

OFFICIAL RECORDS

OF THE

UNION AND CONFEDERATE NAVIES

IN THE

WAR OF THE REBELLION.



PUBLISHED UNDER THE DIRECTION OF

The Hon. GEORGE v. L. MEYER, 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 24.

NAVAL FORCES ON WESTERN WATERS

FROM JANUARY 1 TO MAY 17, 1863.

WASHINGTON:

GOVERNMENT PRINTING OFFICE.

1911.

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PREFACE.

The work of preparing for publication the Official Records of the Union and Confederate Navies, which was begun July 7, 1884, was organized under the superintendency of 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 any 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 twenty-third volume of the records (Series I, vol. 23), which has recently been published by the Department, gives the operations of the Naval Forces on Western Waters from April 12 to December 31, 1862. The present volume (Series I, vol. 24) gives the operations of the Naval Forces on Western Waters from January 1 to May 17, 1863.

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., April, 1911.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1904):

* * * 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.

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

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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.

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 MISSISSIPPI SQUADRON,
JANUARY 1 TO MAY 17, 1863.**

Name.	Rate.	Tonnage.	Class.	Guns.
Abraham.....	Fourth....	800	Paddle-wheel steamer.....	0
Alfred Robb.....	Fourth....	75	Stern-wheel steamer.....	4
Argosy.....	Fourth....	219	Paddle-wheel steamer.....	8
Baron De Kalb.....	Thrd.....	512	Ironclad.....	14
Benton.....	Thrd.....	1,000	.....do.....	16
Black Hawk.....	Thrd.....	902	Side-wheel steamer.....	8
Brilliant.....	Fourth....	226	Stern-wheel steamer.....	4
Carondelet.....	Thrd.....	512	Ironclad.....	14
Champion No. 4.....	Fourth....	115	Paddle-wheel steamer.....	4
Chillicothe.....	Fourth....	395	Ironclad.....	2
Choctaw.....	Thrd.....	1,000	Side-wheel steamer.....	4
Cincinnati.....	Thrd.....	512	Ironclad.....	14
Clara Dolsen.....	Thrd.....	1,200	Side-wheel steamer.....	1
Conestoga.....	Fourth....	512	.....do.....	5
Covington.....	Fourth....	224	Paddle-wheel steamer.....	8
Criket.....	Fourth....	158	.....do.....	6
Curlew ¹	Fourth....	196	.....do.....	8
Dahlia.....	Fourth....	50	.....do.....	0
Duchess ².....	.....	.....	.....	.....
Eastport.....	Thrd.....	700	Ironclad.....	10
Emma Duncan ³.....	.....	.....	.....	.....
Fairplay.....	Fourth....	800	Side-wheel steamer.....	4
Fern.....	Fourth....	50	Screw steamer (tug).....	0
Florence ⁴.....	.....	.....	.....	.....
Forest Rose.....	Fourth....	280	Stern-wheel steamer.....	6
General Bragg.....	Fourth....	700	Side-wheel steamer (ram).....	3
General Lyon ⁵	Thrd.....	1,200	Paddle-wheel steamer.....	1
General Pillow.....	Fourth....	50	Side-wheel steamer (ram).....	2
General Price.....	Fourth....	633	.....do.....	4
Gilde.....	Fourth....	127	Stern-wheel steamer.....	6
Great Western.....	Fourth....	800	Side-wheel steamer (ordnance).....	3
Hastings ⁶	Fourth....	293	Paddle-wheel steamer.....	8
Indianola.....	Fourth....	511	Ironclad (side-wheel and screw).....	2
Ivy.....	Fourth....	50	Paddle-wheel steamer.....	0
James Thompson ⁷.....	.....	.....	.....	.....
Judge Torrance.....	Fourth....	600	Side-wheel steamer.....	1
Juliet.....	Fourth....	157	Stern-wheel steamer.....	6
Kenwood.....	Fourth....	232	Paddle-wheel steamer.....	6
Lafayette.....	Thrd.....	1,000	.....do.....	12
Lexington.....	Fourth....	448	Ironclad.....	8
Lily.....	Fourth....	50	Tug.....	0
Linden.....	Fourth....	177	Paddle-wheel steamer.....	6
Little Rebel.....	Fourth....	400	Screw steamer (ram).....	3
Louisville.....	Fourth....	328	Ironclad (center-wheel).....	14
Marmora.....	Fourth....	207	Stern-wheel steamer.....	8
Mound City.....	Thrd.....	512	Ironclad (center-wheel).....	14
Naumkeag.....	Fourth....	250	Paddle-wheel steamer.....	6
Petrel ⁸	Fourth....	226	.....do.....	8
Pittsburg.....	Thrd.....	512	Ironclad (center-wheel).....	14
Prairie Bird ⁹	Fourth....	171	Paddle-wheel steamer.....	8
Queen City.....	Fourth....	212	.....do.....	9
Rattler ¹⁰	Fourth....	165	.....do.....	6
Red Rover.....	Fourth....	786	Side-wheel steamer.....	1
Romeo.....	Fourth....	175	Stern-wheel steamer.....	6
St. Clair.....	Fourth....	203	.....do.....	4
Signal.....	Fourth....	190	.....do.....	6
Silver Cloud.....	Fourth....	236	Paddle-wheel steamer.....	6
Silver Lake.....	Fourth....	236	Stern-wheel steamer.....	6
Sovereign.....	Fourth....	800	Paddle-wheel steamer.....	0
Springfield.....	Fourth....	146	.....do.....	6
Thistle.....	Fourth....	50	.....do.....	0
Tuscumbia.....	Thrd.....	565	Ironclad.....	5
Tyler.....	Fourth....	575	Side-wheel steamer.....	10
William H. Brown.....	Fourth....	800	Paddle-wheel steamer.....	1

¹ Known also as Florence.
² Known officially as U. S. S. Petrel.
³ Known officially as U. S. S. Hastings.
⁴ Known officially as U. S. S. Curlew.
⁵ Known also as De Soto.
⁶ Known also as Emma Duncan.
⁷ Known officially as U. S. S. Manitou; later U. S. S. Fort Hindman.
⁸ Known also as Duchess.
⁹ Known also as Mary Miller.
¹⁰ Formerly Florence Miller.

CALENDAR.

1863.

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

FROM JANUARY 1 TO MAY 17, 1863.

NAVAL FORCES ON WESTERN WATERS.

FROM JANUARY 1 TO MAY 17, 1863.

Operations in the Tennessee and Cumberland rivers from January 1 to April 30, 1863.

[Telegram.]

CAIRO, January 1, 1863.

Your telegram of 1st received. Received telegram from Colonel Lowe that General Dodge, at Pittsburg Landing, nearly out of rations. Supplies ready at Fort Henry for him. General Grant wishes convoy for supplies; other communication cut off; do all you can; much left to your discretion. Don't be caught by falling water either in Cumberland or Tennessee rivers. Better not go to Madison if you can avoid it now.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LEROY FITCH,
Smithland, Ky.

[Telegram.]

CAIRO, January 1, 1863.

I have information from pilots and from Captain Fitch that it is impossible for our gunboats to ascend the Tennessee at this time drawing as much water as they do.

Captain Fitch has orders to ascend Tennessee with part of his force as soon as rise will permit.

Similar application has been made for a convoy up the Cumberland.

Captain Fitch has been directed to detail a part of his force for that purpose. Have no boat to send from here at present.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Colonel W. W. LOWE,
Commanding, Fort Henry, Tenn.

[Telegram.]

JANUARY 1, 1863.

Gunboats can not get to Nashville just now; probably there may be water in a few days. Might possibly get within 35 miles of there.

Will be two gunboats ready to convoy in case you choose to risk the probability of a rise.

LEROY FITCH,
Lieutenant-Commander.

Major-General [H. G.] WRIGHT,
Cincinnati, Ohio.

Brigadier-General [J. T.] BOYLE,
Louisville, Ky.

[Telegram.]

EVANSVILLE, [IND.], *January 2, 1863.*

Cumberland River reported rising at last accounts. Two gunboats in readiness to convoy supplies to Nashville. Have transports started? If not, when will they?

LEROY FITCH,
Lieutenant-Commander.

General BOYLE,
Louisville, Ky.

[Telegram.]

SMITHLAND, [KY.], *January 3, 1863.*

It is of the utmost importance that supplies be got to Nashville without delay, and I shall send the boats if they can not get nearer than 25 miles. It will do very well, but they should be pushed to Nashville if possible. I rely on you not only for convoy, but for getting the transports as far up as possible.

Let me hear from you again in relation to water in the Cumberland.

H. G. WRIGHT,
Major-General.

Lieutenant-Commander LEROY FITCH.

[Telegram.]

SMITHLAND, KY., *January 4, 1863.*

St. Clair and *Brilliant* here with fuel awaiting orders. General Wright asks for convoy up Cumberland. I have telegraphed him I am ready.

J. S. HURD,
Gunboat St. Clair.

Captain PENNOCK, U. S. Navy,
Cairo, Ill.

[Telegram.]

HOLLY SPRINGS, [MISS.], *January 4, 1863—11 p. m.*
(Received Cairo, 5th.)

Some light-draft gunboats now in Tennessee would be of great value.

Forrest has got to the east bank, but there are strong signs of his recrossing in the vicinity of Savannah.

Can any be sent?

U. S. GRANT,
Major-General, Commanding.

NAVAL COMMANDER, *Cairo.*

[Telegram.]

CAIRO, ILL., *January 5, 1863.*

Have already ordered all available boats to ascend Tennessee with the rise.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

U. S. GRANT,
Major-General, Commanding, Holly Springs, Miss.

[Telegram.]

EVANSVILLE, IND., *January 5, 1863.*

The fleet of boats, 14 in all, for Nashville, left here at 4 p. m. General Boyle sent orders to have Lieutenant Fitch convoy the fleet; he is not here. Have gunboats at Smithland to-morrow to convoy fleet.

F. H. EHRMAN,
Acting Quartermaster.

COMMANDING OFFICER GUNBOAT FLEET,
Cairo, Ill.

[Telegram.]

CAIRO, *January 5, 1863.*

Have given such orders as I deemed necessary for a convoy for your fleet. Two gunboats have been waiting at Smithland since yesterday. Commanding naval officer will make such arrangements as he deems proper on arrival of the fleet at Smithland.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

F. H. EHRMAN,
Acting Quartermaster, Evansville, Ind.

[Telegram.]

HOLLY SPRINGS, *January 6, 1863.*

There are said to be large numbers of flatboats and other craft for crossing the Tennessee River hid away at the mouth of streams emp-

tying into the Tennessee. You will therefore please request the gunboats, which are reported to be up the river, to use every means for their destruction, that the enemy may be prevented from crossing into West Tennessee and Kentucky. They should proceed up the river as far as the water will permit.

Answer if you are in communication with the gunboats and their whereabouts.

By order of Major-General U. S. Grant:

JOHN A. RAWLINS,
Assistant Adjutant-General.

Colonel W. W. LOWE,
Fort Henry, Tenn.

[Telegram.]

CAIRO, [ILL., *January 6, 1863*—6 p. m.

General GRANT: Two light-draft gunboats have gone up Cumberland River as convoys for supplies for Rosecrans. Two have orders to ascend Tennessee River with rise. The fifth is disabled and now undergoing repair. I have no others to send. They are only bullet-proof.

A. M. PENNOCK,
Fleet Captain of Station.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, that the vessels of the squadron be not detained for the defense of Columbus, Ky.

JANUARY 6, 1863.

SIR: You will please not detain any of the gunboats for the defense of Columbus. I consider that place amply defended, and if they can not protect themselves they must get more troops. I am well posted with regard to the enemy's troops and know that Columbus is not, and has not been, in any danger.

I have more work for the boats to do than those here can attend to.

Give the commanders of vessels written orders to proceed and report to me wherever I may be and instruct them that they are not to allow themselves to be detained by any army officers unless some position is actually attacked.

Very respectfully, your most obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,
Fleet Captain, Commandant of Station, Cairo, Ill.

[Telegram.]

JACKSON, [TENN.,] *January 7, 1863.*

Colonel RAWLINS: The following dispatch just received from commanding officer at Bethel [Tenn.]:

A man just from Florence, Ala., reports that Roddey has raised the steamboat *Dunbar*, sunk by our gunboats last winter, and is trying to fix up her

engines; also that Kirby Smith's command crossed the river about there last week, going to reinforce Price. He is vouched for as a Union man and one that is reliable.

W. W. SANFORD,
Colonel, Commanding Post.

JER. C. SULLIVAN,
Brigadier-General.

[Telegram.]

HOLLY SPRINGS, MISS., *January 7, 1863—6 p. m.*

All supplies not taken from the country are now brought from Memphis. Think it advisable to complete railroad to Columbus to get rolling stock on this side and possibly to hold it for short time. Am throwing large supply of subsistence into Corinth. With use of two or three light-draft gunboats the Tennessee can be used. Nothing from Sherman since last dispatch. Will be ready to reinforce him from Memphis, if necessary. Will move heavy artillery from east bank of river. Is Helena, Ark., in my department? Can have troops at Corinth to operate from there soon as supplies can possibly be got there.

U. S. GRANT,
Major-General.

Major-General H. W. HALLECK,
General-in-Chief.

[Telegram.]

HOLLY SPRINGS, *January 8, 1863.*

Can I have gunboats at Memphis to convoy reinforcements to Vicksburg? I will want them by the eleventh.

U. S. GRANT,
Major-General, Commanding.

Captain PENNOCK,
Cairo, Ill.

[Telegram.]

CAIRO, ILL., *January 9, 1863.*

Will send one light-draft gunboat, bullet-proof, one-fourth manned. I can do no more.

Can't you place under the command of her captain soldiers enough to work her guns?

A. M. PENNOCK, *Fleet Captain.*

Major-General U. S. GRANT,
Holly Springs.

[Telegram.]

HOLLY SPRINGS, *January 9, 1863.*

There is no gunboat in Tennessee River above Fort-Henry. There is 10 feet water and rising.

U. S. GRANT, *Major-General.*

Captain PENNOCK, U. S. Navy.

[Telegram.]

CAIRO, *January 9, 1863.*

Two light-draft gunboats have gone up Cumberland as convoy for supplies for General Rosecrans. Two have orders to ascend Tennessee with rise. The fifth is disabled and now undergoing repair. I have no others to send. They are only bullet-proof.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Major-General U. S. GRANT,
Holly Springs, Miss.

[Telegram.]

CAIRO, *January 10, 1863.*

You will proceed without delay up the Tennessee River and cooperate with the army forces there in such manner as may render you most efficient. If Captain Goudy is near you, pass this order to him and he will also proceed up the river. Acknowledge receipt of this telegram and inform me where Goudy is.

A. M. PENNOCK,

Fleet Captain and Chief of Staff.

JOSEPH MOYER,
*Commanding U. S. Gunboat General Pillow,
Paducah, Ky.*

[Telegram.]

CAIRO, *January 10, 1863.*

Apply for coal to the army at once, and proceed up Tennessee River. Inform Captain Goudy that it is my order that he go up Tennessee also. You will not leave Tennessee River till further orders from me or Captain Fitch. Send for Captain Goudy to go up without delay.

A. M. PENNOCK,

Fleet Captain and Chief of Staff.

JOSEPH MOYER,
*Commanding U. S. Gunboat General Pillow,
Paducah, Ky.*

[Telegram.]

MURFREESBORO, [TENN.], *January 12, 1863—10 p. m.*
(Received Washington, 13th—3:15 a. m.)

In order that there may be cooperation between here and our gunboats, please put me in communication with their commander. I have not as yet been able to communicate but once.

W. S. ROSECRANS,
Major-General.

SECRETARY OF THE NAVY.

[Telegram.]

NAVY DEPARTMENT, *January 13, 1863.*

The Western gunboats are under command of Acting Rear-Admiral D. D. Porter, who is now at Vicksburg. You had better communicate with the captain, A. M. Pennock, senior naval officer at Cairo, Ill., who will cooperate under general instructions from department.

GIDEON WELLES.

Major-General W. S. ROSECRANS,
Murfreesboro, Tenn.

Report of Fleet Captain Pennock, U. S. Navy, transmitting correspondence with Major-General Halleck, U. S. Army, regarding cooperation of gunboats in the Cumberland River.

No. 2.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., January 19, 1863.

SIR: I have the honor to inform you that I have no later news from the fleet than that contained in the Admiral's telegram of yesterday.

I enclose herewith a copy of a telegram received this morning from C. Goddard, assistant adjutant-general and chief of staff, Murfreesboro, Tenn., together with my answer thereto.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

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

[Enclosures—Telegram.]

MURFREESBORO, *January 17, 1863.*

Captain PENNOCK: General Halleck informs the general commanding this department that you have 15 light gunboats at Cairo. The general commanding wishes them to be put into service immediately on the Cumberland River to patrol, etc.; he also desires the names of the boats and officers commanding them, and a full report of the condition of things in your department. While the water is high in the Cumberland, he wishes the ferry transportation of the enemy to be destroyed as far up the river as possible. Most danger may be expected above Donelson, but good lookout should be kept below. General Halleck also informs the general commanding that 15 more gunboats are in course of construction at Cairo; they will be valuable for convoying transports.

C. GODDARD,
Acting [Assistant] Adjutant-General, Chief of Staff.

CAIRO, *January 19, 1863.*

On the 1st of October last the gunboat service was transferred by an act of Congress from the War to the Navy Department and Rear-

Admiral Porter placed in command, who is acting exclusively under the orders of the Navy Department.

This department is his, not mine. I am acting under his orders, and am ordered to report only to him and to the Navy Department.

For your information I will state that of the fifteen light-draft gunboats mentioned by General Halleck as being at Cairo three only are here; one of these has smallpox on board; one is nearly useless for want of steam power, and the third is under orders from the admiral. Of the additional fifteen spoken of as now building I have no knowledge.

