the naval defenses of Mobile, has under his command the steam sloops *Morgan* and *Gaines*, which have just been launched, and designed for a battery of 8 guns, the schooner *Alert*, and two barges, carrying 24-pounder howitzers.

THE PRESIDENT.

Order of Commander Mitchell, C. S. Navy, to Lieutenant Dozier, C. S. Navy, Commanding C. S. S. Pamlico.

COMMANDANT'S OFFICE, NAVAL STATION,
New Orleans, March 4, 1862.

SIR: No officer or other person attached to the C. S. gunboat *Pamlico*, under your command, is to be allowed to be absent from her during the night after 10 o'clock; nor will you, except on urgent public service, permit more than one-third of the officers or crew to be absent from the vessel at any other time.

You will be particular in keeping your vessel ready at all times to meet any sudden call for service, and will urge on repairs as fast as possible, informing me if, in your opinion, there appears to be unnecessary delay on the part of those who are making them.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,
Commandant.

Lieutenant Commanding W. G. DOZIER,
C. S. Gunboat Pamlico, New Orleans.

Letter from Mr. Quinterro to Mr. Browne, regarding the presence of vessels of war at the mouth of the Rio Grande.

BROWNSVILLE, *March 4, 1862.*

SIR: * * * This port is now blockaded by two Lincoln's ships of war. One of them is the *Portsmouth*, a sloop of 22 guns. They have seized a schooner from Havana, laden with tobacco and belonging to San Roman & Co., of this place, and also a large English steamer which had brought merchandise for sundry citizens of Matamoras.

At the time of the arrival of the *Portsmouth* she was taking in her return cargo of cotton. The English consul at Matamoras went down and paid the Lincoln vessel a visit, but could get no satisfaction, only that cotton was contraband. He, on his return to Matamoras, sent a courier to the English squadron at Vera Cruz, demanding the presence

of a man-of-war at the mouth of the river. I am endeavoring to get the Spanish and French merchants of Matamoras to apply, through their respective consuls, for protection, so that war vessels may be sent also to the mouth of the river and the commerce of Matamoras be protected.

* * * * *

Respectfully, etc.,

J. A. QUINTERRO.

Hon. W. M. BROWNE,
Richmond.

Letter from the Secretary of the Navy to the Secretary of War regarding powder needed for naval vessels.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, March 8, 1862.

SIR: In reply to your letter of the 6th instant, relative to the quantity of powder required for steamers *Morgan* and *Gaines*, at Mobile, I transmit herewith a letter from the Chief of Ordnance on the subject.

I have the honor to be, very respectfully, your obedient servant,
S. R. MALLORY,
Secretary of the Navy.

Hon. J. P. BENJAMIN,
Secretary of War.

[Enclosure.]

OFFICE OF ORDNANCE AND HYDROGRAPHY, *March 8, 1862.*

SIR: In reply to the letter of the honorable Secretary of War, I have the honor to inform you that the steamers *Morgan* and *Gaines*, at Mobile, will require 14,000 [pounds] of cannon powder. That amount will give 100 rounds to each gun.

I am, respectfully, your obedient servant,
GEORGE MINOR,
Commander, in Charge.

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

[Endorsement.]

Inform [the] honorable Secretary [of the] Navy, the amount required is so large that I can not supply these boats.

Letter from Colonel Nichols, C. S. Army, to Commander Hunter, C. S. Navy.

HDQRS. 1ST BRIGADE, SUB-MILITARY DISTRICT OF GALVESTON,
Galveston, March 12, 1862.

SIR: I am directed to inform you that Colonel E. B. Nichols, commanding this sub-military district of Galveston, desires your presence with the steamer *Colonel Stell* to-morrow at Houston, Tex.

I have the honor to be, very respectfully, your obedient servant,
JAMES T. WARE,
Aid-de-Camp.

Commander W. W. HUNTER,
Commanding Naval Defenses of Galveston, Tex.

Letter from Mr. Yancey to the Secretary of State.

NEW ORLEANS, *March 14, 1862.*

DEAR SIR: I arrived at Sabine Pass on schooner *Wide Awake* on 6th instant, and at once proceeded to this place, which I reached yesterday. I am in good health, and will leave by first train for Richmond, via Montgomery. I will remain in Montgomery two days.

The dispatches which I forward by Mr. Stark, late lieutenant of U. S. Marines on the Pacific Station, will give you all information as to our foreign relations up to date of my departure.

Yours, very respectfully,

W. L. YANCEY.

Hon. J. P. BENJAMIN,
Secretary of War, etc.

Letter from the governor of Florida to the Secretary of War regarding the receipt of ammunition.

EXECUTIVE DEPARTMENT,
[*Tallahassee, Fla.,*] *March 14, 1862.*

The steamer *Florida* has brought in upon our coast 2,500 arms and 60,000 pounds of powder. I am using every effort to have the cargo secured. Can we have the arms for the two regiments and battalion? Two thousand five hundred men have volunteered for the war.

JOHN MILTON.

Hon. J. P. BENJAMIN,
Secretary of War, Richmond.

Letter from the Secretary of War to the governor of the State of Florida.

RICHMOND, *March 14, 1862.*

I will give a part if not all the arms just received to your new levies, if troops for the war, as soon as mustered into service.

J. P. BENJAMIN,
Secretary of War.

Governor JOHN MILTON.

[Endorsement.]

One thousand of the arms have been placed in the hands of the companies which will compose the Sixth Regiment, who were mustered into service; 860 or 900 sent by the request of the Hon. G. W. Randolph, Secretary of War, to General Jones, at Pensacola. The arms had been delivered to the officer in the command of the companies previous to any notice of a claim on the part of Louisiana by Governor Moore or his agent, Mr. Leeds. Moreover, the agent of the steamship company informed Messrs. Atkins & Dunham that the cargo was the property of the Confederate Government.

Respectfully,

JOHN MILTON.

Order of the Secretary of the Navy to Commander Mitchell, U. S. Navy, to take charge of the construction of the U. S. S. Louisiana.

CONFEDERATE STATES OF AMERICA,
Navy Department, March 15, 1862.

SIR: I telegraphed you yesterday to consult with General Lovell, and to take the gunboat *Louisiana* out of the hands of the contractors, if, in your judgment, they are not doing everything practicable to complete her at the earliest moment, and to go on and complete her yourself.

You will please, should you require mechanics, and are unable otherwise to procure them, to ask General Lovell for details of men to work upon the boat. Not a day must be lost.

You will please adopt all means in your power to have rolling mills constructed, and contracts made for iron for covering vessels. The recent engagement in Hampton Roads convinces me that Tift's ship, if completed, would raise the blockade of every Gulf port in ten days. I telegraphed you yesterday as to building iron-plated vessels, the models and drawings of which Constructor Porter will transmit to you, giving you full authority in the premises. I stated the dimensions of the vessel as follows: 150 feet keel, 34 feet beam, and 14 feet hold. These boats you may build by contract or otherwise, as your judgment shall dictate. The iron should be rolled in slabs or plates of not less than 2 inches thick, 8 inches wide, and of the length required for the slope of the roof. The Secretary of War informs me that he will turn over such old scrap iron as his agents in New Orleans have secured. You will please inform me what time Clark & Co. will commence rolling, and what quantity and what dimensions of iron they will produce. Should you find their establishment inadequate to the supply you will require, you will look immediately for additional resources, and, to stimulate them, will make the advance which you have made to Clark & Co. Means should be provided by them for producing the iron in an exact and uniform manner.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Commander JOHN K. MITCHELL,
Commanding at New Orleans.