I will send your communication to the admiral by first opportunity. Previous to the admiral's leaving he sent up the Cumberland and Tennessee rivers all the force he has to spare, and directed their commanders to cooperate with the army.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

C. GODDARD,
*Acting [Assistant] Adjutant-General and Chief of Staff,
Murfreesboro, Tenn.*

[Telegram.]

NAVY DEPARTMENT, *January 19, 1863.*

General Rosecrans desires a naval force to protect the transports in the Cumberland. Can you not send vessels for the purpose?

GIDEON WELLES,
Secretary of the Navy.

Captain A. M. PENNOCK,
Senior Naval Officer, Cairo, Ill.

[Telegram.]

MURFREESBORO, *January 20, 1863.*

Telegraphed you last evening. It is very desirable that a couple of good gunboats should go up the Cumberland and destroy means of crossing as high up as Somerset. How soon can it be done? The Tennessee is navigable to Florence. Please let me know as soon as possible, it being desirable in view of movements of troops.

W. S. ROSECRANS,
Major-General.

Captain A. M. PENNOCK.

[Telegram.]

CAIRO, *January 21, 1863.*

Last I heard of the *Robb* was that she was loading a barge with coal on the 10th instant at Mulford mines.

Received a telegram day before yesterday from commanding officer of *Pillow* at Fort Henry that he was out of coal. Supply him if you can.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LEROY FITCH,
Commanding U. S. Gunboat Fairplay, Paducah, Ky.

[Telegram.]

FORT HENRY, *January 21, 1863.*

The services of one of the boats is needed in Tennessee River as soon as possible.

JASON GOUDY,
Lieutenant, Commanding U. S. S. Alfred Robb.

Captains HURD and PERKINS,
Gunboats St. Clair and Brilliant,
[Fort] Donelson, Smithland, or Paducah.

[Telegram.]

MURFREESBORO, *January 22, 1863.*

Can you not fill up your gunboat fleet? If necessary I will make details from here.

W. S. ROSECRANS,
Major-General.

Captain A. M. PENNOCK,
Cairo.

[Telegram.]

MURFREESBORO, *January 22, 1863.*

Please do the best you can for me as to gunboats. Why can not common boats be procured and barricaded, and armed and sent up the river? Can not smallpox boat be cleaned and sent? I can furnish a detail of men if necessary. Very important that I have something to clear out the river.

W. S. ROSECRANS,
Major-General.

Captain PENNOCK.

[Telegram.]

CAIRO, ILL., *January 22, 1863.*

Have but two boats at my disposal. One has smallpox on board and the other has not sufficient motive power to stem the current. All other boats now here are positively ordered by the admiral to join him below.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

W. S. ROSECRANS,
Major-General, Murfreesboro, Tenn.

[Telegram.]

CAIRO, ILL., *January 22, 1863.*

There are now three light-draft gunboats in Cumberland River. The third, Lieutenant-Commander Fitch, went up last night. Please communicate with him. I can not reach him. He will cooperate and give all the aid he can. I have not men enough left to man a light-draft gunboat.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Major-General ROSECRANS,
Murfreesboro, Tenn.

[Telegram.]

MURFREESBORO, TENN., *January 22, 1863.*

I need gunboats to be sent up the river to destroy all means of crossing. Captain Pennock says he has none to send. Have telegraphed him, asking why common boats can not be procured, barricaded, and armed, and I will detail men to man them. If boats can be had I will send [Gordon] Granger up there. There is 25 feet of water in the river.

W. S. ROSECRANS,
Major-General, Commanding.

Major-General H. W. HALLECK,
General-in-Chief.

[Telegram.]

CAIRO, *January 22, 1863.*

Three light-draft gunboats now in Cumberland River, two in Tennessee. The admiral has ordered all others to join him as soon as possible. One light-draft boat left here now for protection of this place might be sent; have not men to man her; we are paralyzed for want of men. *Eastport* and *Lafayette* nearly ready, but without crews.

A. M. PENNOCK,
Captain and Commandant Station.

HON. GIDEON WELLES,
Secretary Navy.

[Telegram.]

NAVY DEPARTMENT, *January 23, 1863.*

It is imperative that more gunboats should be sent in the Cumberland and Tennessee rivers to protect the transports. Send a steamer immediately with this telegram to Admiral Porter. Two hundred men for the squadron will be transferred from the East in three or four days.

GIDEON WELLES,
Secretary of the Navy.

Captain A. M. PENNOCK,
Senior Naval Officer, Cairo, Ill.

[Telegram.]

WAR DEPARTMENT, *Washington, January 23, 1863.*

I have just learned from the Assistant Secretary of the Navy that an express boat has been sent from Cairo to Admiral Porter, with orders to immediately send gunboats to the Cumberland and Tennessee rivers. In the meantime it is hoped that Captain Pennock may give you assistance from Cairo. Offer him details of soldiers to man his boats.

H. W. HALLECK,
General-in-Chief.

Major-General ROSECRANS,
Murfreesboro, Tenn.

[Telegram.]

CAIRO, ILL., *January 24, 1863.*

The *Silver Lake* leaves for Cumberland River to-day. Has short crew. The *Lexington*, with heavy guns, will also leave to-morrow evening. No more boats to send; with these there will be five in that river. Have sent a telegram from Navy Department to Admiral Porter by dispatch boat. Will do all I can to assist you.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Major-General W. S. ROSECRANS,
Murfreesboro.

[Telegram.]

MURFREESBORO, *January 24, 1863.*

I am greatly obliged. Will furnish more crews if possible. Please let me know who is senior officer.

W. S. ROSECRANS,
Major-General, Commanding.

Captain A. M. PENNOCK,
Cairo.

N. B.—This telegram was received after we telegraphed General R. that *Silver Lake* and *Lexington* had been sent to his aid.

Instructions from the Secretary of the Navy to Fleet Captain Pennock, U. S. Navy, regarding cooperation with General Rosecrans in the Tennessee and Cumberland rivers.

NAVY DEPARTMENT, *January 24, 1863.*

SIR: Your No. 2, dated the 19th instant, enclosing a copy of a telegram received by you from C. Goddard, chief of General Rosecrans' staff, at Murfreesboro, and your reply, have been received.

General Rosecrans telegraphed the Department that he needed the cooperation of the gunboats in the protection of transports on the

Cumberland, and asked how he could communicate with the commanding officer of the Western Squadron. The Department replied, on the 13th instant, that the commanding officer of the squadron was in the Arkansas, but that he could communicate with you at Cairo, who would cooperate with him under general instructions from the Department. It was in accordance with this reply, doubtless, that you were addressed, and although the request for cooperation was not in such terms as more thought would have dictated, yet your answer was not such as the Department desired.

It is expected that the Mississippi Squadron will cooperate with the army on every occasion in which its cooperation is required and can be extended, and in an emergency such as that now on the Cumberland and Tennessee rivers that every exertion will be made to meet it.

The Department telegraphed you yesterday that it was imperative that gunboats should be sent to the Cumberland and Tennessee rivers to protect the transports and directed that Acting [Rear] Admiral Porter be immediately advised of the fact, also that 200 more men for the squadron would be transferred from the East.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commandant A. M. PENNOCK,
Senior Officer, etc., Cairo, Ill.

[Telegram.]

LOUISVILLE, *January 24, 1863.*

The Quartermaster-General at Washington directs [me] to communicate with you and to request convoy of gunboats to escort supply vessels up the Cumberland. I have a number of boats at Fort Donelson waiting convoy. Will you please send two gunboats at once to convoy them to Nashville? If they could be kept running between Nashville and Fort Donelson it will save much time and a great deal of expense. Please answer.

W. JENKINS,
Captain and Chief Quartermaster.

The NAVAL COMMANDER.

[Telegram.]

CAIRO, *January 25, 1863.*

Sent yesterday one more light-draft gunboat up Cumberland River, lightly manned. To-day *Lewington* will go up to remain a few days. Have sent Lieutenant-Commander S. L. Phelps in her to examine condition of river and report to me its requirements.

A. M. PENNOCK,
Fleet Captain and Commandant Station.

HON. GIDEON WELLES,
Secretary Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, to report progress in purchase of light-draft steamers.

JANUARY 25, 1863.

SIR: Please report to me, by every mail, what progress is being made in the purchase of light-draft steamers, and when I may expect them.

I see by rebel papers that one of our gunboats and a convoy have been destroyed by Bragg. I hope this is not so. If Lieutenant Fitch has gone up with only one vessel he has disobeyed his orders, as I directed him never to let one vessel go alone, and always to have two vessels together.

As rebel accounts are not always reliable, I have placed no confidence in the report.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,

Fleet Captain and Commandant, Cairo, Ill.

[Telegram.]

CLARKSVILLE, *January 27, 1863.*

Wheeler's and Forrest's forces are between Charlotte and the [Harpeth] Shoals. The gunboat *Lexington* was up to Shoals to-day. Had three cannon balls strike her. Rebels were shelled out. They are collecting such supplies as the country affords. Fifth Iowa Cavalry captured a few of their wagons yesterday and carried them to Donelson.

S. D. BRUCE,

Colonel, Commanding Post.

General ROSECRANS.

[Telegram.]

NASHVILLE, *January 27, 1863.*

No gunboats arrived yet. The gunboat *Lexington* made a reconnaissance from Clarksville to the [Harpeth] Shoals this morning. Was struck three times by enemy's guns at B——, without injury. We succeeded in driving the rebels out. Twenty-six transports and four gunboats are on their way up to-night. Will arrive some time to-morrow.

ROBERT B. MITCHELL,

Brigadier-General, Commanding.

Major GODDARD,

Assistant Adjutant-General and Chief of Staff.

[Telegram.]

FORT DONELSON, *January 27, 1863.*

As we have batteries to contend with along the river, if you please let *Brilliant* and *St. Clair* have each a 32-pounder of 27 hundred-

weight. There is plenty of room to work them on the boats. I forward to you from Paducah letters asking for two more 12-pounders and a 30-pounder Parrott rifle for this boat. Have you received them? I am in the greatest need of more boats; have not enough to convoy with safety one fleet of so many transports. The channel of the river is so narrow. Have in this convoy up some thirty boats, all in single file, which makes a long line to be convoyed with only three boats. Have not been able to communicate with the *Robb*. Will be down to Smithland as soon as can convoy to Nashville and back the present fleet.

LEROY FITCH,
Lieutenant, Commanding.

Captain PENNOCK,
Commandant of Station.

[Telegram.]

HAMBURG, *January 27, 1863.*

I have convoyed the *Raymond* and barge loaded with army stores for Corinth to this point. Her freight is discharged. They have planted batteries over me in two places. In one place, Clifton, four guns, well supported; at Savannah, five guns, supported by 2,000 or 3,000 cavalry. If you have any gunboats that you can send to my assistance to cooperate below, I should like them at once. I intend to fight my way out of the river with the transports. Let me know by telegraph.

Respectfully, yours,

JASON GOUDY,
Lieutenant, Commanding U. S. Gunboat Robb.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

[Telegram.]

CAIRO, ILL., *January 27, 1863.*

Have received telegram to-day from Lieutenant Jason Goudy, commanding *Robb*, at Hamburg, Tenn., that enemy has placed two guns, well supported, at Clifton, and five guns, supported by 2,000 or 3,000 cavalry, at Savannah, and that he desires assistance.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander S. L. PHELPS,
Commanding Gunboat Lexington.

Lieutenant-Commander LEROY FITCH,
Commanding Gunboat Fairplay.

(Care Lieutenant Robert K. Riley, commanding gunboat *Silver Lake*, Smithland, Ky.)

[Telegram.]

CAIRO, ILL., *January 27, 1863.*

According to your telegram, it would be hazardous to move without aid.

Have no gunboats to send from here. Have telegraphed your message to Lieutenant-Commander Fitch at Smithland.

Apply to commanding army officer to send land force to cooperate with you.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Lieutenant JASON GOUDY, U. S. Navy,
Commanding U. S. Gunboat Robb, Hamburg, Tenn.

[Telegram.]

CLARKSVILLE, *January 27, 1863.*

Matters are quiet here. I have information that they design attacking me in force. I would like to have two rifled pieces to put in my fort—two siege guns. There are 30 boats here now and 3 gunboats. One went up last night without reporting. Will send fleet forward to-night unless otherwise ordered. General Granger has not yet arrived. Rebels are on south side of river, near Shoals. Reported 5,000 strong, with eight pieces of artillery. Will keep you advised. I keep strong pickets at Shoals, on this side. Rebel cavalry are on south side, in view.

S. D. BRUCE,

Colonel, Commanding Post.

General ROSECRANS.

[Telegram.]

HEADQUARTERS UNITED STATES FORCES,
Nashville, Tenn., January 28, 1863.

Fleet passing Shoals at 1 p. m. without interruption. Colonel [Robert] Johnson's cavalry arrived this evening, considerably run down.

ROBERT B. MITCHELL,

Brigadier-General.

Major-General ROSECRANS.

[Telegram.]

FORT HENRY, *January 28, 1863.*

Gunboats *Robb* and *Pillow* just returned (6 o'clock p. m.) from Chickasaw, Ala. Will leave immediately after coaling.

JASON GOUDY,

Lieutenant, Commanding U. S. S. Alfred Robb.

LEROY FITCH,

*Lieutenant-Commander, Commanding Division,**U. S. S. Fairplay, Nashville.*

[Telegram.]

CAIRO, ILL., *January 28, 1863.*

Your dispatch received. Will send stores by first boat to Paducah or Smithland.

E. W. DUNN.

Lieutenant-Commander LEROY FITCH,
Gunboat Fairplay, Fort Donelson.

Approved:

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, approving cooperative action in the Cumberland River.

JANUARY 28, 1863.

SIR: Your communications, telegrams, etc., have been received. I approve of all you have done in regard to the Cumberland River. You have authority to act as I would do if I was there, and I am sure you will always do what is right. I hope, though, that you will take every opportunity to write to these army officials and inform them that you have no information to give them concerning this department, and that General Halleck has no control here; also, that I dispose of the force under my command.

According to my own views, their own blundering gets them into difficulty.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant of Station at Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding vessels for the up-river station.

YAZOO RIVER, *January 28, 1863.*

SIR: Retain the *Lexington* until further orders on the up-river station. Lieutenant-Commander Shirk will be allowed to select certain officers and men from her, whom he has applied for. You will retain also two of the light-draft gunboats now at Cairo, to be attached to the up-river fleet. This will be ample for both rivers if properly managed. If the army officers would only notify us when they want a convoy, there would be no trouble. The order about sending the *Lexington* here is hereby revoked.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant of Station, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, to restrict all vessels from ascending Tennessee and Cumberland rivers without convoy.

JANUARY 29, 1863.

SIR: You will please direct Lieutenant-Commander LeRoy Fitch, and all the commanders up-river, that they will never permit any vessels to go up the Tennessee or Cumberland rivers unless under convoy, and vessels refusing to obey must be forced to do so. While under convoy, they will conform to such rules as the commanding officer may think necessary to enforce.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant of Station, Cairo, Ill.

Report of Acting Rear-Admiral Porter, U. S. Navy, responding to the Department's enquiry regarding the loss of the U. S. gunboat W. H. Sidell.

No. 83.] U. S. MISSISSIPPI SQUADRON, *January 29, 1863.*

SIR: In answer to your communication, asking information about a gunboat burned on the Cumberland River, I have the honor to state that the vessel mentioned did not belong to this squadron. She was called the *Sidell*,* and was, I believe, an old ferryboat, with a field-piece on her.

The army undertakes sometimes to get up an impromptu navy, which generally ends by getting them into difficulty. There are five vessels of this squadron in the Cumberland and Tennessee rivers, which are detailed for convoy, and under the management of Lieutenant-Commander LeRoy Fitch, who has until the late affair, kept the rivers open, and convoyed all vessels safely through.

I shall direct that no army vessels be allowed to ascend these rivers without a convoy, and I have detailed the *Lexington* and two more light-draft gunboats for the upper fleet. This will make 40 guns on the Cumberland and Tennessee rivers. There are enough there now (20 guns) to take care of these rivers, but the recklessness of the army quartermasters is beyond anything I ever saw, and they employ persons who half the time are disloyal, and who throw these vessels purposely into the hands of the rebels. If the history of the army quartermasters' proceedings out here were published, the world would not believe that there could be so much want of intelligence in the country.

I have the honor to be, very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

* See Army War Records, Series I, Vol. XX, Pt. I, pp. 981, 983.

[Telegram.]

CAIRO, ILL., *January 30, 1863.*

Provisions will leave here for you at Smithland to-night. *Lexington* will leave to-morrow to join you. Will write. Have no Parrott gun nor 32-pounder of 27-cwt. Will 33-cwt. do?

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LEROY FITCH,
Commanding Gunboat Fairplay.
(Care U. S. Army Officer Commanding Post, Smithland, Ky.)

[Telegram.]

WAR DEPARTMENT,
Washington, January 30, 1863.

The construction and control of all gunboats for defense of Western rivers and convoys of transports have, by law and the orders of the President, been transferred to the Navy Department. Requisitions for convoys, etc., must be made by you on Admiral Porter. The Secretary of War opposed this arrangement; but it was made, and we can not change it.

H. W. HALLECK,
General-in-Chief.

Major-General ROSECRANS,
Murfreesboro, Tenn.

[Telegram.]

MURFREESBORO, *January 30, 1863.*

Please communicate with Admiral Porter and inform me what gunboats and towboats can be made available for protection of transports and transportation on the Tennessee and Cumberland. It is important I should know as early as possible. In the meantime hints or suggestions from you may be useful.

W. S. ROSECRANS,
Major-General.

Captain PENNOCK.
Cairo.

[Telegram.]