Order of Commander Hunter, U. S. Navy, to the master of the steamer John F. Carr.

GALVESTON, TEX., *March 17, 1862.*

You will report yourself forthwith, with your steamer, at Galveston, to Quartermaster Captain John S. Sellers, for transportation of such public property as he may direct. On your return, report with all dispatch to me at this place.

I am, respectfully,

W. W. HUNTER.

THE OWNER OF THE STEAMER JOHN F. CARR.

Order of Brigadier-General Hébert, C. S. Army, to Commander Hunter, C. S. Navy, regarding the movement of steamers.

HEADQUARTERS 1ST BRIGADE TEXAS VOLUNTEERS,
SUB-MILITARY DISTRICT OF GALVESTON,
Galveston, March 17, 1862.

SIR: Your communication of this date, with reference to the steamboats under your charge, render it necessary, in the opinion of the colonel commanding, that the *Colonel Stell* should replace the *Carr* until the latter returns from Buffalo Bayou, as the guard boat can not be dispensed with.

You will therefore please give such directions as will insure the use of the *Colonel Stell* at Pelican.

I have the honor to be, yours, very truly,

JAMES T. WARE,
Assistant Aid-de-Camp.

Commander W. W. HUNTER.

Order of Commander Mitchell, C. S. Navy, to Lieutenant Dozier, C. S. Navy, commanding C. S. S. Pamlico, to take station off Fort Pike.

COMMANDANT'S OFFICE, NAVAL STATION,
New Orleans, March 18, 1862.

SIR: Having reported the completion of the repairs of the C. S. gunboat *Pamlico*, under your command, you will at once resume your station outside of Fort Pike, extending your cruising into the [Mississippi] Sound as far as your judgment may dictate.

Great vigilance will be required, as I learn that the enemy have established the blockade of the Rigolets. Avoid, if possible, being cut off from Lake Pontchartrain, till our new gunboats shall be ready to cooperate with you in an attempt to capture or drive the enemy off.

I am, respectfully, your obedient servant,

JNO. K. MITCHELL,
Commandant.

Lieutenant Commanding W. G. DOZIER,
C. S. S. Pamlico, New Orleans.

Report of Chief of Office Ordnance and Hydrography regarding supply of powder for naval vessels.

OFFICE OF ORDNANCE AND HYDROGRAPHY, *March 19, 1862.*

SIR: The steamers *Morgan* and *Gaines*, at Mobile, are now ready. Each of them is armed with 10 heavy guns. Flag-Officer V. M. Randolph reports by telegram received to-day that he has no powder for these vessels and does not know where to get it. I respectfully request that he may be furnished with 14,000 pounds of cannon powder from a portion of that received by the *Economist*.

I am, respectfully, your obedient servant,

GEORGE MINOR,
Commander, Chief of Ordnance and Hydrography.

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

[Endorsement.]

Referred to the War Department. The vessels are all ready for action and I would be glad to receive a supply of powder for them.

S. R. MALLORY,
Secretary of the Navy.

[Endorsement.]

Inform the Secretary of the Navy that dispatch has been sent to General Sam Jones to furnish the powder.

Order of the Secretary of the Navy to Commander Sinclair, C. S. Navy, to assume command of ironclad building at New Orleans.

CONFEDERATE STATES NAVY DEPARTMENT,
Richmond, March 21, 1862.

SIR: You will turn over your instructions relative to gunboats to Commander Muse, at Wilmington, and proceed at once to New Orleans, and report to Commander Mitchell for the command of the ironclad steamer being built there by the Messrs. Tift.

This will, it is expected, prove a very formidable vessel, and every possible exertion must be made to complete her at the earliest moment.

You will at once take such measures, in conjunction with Commander Mitchell and the Messrs. Tift, as your judgment may approve for having her battery, ordnance stores, crew, coal and provisions, etc., ready, so that she may not be detained from active service a day. You will please advise me fully, and the Department relies upon your energy to expedite the work in every possible way.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Commander A. SINCLAIR,
Norfolk, Va.

[Telegram.]

NEW ORLEANS, LA., *March 22, 1862.*

Seven vessels of the enemy inside the mouth of the river. All naval ships at Memphis. I will have to retain six of Montgomery's fleet for service below.

M. LOVELL.

Hon. J. P. BENJAMIN,
Secretary of War.

[Telegram.]

NAVY DEPARTMENT, C. S.,
Richmond, April 5, 1862.

Work day and night to get the *Louisiana* and the *Mississippi* (Tifts' boat) ready for action. The preparation of ordnance stores and the drilling of the crew should all progress simultaneously. Not an hour must be lost. Spare neither men nor money. Put the best officers

you can get on board the ships, if those we send don't arrive in time. Strike a blow at the enemy yourself, should Captain Hollins be absent when ready.

S. R. MALLORY,
Secretary of the Navy.

Captain WM. C. WHITTLE,
Commanding at New Orleans.

[Telegram.]

HOUSTON, *March 24, 1862.*

SIR: Arrived. Will soon report for duty. All right. Ready for another brush. If my family can be sent for to meet me to-morrow night in Galveston, will make me happy. Please answer.

THOMAS CHUBB,
Master's Mate, C. S. Navy.

Commodore W. W. HUNTER.

Letter from Major Shea, C. S. Army, to Commander Hunter, C. S. Navy, regarding the schooner Twilight.

CAMP ESPERANZA,
Near Saburia, March 29, 1862.

SIR: The schooner *Twilight*, an old Government vessel, was purchased from the collector at Indianola by parties residing here, and has been fitted up at a heavy expense and is intended to run the blockade with a load of cotton, bound for Havana, and return with a cargo which will consist in part of such articles as the citizens and this command stand greatly in need, particularly the article of coffee, for which I have made arrangements to be furnished. To enable them to make the voyage, the parties owning her require an anchor, chains, and compass, etc., which can not be purchased at this port. The collector at Indianola has such articles, which were reserved at the sale of the schooner, and are of no use to us, and of little value. I would therefore respectfully recommend that of such articles as are now in the charge of the collector of this port and are required by the parties to make the said voyage, be transferred to them for such purpose. If agreeable to you, please state on what terms and conditions such transfer is to be made.

Hoping this will meet with your views, I have the honor to be,
Very respectfully, your obedient servant,

DAN D. SHEA, P. C. S. A.,
Major, Commanding at Pass Cavallo.

Commander W. W. HUNTER, P. C. S. N.,
Comdg. Naval Forces, Dept. of Texas, Galveston, Tex.

Report of Commander Hunter, C. S. Navy, explaining need of steamer.

GALVESTON, TEX., *March 29, 1862.*

I had the honor to write you a few days since in relation to securing the only available steamer to conduct the transportation directed

by you, to be placed between the island of Galveston and the mainland near the railway bridge in West Bay.

As I see no other means of effecting this important object, I deem it my duty to ask your attention to the same and direct my action in the premises.

I am, very respectfully,

WM. W. HUNTER,
Commander, U. S. Navy, Superintending Coast Defenses of Texas.

General P. O. HÉBERT, C. S. Army,
Commanding Military District of Texas.

Order of Brigadier-General Hébert, C. S. Army, to Commander Hunter, U. S. Navy, to report at Houston, Tex.

ACTING ASSISTANT ADJUTANT-GENERAL'S OFFICE,
DEPARTMENT OF TEXAS,
Houston, April 1, 1862.

SIR: Instructions have been forwarded to Galveston, directing you to report at these headquarters. Hearing this morning that you are within a few miles of Houston, I avail myself of this opportunity to request your early attendance at this office.

I have the honor to be, with much respect, your obedient servant,
SAMUEL BOYER DAVIS,
Acting Assistant Adjutant-General.

Commander W. W. HUNTER,
Commanding Naval Defenses, etc.

Report of Commander Hunter, U. S. Navy, regarding the control of vessels in the military district of Texas.

GALVESTON, TEX., *April 4, 1862.*

SIR: I deem it my duty to transmit you the accompanying copy of a communication addressed by me to Brigadier-General P. O. Hébert, C. S. Army, commanding Military District of Texas, dated April 4, 1862, Galveston, Tex. That I may not be made accessory to any charge on your Department for which you have not specifically conferred on me authority, I have informed General P. O. Hébert that I have done so.

I am, very respectfully,

W. W. HUNTER,
Commander, U. S. Navy.

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

[Enclosure.]

GALVESTON, *April 4, 1862.*

I have the honor to acknowledge the receipt of your special orders, Nos. 381 and 402, dated March 28 and March 31, 1862. Special order No. 381 is as follows:

All the boats of any description now employed in the Department shall be taken charge of by the quartermaster's department, also all charters of boats shall hereafter

be made by the quartermaster's department. Major T. S. Moise will take charge of the boats, etc., in my district and issue orders to sub-quartermasters in accordance with the above.

By order of Brigadier-General P. O. Hébert:

SAMUEL BOYER DAVIS,
Colonel Mounted Regiment, A. A. A. G.

The boats of any description employed in this Department are the Confederate steamer *General Rush*; the Confederate schooner *Dodge*, the loaned dispatch boat *Fanny Morgan*, two dredge boats, and one barge in West Bay; the steamer *Neptune*, seized by Colonel E. B. Nichols, commanding Sub-Military District of Galveston; the steamers *Colonel Stell* and *John J. Carr*; the pilot boat schooner *Lecompt*, chartered by Major Daniel D. Shea, P. A. C. S., by your order dated 12th of February, 1862, to be used as a guard and patrol vessel near Saluria, Tex., for \$20 per day, everything to be furnished by the charterers.

As your special order 381, commanding Quartermaster T. S. Moise to take charge of all these, it is proper that I should state to you that the honorable Secretary of the Navy approved of my employment of the cutter *Dodge* in a letter addressed to me, dated Richmond, Va., December 29, 1861, authorizing me to be supplied with funds for the payment of her crew and provisions for the same, through Paymaster John W. Nixon, C. S. Navy, at New Orleans. Her crew has been paid and provisioned since that date in the manner above stated.

The services of the dispatch boat *Fanny Morgan* were tendered to me for the use of the Confederate States without any charge, and by your order of the 21st of September, 1861, she was equipped at a very small expense, and her owner, Mr. W. H. Beazley (a faithful pilot in the waters of Galveston Bay), was employed to take charge of her at \$30 per month. The *Fanny Morgan* has been and now is usefully employed as a dispatch boat. Her services are more important in the absence of steamers under my control.

Special order No. 409 is as follows:

Commander W. W. Hunter, C. S. Navy, will cause to be collected and presented to the quartermaster's office at Houston all accounts for the charters of boats. Commander Hunter will repair to Houston and confer with Major J. F. Minter, chief quartermaster of this Department, in order that these accounts may be so certified by him as to be made payable by the Navy Department, to which they properly belong and will attach to the certified accounts with the order placing him in charge of the naval defenses of Galveston.

By order of Brigadier-General P. O. Hébert:

SAMUEL BOYER DAVIS,
Colonel Mounted Regiment, A. A. A. G.

It is proper that I should state, in accordance with the foregoing order No. 409, that I have (on an examination of their correctness) approved all accounts which have been presented to me for services duly rendered by the chartered boats, and that these accounts are either in the hands of the charterers or have been presented to the quartermaster's department for payment.

In obedience to your order I will do all in my power to collect these and accompany them with the endorsement which you have ordered.

I would most respectfully state that I have no authority to contract for the disbursement of funds under the honorable Navy Department, except in the instance herein stated, in relation to the cutter *Dodge*, and that all contracts which I have made by your order during the

period I have been assigned duty under the honorable War Department and your command.

I feel that it is due to me that I should transmit a copy of this communication to the honorable Navy Department.

I am, very respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Brigadier-General P. O. HÉBERT, C. S. Army,
Commanding Military District of Texas.

[Telegram.]

RICHMOND, *April 5, 1862.*

Captain Whittle is instructed to urge on by night and day, without sparing men or money, the completion of your ship. From you and your officers extraordinary exertions are expected. Exert every means in your power that loyalty and money can command to get her ready.

S. R. MALLORY,
Secretary of the Navy.

Commander A. SINCLAIR, C. S. Navy,
New Orleans.

Report of Flag-Officer Randolph, C. S. Navy, regarding the construction of Confederate vessels.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., April 5, 1862.

SIR: Your letter of March 29, with its enclosures Nos. 1, 2, 3, and 4, has been this day received. Previously to taking any action in the purchase of the steamboats recommended by Captains James and King, I communicated with Major-General S. Jones, commanding this department, who informs me that it will be utterly impossible for the army to supply the cannon necessary to arm the boats, or any portion of them. I agree with you in the opinion that this is a matter of the first importance, and that without cannon the scheme of fitting out river steamers for the defense of the harbor of Mobile must wholly fail.

The revolution which the success of the *Virginia* has inaugurated in naval defenses seems to point out the necessity of an entire change in the same. I therefore respectfully suggest that the appropriation made by Congress for the naval defenses of Mobile be applied to the building of ironclad vessels. Upon consultation with the house of Alderson & Cleveland, of this city, I am induced to believe that propellers and other machinery may be constructed at their works. I shall await your reply to this communication before I take further steps.

Several plans of ironclad rams have been submitted to my inspection by the constructors of the *Morgan* and *Gaines*, and if it be the purpose of the Department to construct vessels of the description of the *Virginia* I would recommend that competent persons be sent here

to decide upon the merits of the several models offered, and if the plans be adopted, that the rams may immediately be built by contract.
Respectfully, etc.,

V. M. RANDOLPH,
Flag-Officer, Alabama.

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

Letter from Flag-Officer Randolph, C. S. Navy, to Mr. McRae, regarding the removal of obstructions at Grant's Pass.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., April 6, 1862.

DEAR SIR: Your letter of March 31 was not received until yesterday, owing to my absence down the bay with the flotilla.