SMITHLAND, *January 31, 1863.*

The *Robb* joined me yesterday at this place. Nothing very serious up Tennessee River. Have sent the *Robb* and *St. Clair* to Paducah to bring up our coal barge. The smallpox is in that place. Have another large convoy to take to Nashville, and one to bring down; no danger of either river being blockaded by the rebels.

LEROY FITCH,
Lieutenant, Commanding.

Fleet Captain A. M. PENNOCK,
Commanding Naval Station.

Report of Fleet Captain Pennoek, U. S. Navy, transmitting copy of report of Lieutenant-Commander Phelps, U. S. Navy, regarding conditions in the Cumberland River.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., January 31, 1863.

SIR: I have the honor to enclose herewith a copy of the report of Lieutenant-Commander S. L. Phelps, whom I sent up the Cumberland River to ascertain its condition and requirements. I also enclose certain telegrams (copies) received from Major-General Rosecrans and others on the subject.

I sent you in my last dispatch a copy of a telegram from General Rosecrans, chief of staff, together with my answer. I now send you a copy of a letter to me from the Department, referring to those telegrams, which I also sent copies of to Washington.

I regret that my action was not approved by the Department.

The engine of the *Silver Lake* has been repaired. I think she must be now ready for service, as the broken machinery (sent here for repair) has been forwarded to her on the 28th instant.

The *Lewington* has left to-night for Smithland with orders to report to Lieutenant-Commander Fitch, to whom I have suggested the propriety of assuming the command of her until she is detailed for other duty.

The telegrams enclosed and the report from Captain Phelps will, I trust, in the emergency (together with the letter from the Department), be my excuse for not sending her down to you.

The "Light-Draft Flotilla" is now distributed as follows:

Fairplay at Smithland.

Robb at Smithland.

Pillow to come to Cairo for repairs.

St. Clair up Cumberland River.

Brilliant up Cumberland River.

Silver Lake up Cumberland River.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—I should have mentioned that I have also sent a copy of Lieutenant-Commander Phelps's report to the honorable Secretary of the Navy.

[Enclosure.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., January 30, 1863.

SIR: In obedience to your order, I proceeded up the Cumberland River with the gunboat *Lewington* to Nashville, Tenn., and returned to this place last night. Meeting with a transport that had been fired upon by artillery 20 miles above Clarksville, I at once went to that point and, landing, burned a storehouse used by the rebels as a resort and cover. On leaving there to descend to Clarksville, where I had passed a fleet of thirty-one steamers with numerous barges in tow, convoyed by three light-draft gunboats under Lieutenant-Commander Fitch, the *Lewington* was fired upon by the enemy, who had

two Parrott guns, and struck three times, but the rebels were quickly dislodged and dispersed.

I then returned to Clarksville and, agreeable to the arrangement already made by Lieutenant-Commander Fitch, left that place at midnight with the whole fleet of boats, and reached Nashville the following night without so much as a musket shot having been fired upon a single vessel of the fleet. Doubtless the lesson of the previous day had effected this result.

From the best information to be had, it appears that the rebels have a number of guns with a considerable covering force extending along Harpeth Shoals, a distance of some 8 or 10 miles. This force can readily operate upon both the Cumberland and Tennessee rivers. Besides these guns the enemy also has several pieces about Savannah on the Tennessee. No steamer should be permitted to run on either river above Forts Henry and Donelson without the convoy of a gunboat.

Lieutenant-Commander Fitch has not at present an adequate force to protect Government transports upon the two streams, and I would suggest the propriety of sending him the *Lexington*. Her heavy guns have great effect with the rebels, and while they will fire upon vessels immediately under the howitzers of the light-draft gunboats, they will not show themselves where the heavier gunboats are. I have no doubt, with the aid of the *Lexington*, Captain Fitch will be able effectually to protect all the Government vessels in those rivers.

I am, sir, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Captain A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant of Station, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, transmitting report of Lieutenant-Commander Phelps, U. S. Navy, regarding conditions in the Cumberland River.

No. 9.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., January 31, 1863.

SIR: I have the honor to enclose herewith the report* of Lieutenant-Commander S. L. Phelps, whom I sent up the Cumberland River in the U. S. gunboat *Lexington* on special duty to examine the condition of that river and report its requirements to me.

The *Lexington* will be sent up the river again to-night, and will be placed under the command of Lieutenant-Commander LeRoy Fitch, temporarily. That vessel had been ordered by Acting Rear-Admiral D. D. Porter to return to the fleet in the Lower Mississippi as soon as she had conveyed the prisoners captured at the Post of Arkansas to this place and had received some necessary repairs here, but deeming that the emergency of the case would excuse my action, and that the telegrams from the Department and General Rosecrans would warrant it, and knowing that much time must elapse before I could communicate with the Acting Rear-Admiral and receive an answer, I sent her, together with the *Silver Lake*, up the Cumberland.

* See preceding report.

I shall endeavor in every way in my power to cooperate with the Army, and I trust that I shall be able to carry out the directions of the Department and Acting Rear-Admiral Porter in regard thereto in every respect.

I enclose, also, a copy of a telegram just received from Lieutenant-Commander LeRoy Fitch, which will convey some information.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

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

[Enclosure—Telegram.]

SMITHLAND, KY., *January 31, 1863.*

The *Robb* joined me yesterday at this place. Nothing very serious up Tennessee River. Have sent the *Robb* and *St. Clair* to Paducah to bring up our coal barge. The smallpox is in that place. Have another large convoy to take to Nashville and one to bring down. No danger of either river being blockaded by the rebels.

LEROY FITCH,
Lieutenant-Commander.

Fleet Captain A. M. PENNOCK,
Commandant of Naval Station.

Letter from Major-General Wright, U. S. Army, to Fleet Captain Pennock, U. S. Navy, regarding measures of protection for transports in the Cumberland River.

HEADQUARTERS DEPARTMENT OF THE OHIO,
Cincinnati, Ohio, January 31, 1863.

CAPTAIN: I have the honor to call your attention to the importance to the army service of keeping the line of the Cumberland River between its mouth and Nashville constantly open to use of our steam transports, and request that, if within the naval means at your command, you assign to that portion of the river an ironclad gunboat, plated with sufficiently heavy iron to resist field artillery, to assist in the above object. The Cumberland River, during its present high stage, affords the cheapest and most ready means of supply for the army under General Rosecrans, and the importance of securing the safe passage thereon of the many transports engaged in furnishing any supplies will fully justify such a disposition of a gunboat of the character referred to, if you have one to spare.

Very respectfully, your obedient servant,

H. G. WRIGHT,
Major-General, Commanding.

Captain A. M. PENNOCK, U. S. Navy,
Commanding Naval Forces, etc., Cairo, Ill.

[Telegram.]

CAIRO, ILL., *February 1, 1863.*

Have sent your dispatch to the admiral. The vessels now under the command of Lieutenant-Commander Fitch to cooperate with you are the *Lexington, Fairplay, Brilliant, St. Clair, Silver Lake, and Robb.*

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Major-General ROSECRANS,
Murfreesboro, Tenn.

[Telegram.]

CAIRO, *February 3, 1863.*

Lieutenant-Commander Fitch informs me that he has arranged to leave Smithland or Fort Donelson every Monday to convoy loaded transports and to return with those which have discharged cargo. He telegraphs me nothing serious up Tennessee River, and no danger of either river being blockaded by rebels with force that he has; Lieutenant-Commander Phelps agrees with him in this opinion. Have sent all your dispatches to the admiral. As soon as I hear from him will communicate with you.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Major-General ROSECRANS,
Murfreesboro, Tenn.

[Telegram.]

MEMPHIS, TENN., *February 3, 1863.*

No gunboat at Memphis. We leave this evening under convoy of ram *Switzerland.*

A. M. GRANT,
[Acting Master, U. S. Navy.]

Captain A. M. PENNOCK.

Letter from Fleet Captain Pennock, U. S. Navy, to Major-General Wright, U. S. Army, regarding measures of protection for transports in the Cumberland River.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 4, 1863.

GENERAL: I have the honor to acknowledge the receipt of your communication of the 31st ultimo, calling my attention to the importance of keeping the Cumberland River open from its mouth to Nashville, and requesting that an ironclad gunboat, sufficiently strong to resist field artillery, be stationed in that river for the protection of transports.

There are now five light-draft gunboats (besides the U. S. gunboat *Lewington*, stationed there temporarily) under the command of Lieutenant-Commander Le Roy Fitch, U. S. Navy, to whom has been assigned the duty of guarding the Ohio, Cumberland, and Tennessee rivers and keeping them open. He has instructions from me to cooperate with the Army in every way in his power. He informs me that he has made arrangements for gunboats to leave Smithland or Fort Donelson for Nashville, as a convoy for loaded transports every Monday, and to return immediately from Nashville with those whose cargo may be discharged.

I regret that I have no heavy ironclad vessel at my disposal. I will, however, forward your letter to Acting Rear-Admiral Porter by first opportunity. I have received a communication from Brigadier-General Boyle to yourself, and referred to me by you, requesting that light-draft gunboats be placed under his orders. The naval officer commanding the Light-Draft Flotilla must be responsible for his command. He has received his orders direct from Rear-Admiral Porter and from myself for his guidance; much, however, is left to his well-known discretion.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Major-General Commanding H. G. WRIGHT, U. S. Army,
Headquarters Department of Ohio, Cincinnati, Ohio.

Report of Fleet Captain Pennock, U. S. Navy, transmitting information regarding attack by gunboats in cooperation with the Army for the relief of Fort Donelson (Dover), Tenn., February 3, 1863.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 9, 1863.

SIR: I have the honor to enclose herewith a copy of a report of Lieutenant-Commander LeRoy Fitch, U. S. Navy, giving his account of his attack on the rebels who had surrounded and were attacking the post at Dover, Tenn.

I had been informed that the enemy were attacking that post, but I felt no uneasiness in regard to the result, for I was sure that the gunboats were near Fort Donelson, and that Lieutenant-Commander Fitch would hasten with them to the rescue of those who were so gallantly defending it against a very superior force.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

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

[Enclosure.]

U. S. GUNBOAT FAIRPLAY,
Off Dover, Tenn., February 4, 1863.

SIR: I have the honor to report that on the 3d instant I left Smithland, Ky., with a fleet of transports and the gunboats *Lewington*, *Fairplay*, *St. Clair*, *Brilliant*, *Robb*, and *Silver Lake*, as convoy up

the Cumberland River. When about 24 miles below Dover I met the steamer *Wild Cat* with a message from Colonel Harding, commandant of the post at Dover, informing me that his pickets had been driven in and that he was attacked in force. I immediately left the transports and made signal to the gunboats to follow on up as fast as possible. A short distance below the town I met another steamer, bringing the intelligence that the place was entirely surrounded.

Pushing on up with all possible speed, I arrived here about 8 p. m. and found Colonel Harding's force out of ammunition and entirely surrounded by the rebels in overwhelming numbers, but still holding them in check.

The enemy, not expecting gunboats, had unwisely posted the main body of his army in line of battle in the graveyard at the west end of the town, with his left wing resting in a ravine that led down to the river, giving us a chance to throw a raking fire along his lines.

Simultaneously the gunboats opened fire up this ravine into the graveyard and over into the valley beyond, where the enemy had horses hitched and most probably kept his reserve.

The rebels were so much taken by surprise that they did not even fire a shot, but immediately commenced retreating. So well directed was our fire on them that they could not even carry off a caisson that they had captured from our forces, but were compelled to abandon it, after two fruitless attempts to destroy it by fire.

After having dispersed the main body of the enemy, I stationed the *Robb* and *Silver Lake* below the town to throw shell up the ravine and prevent the rebels from returning to carry off the wounded, while the *Lexington*, *Fairplay*, *St. Clair*, and *Brilliant* went above and shelled the roads leading out to the eastward.

Supposing the retreating forces would follow the river for a short distance, I sent the *Lexington* and *St. Clair* on up to shell the woods, harass and annoy them as much as possible, while this boat and the *Brilliant* lay opposite the upper ravine and threw shells up the roads.

About 10 p. m. we ceased firing, with the exception of now and then a random shell up the roads.

At 11 p. m., learning from Colonel Harding that the enemy had entirely disappeared, we ceased firing and took position to guard the roads approaching the town.

Although much of our firing was at random, we have the gratification of knowing that scarcely a projectile went amiss, and that out of the 140 buried to-day the gunboats can claim their share.

Even when the *Lexington* and *St. Clair* went above, many of their shells fell right in the midst of the retreating rebels, killing and wounding many.

It is reported that the attacking force numbered some 4,500, with eight pieces of artillery, under command of Major-General Wheeler, Brigadier-Generals Forrest and Wharton.

It is certainly very gratifying to us to know that this entire force was cut up, routed, and despoiled of its prey by the timely arrival of the gunboats, and that Colonel Harding and his gallant little band were spared to wear the honors they had so fairly won.

At first I regretted that I was not here with the gunboats sooner, but, upon reflection, I do not think I could better have arranged the

time had it been in my power. Had we been here before Wheeler, he would not have made the attack, but most probably would have marched on Fort Henry. Had we arrived during the day, he would have seen our strength and would have retreated with but little loss. Arriving, as we did, after dark, and when he least expected us, and was so sanguine of success, we caught his forces arranged in the most favorable position to receive a raking fire from our guns.

The officers and men were very glad to have a shot at these river infesters, and only regret that they did not remain within reach of our guns a little longer. As it is, they claim the honor of dispersing them and saving Fort Donelson.

Very respectfully, your obedient servant,

LEROY FITCH.

Lieutenant-Commander.

Fleet Captain A. M. PENNOCK, U. S. Navy,
Commandant of Naval Station, Cairo, Ill.

[Telegram.]

MURFREESBORO, *February 3, 1863.*

Wheeler's rebel force attacked Fort Donelson this afternoon. Don't know results. Dispatch messenger to notify fleet of it, and send gunboats down to help if you have them. Fleet left Louisville Sunday night with two brigades. Must be nearly there.

W. S. ROSECRANS.

Colonel S. D. BRUCE,
Clarksville.

[Telegram.]

CLARKSVILLE, *February 4, 1863.*

Sent 200 cavalry down. Heard nothing as yet. Cannonading was heard until 2 o'clock last night. One gunboat was lying there yesterday. Harding was notified the day before by messenger from here that they were moving in his direction. Will advise you the moment messenger arrives.

S. D. BRUCE,
Colonel, Commanding Post.

Major-General ROSECRANS.

[Telegram.]

MURFREESBORO, *February 4, 1863.*

Colonel Lowe telegraphs from Fort Donelson that they have whipped the cavalry under Wheeler, Forrest, and Wharton. Forrest wounded. Rebels in full retreat. Lowe's cavalry following. He says they are out of rations and ammunition and are retreating

toward Charlotte and Shelbyville and that a small force could capture the whole. Look out for them, and do your best to catch them.

By order of Major-General Rosecrans:

C. GODDARD,
Assistant Adjutant-General.

Brigadier-General JEFFERSON C. DAVIS,
Franklin.

[Telegram.]

FORT DONELSON, *February 5, 1863.*

Expect to leave for Nashville in the morning early. Gunboats all right; did their duty here and have the satisfaction of knowing that we killed a rebel.

LEROY FITCH,
Commanding.

Captain A. M. PENNOCK.

[Telegram.]

CLARKSVILLE, *February 5, 1863.*

Following is just received from Donelson:

DONELSON, [*February*] 4, [1863].

Your messengers of yesterday, and also the one by Mrs. Sherdin of to-day, are all here. The first were delayed yesterday by the enemy, who about 2 p. m., [February 3], attacked this post with eight guns and a force fully 4,000, under Wheeler, Wharton, Forrest, and Woodward. * * *

* * * We killed more than 100 of the enemy and have some 100 prisoners here; with the gunboats and the forces from Colonel Lowe, we got about 200 of them. Our loss is 12 killed and about 30 wounded. * * *

We had not more than 800 men; and our artillery ammunition giving out, left us nothing but the infantry, with their rifles and bayonets. Gunboats and a large force of infantry from below are here.

A. C. HARDING,
Colonel, Commanding.

Colonel BRUCE.

S. D. BRUCE,
Colonel, Commanding Post.

General W. S. ROSECRANS.

Report of Major-General Wheeler, C. S. Army, commanding expedition.

HEADQUARTERS CAVALRY, *February —, 1863.*

COLONEL: I have the honor to report that, in obedience to instructions, I ordered General Wharton's and a portion of General Forrest's brigades to proceed, with a full complement of ammunition, to the most favorable position on the Cumberland River to interrupt the navigation as far as practicable.

I overtook the command after it had passed Franklin, and hastened on to the river to ascertain the state of affairs and the most favorable field of action.

I here learned that the enemy, being apprised of our presence on the river, had determined not to send any more boats either up or down the river while we remained in position to interrupt their passage. The scarcity of forage made it impossible for me to remain long on the south side of the river, and all the ferryboats above Dover

had been destroyed. I accordingly had but the alternative to remain idle or attack the force at Dover.

After maturely considering the matter, we concluded that nothing could be lost by attack upon the garrison at Dover, and, from the information we had from spies, citizens, and other sources, we had good reason to believe the garrison could be easily captured.

We accordingly marched rapidly upon the place by two roads, and arrived in position at about 2 p. m. February 3, and commenced the attack, General Forrest assailing on the east side and General Wharton on the west and southwest sides. I marched to the ground with General Forrest's command, but, after getting him in position, I moved to General Wharton's brigade, which was the largest, to hasten him into action. * * *

* * * Just as I left General Forrest to assist General Wharton, General Forrest, thinking the enemy were leaving the place, and being anxious to rush in quickly, remounted his men and charged the place on horseback. The fire from the enemy was so strong that he was repulsed and obliged to retire. He then dismounted and advanced on foot. His men took and occupied the houses on the east side of the town, and had a plunging fire of musketry on the enemy. At this moment the enemy commenced running out toward the river, and our men in the houses seeing this, and thinking it to be a movement on our held horses, abandoned their favorable position and rushed back to protect them. But for this accident the garrison would have surrendered in a very few minutes. General Forrest then withdrew and discontinued the action.