I have examined Grant's Pass, and have stated to the commanding general (Jones) that if he will authorize the removal of the obstructions that I will convoy vessels bound from Mobile to New Orleans and vice versa. The general and Lieutenant-Colonel Powell have suggested some objections to opening the pass which, I think, are not without force. They say that until Grant's Island is defended by cannon it would not be advisable to open the pass; that, as the pass now is, small vessels can go through to New Orleans and back without any difficulty from the obstructions, but that if the hulk is entirely removed, so as to admit the passage of our gunboats, it would attract the notice of our enemy, and that they then might easily send a force of gunboats too strong for us to contend with, and even expose the city of Mobile to an attack from that quarter. Against these arguments I had nothing to advance, and so the matter rests. I still say, however, that when Grant's Pass is opened I will take the vessels of my command through, and afford all the protection in my power to vessels passing to and from New Orleans.

I am, respectfully, etc.,

V. M. RANDOLPH,
Flag-Officer, Alabama.

Hon. C. J. McRAE,
New Orleans.

Order of Brigadier-General Duncan, C. S. Army, to Captain Stevenson, C. S. Army, regarding movements of defense fleet in case of an attack by the enemy.

FORTS JACKSON AND ST. PHILIP, LA.,
April 6, 1862.

CAPTAIN: Keep your boats in constant readiness at all times for the enemy's approach. Should he attack, all of your fleet must be kept above the raft, and such of your boats as have stern guns should lay in the middle of the stream above the raft and without the field of our fire, and use these guns against the enemy.

Should any boat of the enemy by any means get above the raft you must instantly ram it with determination and vigor, at all risks and at every sacrifice. All signal masthead lights should be kept extinguished

at night, or never hoisted. Trusting to your known energy, and to the great expectations anticipated of the river fleet by your friends, I have every confidence that your whole duty will be thoroughly performed.

Very respectfully, your obedient servant,

J. K. DUNCAN,
Brigadier-General.

Captain STEVENSON,
Commanding River Fleet, Present.

Letter from Commander Hunter, C. S. Navy, to Major Shea, C. S. Army, regarding the transfer of public property.

GALVESTON, TEX., April 6, 1862.

I have just received your letter of the 29th ultimo, requesting me to transfer certain public property for private use.

In reply I have to state that I have no authority to do so. It is for you (who are the military commander on the spot) to assume the responsibility of the measure you advise.

On receipt from you of a certificate that the articles alluded to are to be applied to a needful service of the Confederacy, and are, in your judgment, necessary for the same, and your receipts to me stating each article to have been received by you from me, I will be ready to deliver the same to you.

I am, respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Major DANIEL D. SHEA, C. S. Army,
Commanding Pass Cavallo.

Order of Brigadier-General Hébert, C. S. Army, to Commander Hunter, C. S. Navy, to transfer a steamer to engineer duty.

HEADQUARTERS 1ST BRIGADE TEXAS VOLUNTEERS,
SUBMILITARY DISTRICT, GALVESTON,
Galveston, April 7, 1862.

SIR: I am instructed by the lieutenant-colonel commanding to request you to turn over to Major Kellersberg, as soon as possible, one steamboat for engineer duty.

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

W. H. NICHOLS,
Lieutenant, Acting Assistant Adjutant-General.

Commander W. W. HUNTER,
Commanding Naval Defenses, Coast of Texas.

Report of Flag-Officer Randolph, C. S. Navy, regarding vessels for defense of Mobile.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., April 7, 1862.

SIR: It is proper that I should now state to you what was omitted in my letter of yesterday's date. When Captain James submitted

his plans for protecting the machinery of river and bay steamboats against the shot of the enemy, he made no allusion to the creation of a volunteer navy for the defense of Mobile and its waters. Had he held out such an idea, I would have dismissed him and his entire programme at once. However great my admiration of the volunteer system of warfare when applied to the land service, I have ever regarded it as wholly inadequate and impracticable when attempted in the Navy.

Since my interview with Captain James (and I have held but one), I have learned that he is largely interested in certain river steamboats, now lying idle at the wharves of Mobile, and which he is exceedingly anxious to dispose of; nay, some think would be well pleased to saddle upon the Confederacy. The *James Battle* is reported to me as one which is by no means a strong vessel; others, too, I have heard named, but at present do not remember them. It is idle, too, to suppose that they would sell for anything after the war is over.

There are many shrewd steamboat men here, similarly situated, who would like to make an advantageous bargain with our Government, *i. e.*, sell their frail steamboats for exorbitant prices and afterwards get profitable berths on board for themselves and dependents; but from me they have received no countenance, and I deem it my duty to warn the Department against them.

My opinion is still unchanged; nothing but ironclad vessels can be relied on to protect Mobile against an attack from the formidable fleet which now menaces and harasses our Gulf coast, and I beg leave to reiterate my request that no more vessels of the plan of the *Morgan* and *Gaines* may be ordered built in Mobile; but rather cruising vessels, fitted for service in the Gulf as well as harbor defense, with propellers. One well-directed shot would cripple either the *Morgan* or the *Gaines*, or, worse still, cause the explosion of their boilers or powder magazines; but far better than all would be ironclad rams.

The firm of Alderson & Cleveland, of this city, claim that they have the means and appliances to cast propellers, provided boiler iron can be obtained from Atlanta, which I learn it can be.

Respectfully, etc.,

V. M. RANDOLPH,
Flag-Officer, Alabama.

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

*Order of Commander Whittle, C. S. Navy, to Lieutenant Dozier,
C. S. Navy, commanding C. S. S. Pamlico.*

COMMANDANT'S OFFICE, NAVAL STATION,
New Orleans, April 7, 1862.

SIR: As the *Pamlico* has been reported to me ready for service, you will return without delay to your station and report for duty to Lieutenant Commanding Gwathmey.

Report in person at this office before your departure.

I am, respectfully, your obedient servant,

WM. C. WHITTLE,
Commandant.

Lieutenant Commanding W. G. DOZIER,
C. S. S. Pamlico, New Orleans.

Order of Brigadier-General Duncan, U. S. Army, to Captain Stevenson, U. S. Army, enjoining vigilance against an attack by the enemy.

HEADQUARTERS FORTS JACKSON AND ST. PHILIP, *April 9, 1862.*

CAPTAIN: Keep one of your boats constantly below night and day, opposite the wooded point, where you can watch the movements of the enemy. Signal us his approach and the number of vessels seen coming up, and give me a copy of the signals for our government at the forts.

I wish you to take the entire control of the fire rafts, and you will be assisted therein by the steamers *Star*, *Algerine*, and such other boats as I can procure from the city for the purpose.

Your own knowledge of the river and the currents will enable you to set them adrift at such time as your judgment warrants.

Very respectfully, your obedient servant,

J. K. DUNCAN,

Brigadier-General, Commanding Coast Defenses.

Captain JOHN A. STEVENSON,

Commanding River Fleet, Present.

[Telegram.]

NEW ORLEANS, *April 11, 1862.*

I am here and will leave soon. The *Louisiana* will be ready in three days. My boats are not able to meet the enemy without losing them. Enemy march down the banks and erect fortifications, trying to cut off our boats. Island [No.] 10 was given up the 8th, losing all the guns. Our boats brought off 500 of the army. The floating battery was sunk by a shell from a mortar.

GEO. N. HOLLINS,
Flag-Officer

Hon. S. R. MALLORY.

[Telegram.]

RICHMOND, VA., *April 11, 1862.*

The *Louisiana* was ordered up the [Mississippi] River to meet three ironclad boats which have succeeded in passing Island No. 10, and her presence there was deemed very important to the defense of New Orleans. The guns were intended expressly for her, and the Secretary of the Navy is unwilling to give them up.

You have not answered my two telegrams asking where the two cotton-lined boats were.

G. W. RANDOLPH,
Secretary of War.

Major-General LOVELL,
New Orleans, La.

[Telegram.]

NEW ORLEANS, *April 11, 1862.*

With 40 vessels in the lower river, please protest in my name against sending the *Louisiana* up the river. If she must go, let her leave.

here two 7-inch rifles, now at Port Jackson. She has one on board, besides other heavy guns—all she can use in the upper river to advantage. We have not now as many guns of heavy caliber as at Mobile.

M. LOVELL.

General RANDOLPH,
Secretary of War.

[Endorsement.]

The Secretary of the Navy says that the guns are absolutely necessary for the vessels, and that they were prepared for each other.

JEFF'N DAVIS.

Report of the Secretary of the Navy, transmitting report of Commander Farrand, C. S. Navy, regarding destruction of Confederate vessels at Pensacola Bay.

C. S. NAVY DEPARTMENT,
Richmond, April 12, 1862.

SIR: I have the honor to submit for your information the report of Commander Farrand.

He was charged with constructing naval vessels on the inland waters of Florida and he details the destruction, under the orders of the military commandant of Pensacola, of two fine gunboats on the bay of Escambia.

So far as I am advised the destruction of these vessels was uncalled for; and I have the honor to request that the officer under whose authority they were burned may be called upon to report why it was done.

The Government loses the entire value of the vessels, but apart from this, they were built with express reference to service in the waters near Pensacola and Mobile, and would have been of important service.

I have the honor to be, with great respect, your obedient servant,
S. R. MALLORY,
Secretary of the Navy.

The PRESIDENT.

[Enclosure.]

C. S. NAVY DEPARTMENT,
Richmond, April 11, 1862.

SIR: Upon my return to Jacksonville from Pensacola on the 17th ultimo; I found that the two gunboats that were being constructed at the head of Pensacola Bay under my superintendence had been burned by military authority on the 11th of March. It was done by an armed force of 100 men under the command of Lieutenant-Colonel W. K. Beard, of the First Regiment Florida Volunteers, and, as Colonel Beard informed me, by order of Brigadier-General Sam. Jones, commanding Confederate forces at Pensacola.

The progress and condition of the gunboats at the time they were destroyed were as follows: The one that was being built by F. G. Howard was yet on the stocks, but might have been, if necessary, put into the water at the moment, and would, in her regular course of progress, have been ready to launch in six or eight days, and, with the exception of machinery, would have been ready for her armament

in twenty or twenty-five days, and would have carried two X-inch guns of 9,000 pounds.

The one building by Ollinger & Bruce had been in the water about ten days, and, with the exception of machinery, would have been ready for her guns in ten days. She would have carried one X-inch and one rifled 32-pounder. These gunboats, well, strongly, and thoroughly built, and for sails or steam, would have, in my opinion, rendered important service in case of an attack by the enemy upon Pensacola.

The vessels were being constructed about 35 miles from Fort Pickens, and in case of an attack upon Pensacola were in a condition to have been, and might have been, removed up the Escambia River, out of reach of the enemy's gunboats.

When I was at Pensacola I saw no unusual number of enemy's ships off the port, nor could I discover the necessity for the destruction of the gunboats.

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

EBEN FARRAND,
Commander, U. S. Navy.

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

[Telegram.]

NEW ORLEANS, LA., *April 15, 1862.*

The enemy is preparing for a formidable attack on the forts below. He shelled them a little for the past two days; no harm done. Twenty-seven vessels in sight from forts.

M. LOVELL.

General RANDOLPH.

Letter from the governor of Texas to the governor of South Carolina.

EXECUTIVE DEPARTMENT,
Austin, Tex., April 18, 1862.

SIR: Your very interesting printed letter reached me some days ago.

I endorse most fully every measure you recommend and urge. Public engagements will not permit me to leave the State, nor will it be possible for Texas to take any active part in the measures you propose. We are entirely isolated from our sister States, no railroad communication or other means of speedy intercourse. Texas is doing all she can to comply with every requisition made upon her. I am happy to state that instead of 6 per cent of the white population (the quota required), we have in the service about 12 per cent. Texas has to protect her coast and frontier, and to-day we have not a soldier in service within the State that does not reside within her territory.

From the isolation of our position we must be self-reliant, and should the invader come, Texas must meet him alone and unaided. We know this; still, our men are rushing to Arkansas, Tennessee, and Virginia, and with them they take what arms and ammunition they can control.

Under these circumstances, Texas can not enter into any general arrangements with the States outside of her duties to the General Government.

Rest assured, sir, that we have every confidence in the general result; we well know that gallant South Carolina will perform well her part in the great struggle, and I venture to say Texas will keep up her corner.

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

F. R. LUBBOCK.

His Excellency Governor PICKENS.

[Telegram.]

MONTGOMERY, *May 1, 1862.*

The fall of New Orleans involves loss of Mobile unless more strongly defended; then railroad communication with Corinth will close. If enemy ascend Alabama and Tombigbee rivers, middle line of communication is gone. Can't you furnish guns, to fortify those rivers, from Pensacola or elsewhere?

JNO. GILL SHORTER.

S. R. MALLORY,
Secretary of Navy.

Letter from Flag-Officer Randolph, U. S. Navy, to the governor of Alabama.

NAVAL COMMANDANT'S OFFICE,
Mobile, May —, 1862.

SIR: I have the honor to acknowledge the receipt of your Excellency's letter of the 1st instant, and was pleased to learn to-day from Brigadier-General Forney that it was his purpose immediately to remove the guns from the battery at Cedar Point, so that doubtless you will soon be furnished with cannon to defend our rivers. It is likewise the impression here that the works at Fort Gaines are useless for the protection of the harbor and city of Mobile. Thus you perceive that at least forty cannon, some, too, of large caliber, can be spared from the works in this harbor for the protection of the rivers above. In my former letter I took the liberty of stating that it was my opinion that the capital of Alabama, and likewise Selma, could be effectually protected against the attacks of our marauding foe. Six cannon mounted on the bluffs at Claiborne, and as many at a point opposite to Tait's Shoals would be sufficient for the purpose indicated. The advantage of fortifying the bluffs at Claiborne will strike you at once when I assure you that the elevation being so great the guns could be so depressed as to be fired down upon the decks of the enemy's gunboats, and therefore through their bottoms, whereas they could not possibly elevate their pieces sufficiently to reach our batteries. And the better to insure their destruction I would recommend the stretching of chain cables across the river at that point, and whilst they were engaged in attempting to remove this impediment our guns on the bluffs would infallibly sink their gunboats below. My object in mounting cannon opposite Tait's Shoals would be to prevent the enemy from removing the obstructions which might easily be sunk at that point in the river. I think half dozen flatboats filled with rock and gravel and sunk in the river at Tait's Shoals would effectually prevent the passage of a fleet of gunboats up the Alabama River, particularly when we have cannon mounted within short range to protect the obstructions. I do not remember whether there are high bluffs