* * * After carefully surveying the works and the garrison, we finally concluded they were too strongly posted to continue the attack any further that night with success. At this time reinforcements had attacked our guards, and a large force (not less than 5,000 strong) were moving rapidly up the river in transports, guarded by gunboats.

At 8 o'clock, the enemy having ceased firing an hour before, and we being directly in front of their works, concluded, considering all the circumstances, that it would be better to retire. Accordingly we moved off in an orderly manner, the enemy not firing a gun. After mounting we moved off slowly, and the gunboats commenced a heavy fire, without any effect whatever and without causing a man to increase his gait from a slow walk. * * *

The following day I learned of the force sent out to intercept our return, and after sending out scouts and finding the force was advancing on our front, while the 5,000 men in my rear were enabled to land at any point and attack, we concluded, considering the state of our ammunition, it was our duty to move south of Duck River to replenish. We accordingly sent a scout by way of Charlotte to deceive the enemy, while, with the remainder of the command, I moved over the river at Centreville.

* * *
Very respectfully, colonel, your obedient servant,

JOSEPH WHEELER,

Major-General and Chief of Cavalry.

Colonel GEORGE WILLIAM BRENT,

Assistant Adjutant-General.

[Telegram.]

FORT HENRY, *February 8, 1863.*

Wheeler's force took to the right of Charlotte and marched for Columbia; then marched rapidly and left no force between here and Nashville. Six gunboats and fleet have arrived at Donelson from Nashville. Tennessee about 15 feet.

W. W. LOWE,
Colonel, Commanding.

ASSISTANT ADJUTANT-GENERAL,
Department of the Cumberland.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding convoy of transports in the Cumberland.

U. S. GUNBOAT FAIRPLAY,
Smithland, Ky., February 9, 1863.

SIR: I have the honor to report my return from Nashville, having landed in safety at that place with some 45 steamers.

This makes 73 steamers and 16 barges we have convoyed safely through to Nashville since the river has been navigable for our boats. In this I have not counted the first convoy, as there was not water enough to get through. Counting the first convoy, we have taken through to Nashville over 100 steamers, all deeply loaded.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Fleet Captain A. M. PENNOCK,
Commandant Naval Station, Cairo, Ill.

[Telegram.]

SMITHLAND, KY., *February 9, 1863.*

Our coal is about exhausted—have not enough left to run us back to Nashville. Am I authorized to get the two barges I spoke of before?

LEROY FITCH,
Lieutenant-Commander.

Fleet Captain A. M. PENNOCK,
Commandant of Naval Station, Cairo, Ill.

[Telegram.]

CAIRO, ILL., *February 9, 1863.*

You can purchase one barge of coal. Mr. Boggs has made arrangements for two barges of coal to be left at Smithland.

Have you sent a boat down for howitzers?

A. M. PENNOCK,
Fleet Captain, Commandant of Station.

Lieutenant-Commander LEROY FITCH,
Commanding U. S. S. Lexington, Smithland, Ky.

[Telegram.]

SMITHLAND, KY., *February 9, 1863.*

Have sent the *St. Clair* after the guns, etc. Also sent the *Silver Lake* to Paducah to leave her smallpox patients. Captain Riley will telegraph you from Paducah if there is no smallpox hospital at that place. If you send him to the hospital near Cairo, please let her return without a moment's delay.

LEROY FITCH,
Lieutenant-Commander.

Fleet Captain A. M. PENNOCK,
Commandant of Naval Station, Cairo, Ill.

[Telegram.]

WAR DEPARTMENT,
Washington, February 9, 1863.

The Secretary of War directs that Brigadier-General Ellet be permitted to recruit for his Ram Fleet from the convalescents in your department. The men so recruited by him will be discharged from their regiments.

H. W. HALLECK,
General-in-Chief.

Major-General HORATIO G. WRIGHT,
Cincinnati, Ohio.

[Telegram.]

CAIRO, ILL., *February 10, 1863.*

St. Clair's boilers leak and fire fronts need repair. Will try to get her off by to-morrow night.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LEROY FITCH,
Commanding Gunboat Lexington, Smithland, Ky.

[Telegram.]

MURFREESBORO, [TENN.], *February 10, 1863.*

Can't we get three gunboats and four transports up the Tennessee in ten days to intercept Van Dorn—infantry to come from Corinth or Donelson and Henry and Nashville? Please answer.

W. S. ROSECRANS,
Major-General.

Lieutenant-Commander LEROY FITCH,
Care General [R. B.] Mitchell, Nashville, Tenn.

[Endorsement.]

This telegram not received till the 17th.

[Telegram.]

MURFREESBORO, *February 11, 1863.*

The general commanding desires you to send a gunboat to mouth of Stone's River, to destroy ferriage at that place.

Colonel [William] Truesdail, chief of army police, Nashville, will furnish a man to show where boats are concealed.

C. GODDARD,

Assistant Adjutant-General and Chief of Staff.

Lieutenant-Commander FITCH,

or Senior Officer Commanding Gunboats.

NOTE.—Stone's River is about 20 miles above Nashville. The gunboats frequently visited the place and above, hunting for ferries and flats. Those in Stone's River can not be gotten at by gunboats; it is not navigable. If Colonel Truesdail knew the whereabouts of those flats, it was his duty to destroy them.

[Telegram.]

MURFREESBORO, TENN.,

February 11, 1863—4:20 p. m.

The enemy will direct all its operations to interrupt our connection. To prevent this it is absolutely necessary to patrol the rivers. Information in the possession of the commanding general and post commanders must be promptly acted upon. It is, therefore, absolutely necessary to have the gunboats which cooperate in that work directed to report to and receive instructions from the general commanding, or, in his absence, the commanders along the river districts. The officers commanding gunboats express a willingness to cooperate with the department, but in order to make their aid effective and prompt, such arrangements should be made.

W. S. ROSECRANS,

Major-General, Commanding.

His Excellency ABRAHAM LINCOLN,

President of the United States.

[Telegram.]

EXECUTIVE MANSION,

Washington, February 12, 1863.

Your dispatch about "river patrolling" received. I have called the Secretary of the Navy, the Secretary of War, and General-in-Chief together and submitted it to them, who promise to do their very best in the case. I can not take it into my own hand without producing inextricable confusion.

A. LINCOLN.

Major-General ROSECRANS,

Murfreesboro, Tenn.

Report of Fleet Captain Pennock, U. S. Navy, transmitting reports of operations in the Cumberland River.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 12, 1863.

SIR: I have the honor to enclose herewith a copy of the report * of Lieutenant-Commander LeRoy Fitch, U. S. Navy, giving an account of the attack of the gunboats under his command on the rebels who had surrounded and were attacking the post at Dover, Tenn.

I also enclose a copy of his letter† to me, stating the number of transports convoyed by the boats of the light-draft flotilla since the water has been sufficiently high, and a copy of my communication of the 9th instant, to the honorable Secretary of the Navy, enclosing copies of the above report and letter, knowing that you would desire him to receive the information conveyed therein as soon as possible.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

WASHINGTON, *February 12, 1863.*

Send orders to the senior naval officers in the Tennessee and Cumberland rivers, respectively, to put themselves in communication with General Rosecrans and afford every assistance in those rivers. He complains of the want of cooperation on their part.

GIDEON WELLES,
Secretary of the Navy.

Commander A. M. PENNOCK.

[Telegram.]

SMITHLAND, KY., *February 12, 1863.*

Please notify the steamers lying at Dover to have steam up and prepared to start up the river on my arrival there. I start immediately.

LEROY FITCH,
Lieutenant-Commander.

Colonel HARDING,
Commanding the Post at Dover, Cumberland River.

* See p. 25.

† See p. 36.

[Telegram.]

HEADQUARTERS SIXTEENTH ARMY CORPS,
Memphis, Tenn., February 13, 1863.

It is of great importance that a gunboat be sent up the Tennessee as far as Florence or Eastport, if possible. Van Dorn is moving on that point, but has been delayed by our cavalry.

S. A. HURLBUT.

Captain PENNOCK, U. S. Navy,
Cairo.

[Telegram.]

MURFREESBORO, *February 13, 1863.*

Please send two gunboats up Tennessee as far as Florence. Van Dorn, with a cavalry force, will probably try to cross at Eastport or Florence.

W. S. ROSECRANS,
Major-General.

Captain PENNOCK.

[Telegram.]

DOVER, *February 13, 1863.*

The gunboats leave here to-night with the fleet of transports for Nashville.

We will return here as soon as possible. How much water in the Tennessee? Will notify you by telegraph on our return here.

LEROY FITCH,
Lieutenant-Commander.

Colonel LOWE,
Commanding forces at Fort Henry, Tennessee River.

[Telegram.]

DOVER, [TENN.], *February 13, 1863.*

Follow us on up without a moment's delay.

LEROY FITCH.

Captain HURD,
Commanding Gunboat St. Clair, Smithland, Ky.

[Telegram.]

CAIRO, ILL., *February 14, 1863.*

Have just received the following from Major-General Rosecrans at Murfreesboro: "Please send two gunboats up Tennessee as far as possible to clean out everything as far as Florence. Van Dorn, with cavalry force, will probably try to cross at Eastport or Florence."

Have asked him to communicate with you, and informed him that you would cooperate to the best of your ability.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Lieutenant-Commander LEROY FITCH,

Commanding U. S. Gunboat Fairplay.

(Care U. S. Army Officer Commanding, Nashville, Tenn.)

[Telegram.]

CAIRO, *February 14, 1863.*

All the gunboats for protection of Cumberland and Tennessee rivers, six in number, have left Smithland for Nashville to convoy transports. Please communicate with Lieutenant-Commander Fitch, who will soon arrive at Nashville, if not there now. He has instructions to cooperate with you to the extent of his ability.

A. M. PENNOCK,

Fleet Captain, etc.

Major-General ROSECRANS.

[Telegram.]

MEMPHIS, *February 15, 1863.*

Van Dorn is crossing at Lamb's, Bainbridge, Florence, and Seven-Mile Island on flats. It will take him ten days. A gunboat sent up there will cut his column in two. I urge you to do it at once. Please answer.

S. A. HURLBUT,

Major-General, Commanding.

COMMANDING OFFICER Naval Forces,

Cairo, Ill.

[Telegram.]

CAIRO, ILL., *February 15, 1863.*

Just received your telegram. Have sent it to Captain Fitch, with instructions to give all assistance in his power and send two gunboats, if possible.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Major-General HURLBUT,

Memphis, Tenn.

[Telegram.]

CAIRO, ILL., *February 15, 1863.*

Just received telegram from Memphis from Major-General Hurlbut:

Van Dorn is crossing at Lamb's, Bainbridge, Florence, and Seven-Mile Island on flats. It will take him ten days. A gunboat sent up there will cut his column in two. I urge you to do it at once. Please answer.

HURLBUT, *Major-General!*

I wish two gunboats dispatched, if possible, and cooperate with the army to the extent of your ability. Look out for falling water in the Tennessee; the boats must not be caught.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Lieutenant-Commander LEROY FITCH,

Commanding U. S. Gunboat Fairplay.

(Care U. S. Army Officer, Commanding Post, Nashville, Tenn.)

[Telegram.]

MURFREESBORO, *February 15, 1863.*

It is of the utmost importance that you should patrol river with gunboats, as follows: One or two should make a patrol up the river as high as Carthage, [Tenn.]. Rebels are building gunboats up that way to use in operating against us; two others should patrol between Donelson and Nashville.

W. S. ROSECRANS.

Lieutenant-Commander LEROY FITCH,

Commanding Gunboats.

[Telegram.]

MURFREESBORO, ———, [1863].

* * * We ought to have a steady patrol between Donelson, Nashville, and between Nashville and head of navigation. Strong efforts will be made to cut the river line between Nashville and Dover Shoals.

W. S. ROSECRANS.

[Endorsement.]

The boats are now patrolling the river between Donelson and Nashville in the most effective manner, at the same time giving convoy to transports.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters at Cairo, Ill.

OFFICE MISSISSIPPI SQUADRON,

Cairo, Ill., February 16, 1863.

SIR: I have the honor to enclose herewith sundry telegrams relative to sending gunboats up the Tennessee River to prevent Van Dorn from crossing and to sever his column. I have instructed Lieutenant-Commander Fitch to send two gunboats in that direction if possible and to give all the aid in his power, taking care not to be caught by falling water.

I last night sent the gunboat *Springfield* to joint the upper fleet, with orders to her captain to ascend the Cumberland River and report to Lieutenant-Commander Fitch for further orders on meeting with him, if there was a gunboat at Smithland about to ascend the river, which he could accompany; otherwise to await Captain Fitch's arrival at Smithland and report to him then.

I had intended to have informed the superintendent of the Coast Survey Office that the *Curlew* was here awaiting his disposal, as directed by you, she being the last stern-wheel boat from Cincinnati. As, however, you direct that the two stern-wheel boats now here be sent down, she has been fitted out with all dispatch and will leave early to-morrow morning.

The *General Lyon* and *New National* have arrived with mails, prisoners, etc. I have delivered the prisoners to the military authorities at this place, taking a receipt for them. The *New National* brought the news that the *Juliet*, which left on the 13th instant, was aground about 20 miles below Island No. 10. I immediately gave orders to have the *Prairie Bird* prepared for sea with all dispatch and sent her to the assistance of the *Juliet*. Mrs. Duncan, mentioned in my communication by the last opportunity, and Paymaster Dunn, who was on his way to the fleet, returned on the *New National*. They will both, however, take passage on the *Curlew*. I trust that the *Juliet* is before now afloat and on her way. The commanding officer of the *Prairie Bird*, after towing off the *Juliet*, has orders to proceed down the river and report to you.

The *Eastport* is at Mound City waiting to go on the ways, which she can not do until the *Osage* is launched, which will, I am informed, be in two days.

I send by this opportunity a muster roll and descriptive list which has been sent here without signature. I respectfully request that it be returned to the vessel whence it came, to be signed.

I have received your communications up to and including the 9th instant. Your directions therein contained shall be carried out with all possible dispatch.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

MURFREESBORO, *February 16, 1863.*

None of the gunboat commanders have yet reported to me either their arrivals or departures, nor given me any idea of what they proposed to do or not to do. My command requires the use of these or some other boats, and unless something more can be done than I have yet seen, the interest of the country will suffer very greatly. I do not hesitate to say that were it not for the hope of some more effectual cooperation I should at once purchase common transports and try to use them to patrol the river above Nashville at least. Pray do not

suppose I venture yet to blame the commanders of the gunboats. I can not say what may be the preventing circumstances. But the necessities are above stated.

W. S. ROSECRANS,
Major-General.

Captain PENNOCK,
Cairo.

[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Murfreesboro, February 16, 1863.

Lieutenant Fitch has gone down the river with the fleet. You can telegraph him at Clarksville or Paducah.

W. S. ROSECRANS,
Major-General.

Captain A. M. PENNOCK,
Commanding Station of Cairo.

[Telegram.]

MURFREESBORO, *February 16, 1863.*

Have received no answer to my dispatch of last night. Will you communicate with me? It is of importance to the service that the gunboats visit Carthage immediately and destroy the boats building up Caney Fork, if possible; also that there should be a steady patrol up and down the river from Nashville for a short time at least.

W. S. ROSECRANS,
Major-General.

Lieutenant LEROY FITCH,
Commanding Gunboats, Nashville.

Letter from Lieutenant-Commander Fitch, U. S. Navy, to Major-General Rosecrans, U. S. Army, regarding arrangements for cooperation.

U. S. GUNBOAT FAIRPLAY,
Nashville, Tenn., February 16, 1863.

SIR: Your telegram of yesterday received. You mention two others sent me. I have not received them.

I am sorry to say that it will be out of my power to comply in toto to [with] your suggestions in regard to the disposition of the gunboats. I can comply in part.

I have but five boats at present able to run. With these five I have three rivers to guard, the Ohio, Tennessee, and Cumberland. I have therefore made the following arrangements, hoping to meet the emergencies on this and the Tennessee river.

I have withdrawn all the boats from the Ohio and placed them to convoy supplies, etc., to this place. I leave Smithland with a convoy once a week. On arriving here I detach two boats to go on

up and patrol while the convoy back is being arranged to go below. These boats that go above will go to Carthage and beyond. This will keep me in constant communication with all the boats, and enable me to concentrate them all at any one point in case of necessity. At the same time the river will be kept open and clear of ferries and flats all this distance, besides giving me a chance to make a trip every week or so up the Tennessee to keep it open.

Were I to have two boats above Nashville and two below I would have but one left, which would be of little service, as none of them are calculated to contend against anything but musketry, yet by having a number together they can drive off a very heavy field battery.

It would not be safe to start with these three large fleets of transports, numbering sometimes as high as forty-odd steamers, with less than five or six gunboats, as the river is so narrow and the line necessarily so long that the enemy could make a dash, capture and set fire to a transport before a gunboat could reach the place, if there were only two or three convoying.

By the arrangement I have made, I can give safe convoy to the transports once a week, run two boats to and above Carthage, and at the same time visit and keep the Tennessee open.

I am very anxious to make a trip up the Tennessee this time down, as it is reported the rebels are throwing up some pretty strong batteries at or near Duck River, with an idea to close the river. Besides, they have a steamer that they are fitting up, and it is very important that we destroy her before she does us any damage or makes any demonstration on Fort Henry to aid Forrest.

Some steamers passing down the other day without convoy were fired into by guerrillas. I would therefore respectfully recommend that no more steamers under your supervision be permitted to run either up or down without convoy, as they are liable to be captured and burned.