overlooking Tait's Shoals; if there should be, then the obstructions could be so much the easier guarded. I would not advise the filling up the entire channel at Tait's, but would recommend that a passage be left for our own steamboats, keeping one or more flats ready at hand to sink and fill up the entire passage when we are informed that the enemy has captured Mobile. I learn that the general commanding this post has directed the mounting of heavy cannon at or near old Fort Stoddard [Stodder]. This is a good move, and if the precaution is taken of making this important battery bombproof, then may we reasonably hope to keep the Yankees from ascending our rivers, as Fort Stoddard [Stodder] commands all the approaches to the interior by water. But in view of the great loss Selma would be at this time to the Confederacy; and the great desire the enemy has to occupy the city of Montgomery (our first seat of government), I would urgently advise that adequate defenses be immediately erected at Claiborne and Tait's Shoals, as well as at Fort Stoddard [Stodder]. You are probably informed that we have already contracted for the building of two ironclad rams at Selma, and that extensive ironworks are being now constructed in that vicinity. If our cockleshell gunboats survive the attack expected to be made upon Mobile (which I much doubt), we may aid in defending the river above. I have examined Doctor Read's ingenious contrivance for destroying with torpedoes the enemy's navy. It is not a little remarkable that about a fortnight ago I examined an invention very similar in character to Doctor Read's, and being much pleased with it, I advised the exhibitor or inventor to send it immediately to Richmond to be passed upon by the Navy Department. I first urged him to go with it himself, but his business prevented him, and I learn [he] has sent accurate drawings to the Hon. C. J. McRae, to be exhibited by him to the Department at Richmond. That the same plan (for in the main they are identical) should have been devised by two persons without concert is certainly a remarkable coincidence. I shall assuredly do all I can to forward your views in relation to the equipment of the *Baltic*, confident that your Excellency will soon turn her over to the Navy of the Confederacy for active operations. I am, however, strongly inclined to the opinion that the State commissioners have been greatly imposed upon by the mechanics, and that a most unreasonable time is occupied in the completion of the *Baltic*, to say nothing of the enormous outlay, first of State and now of Confederate funds.

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

V. M. RANDOLPH,
Flag-Officer, Alabama.

His Excellency JOHN GILL SHORTER,
Governor of the State of Alabama.

Report of Captain Smith, U. S. Army, to Commander Hunter, C. S. Navy.

C. S. S. GENERAL RUSK,
Off' Morgan's Point, [Tex.], May 2, 1862.

DEAR SIR: Please receive by bearer the latest news from New Orleans. It is bad, but we must not give up the ship yet.

There was a report in the city on the morning of the 27th that we had whipped them well at Corinth. I hope it may be so. All com-

munication is cut off on the Jackson Railroad. A sloop of war is anchored off Kenner, 15 miles above the city. Telegraph communication cut off.

My compliments to Captain Appel and the rest.
Most respectfully,

LEON SMITH.

Commander W. W. HUNTER, C. S. Navy.

Order of Lieutenant Winder, C. S. Navy, to Acting Midshipman Swain, C. S. Navy.

C. S. S. PAMLICO,
Wadesboro, La., May 4, 1862.

SIR: You will proceed without delay to Mobile, Ala., and report in writing to the Secretary of the Navy. You will also report in person to the commanding officer of the station.

Respectfully,

E. LLOYD WINDER,
Lieutenant, Commanding.

EDWARD A. SWAIN,
Acting Midshipman, C. S. Navy.

Letter from Commander Hunter, C. S. Navy, to Colonel Washington, regarding the advantages of the latter's plantation as a rendezvous.

CONFEDERATE SCHOONER DODGE,
Off San Jacinto, May 5, 1862.

I desire to present to you my grateful acknowledgment of the receipt (through your nephew, Mr. W. H. Beazley) of your written statement of the military position and advantages of your plantation, etc., on the Trinity River, together with your very kind invitation to myself.

As I have on board this vessel a good supply of ammunition and small arms for about 50 men, and a crew of about 25 or 30 persons "all told," besides a considerable supply of good gunpowder extra, and as these are invaluable for the use of the Confederacy, and especially in your isolated position in Texas; and as under certain contingencies it may be necessary to keep together, provide for, and apply most usefully the means alluded to as occasion may require, I have thought that in view of your control and influence of the Indians and others in your neighborhood and your position on the Trinity River (in the event of the present mail route being in the hands of the enemy), which is accessible by mail communication with our Government, the position you occupy would be most eligible for my small command, should the alternative be presented to me of retiring with what I may, to strengthen our further defenses.

In relation to this matter I propose to act as circumstances may require.

I am, very respectfully and truly,

WM. W. HUNTER,
Commander, C. S. Navy

Colonel HAMILTON WASHINGTON.

Order of Colonel Cook, C. S. Army, to Commander Hunter, C. S. Navy.

HEADQUARTERS MILITARY DISTRICT GALVESTON,
Galveston, May 10, 1862.

SIR: You will please deliver to Captain Thomas Chubb as many arms and equipments as will suffice him to fit out his schooner, the *Royal Yacht*, for harbor service.

Respectfully, your obedient servant,

JOS. J. COOK,

Colonel Artillery, Commanding Military District Galveston.

W. W. HUNTER, C. S. Navy,

Commanding Naval Defenses, Coast of Texas.

[Endorsement.]

Captain Hunter will also furnish Captain Thomas Chubb with a boat of sufficient size to perform the duties of the yacht.

JOSEPH J. COOK,

Colonel Artillery, Commanding Sub-Military District, Galveston.

Report of Major-General Lovell, C. S. Army, to General Beauregard, C. S. Army, transmitting order of General Lee, C. S. Army.

HEADQUARTERS DEPARTMENT NO. 1,
Jackson, Miss., May 25, 1862.

MY DEAR GENERAL: I enclose you a copy of a letter received from General Lee. I shall probably make my headquarters here, but shall be in motion personally a great part of the time between Camp Moore, Vicksburg, and certain points on the river eligible as commanding positions for artillery (field) to annoy enemy's gunboats and destroy the transports. If you can not spare me some small arms, say at least the 800 intended for me that Bragg seized, I very much fear that I shall be unable to keep back the enemy on both railroads. I have nearly 3,600 men of all arms at Vicksburg, and about 1,200 at Camp Moore, which latter are constantly threatened by greatly superior numbers. I want arms, arms, arms, and I can carry out my plans, which are to hold the two railroads at Vicksburg and Camp Moore, leaving the enemy to occupy the different towns on the river until such time as the fall of the water will rid us of his gunboats, when we can retake point after point all the way down to New Orleans, and possibly that city itself, if fever should make its appearance and compel the Navy to leave. All this, however, depends upon my ability to arm a sufficient force now to prevent him from dispossessing us of these roads, and this I can only do with your help. I broke myself down to put you on foot in March, and you must strain a point to help me out now, recollecting that in so doing you are assisting to preserve the communications of your own army. Without the cattle and corn from Louisiana and Lower Mississippi, to come by these railroads, you will be in a bad predicament.

Yours, truly,

M. LOVELL.

General G. T. BEAUREGARD,
Corinth, Miss.

[Enclosure.]

HEADQUARTERS,
Richmond, Va., May 8, 1862.