As long as these guerrillas can succeed in capturing a steamer now and then they will hang round the river, but when they find that all are convoyed, they will, through lack of success, abandon the river entirely. As there is a safe convoy down once a week, steamers will not have to wait here over a few hours, for by the time one fleet is discharged and ready to start back another arrives and the gunboats are ready to return.

As I have made these arrangements to meet all emergencies, to the best of my ability, I sincerely trust that they will meet your approbation, and that I will be able, with the present limited number of boats at my command, to give general satisfaction and security.

Hoping to hear from you in regard to this matter on my return,

I remain, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Major-General ROSECRANS,
Murfreesboro, Tenn.

[Telegram.]

MURFREESBORO, *February 17, 1863.*

Your letter received this evening; the arrangements very satisfactory.

Hope you will be able to carry out directions of Captain Pennock for the Tennessee River.

W. S. ROSECRANS,
Major-General.

Lieutenant-Commander LEROY FITCH,
Commanding Fleet.

[Telegram.]

SMITHLAND, *February 17, 1863.*

Your telegram received. I will start up the Tennessee by daylight in the morning with four gunboats.

Will stop at Fort Henry if you wish to send transports with infantry. Will await an answer from you at Fort Henry.

LEROY FITCH,
Lieutenant-Commander.

Major-General W. S. ROSECRANS.

NOTE.—Called at Fort Henry for telegram, but found none. Heard that Van Dorn was crossing above and hurried on up with the gunboats.

[Telegram.]

MURFREESBORO, *February 18, 1863.*

Fitch, with four gunboats, starts up the Tennessee to-day. If you have any idea infantry will do any good, you had better send them to Hamburg to meet the boats.

W. S. ROSECRANS,
Major-General.

General DODGE,
Corinth, Miss.

[Telegram.]

SMITHLAND, *February 18, 1863.*

I leave for up the Tennessee in a few minutes.

LEROY FITCH,
Lieutenant-Commander.

Fleet Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, regarding cooperation with the Army in Tennessee and Cumberland rivers.

No. 20.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 18, 1863.

SIR: I have the honor to acknowledge the receipt of your telegram of the 12th instant, relative to more effective cooperation of the gunboats of the Mississippi Squadron with Major-General Rosecrans.

My orders, both by letter and telegram, to Lieutenant-Commander Fitch have been, and are, to cooperate with the Army to the utmost extent of his ability. I have received several communications from General Rosecrans on the subject, and enclose herewith a copy of the last one (a telegram), from which it appears that he is entirely satisfied.

I beg leave most respectfully to assure the Department that I shall continue to avail myself of every means in my power to cooperate with, and afford assistance to, the Army.

I have the honor to be, very respectfully, your obedient servant,
A. M. PENNOCK,
Fleet Captain and Commandant of Station.

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

[Telegram.]

MURFREESBORO, *February 20, 1863.*

We have sent two gunboats up the Cumberland, to go beyond Carthage and up Caney [Fork]. We have also a combined cavalry and infantry expedition operating in that direction from here. Morgan may be in that direction.

W. S. ROSECRANS,
Major-General.

Brigadier-General BOYLE,
Louisville.

[Telegram.]

MURFREESBORO, *February 22, 1863.*

Direct the operations of your two gunboats so as to protect and assist General Crook in his expedition up the Cumberland River. It is desirable that your movements be governed by his plans.

W. S. ROSECRANS,
Major-General.

SENIOR OFFICER OF GUNBOAT,
Care of General Crook.

[Telegram.]

MURFREESBORO, *February 22, 1863.*

Proceed up the river and you will meet the two gunboats already there. Will give gunboat instructions through you. Think it would be expedient to go to Celina, and, taking ample provisions, operate by way of Livingston, Jamestown, Fentress County, [Tenn.], and Monticello, [Ky.], to Norman's Landing. You will have to watch the river that it does not get too low, and use your best judgment as to your course.

W. S. ROSECRANS,
Major-General.

Brigadier-General CROOK,
Nashville, Tenn.

Letter from Lieutenant-Commander Fitch, U. S. Navy, to Brigadier-General Dodge, U. S. Army, regarding the movements of Van Dorn.

U. S. GUNBOAT FAIRPLAY,
February 22, 1863.

GENERAL: I have just received your letter of the 21st instant. I am sorry to say that Van Dorn has already crossed the river. Most of his force crossed above Big Muscle [Great Mussel] Shoals, where we could not reach him with gunboats. He has about 5,000 cavalry and is now with Wheeler and Forrest at Columbia. There are some guerrillas on the opposite side of the river from Florence, back from the river about 2 or 3 miles. I have destroyed all flats or ferries as high up as I could get, about 6 miles above Florence.

Very respectfully, your obedient servant,

LEROY FITCH,
Commanding Gunboats.

Brigadier-General GRENVILLE M. DODGE,
Corinth, Miss.

[Telegram.]

CAIRO, ILL., *February 23, 1863—11 p. m.*

Have heard nothing. Gunboats have gone up Tennessee River.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

STEPHEN A. HURLBUT,
Major-General, Commanding, Memphis, Tenn.

Report of Acting Rear-Admiral Porter, U. S. Navy, in view of complaints of lack of cooperation in the Tennessee and Cumberland rivers.

No. 122.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, February 23, 1863.

SIR: Captain Pennock sent me an extract from a letter of the Department, mentioning that General Rosecrans complained that the naval vessels did not cooperate on the Tennessee and Cumberland rivers. This is very unjust to the Navy, and I feel it my duty to protect the officers under my command from such aspersions. General Rosecrans is very exacting, and at times imperious, forgetting what is due to the Navy Department, which is straining every nerve to carry out the wishes of the War Department.

Lieutenant-Commander Fitch has convoyed safely to Nashville over 100 steamers laden with army stores, and many barges. No vessels have been lost while under the charge of the Navy, and the four or five sanitary vessels that were lost some time since was owing to non-compliance with my orders on the part of the quartermaster, which order forbid any vessel from entering Tennessee and Cumberland rivers, except under charge of a gunboat. I explained this matter in a former letter to the Department.

The army at Nashville, some 50,000 men, do nothing to keep open the line of communication between that city and the mouth of the river.

Clarksville, Donelson, Dover, and Eddyville, on the Cumberland, if properly fortified would break up rebel raids below Nashville, but nothing of the kind has been done. The rebels are allowed to roam about and erect batteries on the river which the gunboats have to silence.

The report of Lieut. Commander LeRoy Fitch, forwarded to the Department by Captain Pennock, will show the Department how valuable are the services rendered to the army by our little fleet on the Cumberland River, for which the officer who would have been compelled to surrender Fort Donelson but for the Navy, did not think proper to make an adequate acknowledgment. So it is in all matters of this kind, which I don't notice in any way, though I mention it to the Department which feels the same interest that I do in the fame of our Navy.

I am well aware of many movements of the enemy which General Rosecrans does not know of, and endeavor to meet them.

When our vessels increase in number, we will line the rivers if necessary.

With an army of 29,000 men on this river doing nothing, I have to protect the whole line of river against the guerrillas, and am called on to send a gunboat to convoy 10,000 troops, with abundance of artillery.

I don't complain of this. I am ready at a moment's notice to convoy them, and glad to keep them under the sheltering wing of the Navy. I only mention it to show how unjust these army generals are in their complaints.

No person ever exerted himself more than Captain Pennock has since I left Cairo; he is always on the alert to anticipate the requirements of army men. Notwithstanding discourteous orders received from subordinate officers, he has complied instantly with the requests as far as lay in his power, though he could not help feeling that due deference had not been paid to the Department over which you preside.

I never complain of these matters to the generals; my aim is to serve the public and not stop to raise points; still I think I can, with propriety, mention these things to the head of the Navy, that he may understand that we are exerting ourselves to the utmost. If I was to remain silent it would be assenting to the charge of not cooperating heartily.

I have the honor to be, very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Endorsement.]

Approve of the general course pursued by both yourself and P. Appreciate your feelings and value the vigilance, energy, and efforts of the whole naval force, etc.

W.

[Telegram.]

CAIRO, ILL., *February 24, 1863.*

Paymaster Boggs informed me that two barges were ordered to be left for you. Buy what coal you need. Telegraph me a summary of your proceedings up Tennessee River. Send it in cipher if you deem it proper.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LEROY FITCH,
Commanding U. S. Gunboat Lexington, Smithland, Ky.

[Telegram.]

CAIRO, ILL., *February 24, 1863.*

Detach Acting Ensign [James] Marshall from the *Lexington* and order him to Cairo to report to me without delay.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LEROY FITCH,
Commanding Lexington, Smithland, Ky.

[Telegram.]

SMITHLAND, KY., *February 24, 1863.*

Your telegrams received. Will send detailed report of proceedings up the Tennessee by Acting Ensign Marshall. I caught a rise in the Tennessee and got 6 miles above Florence. Van Dorn crossed most of his forces above the shoals out of our reach. Chased the *Dunbar* above Big [Great] Mussel Shoals. She can never get below again. Clifton was burned by our forces from Lexington. Brought down and turned over to provost-marshal at Paducah 55 guerrillas; also brought out some 40 families—refugees. Found guerrillas opposite Florence. Force gone from Corinth to catch them.

LEROY FITCH,
Lieutenant-Commander.

Fleet Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

Detailed report of Lieutenant-Commander Fitch, U. S. Navy, regarding operations in the Tennessee River from February 18 to 24, 1863.

U. S. GUNBOAT FAIRPLAY,
Smithland, Ky., February 24, 1863.

SIR: I left Paducah on the 18th instant and proceeded up the Tennessee with the gunboats *Lexington, Fairplay, St. Clair, Brilliant,* and *Robb*. Just above Fort Henry we met a rise, which enabled the boats to go on up the river without hindrance. It was reported that the rebels had batteries at Clifton, but when we arrived there early in the forenoon of the 20th, I found the town in flames and our forces from Lexington in possession. They had managed to find a small flat somewhere during the previous day, and during the night Cap-

tain Newell managed to cross a squad of some 60 men unobserved by the enemy. Just before day the town was surrounded, and the guerrillas completely surprised. Most of them were taken before they got out of bed. By request of Captain Adamson I lay by and assisted him back across the river. I also took his prisoners, numbering 54, on board the gunboats, as he had little means of getting them to Lexington. After getting on board the prisoners 40 of his men were taken on board the gunboats and landed on Eagle Nest Island, where it was reported the rebels had stores, but we did not find any. It took till after dusk to land his men on the mainland again, when the gunboats proceeded on up the river. As it was reported that batteries were planted at Tuscumbia Landing, and the weather being so stormy and bad as to prevent the boats from running at night, I stopped at Chickasaw about 3 in the afternoon of the 21st and lay up that night, the distance being too great for me to make Tuscumbia Landing before dark or find any suitable place to tie up between the two points. We found no batteries along the river, but saw some guerrilla cavalry on the hills between Chickasaw and Florence. We arrived at Florence before noon, and found some rebel cavalry pickets opposite, but they soon disappeared.

I sent the *St. Clair*, *Brilliant*, and *Robb* on up to the foot of Big [Great] Mussel Shoals, about 6 miles above, with the hope of catching the *Dunbar* at the foot of them, but I am sorry to say the rebels succeeded in getting her above three or four days before we got up, they having had the rise that much ahead of us. While this boat and the *Lexington* lay at Florence, a squad of guerrillas made so bold as to come down on the hills opposite to watch our motions, but three shells from the *Lexington* soon dispersed them. At Florence I found one flat, which I had destroyed. As soon as the boats from above returned I started down the river, stopping at places along to pick up refugee families. I brought out a great number of families, with what few traps the guerrillas had left them, besides some 80 or 90 bales of cotton belonging to Union men and liable to fall into the enemy's hands. On my arrival at Paducah I turned the prisoners over to Colonel Dougherty, as I did not want to bother you with the disposal of them. Among the number are 2 captains and 1 adjutant, 4 conscripts, and 48 privates.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Fleet Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

[Telegram.]

CAIRO, ILL., *February 24, 1863.*

If *Springfield* can possibly be spared, I desire that you send her down here, as we need her services very much. - Can't you do without the down-river pilots? We need them here.

A. M. PENNOCK,
Fleet Captain, Commandant of Station.
Lieutenant-Commander LEROY FITCH,
Commanding Lexington, Smithland, Ky.

[Telegram.]

SMITHLAND, KY., *February 25, 1863.*The gunboat *Springfield* has been ordered to report to you at Cairo.LEROY FITCH,
*Lieutenant-Commander.*Fleet Captain A. M. PENNOCK,
*Commanding Naval Station, Cairo, Ill.*Additional report of Lieutenant-Commander Fitch, U. S. Navy, regarding
operations in the Tennessee River.U. S. GUNBOAT FAIRPLAY,
Smithland, Ky., February 25, 1863.

SIR: I learn that Van Dorn crossed most of his force above the shoals, where we could not possibly have got with our boats had we been there; a few of them crossed on the flat at Florence. He is with Wheeler and Forrest, at Columbia. His force numbers from five to seven thousand cavalry. The *Dunbar* got above the shoals, drawing only 23 inches of water. She will not be able to get below again. At Cerro Gordo I sent a squad of men and brought in some dressed lumber to repair our port wheelhouse, which got somewhat smashed in landing on Eagle Nest Island. I learned from a doctor at Florence, who had two sons at Columbia when Wheeler and Forrest returned from Donelson, that the rebel loss in that attack was 800 or 900 men, 200 killed, one hundred and eighty-odd wounded, and some 400 or 500 missing. Among the prisoners taken at Clifton were two who wished to join the gunboat service. As they are conscripts, and have never been sworn into the enemy's service, I had the oath administered to them at Paducah, and now have them here, one on the *Lexington* and one on this boat.

General Dodge sent a force to catch the guerrillas at Florence.

Very respectfully, your obedient servant,

LEROY FITCH,
*Lieutenant-Commander.*Captain A. M. PENNOCK,
Commanding Naval Station.

[Telegram.]

U. S. GUNBOAT FAIRPLAY,
*Smithland, February 27, 1863.*If the steamer *Elf* arrives at Paducah, please detain and overhaul her, as she is reported to have contraband goods on board and escaped from Louisville without General Boyle's knowledge.LEROY FITCH,
*Lieutenant-Commander.*Colonel [H.] DOUGHERTY,
Commanding Post, Paducah, Ky.

Will the operator be so kind as to send a copy of the above to Colonel Lowe, at Fort Henry?

LEROY FITCH.

[Telegram.]

CARTHAGE, TENN., [February] 28, 1863.
(Via Gallatin, March 2.)

The river has risen so much that it has taken me up to this time to land. I shall keep the boats here until I hear from you. I am much in need of cavalry here. I will not be able to mount my men here. Will Stokes' cavalry join me soon?

Very respectfully,

GEORGE CROOK,
Brigadier-General.

Colonel C. GODDARD,
Assistant Adjutant-General.

[Telegram.]

NASHVILLE, March 1, 1863.

Fleet arrived this morning—26 transports and 4 gunboats. The gunboats were supposed up the river; only went up 60 miles and returned same night and passed down without landing or reporting. Two gunboats go up this morning as far as Carthage.

ROBERT B. MITCHELL,
Brigadier-General, Commanding Post.

Major-General ROSECRANS.

[Telegram.]

CARTHAGE, March 2, 1863.

I have information that the rebels intend capturing the fleet on its way down the river. No gunboats have yet been seen. I shall detain them unless otherwise ordered till gunboats arrive.

Respectfully,

GEORGE CROOK,
Brigadier-General.

Major-General ROSECRANS.

[Telegram.]

* * * Can't we have some gunboats at our disposal for patrolling the river above?

W. S. ROSECRANS.

Lieutenant-Commander LEROY FITCH.

[Telegram.]

MEMPHIS, TENN., March 2, 1863.

It is reported that the enemy threaten Fort Donelson. Send a gunboat up to ascertain and aid.

S. A. HURLBUT.

Captain A. M. PENNOCK, U. S. Navy,
Cairo, Ill.

[Telegram.]

MURFREESBORO, *March 2, 1863.*

Boats twelve days from Louisville, loaded with horses and stores much needed, lie at Donelson waiting convoy. Please see that they get it as soon as possible.

W. S. ROSECRANS,
Major-General, Commanding.

Lieutenant-Commander LEROY FITCH,
Smithland, Ky.

[Telegram.]

CAIRO, *March 2, 1863.*

Your two telegrams of the 1st instant received. Am glad to hear by the last that Captain Fitch has communicated with you. Have sent every gunboat that I have available. Admiral Porter directed me to send all gunboats to him, except those now up Cumberland and Tennessee rivers. Will send your dispatch to the admiral.

A. M. PENNOCK,
Fleet Captain, Commanding Station.

Major-General ROSECRANS.

[Telegram.]

MURFREESBORO, *March 3, 1863.*

It is necessary that transports should not be detained at Fort Donelson for want of convoy. A large number there now and have been waiting several days. It is of the greatest importance to forward without delay.

W. S. ROSECRANS,
Major-General, Commanding.

Lieutenant-Commander LEROY FITCH,
Smithland.

[Telegram.]

CAIRO, ILL., *March 3, 1863.*

Telegram received. Sorry that I have not a gunboat to send. Admiral Porter has ordered everything sent down to him.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Major-General CURTIS,
St. Louis, Mo.

[Telegram.]

[SMITHLAND, *March 3, 1863.*]

I can not possibly station gunboats permanently above Nashville. I am ordered to keep two always together, besides two make the trip above once a week. Van Dorn will make an attempt to cut off your

supplies by the river, and will either strike at Dover or Palmyra, [Tenn.]. I must keep my forces below to watch him, and see that he does not carry out his designs. He is reported now to be within 20 miles, at Dover.

LEROY FITCH.