GENERAL: Your letter of the 26th ultimo to the adjutant-general, containing a report of the circumstances attending the fall of New Orleans, is received. The loss of this city is a very severe blow to us, and one that we can not fail to feel most sensibly, but it is believed that with the means of defense at your disposal you have done all in your power.

Your plan of collecting all the troops you can and taking a position which will enable you to defend the rear of General Beauregard and protect his communications is fully approved, and I regard it as a matter of great moment. You will endeavor to collect as large a force as possible, and collect all the arms that you can procure. The want of arms is very severely felt at this time, and I hope you will spare no efforts to collect all that can be obtained in the hands of the people that can be made serviceable. You will organize and prepare the troops that you may be able to collect, to act most efficiently against the enemy, should he expose himself in any manner, and protect as far as it is possible the army of General Beauregard from any movement that may endanger his communications or threaten his rear.

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

R. E. LEE,
General.

Major-General MANSFIELD LOVELL,
Commanding, etc., Camp Moore, La.

Order of Brigadier-General Hébert, C. S. Army, to Commander Hunter, C. S. Navy.

SPECIAL ORDERS, } HEADQUARTERS DEPARTMENT OF TEXAS,
 No. 813. } *Houston, May 28, 1862.*

Lieutenant Rogers, commanding revenue-cutter *Dodge*, will report at these headquarters without delay.

By order of Brigadier-General P. O. Hébert:

GEORGE R. WILSON,
Aid-de-Camp.

Commander HUNTER.
 Lieutenant [W. M. F.] ROGERS.

Letter from Mr. Dargan to the Secretary of War.

MOBILE, *May 30, 1862.*

I take the liberty of introducing Mr. Charles A. Deshon, of Mobile. He visits Richmond on business which he will explain, and I recommend him as a gentleman of undoubted character here.

Very respectfully, your obedient servant,

E. S. DARGAN.

Hon. GEORGE W. RANDOLPH.

P. S.—If any persons should ever be permitted to run the blockade with cotton, those named within should be. Whatever the result may

be, I can not for a moment doubt the good faith of the transaction. The names of the stockholders are a sufficient guarantee that the object is to benefit the South.

E. S. DARGAN.

[Enclosure.]

List of stockholders in steamer Yorktown.—St. John, Powers & Co., H. S. Smith, W. H. Hallett, Rob. Hallett, M. H. Bloodgood, Flush, Hartwell & Co., Clark, George & Co., C. A. Gilbert, Macy & Parker, Addison Leavens, M. D. Eslossa, Deshon & Myers, John W. Kendley, Steel & Burgess, Thos. Byrns, John Kirkbride, Charles O'Connor, N. P. Croom, Wolf, Huston & Co., Ayer, Soule & Crook, B. F. Marshall, Fowler & Stannard, Tuller, Johnson & Co., M. Forchunin, Richard Sheridan, George A. Tuthill, James B. Davidson, D. O'Grady, Lee Simpson, Belloe & Co., J. D. Spear, A. Perez, Fenwick Bennedick, John K. Randall, George W. Gilmore, A. Tabor, E. H. Weed, John Johnson, General C. Robertson, Slough, Dent & Co., Patrick Irwin & Co., Malone & Foot, C. R. Lubuzan, James F. Elder, George D. Rickarby.

Letter from Colonel Washington to Commander Hunter, C. S. Navy.

COASHATTA VILLAGE, POLK COUNTY, TEX., *June 6, 1862.*

DEAR SIR: During one of my visits to Lynchburg you did me the honor to consult me with regard to this part of Trinity River and its capacity of being made available for saving the vessels under your command, under certain circumstances. In this connection I beg leave to inform you that the river is now at half banks, navigable for anything, and that the season of the year has arrived when it usually falls, suddenly and finally, for the season. Any vessels run into the river now above Liberty would, by its fall, be placed in a position safe from attack till the rise of next winter or spring. During lowest water about half the river consists of alternate reaches of still water deep enough to accommodate any of your vessels. I give you this information from extreme caution only, as I have not forgotten that you thought the difficulties of crossing the bar insurmountable, unless with power to select your time of passing, with a tide so favorable as rarely occurs, and with a steam vessel for towing. Still it seems so important to me to save your vessels from their inevitable fate if Galveston should be taken, that I can not refrain from giving you any information bearing on the subject.

Your suggestions with regard to the possibility of making a final stand in our canebrakes, and the importance of securing ammunition and preparing arms, have occupied my thoughts since I had the pleasure of seeing you last. I have secured about 100 pounds of lead since I returned home, and have urged on everyone the importance of having his gun in order. Luckily everyone here owns a gun of some sort and is most ready and willing to use it. The suggestion merely of the possibility of our having to make a final stand in our woods or canebrakes meets with a most enthusiastic response from all classes.

Our crops are most promising here and the country in a state of quiet and repose, strangely at contrast with the strife, turmoil, and suffering in other parts of our Confederacy. It would be a great

pleasure to see you and your officers, if the chances of war should force you up my way, or the return of peace should induce you voluntarily to make us a visit. If, contrary to your impressions when I saw you, circumstances should lead you to run your vessels up this river to save them from the enemy, try to keep on till you reach me. Supplies of every kind will be most abundant here.

It was no small gratification to me to hear that the threatened attack on Galveston had brought our governor down to Houston. I have great faith in his energy and patriotism.

With kindest regards to your officers and my nephew, who is with you, I remain,

Very truly, yours,

H. WASHINGTON.

Commander W. W. HUNTER.

1st. My plantation is situated on the front of a horseshoe bend in Trinity River of about 20 miles, canebrakes lying behind it for about 6 miles—very dense, tangled with briars, and almost impassable until roads and trails are cut through them. A thick growth of heavy timber, mixed with the cane and numerous sloughs, slashes, and ponds, in which rain water stands and makes them very difficult of passage. The Indians have a labyrinth of trails cut through these immense canebrakes, and no one but themselves can thread them. There are two roads through this bottom to my plantation, but little used, very difficult of passage, except in times of extreme drought, and only the width of a single wagon, so that they could be easily obstructed by cutting down the overhanging trees. The Trinity River in front, now fordable, only navigable with an occasional freshet in the spring above Liberty, and liable to fall suddenly and catch steamboats which have ascended it. The navigation of the river is further impeded by the bar at the mouth and the railroad bridge at Liberty, against which the first and every considerable rise piles a raft of driftwood, which can only be removed with considerable time and labor.

2d. There are about 25 Indians in the tribe attached to my plantation able to bear arms, and about 75 more in a village near me, who have all expressed their readiness to turn out when called on. With regard to the whites, the population here is almost unanimously loyal and patriotic, and nearly all who have not gone to the war would turn out if there was a fair chance of making a stand. The Indians have mostly rifles; the whites rifles or shotguns.

3d. Lead is very scarce. A few bags of shot could be had.

4th. I should think that the small guns and grapeshot would be very useful in aid of riflemen in resisting a passage through the canebrakes. The river is lined with canebrakes, usually on both sides, and narrow enough to be crossed with a rifle shot almost anywhere. Small guns at the heads of the bends, and riflemen in the canebrakes and thickets on each bank below, would probably act advantageously together in defending the river. There are many places, too, in the river where trees could be felled to obstruct the channel, and small guns might prevent the removal of such obstructions.