Major-General W. S. ROSECRANS.

[Telegram.]

SMITHLAND, KY., *March 3, 1863.*

Can you not send the transports for Nashville down once a week in fleets? Can not the boats load with the stores and provisions and when all ready take the horses on board and all leave together?

As it is the boats come dropping in here one at a time just after the convoy has left, and must necessarily lay over two or three days. This makes it bad for the horses. I have not gunboats enough to convoy each boat separately. I can send but one convoy through a week with safety. I care not how large the fleets are.

LEROY FITCH.

Brigadier-General BOYLE,
Louisville, Ky.

[Telegram.]

MARCH 3, 1863.

Your telegrams received. It is impossible for me to get convoys through safely oftener than once a week. I have not boats enough to do it. Transports must unavoidably lay over at Donelson a day or two unless they are sent more regularly from Louisville. If General Boyle will send them in fleets from Louisville once a week there will be no detention here, but boats come dropping in one at a time just after the fleet starts for Nashville.

It is impossible to hurry the boats up during the heavy flow of drift. I leave with another fleet as soon as coaled to-morrow evening. I know the necessity of hurrying horses through, and do the best I can to accomplish it.

LEROY FITCH,
Lieutenant-Commander.

Major-General W. S. ROSECRANS.

Letter from the Secretary of the Navy to Fleet Captain Pennock, U. S. Navy, transmitting copy of dispatch regarding convoy of transports.

NAVY DEPARTMENT, *March 7, 1863.*

SIR: I transmit herewith a copy of the telegraphic dispatch sent to you this day on the subject of protecting the transports of General Rosecrans' army.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain A. M. PENNOCK, U. S. Navy,
Senior Commanding Officer, etc., Cairo, Ill.

[Enclosure.—Telegram.]

NAVY DEPARTMENT, *March 7, 1863.*

The following is a copy of a telegram, dated yesterday, just received by General Halleck from General Rosecrans:

Something must be done to secure convoys for our boats or this army will be without supplies. We have gained nothing by the high river in subsistence for the last ten days, because our convoys are detained. Only four little gunboats to do the work. If we can not have some more help, we ought at once to have some more gunboats made.

You must take measures to convoy and protect the army transports without waiting to communicate with Acting Rear-Admiral Porter. To do this you are authorized to purchase a necessary number of suitable boats and arm and equip them. If necessary, you can call upon Commodore Hull, at St. Louis, to assist you. The Department wants prompt and energetic steps immediately taken to give the necessary protection to the transports of General Rosecrans.

GIDEON WELLES,
Secretary of the Navy.

Captain A. M. PENNOCK,
Senior Commanding Officer, U. S. Navy, Cairo, Ill.

[Telegram.]

OFFICE OF U. S. MILITARY TELEGRAPH,
WAR DEPARTMENT,
Cairo, March 8, 1863—9 p. m.

(Received Washington 11:10 a. m. 9th.)

Your telegram of 7th instant just received. I leave immediately for mouth of Cumberland River. Will return in forty-eight hours. I desire to examine personally the condition of the fleet and give further instruction, if necessary, to Lieutenant-Commander Fitch. An officer has been dispatched to Cincinnati and other places by Admiral Porter to purchase light-draft gunboats. He will require down the river all that he has directed to be purchased. I shall, by your order, purchase others to reinforce the upper fleet, which consists of five light-draft gunboats and the *Lexington*, heavily armed. Suitable boats are hard to find. Prompt and energetic steps will be taken. Please send at once 12 officers suitable to command and competent to instruct their subordinates. We can not obtain them out here. We will require, also, 6 surgeons, paymasters, ensigns, gunners, and practical men-of-war's men for petty officers. Every sailor that has been sent us has been put in active service. Not a man left on board the receiving ship for duty. We must obtain them by some means, or we can not man another boat.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding gunboat at Memphis.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, March 9, 1863.

GENERAL: In answer to General Hurlbut's request for a gunboat at Memphis, I beg leave to inform you that the *Cricket*, commanded by a very active officer, is at that place and will remain there.

Very respectfully, etc.,

DAVID D. PORTER.

Major-General U. S. GRANT,
Commanding Department of the Tennessee.

[Telegram.]

SMITHLAND, *March 10, 1863.*

(Received 13th.)

Have sent three boats with convoy to Nashville. Captain Hurd has instructions from me to go on up to Carthagē this trip, if water enough. He will communicate with you at Nashville before starting above. As soon as repaired, I wish to make another trip up the Tennessee River. Please communicate with me at Smithland, Ky., or with Captain Hurd at Nashville. Will be happy to render you any assistance I can.

LEROY FITCH,
Lieutenant-Commander.

Major-General ROSECRANS,
Murfreesboro, Tenn.

[Telegram.]

COLUMBUS, *March 11, 1863.*

I just received information from Captain Glassford, commanding U. S. gunboat *New Era*, that the scouts of Colonel [D. H.] Hughes, commanding at New Madrid, had discovered Marmaduke with a strong force in the neighborhood of Bloomfield, apparently threatening Cape Girardeau.

ASBOTH,
Brigadier-General.

Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

[Telegram.]

COLUMBUS, *March 11, 1863.*

Fort Henry may be overflowed but not Fort Heiman, and as officially [stated], it is occupied by rebels; General Sullivan's troops are all withdrawn to Jackson, thereby leaving it open from Heiman to Paducah or Columbus. It is of the utmost importance to dislodge them quickly. I embark soon as the boats arrive from Cairo. I

would beg you to order *New Era* to go up if you have no other gunboat. Please answer, and I will send your order to Captain Glassford by an express boat.

ASBOTH,
Brigadier-General.

Captain PENNOCK,
Commandant.

[Telegram.]

COLUMBUS, *March 11, 1863.*

Colonel Harding telegraphed yesterday from Fort Donelson that Forts Henry and Heiman, Department of the Cumberland, were abandoned by order of General Rosecrans, and Colonel Dougherty telegraphs now from Paducah that Forts Henry and Heiman are occupied to-day by the rebels.

Please order immediately a gunboat to dislodge them before they can plant a battery. I will send infantry at once by boat to reoccupy Fort Heiman. Please answer.

ASBOTH,
Brigadier-General.

Commanding, U. S. Navy.

[Telegram.]

HEADQUARTERS SIXTEENTH ARMY CORPS,
Memphis, Tenn., March 12, 1863.

GENERAL: It being officially reported to me that Forts Henry and Heiman were occupied by the rebels, I have ordered an expedition to retake them.

Respectfully,

S. A. HURLBUT,
Major-General.

Major-General ROSECRANS,
Commanding Department, Murfreesboro, Tenn.

[Telegram.]

COLUMBUS, *March 12, 1863—12 m.*

I just received from Memphis the following telegram:

Call on the naval officer at Cairo in my name for aid to retake Forts Henry and Heiman, if possible. Act without respect to departments, those places being cut off from their proper subordination.

S. A. HURLBUT,
Major-General.

Please let me know what you can do. Are the gunboats from Smithland already ascending the Tennessee?

ASBOTH,
Brigadier-General.

Captain A. M. PENNOCK,
Fleet Captain.

[Telegram.]

PADUCAH, *March 12, 1863.*

No gunboats reported here.

H. DOUGHERTY,
Colonel, Commanding.

Captain PENNOCK.

[Telegram.]

SMITHLAND, KY., *March 12, 1863.*

Your telegram received. All three boats here. *Lexington*, *Fairplay*, *Brilliant*, and *Silver Lake* laid up for the present. *Lexington* just finished sealing boilers. *Brilliant* just finished repairs and coaling. *Fairplay* ready to move by morning. Fleet up very small; three gunboats enough to take it through in safety. Have kept the *Lexington*, *Brilliant*, and *Fairplay* to go up Tennessee; will be ready by daylight. Anything new up Tennessee? Banks all under water; see not how the enemy can use it to advantage.

LEROY FITCH.

Fleet Captain A. M. PENNOCK.

[Telegram.]

SMITHLAND, *March 12, 1863.*

Gunboats left last night for Nashville, two remaining.

H. DOUGHERTY.

Fleet Captain A. M. PENNOCK.

[Telegram.]

CAIRO, *March 12, 1863.*

Necessity compels the *Tuscumbia* to be sent up the Tennessee to drive the rebels out of Fort Heiman. She will be absent two or three days. Say so to the admiral.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Captain WOODWORTH,
U. S. S. General Price,
Care of Commanding Officer, Navy Yard, Memphis.

[Telegram.]

MURFREESBORO, *March 14, 1863.*

Have telegraphed Captain Fitch at Paducah and Smithland when he goes up Tennessee to make a clean sweep of every species of craft that can transport [sic] the river. Please repeat these orders to him.

It is of vital importance that our convoys be promptly sent up the Cumberland. Will arm three transports to aid till you can arrange for us.

W. S. ROSECRANS,
Major-General.

Captain PENNOCK.

Report of Charles A. Dana, special commissioner of the United States War Department.

COLUMBUS, KY., *March 20, 1863—4:30 p. m.*

There is absolutely no information here respecting affairs down the river. General Rosecrans having abandoned Forts Henry and Heiman and ordered them to be leveled, and a rebel force having appeared at Heiman, Hurlbut, on Asboth's reporting the facts, ordered him to reoccupy Heiman, considering it to be the key to both Columbus and Paducah. Asboth accordingly proceeded there by water with two regiments of infantry, two cannon, and some cavalry, and found a small body of rebels at Heiman, who escaped with their leader, Major Blanton. The order of General Rosecrans to level the works had not been executed, Henry being partially overflowed. Blanton was collecting horses and raising conscripts, the whole country being open to him, while the possession of Heiman would have made him master of the navigation of the Tennessee. The force mentioned was left by Asboth in Heiman, and he got back here by land yesterday. The ironclad gunboat *Tuscumbia*, Captain J. W. Shirk, cooperated in the movement, and destroyed all the flats and skiffs collected by the rebels to force their operations on both sides of the Tennessee. Hereafter two small gunboats will patrol that river as far up as Savannah.

C. A. DANA.

Hon. E. M. STANTON,
Secretary of War.

Letter from Brigadier-General Asboth, U. S. Army, to Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. *Tuscumbia*, regarding protection of Fort Heiman.

HEADQUARTERS DISTRICT OF COLUMBUS,
ON BOARD STEAMBOAT BOSTONIA No. 2,
Off Paris Landing, March 14, 1863.

CAPTAIN: Disappointed by not finding, as officially informed, Forts Henry and Heiman occupied by the rebels in force, and being thus deprived of the opportunity to unite in cooperation with your broad giant, the *Tuscumbia*, in dislodging and capturing them, I have only to request that those of the gunboats which are intrusted to control the navigation on the Tennessee may ascend to the mouth of Duck River and destroy all ferryboats and all means of crossing the rebels have collected or prepared. I will at the same time follow the rebels up the bluffs behind Fort Heiman, where your shots forced them away.

Fort Heiman I will reoccupy, leaving an adequate combined garrison to hold it. With the balance of my forces I will return to Columbus by land.

The eager readiness of the Navy to serve our country whenever opportunity offers makes it hardly necessary to request that the officers in command of the gunboat destined to remain on the Tennessee will give their hearty support to the small garrison I have to leave at Fort Heiman.

Thanking you for your efficient cooperation, and expecting soon to hear glorious news from the *Tuscumbia* before Vicksburg,
I have the honor to be, very respectfully, your obedient servant,

ASBOTH.

Commander J. W. SHIRK,
Commanding Gunboat Tuscumbia.

[Telegram.]

CAIRO, ILL., *March 15, 1863.*

Recent instructions have been given to Captain Fitch by Admiral Porter through me. He is now up Tennessee River to carry them out. There can be no difficulty about the convoy of transports, provided they all assemble at the time appointed by Captain Fitch and those at Nashville unloaded and ready to return with him on his arrival there. Captain Fitch reports to me that such has not been the case. Convoy can be had and empty vessels brought down once a week, provided there is strict compliance with Captain Fitch's arrangements.

If vessels come straggling in day after day and those at Nashville are not ready to leave immediately on arrival of convoy, it will take every gunboat we have in the Western waters to convoy them.

Every effort is being made to purchase, arm, and equip more boats to reinforce those now in Tennessee and Cumberland rivers.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Major-General ROSECRAANS,
Murfreesboro, Tenn.

[Telegram.]

FORT DONELSON, *March 15, 1863.*

Our cavalry report that there are about 12,000 rebels 28 miles from here. They report our line cut for miles.

Country people from miles around are coming to the fort with various reports.

One man says they have well-armed infantry and a large wagon train with them.

We are all ready again for a fight.

THAYER,
Operator.

Captain PENNOCK, *Commanding.*

[Endorsement.]

I have just received the above, 10 a. m.

W. G. FULLER,
Superintendent Telegraph.

[Telegram.]

HEADQUARTERS DISTRICT OF COLUMBUS,
Steamer Bostona No. 2, off Fort Heiman, Ky.,
March 17, 1863.
 (Via Paducah, Ky, 18th.)

In obedience to your orders, I reoccupied Fort Heiman on the 14th in the morning. The rebels fired previous to our landing, but the first shell from the gunboats made them run. * * * Garrison in command of Colonel Griggs.

* * * * *

Captain LeRoy Fitch, commanding third division light-draft flotilla, will efficiently cooperate for the future. The gunboats *St. Clair* and *Robb* will commence to-morrow to run up and down the Tennessee, controlling all crossings.

ASBOTH,
Brigadier-General.

Major-General STEPHEN A. HURLBUT,
Commanding Sixteenth Army Corps, Memphis, Tenn.

[Telegram.]

SMITHLAND, *March 17, 1863.*

General Asboth and myself have been up the Tennessee. Made a clean sweep of all flats, ferries, and scows and returned this morning. Two gunboats will patrol the Tennessee constantly up to head of navigation.

LEROY FITCH,
Lieutenant-Commander.

Major-General W. S. ROSECRANS.

Summary report of Lieutenant-Commander Fitch, U. S. Navy, regarding operations on the Tennessee and Cumberland rivers, from December 16, 1862, to March 17, 1863.

U. S. GUNBOAT LEXINGTON,
Smithland, Ky., March 17, 1863.

SIR: Herewith I have the honor to make summary report of proceedings on the Cumberland and Tennessee rivers since the 16th day of December, 1862.

On the day above mentioned the gunboats left the upper Ohio for operations in these waters, but not finding water enough in the Cumberland, an expedition was formed to cooperate with Colonel Lowe up the Tennessee.

On the 20th of December the expedition left Fort Henry and proceeded up the river as high as Duck River Sucks, where the troops were disembarked. Leaving two boats to guard the transports, I started on up the river with the remaining two, but having grounded on Duck River Bar, I was obliged to return without getting higher.

On the 24th (learning that the place was in danger) I returned to Fort Henry with two boats, leaving two above to guard the transports.

On the 25th instant I proceeded on down the river to Paducah as that place was reported to be in danger. I left the *Brilliant* to guard Forts Henry and Hindman [Heiman] till the expedition from above returned.

On the 28th the expedition having returned, the gunboats joined me at Paducah.

On the 1st of January I left the *General Pillow* at Paducah and proceeded up the Ohio to the mouth of the Cumberland, with the gunboats *Fairplay*, *St. Clair*, *Brilliant*, and *Robb*. Arriving at Smithland, I found both flanges of the starboard wheel of the *Fairplay* broken entirely off, and consequently, by directions from the fleet captain, had to take her up the river for repairs. Also, being out of coal, I sent the boats to Caseyville, to take on a good supply. Finding on my arrival at Caseyville all the mines monopolized, I was compelled to take possession of them in order to get coal for the flotilla. After the *St. Clair* and *Brilliant* had finished coaling, they returned to Smithland and started up the Cumberland for Nashville with a fleet of transports. The *Robb* remained at Caseyville to hold possession of the mines and have a large barge filled for our use.

On the 4th instant I arrived at Madison, Ind., and made arrangements for going on the ways. On the 5th went on the ways and commenced repairs. On the 21st, having completed repairs, returned to Smithland and made preparations for going up the Cumberland.

During my absence the *Robb* had brought down from the mines some 10,000 bushels of coal, and, with the *Pillow*, was patrolling the Tennessee, the *St. Clair* and *Brilliant* being yet up the Cumberland. I started to join them on the 22d, having in convoy a fleet of some 26 transports.

On the 28th I reached Nashville with the second fleet of transports and three gunboats. On the 30th returned down the river with a convoy of boats. The gunboat *Silver Lake* joined the fleet and reported for duty. On February 3 left Smithland with a fleet of 46 transports and the gunboats *Lewington* (she having joined us on the 26th), *Fairplay*, *St. Clair*, *Brilliant*, *Robb*, and *Silver Lake*.

At 8 p. m. arrived at Dover, [Tenn.], found the garrison entirely surrounded by the enemy, and out of ammunition. The gunboats shelled and dispersed the rebels.

On the 7th arrived at Nashville with the entire fleet. On the 8th went above Nashville with the gunboats *Fairplay* and *Robb*, to the mouth of Stone's River, to destroy some flats and ferries there. On the 9th returned to Smithland with a fleet of transports. On the 13th left Smithland again with another large fleet of transports, arriving at Nashville on the 15th instant. On the 17th returned to Smithland, coaled and started up the Tennessee River with the gunboats *Lewington*, *Fairplay*, *St. Clair*, *Brilliant*, and *Robb*, leaving the *Silver Lake* and *Springfield* to convoy to Nashville a small fleet of transports.

On the morning of the 20th reached Clifton, [Tenn.]; found our forces in possession and the town in flames. Assisted the land forces back to the west side of the river and took charge of their prisoners, as they had no means of disposing of them.

During the afternoon of the same day we took a detachment of dismounted cavalry aboard each boat and landed them on Eagle Nest Island for the purpose of searching for rebel stores and rebels, said to be on or near the island.

On the 22d left Chickasaw, [Ala.], at daylight and proceeded on up to Tuscumbia Landing, where it was reported the rebels had batteries. The enemy, seeing our approach, withdrew their guns back to Tuscumbia, where they were captured by the forces that General Dodge had sent from Corinth to cooperate with us along the river. Proceeded on up the river to Florence, and sent the *St. Clair*, *Brilliant*, and *Robb* on up to the fort of Big [Great] Mussel Shoals, at the head of navigation. On the 24th instant returned to Paducah, having brought out some 35 or 40 refugee families and 80 or 90 bales of cotton belonging to Squire Cherry, a good Union man, who was fearful of its falling into rebel hands.

On the 26th returned to Smithland and commenced coaling. On the 4th of March, having coaled and cleaned boilers, we started up the Cumberland with another convoy. On the 6th instant reached Nashville, made reconnoissance above, and returned. On the 8th returned to Smithland.

On the 12th a fleet of transports started for Nashville under convoy of the gunboats *St. Clair*, *Robb*, and *Springfield*.

On the 13th the *Lewington*, *Fairplay*, and *Brilliant* made a patrol up the Tennessee; found all quiet in that vicinity.

Two boats will patrol the Tennessee constantly, while the remainder will remain on the Cumberland to patrol and convoy.

I may be wrong in my judgment, but I should think from present appearances that it is the enemy's desire to transfer the seat of war into eastern Kentucky and, if possible, regain possession of the Tennessee and Cumberland rivers.

I will use every exertion in my power to keep pace with all movements along or near these rivers, and I doubt not but that I can keep them perfectly free to the head of navigation so long as there is water.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the Cumberland River.

MARCH 17, 1863.

The Cumberland averages in width about 600 feet inside of the trees. During low stages of water boats have great difficulty in getting above Harpeth Shoals, about 160 miles from the mouth and 35 miles below Nashville.

Above Nashville the river becomes very narrow in making the turns and frequently boats get very much broken up. In making the trip to Carthage boats frequently are compelled to lower their smokestacks, and then suffer much from having their upper works much broken up by the branches of trees. Everything above Nashville seems quiet, and as gunboats can accomplish little or nothing above, the wear and tear does not warrant the keeping of two there, unless in cases of necessity; besides, when the Cumberland com-

mences to fall the water recedes so fast that there is great danger in being caught.

At low water the river is not navigable for boats drawing over 15 inches, that being the average depth on Harpeth Shoals.

The river banks are generally very thickly wooded with heavy hills overlooking the banks.

Palmyra, between Donelson and Clarksville, and Beatstown [Betsy Town] Landing, at Harpeth Shoals, are the most noted guerrilla haunts. I have burned and destroyed all the stores or houses near the shoals frequented by guerrillas.

The Cumberland frequently rises and falls with such rapidity that a difference of from 8 to 12 feet in twenty-four hours is of no uncommon occurrence.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Tabulated report of Tennessee River from mouth to Florence, Ala.

Towns, landings, shoals, etc.	Distance (miles)	Distance from mouth (miles).	Depth of water (feet).	Population.	Remarks.
Paducah, Ky.....				4,000	Very few loyal citizens.
[Great] Chain.....	12	12	3		
Hotlocks [Haydock's] Ferry.....	3	15			Left bank, one log house.
Little Chain.....	2	17	3		
27 Mile Island.....	13	30			Not inhabited.
Birmingham.....	5	35		200	Left bank.
Fourn's [Fond's] Landing.....	8	43			Left bank, one house.
Aurora.....	8	51			Do.
Callowaytown.....	1	52			Left bank, two houses.
Pine Bluff.....	10	62			Do.
Duffalo Landing.....	5	67			Do.
Panther Creek, Island and bar.....			3		
Forts Henry and Hindman [Heiman].	5	72			Right and left banks.
Paris Landing.....	5	77			Left bank, one house and mill.
Mouth of [Big] Sandy [River].....	1	78		50	Left bank.
[Big] Sandy Island.....	4	82			
Leatherwood Shoals.....	3	85	3.5		Very narrow.
Whins [Wynn's] Landing.....	2	87			Right and left banks, one house.
Mobile and Ohio Railroad bridge.....	5	92			Two or three houses.
New Portland.....	1	93			Right bank, three houses, Union.
Point Mason.....	5	98			Left bank (rushing) doubtful.
Mason's [Turkey] Island.....		98			Plenty water; very rocky.
Green Bottom Bar.....	5	103	3		Very narrow.
Reynoldsburg.....	7	119			Right bank, three families; rebels.
Wills [Wyley's] Point.....	7	117			
Trotter's Landing.....	6	123			Right bank, one house near by.
Thompson's Duck River Sucks.....	5	128			Left bank; very crooked and rocky.
Rockport Landing and Duck River Bar.....	1	129	2.5		Left bank; rebel country around.
Duck River.....	5	134			Right bank; all rebels.
Fowler's Landing.....	2	136			Right bank; very bad rebels.
Cuba Landing.....	3	139			Right bank; rebels, one house.
Leadbetters Landing.....	7	146			Left bank.
Britt's Landing.....	3	149			Right bank; one house and store, professes Union.
Denson.....	2	151			Right bank; one family; rebels, in Confederate Army.
Brodie's.....	7	158			Left bank.
Perryville and East Perryville.....	8	166		30	Left bank; rebels.
Marvin's Bluffs.....	3	169			Right bank; two houses, Union.
Fisher's Land.....	1	170			Left bank.
Brownspport, iron foundry.....	1	171			Left bank; iron foundry; Union.

Tabulated report of Tennessee River from mouth to Florence, Ala.—Continued.

Towns, landings, shoals, etc.	Dis- tance (miles).	Dis- tance from mouth (miles).	Depth of water (feet).	Popu- lation.	Remarks.
Cedar Creek, iron furnace.....	1	172			Left bank.
Nichols Landing.....	5	177			Right bank.
Patriot Landing.....	3	180			Right bank; Union, yet rebel.
Decatur, iron furnace.....	3	183			Left bank.
Beech Creek, island.....	5	188			
Carrollville.....	2	190			Right bank; four houses, Union.
Clifton.....	1	191		300	Right bank; rebels, town burned Feb. —, 1863.
Eagle Nest Island.....	5	196			Right bank; rebels.
Swallow Bluff.....	12	208			Left bank; high, rocky bluff.
Point Pleasant.....	3	211			Left bank; three houses.
Saltillo.....	1	212			Right bank; three houses; Union.
Pottcoat Riffle.....	3	215	3.5		
Cerro Gordo.....	3	218			Right bank; deserted.
Squire Craven's.....	1	219			Left bank; Union.
Chalk Bluff.....	7	226			Left bank; deserted.
Coffee's Landing Ferry.....	1	227			Left bank; hot secesh.
Savannah.....	6	233		500	Right bank; mixed Union and rebels
Crump's Landing.....	3	236			Left bank; deserted.
Pittsburg Landing.....	5	241			Do.
Hamburg Landing.....	5	246			Do.
Big Bend Shoals.....	3	249	3		
Big Bend Landing.....	5	254			Right bank, deserted.
Bokerwins Landing.....	3	257			Left bank, deserted and destroyed.
Yellow Creek.....	1	258			Left bank, deserted.
Eastport, Miss.....	8	266			Left bank; two families.
Chickasaw, Ala.....	1	267			Left bank; eight families, four Union, rest doubtful.
Waterloo.....	1	268		20	Right bank; all rebels.
Colbert Shoals.....			1		Deserted.
Georgetown Landing.....	17	285			Left bank.
Newport Ferry.....	7	292			Do.
Cono [Kane] Creek.....	5	297			Do.
Coffee Island [Seven Mile Island].	5	302			
Tuscumbia Landing.....	7	309			Left bank; all rebels back.
Florence, Ala.....	7	316		1,000	Right bank; rebels.
Foot of Big [Great] Mussel.....	7	323	.5		Head of navigation; only 4 feet at the highest stages of water ever known; very swift and rocky.

The Tennessee averages about 1,420 feet in width. Where shoals are, she is generally very narrow and crooked. Duck River Sucks are very dangerous, in consequence of the channel being very crooked and the current setting so strong over the rocks. This, at low water, is one of the most favorable places for locating a battery on the river.

The banks are mostly flat and overflow at high water, with high hills back from 1 to 2 miles.

There are now few loyal citizens above Fort Henry.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, in view of dissatisfaction expressed by Army officials regarding convoy service.

U. S. GUNBOAT LEXINGTON,
Mouth of Tennessee River, March 18, 1863.

SIR: I hear that some dissatisfaction with the gunboats has been expressed by army officials along the Cumberland, and that General

Rosecrans telegraphed to the Department that he had not, or was not, deriving any benefit from the present high water in the Cumberland.

If such reports have been made to the Department, I would respectfully beg leave to make a few statements, as the blame will doubtless be attributed to the gunboats, and I wish to acquaint you with the facts.

Since the river has been navigable, I have sent convoys through regularly once a week, and never has there been a steamer reported to me for convoy that has not been taken through safely.

I can not send convoys through oftener than once a week and do justice to the gunboats placed under my care. The reasons are as follows: The river is very narrow, crooked, and swift; it is impossible to put more than two steamers abreast, and where the fleets are as large as they have been heretofore (with only sufficient maneuvering room between each pair) the line is so long that to give perfect safety and keep the boats all within covering distance of our guns requires from four to five gunboats dispersed along the line. By the time we make the round trip, coal, clean boilers, and arrange the next fleet for starting, the week has expired. The transports keep dropping in at Smithland in such an irregular manner, one at a time, from the beginning till the end of the week, so that, had I twice the number of gunboats, it would be perfect folly for me to attempt to give boats a convoy as they arrive.

Since the gunboats have been on the river over 180 steamers and some thirty-odd barges (all laden with Government freight) have been taken through safely to Nashville. If General Rosecrans has derived no benefit from this, it certainly is not my fault, but must be owing to the inactivity or incapacity of some of the quartermasters.

Before the arrival of gunboats in the river it was blockaded by the enemy; it has not been since.

Accompanying this letter I forward copies of letters and telegrams sent and received, which, I trust, will show whether I have acted with a desire to cooperate or not.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Major-General Hurlbut, U. S. Army, regarding location of gunboats in Tennessee River.

MEMPHIS, April 18, 1863.

Since closing my last letter I learned from Oglesby that Captain Fitch, U. S. Navy, with four gunboats, is between Hamburg and Eastport, as advance of Rosecrans' expedition. If anything new turns up before the boat leaves, I will send it.

Your obedient servant,

S. A. HURLBUT.

Lieutenant-Colonel JOHN A. RAWLINS,
Assistant Adjutant-General.

[Telegram.]

CAIRO, ILL., *March 19, 1863.*

Have just received telegram from one John W. Taylor, quartermaster, Murfreesboro, Tenn., as follows:

Captain Parsons, of St. Louis, says that Captain S. L. Phelps can have gunboats run from Fort Donelson to Nashville much oftener if desired. Our supplies are very much delayed for the want of more frequent convoys. Can not arrangements be made for a gunboat to run up every two days? By command General Rosecrans.

I do not understand. Please explain.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander S. L. PHELPS,
Care Commodore J. B. Hull, U. S. Navy, St. Louis, Mo.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding condition of affairs in the Tennessee and Cumberland rivers.

U. S. GUNBOAT LEXINGTON,
Smithland, March 21, 1863.

SIR: The Tennessee and Cumberland rivers are falling very rapidly just now, but it is not probable there will be less than 6 feet for two months to come. Both rivers may go down to 3 or 4 feet for a few days, but it will be a very extraordinary occurrence if there is an average less than 6 feet in either river till the latter part of May.

Everything is very quiet just now on the Cumberland. The guerrillas have not been of much annoyance since I burned the last of their rendezvous near Beatstown [Betsy Town] Landing. As the Cumberland is so quiet, I will spend a great portion of my time on the Tennessee, as that river, though quiet at present, will need very strict watching.

The *Silver Lake* (one of the best light-draft boats I have here just now) is at present up the Tennessee, patrolling with the *Robb*. I will join them with the *Lexington* in the morning; the remainder of the boats will remain on this river to carry supplies to General Rosecrans. Four boats can do all the conveying here with the greatest ease unless the transport fleets are much larger than they have been for the last week.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

SMITHLAND, *March 27, 1863.*

If all the light-draft gunboats are sent below it will be a difficult matter to get supplies to Nashville, as the river is falling. I will send through two convoys a week.

LEROY FITCH,
Lieutenant-Commander.

Major-General ROSECRANS.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding operations in the upper Tennessee River.

U. S. GUNBOAT LEXINGTON,
Paducah, Ky., April 2, 1863.

SIR: I have the honor to report operations on the upper Tennessee River during the last few days.

Acting Volunteer Lieutenant Jason Goudy was patrolling the river with the gunboats *Robb* and *Silver Lake*.

Enclosed I forward his report* of operations up to the time I joined him at Fort Hindman [Heiman], on the 27th of March. I took from the fort 150 soldiers, under command of Colonel Griggs, and after distributing them on the three boats proceeded on up the river. I made several landings at places along the route reported to be infested by guerrillas, but found none until we reached the neighborhood of Savannah. Being informed that back of Boyd's Landing, about 4 miles, was a cotton factory owned by and doing work for the rebels, I had determined to destroy it. I therefore landed at Boyd's and sent out an expedition numbering about 200 soldiers and sailors. Colonel Griggs took charge of the force.

The executive officer of this steamer, Acting Volunteer Lieutenant Dunn, took charge of the sailors. The expedition moved out to the factory with caution, as Colonel [N. N.] Cox's cavalry regiment was stationed but 2 or 3 miles beyond. Arriving at the mill breastworks of cord wood were thrown up across the road, and enquiries made regarding the operations of the factory.

From what could be learned, the mill was run on shares with the country people. The material went in an indirect way to the rebel soldiers through their friends at home. The books were all clear and contained nothing to condemn the factory, but knowing that the mill did aid, in an indirect manner, the rebels, it was thought proper not to burn it, but to effectually prevent its doing more work, which was done by removing the running gear, pistons, cylinder heads, brasses, and all like portable portions, and placing it on board this vessel. Two mules and a wagon, which were pressed to haul the machinery down to the boat, were retained as lawful prizes, as it was ascertained they belonged to one of Colonel Cox's rebel cavalry.

Two horses were also captured by Mr. Dunn, belonging to the guerrillas.

A short distance above this landing, and about 3 miles from the river, was reported a plantation owned by a noted rebel, Smith. The boats were landed and an expedition sent out to the place. This plantation was occupied by a man by the name of Dillihunty, and is known to be a rendezvous for guerrillas. Yet this Dillihunty claims to be loyal—has taken the oath—and says he bought the farm of Smith. This may be true, but he had no papers to prove it; has never been molested by the guerrillas, and, in fact, as I have since learned, was at the time raising a guerrilla company. As several men were at the time on his premises, one of which I took prisoner, he having been engaged in the guerrilla service, and as our men were fired at by a guerrilla near his place, the indications were such as to render his position very doubtful; I therefore took from the farm 25 bales of

* Not found.

cotton (to be held till he proved his loyalty) and some cavalry horses.

After leaving this landing I proceeded on up to Chickasaw, at the foot of Colbert Shoals. There was scant 5 feet on the shoals, so I sent the *Robb* and *Silver Lake* above, with orders to make thorough reconnoissance and return the same night, as the river was falling too fast to risk them above longer. Acting Volunteer Lieutenant Goudy reports the enemy in force on both sides of the river at Florence. He shelled and drove them out of their camp on the left bank, but was not able to tell their number or to ascertain the caliber of their heavy gun, as the wind was blowing a gale right across the river and he was fearful of getting caught above the shoals by falling water.

Before reaching Florence he surprised a picket guard, captured five horses, some carbines, and one prisoner. He joined me at Chickasaw just at dark.

Returning down the river I stopped at a farm belonging to a notorious rebel by the name of Hays, who has been very zealous in enforcing the conscript law and feeding the guerrillas. Sent a detachment 3 miles back to his house and brought away about 1,000 pounds of bacon and all the corn we could carry; also three mules and a wagon belonging to him. Colonel Griggs took charge of the bacon, as the army at Fort Hindman [Heiman] were short of supplies.

The result of the several small expeditions is as follows: Eight guns (cavalry carbines), 25 bales of cotton, 15 horses (three broke loose and escaped at Fort Hindman) [Heiman], 12 mules (one shot through the thigh and left at Hindman) [Heiman], 2 wagons, also 8 prisoners.

I would state that all men along the river above Fort Henry must be either disloyal in sentiment or actually engaged in the rebel cause, from what the numerous refugees tell me. None expressing sentiments the least loyal are permitted to remain at their homes or cultivate their farms.

Since so many of these guerrillas have been found dead on the battlefield, with the oath of allegiance in their pockets, I am forced to believe no man living with these guerrillas, though he had taken the oath forty times.

I have given transportation to over 60 refugee families since I have been on these waters, but applications for conveyance out of the river have become so very numerous from young men fleeing from the conscript that I have been induced to give the captains of boats instructions to render all the aid in their power to families, but under no circumstances to bring or pass out able-bodied young men. We are in want of men for the gunboats, and if they love the Union better than rebellion now is the proper time to show it. They must either take sides one way or the other. This has already had the effect of sending some 30 or 40 in General Dodge's cavalry and has given the gunboats some 8 or 10 recruits. I deem it high time that some of these loyal refugees were showing some proofs of their loyalty.

I hope as soon as there is another slight rise in the Tennessee to be able, with General Dodge's cooperation, to capture all the force on the Tuscumbia side at Florence.