5th. Corn is abundant here now at 50 cents a bushel. As the warm weather approaches, it is generally disposed of or used in some way to prevent the weevil from destroying it. It is then scarce till the new

crop comes in. Bacon is scarce. Live cattle can be had in abundance from a short distance.

Distance from San Jacinto to Colonel Washington's by land, 70 miles.

Distance from Liberty by water, 100 miles; by land, 40 miles.

Distance from San Jacinto to Liberty by land, 30 miles.

Letter from Hon. W. Barksdale to the President regarding defense of the Mississippi River.

JACKSON, June 6, 1862.

DEAR SIR: I have thought that a line from me touching the condition of affairs in this quarter would not be unacceptable. From official sources I learn that there are from 4,000 to 5,000 armed troops in the department commanded by General Lovell, which embraces the region between the line of Grenada, [Miss.], to New Orleans. There are no batteries except those at Vicksburg, one below the city with some 18 or 20 guns, and another just above with a smaller number. The enemy have from 15 to 20 gunboats, according to the most reliable intelligence, threatening that position. It is said that he has not less than 30,000 troops in New Orleans and on the Mississippi River. It is thought he will land in large force at some exposed point with a view to seizing the New Orleans and Jackson Railroad, and ultimately taking possession at Jackson of the Southern Railroad, the road connecting the Mississippi River with the Atlantic, and the only line from east to west which he has not yet interrupted. It is believed that the apprehension of an epidemic at New Orleans will hasten this movement. In conversation with General Lovell to-day, while he did not indicate a purpose not to contest the advance of the enemy, he expressed without reservation the unqualified opinion that with his present force he would be utterly unable to prevent the enemy from taking possession of the capital of the State and the railroad lines as above explained. I thought it my duty to put you in possession of these facts and of the opinion of the commanding general. Probably he has done so in a more intelligible manner. I doubt not that the unfortunate result at New Orleans has led the country to place a lower estimate upon that officer's merits than he deserves, but it is due to candor to say that under existing circumstances his capacity for usefulness is not as great as it should be in view of the transcendent importance of the position which he occupies. I will not presume to make suggestions, feeling well assured that you will act with a view to the advancement of the common cause and realizing the obstacles which lie in your pathway. It is not amiss to say that General Lovell does not take to himself any blame for the fall of New Orleans. In presence of another gentleman to-day, he informed me that he communicated to the Secretary of War before the capture of the city his apprehension of that event, and he stated, moreover, that it was rendered inevitable by the failure of the Government to adopt his suggestions and respond to his appeals. If it is compatible with the general plan of defense to increase our forces operating upon the line of the Mississippi River, pardon me for expressing the hope that the matter will receive early attention.

From your friend, truly,

E. BARKSDALE.

The PRESIDENT.

[Telegram.]

JUNE 7, 1862.

Your dispatch to General Lee received. The man Saville is charged with being a spy. Numerous persons concur in fastening suspicion on him. He can not be paroled, nor tried, until the enemy has been driven from this neighborhood.

J. P. BENJAMIN,
Secretary of State.

JAMES MAGEE,
Acting Consul, Mobile, Ala.

Report of Commander Hunter, C. S. Navy, to Brigadier-General Hébert, C. S. Army, regarding the disposition of the Confederate schooner Dodge.

CONFEDERATE SCHOONER DODGE,
Off San Jacinto, June 11, 1862.

SIR: In view of a contingency which may render it necessary to abandon and destroy this vessel and at the same time to save and keep for future use the personnel and much of the matériel of said vessel as may serve for future usefulness, I would ask your authority to exercise my discretion in the premises as events may present themselves; and with that view I may be authorized to employ such transportation, etc., as may be necessary to that end.

I believe the present position of the vessel to be the most eligible to the end above stated, for the following reasons, viz: An ascent of the Buffalo Bayou must terminate from want of water near 2 miles from Houston, where the vessel would block the channel and prevent the passage of steamers up and down the bayou. No water or supplies for the support of the crew could there be obtained. Her position would not be more safe from an enemy than her present one. There would be no means by roads or transportation to save her personnel or matériel. The matériel and personnel as well as the vessel would there be lost. This position is proverbially unhealthful, and as the vessel is without medicines or medical aid, the summer season would probably render inefficient the small physical force of her crew which, if preserved in health, may be found serviceable.

I am, very respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

General P. O. HÉBERT, C. S. Army,
Commanding Military District of Texas.

[Endorsement.]

HOUSTON, June 11, 1862.

Commander Hunter will exercise his discretion in regard to the cutter *Dodge* and her appurtenances as circumstances may require.

P. O. HÉBERT,
Brigadier-General, P. A.

Order of the Secretary of War to Brigadier-General Forney, C. S. Army, regarding the steamer Yorktown.

WAR DEPARTMENT,
Richmond, July 7, 1862.

GENERAL: My attention has been called to case of the steamer *Yorktown*, loaded with cotton under authority of General Sam. Jones and now detained by your order.

I do not desire to interfere with your discretion as commanding general, but simply to state that it is the policy of the Government not to restrain the exportation of cotton, unless there is great danger of its being captured in running the blockade. Military commanders are only authorized to interfere in such cases, and the Government claims no right to put the parties under conditions as to the return cargo. If they traffic with the enemy, they may be prosecuted; but a military commander should not interfere, unless the violation of law occurs under his eye and may be productive of injury to his command.

If, therefore, it is your opinion that the *Yorktown* would have a reasonably good chance of successfully passing the blockade, you will permit her to start, unless you deem the effort to be attended with danger to the safety of your command.

Respectfully,

G. W. RANDOLPH,
Secretary of War.

Brigadier-General FORNEY,
Commanding, Headquarters, Mobile, Ala.

Official: L. G. ALDRICH,
Assistant Adjutant-General.

Report of Captain Neal, C. S. Army, regarding the landing near Aransas Pass of sailors from a blockading vessel.

CAMP NEAR THE DREDGE BOAT, [July 12]—5 p. m.

COLONEL: I send Mr. Leonard down with this communication. On leaving the *Breaker* and *Rebecca* late last evening, I came around through the cut to the dredge boat; saw two launches of the enemy near the shell bank, one very large. With a spyglass observed every movement. They landed 200 or 300 yards above the fort and formed on the beach. About 25 marched up to the fort and immediately hoisted the American flag upon the ramparts. I counted 15 or 20, who got up upon the fort and acted like they were rejoicing over their capture. They remained at the fort late last night and crossed over the bayou and encamped, so I was informed, all night. They were at the houses early this morning. To-day the schooner came up to the shell banks and anchored in front of the channel. I left the dredge late last night and reached my camp early this morning, about an hour before day.

* * * * *

If I to-day had the gunboats, the launches could have been driven from the shell bank, but it seems impossible to do without means to act with. I think they have captured this evening the *Monte Cristo* and cargo. I ordered the captain to burn his cotton and boat as soon as the enemy appeared in sight. Whether he will do so or not, I can not tell.

* * * * *

Yours, respectfully,

BENJ. F. NEAL.

Colonel LOVENSKIOLD,
Provost-Marshal.

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* Formerly Alexander.

† Afterwards British schooner *Corra*.

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