My plan will be this: To watch the river closely as soon as there is the least indication of a rise, get forces from General Dodge, take the infantry over Colbert Shoals, land them at Tuscumbia Landing, let the cavalry come in on the Tuscumbia road, and while the forces

are getting in the enemy's rear, I will push on up with four or five of the lightest draft boats and engage them in front.

I have written to General Dodge to this effect and rely upon his hearty cooperation to complete the programme. With his cooperation, I am confident of success.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, ILL., *March 29, 1863.*

General Rosecrans desires to send 2,000 men from Nashville by boat up Tennessee River to Florence, and desires gunboat to convoy them. Give them the convoy required without delay. Acknowledge receipt of this.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

COMMANDING NAVAL OFFICER,
Smithland, Ky.

[Telegram.]

CAIRO, ILL., *March 29, 1863.*

Give convoy required at once, and telegraph to Major-General Rosecrans that I have so directed you to do. Two boats will, I think, be sufficient.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

J. S. HURD,
Acting Vol. Lieut., Comdg. St. Clair, Smithland, Ky.

[Telegram.]

CAIRO, *March 29, 1863—2 p. m.*

Those boats all move up the Tennessee River. Have telegraphed to commanding naval officer at Smithland, Ky., with the hope that gunboats are at that place, as follows:

W. S. Rosecrans desires to send 2,000 men from Nashville by boats up Tennessee River to Florence. Desires gunboats to convoy them. Give them the convoy required without delay. Acknowledge receipt of this.

Very cold to-day.

A. M. PENNOCK,
Fleet Captain and Commandant Station.

Brigadier-General JAMES A. GARFIELD.

Report of Lieutenant-Commander Fitch, U. S. Navy, transmitting report of the commanding officer of the U. S. S. *St. Clair* regarding attack on fleet under convoy.

U. S. S. LEXINGTON, *April 15, 1863.*

SIR: I send enclosed the report of Acting Volunteer Lieutenant J. S. Hurd, commanding gunboat *St. Clair*, relating to an attack on a fleet under his convoy.

Although I know Captain Hurd to be brave and efficient, I was compelled to make known to him my displeasure at the result.

You will see by his report that instead of having the towboats (the slowest) in the lead, the most valuable cargoes in the most secure place, and the swiftest boats in the rear, as was my custom, and as I had always enforced, to keep the line closed, that his very slowest boats were in the rear, the most valuable boats in the front, and would, of course, receive the first fire. The consequence was that the *Fairplay*, guarding the rear, was not within supporting distance. Again, after his supply pipe was cut and he had dropped down so that his guns could bear, he should have let go his anchor and engaged them till the *Fairplay* came up. I will guarantee the rebels would not have stood long. Even had he been again compelled to drop down, he could easily have done so with the current, besides he had plenty of assistance near at hand that could have towed him below.

Even if we should suffer severely in one or two instances, it is better for us in the future that it should be so, if we drive the rebels off. Every little advantage the rebels gain over the gunboats gives them encouragement and spurs them on to new exertions; but if in every attack they are driven off, their men become demoralized and will keep clear of the river.

There were two small propellers carrying private or sutler's stores burned on the river a short time ago, and as far as the boats were concerned there was no one to blame but themselves; they were ordered to remain at Donelson till the convoy came up, but instead of heeding this order, after the gunboats had passed below with a convoy and before they had returned with the next, they shoved off and went on up the river. The consequence was the captains paid the penalty of disobedience of orders by having their boats burned.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. ST. CLAIR,
Off Smithland, Ky., April 4, 1863.

SIR: I have the honor to report, in compliance with Captain Pennock's order (see telegram enclosed), I left Smithland, Ky., with this vessel (accompanied by the *Fairplay*) at 10:30 o'clock p. m. March 31; arrived at Fort Donelson at 1 o'clock p. m. 1st instant; found transports awaiting convoy; proceeded up the river (see list enclosed); 9 o'clock a. m., 2d instant, arrived at Gower's Island, above which I did not apprehend any danger. I headed

downstream to convoy (to Nashville) other transports and towboats due from below.

My reason for doing thus was there were two barges loaded with coal being towed up the river which were drawing $7\frac{1}{2}$ feet water. There was water enough on the shoals, but the river was falling and it was very important to get them up before the water became too low. Arrived at Fort Donelson at 4 o'clock p. m., found transports and towboats awaiting convoy. I headed upstream; proceeded up the river. At 10:30 o'clock p. m. arrived at Palmyra, and when off the bluff immediately above town the enemy opened fire from the top of the bluff upon two transports (lashed together) in the advance. They were then above the enemy's battery, and so far as I know proceeded up the river uninjured. This vessel was next in line, next the *Luminary* (transport), next the towboats *C. Miller* and *J. W. Kellogg* with two barges, then the *Fairplay*. As soon as the enemy saw their shots aimed at the advance transports were ineffectual, they turned their attention to this vessel with artillery and small arms. The *Luminary* (next astern), and then off the town, was fired into considerably with small arms. My guns had been run out and prepared for action. I at once returned fire, and the contest was spirited for a short time, when my supply pipe was struck by a 12-pounder shell, which at once let the water out of my boilers and my vessel thereby became unmanageable and I dropped back with the current. I hailed the *Luminary* (Captain Williamson), who came alongside, took my vessel in tow, and towed me down to Fort Donelson.

I am unable to estimate the forces of the enemy, but think them in strong force (a deserter says 12,000). They had from 10 to 12 pieces of artillery, 6 to 12 pounders. This vessel was struck six times with artillery, doing some damage, but not serious, other than cutting my supply pipe. I also received many shots from small arms and some of canister.

When the firing commenced I was not more than 400 feet from the enemy's guns, and they were on the bluff at so great an elevation I could not use my guns to an advantage until I dropped down the river, and the water was then all out of my boilers. The only casualties to my officers or men were Acting Master Foutty, who was struck on the right knee by a 6-pounder rifle elongated shot, and one boy slightly scalded. Acting Master George W. Foutty will lose his right leg, and I fear it will prove fatal. He was sick; had not been out of his bed but once during the day. When the firing commenced he at once got out of bed, went below, and was doing his duty well at the time he received the wound. My officers and men manifested courage and coolness quite commendable.

At the request of Mr. Foutty, I called the post surgeon at Fort Donelson on board, and after consultation it was thought best to place him in the hospital at the fort.

I found it unsafe to attempt to run down to Smithland with my supply pipe so imperfectly repaired. Applied to Colonel Lowe, commanding at Fort Donelson, for a towboat to assist me. He readily ordered the *J. W. Kellogg* to my assistance. At 2:30 o'clock p. m. I got underway, stood down the river, and arrived at Smithland at 9:30 o'clock p. m.

The *Fairplay*, Acting Master Groves, commanding, was not near enough to take part in the engagement, having in charge the tow-boats and barges, but it affords me pleasure to represent the promptness and efficiency of Mr. Groves while convoying during the entire trip. Herewith please find telegram just received from Captain Pennock.

All of which is respectfully submitted.

Very respectfully, your obedient servant,

J. S. HURD,
Acting Volunteer Lieutenant, Commanding.

Lieut. Commander LEROY FITCH, U. S. Navy,
Commanding Third Division, Mississippi Squadron.

[Subenclosure.]

No. 1.]

CAIRO, *March 29, 1863.*

Give convoy required at once, and telegraph Major-General Rosecrans that I have so ordered you to do.

Two boats will, I think, be sufficient.

A. M. PENNOCK,
Captain, Commandant Station.

J. S. HURD,

Commanding U. S. Gunboat St. Clair, Smithland, Ky.

Answer.]

SMITHLAND, KY., *March 29, 1863.*

I am here with two gunboats ready to convoy troops up the Tennessee by order of Captain Pennock. When will troops be here?

J. S. HURD.

Major-General ROSECRANS,
Murfreesboro, Tenn.

No. 2.]

SMITHLAND, KY., *March 31, 1863.*

Captain Fitch has not returned from Tennessee River. I have been ready since yours of 29th was received, and telegraphed General Rosecrans accordingly; have been waiting his movements. Shall I send two boats up the Cumberland this evening? It is necessary. I shall still have two here ready to convoy troops.

J. S. HURD.

Fleet Captain A. M. PENNOCK, U. S. Navy.

No. 3.]

CAIRO, *March 31.*

Send the two gunboats up Cumberland River, of course. It was my intention to convoy troops from Nashville. You stated in your telegram to-day that Captain Fitch had arrived.

A. M. PENNOCK,
Commandant of Station.

Acting Volunteer Lieut. J. S. HURD,
Commanding St. Clair.

Answer.]

I go up Cumberland at once with this vessel and the *Fairplay*. Captain Fitch has not returned from the Tennessee River.

J. S. HURD,
Acting Volunteer Lieutenant, Commanding.

[Telegram.]

MEMPHIS, *April 1, 1863.*

I send you the within dispatch just received from General Dodge. Furnish copy to Captain Pennock, fleet captain, and telegraph to Rosecrans.

There is a pretty heavy show of cavalry on the left of our line below Corinth and southeast of La Grange, and about 4,000, with two batteries, south of the Tennessee; headquarters at Florence, [Ala.].

Your obedient servant,

S. A. HURLBUT,
Major-General.

Brigadier-General N. B. BUFORD,
Cairo.

[Enclosure.]

CORINTH, *April 1, 1863.*

The enemy are repairing all the bridges from Savannah east and Florence north. They are also building a large number of boats in several of the creeks. They also guard the line of the river from Florence to Duck River, and now have heavy bodies of cavalry massed near Mount Pleasant. Three gunboats have gone up the river.

G. M. DODGE,
Brigadier-General.

Letter from Lieutenant-Commander Fitch, U. S. Navy, to Brigadier-General Dodge, U. S. Army, inviting cooperation against Florence, Ala.

U. S. GUNBOAT LEXINGTON, *April 1, 1863.*

GENERAL: I have just returned from a trip up toward Florence. I find a great many of the enemy's cavalry near Tuscumbia Landing. There was not water enough for this boat to get over Coulter's [Colbert] Shoals, but I sent a couple of light boats above. They approached to within a few hundred yards of Florence and found the enemy in considerable force, with a small battery. As the river was falling so fast they were obliged to return below the Shoals the same day. We captured some 15 or 20 of their horses and guns. If the river remains as high as it is at present, I propose to bring up four or five light-draft gunboats and try their batteries. If they have a heavy gun, we will soon know it after we get there. I expect to return here as soon as we get coaled and more ammunition, which will be in a few days. I may bring with me a small force of infantry and a transport or two. If you feel like cooperating, I will provide means for crossing cavalry at Savannah or for carrying infantry up

with me. I will be happy to hear from you on my return, and will do all I can to cooperate with or lend you any aid.

Very respectfully, your obedient servant,

LEROY FITCH,
*Commanding Gunboats, Tennessee,
Cumberland, and Ohio rivers.*

Brigadier-General G. M. DODGE,
Commanding U. S. Forces, Corinth, Miss.

[Telegram.]

CORINTH, April 2, 1863.

The gunboats *Lexington*, *Silver Lake*, and *Robb* shelled rebels out of Florence Tuesday. Two batteries, one on each side of the river, replied to them. They destroyed the cotton factories this side of Florence, and report about 2,000 rebels in that vicinity.

G. M. DODGE,
Brigadier-General.

Captain HENRY BINMORE,
Assistant Adjutant-General.

[Telegram.]

NASHVILLE, April 3, 1863.

Colonel Boone telegraphs from Clarksville as follows:

The fleet gunboat *St. Clair* and transports *Eclipse*, *Luminary*, and *Lizzie Martin* were fired into at Palmyra. Gunboat and *Luminary* perhaps taken. The *Eclipse* arrived here disabled; reports the advance of rebels on this place. We will hold until reinforced.

WM. P. BOONE.

ROBERT B. MITCHELL,
Brigadier-General.

General GARFIELD,
Chief of Staff.

[Telegram.]

NASHVILLE, April 3, 1863.

I have just received the following dispatch from Clarksville:

Scouts report that the gunboat and *Luminary* escaped capture. The rebels are at Palmyra in force; have there a rifled 6 and smooth 12 pounder, and other caliber not ascertained. We must have the siege guns ordered from this post. Send them at once.

WM. P. BOONE.

I have ordered the siege guns down.

ROBERT B. MITCHELL,
Brigadier-General, Commanding.

General GARFIELD,
Chief of Staff.

[Telegram.]

APRIL 3, 1863.

The fleet was attacked at Palmyra last night by the rebels, who had six pieces of artillery. Have you any more news in regard to the force in your front? General Dodge reports the rebels building bridges east of Savannah and north of Florence, and building flat-boats all along from Florence to the mouth of Duck River and holding the line of the Tennessee between those points. There seems to be a considerable force at Palmyra.

J. A. GARFIELD,

*Brigadier-General and Chief of Staff.*Major-General GRANGER, *Franklin.*

[Telegram.]

CORINTH, April 3, 1863.

Will move on Tuscumbia and take it in connection with you. Shall have to move with infantry and artillery. Will have to bridge Little and Big Bear rivers [creeks]; therefore let me know in time, so I can cooperate and be sure of success. It will take three or four days for dispatch to reach me. Had not your forces by river better communicate with Paducah, that we may be sure to start together? Do not believe gunboats succeeded in driving out enemy or silencing batteries at Florence. Heavy gunboats could not pass Coulter's [Colbert] Shoals. Will cooperate as you deem best and carry out your plans. Please acknowledge receipt of dispatch.

DODGE,

Brigadier-General.

General GARFIELD,

Chief of Staff.

[Telegram.]

CAIRO, [ILL.], April 6, 1863.

(Received, Washington, 11:46 p. m.)

The Cumberland River, which has of late been infested with rebels, has, as I am informed by telegraph by Lieutenant-Commander Fitch, been cleaned out, and Palmyra, where they fired into the gunboat *St. Clair* and crippled her, has been destroyed and not a house left.

A. M. PENNOCK

Hon. GIDEON WELLES.

Report of Lieutenant-Commander Fitch, U. S. Navy, of the destruction of Palmyra, Tenn., and operations in Cumberland River.

U. S. GUNBOAT LEXINGTON,

Smithland, Ky., April 6, 1863.

SIR: I have the honor to report that on the 3d instant, while coaling at this place preparatory to again ascending the Tennessee, I received a telegram from Acting Volunteer Lieutenant J. S. Hurd,

commanding gunboat *St. Clair*, that the fleet under his convoy had been attacked at Palmyra, and that the *St. Clair* was disabled.

I got underway immediately and started up the river with the *Lexington*, *Brilliant*, *Robb*, *Silver Lake*, and *Springfield*, having been informed that the enemy was in strong force and had heavy field batteries. Below Donelson I met the *St. Clair* being towed down and followed by her consort, the *Fairplay*. I turned the *Fairplay* back to follow me and proceeded on up. Arriving at Palmyra I found the enemy had retreated toward Harpeth Shoals. I landed opposite the town and sent a detachment on shore, under command of Acting Master Fitzpatrick of this vessel, with instructions to burn every house in the place and to allow no one under his command to pillage or remove the smallest article. Just after the boat landed several stragglers from the guerrillas broke from their concealment and ran. Our men fired on them, killing one and wounding another.

The town was burned; not one house left. I had for some time been suspicious of this place. One or two loyal men did live here, but were driven out by the rebels. The town was one of the worst secession places on the river, and as unarmed transports were fired on from the dwellings, I gave the people the full benefit of your order, which I trust will be a lesson to them in the future.

Enclosed I send you a letter from Port Hudson, which may, perhaps, be of some little interest.

I left Palmyra the same evening with the transports and gunboats for Harpeth Shoals. At Clarksville I landed and made arrangements with the commandant of the post for infantry and cavalry to accompany me, with a hope of being able to get in the rear of and capture the enemy's artillery. Pushing on up I landed the soldiers a few miles below Harpeth in the forenoon of the 5th and moved on up with the boats to draw attention, but much to my regret the enemy had intimation of our approach and had again retreated, this time back toward Charlotte. The cavalry followed them 6 miles back, but not being able to come up with them returned, as it was not prudent to venture farther with so small a force.

As the river was falling too fast for me to risk this boat over the shoals, I sent the transports on to Nashville under convoy of three light-drafts and returned to this place with a view of carrying out my plans up the Tennessee.

It has always been my aim to have the means of communication and times of meeting between the boats on this and the Tennessee River so perfect that at a moment's warning I can, in case of necessity, concentrate the entire force at any one point. I am happy to state that thus far I have been able to accomplish this, and hope to be in future equally successful.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, with enclosures.

No. 180.]

MISSISSIPPI SQUADRON,
Yazoo River, April 11, 1863.

SIR: I have the honor to enclose herewith telegrams in relation to operations on the Tennessee River.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Enclosures.—Telegrams.]

CAIRO, ILL., *April 3, 1863.*

General Hurlbut telegraphs to General Buford as follows:

The enemy are repairing the bridges from Savannah east and to Florence north. They are also building a large number of boats in several of the creeks. They guard the line of the Tennessee River, and have large bodies of cavalry near Mount Pleasant. This information is from General Dodge at Corinth.

Telegraphic dispatch from Fort Donelson says *St. Clair* was attacked, put back, and disabled. Have you heard anything of it?

A. M. PENNOCK.

Lieutenant-Commander LEROY FITCH,
Smithland, Ky.

SMITHLAND, [KY.], *April 3, 1863.*

Was in office at the time stated, but the rivers [wires] were down. Could not work. What shall I do with prisoners? Seven captured; cavalry horses and mules, 23 in all; also wagons, cotton, etc. I can keep all here for a month if you say so. Have plenty of forage and a place to put them.

LEROY FITCH.

Commander PENNOCK,
Cairo, Ill.

CAIRO, ILL., *April 3, 1863.*

Ship the cotton to me, with information when and how captured and to whom belonging. Turn the prisoners over to the army if you think best. If you have reason for sending them to me, do so. If you have use for the horses, mules, and wagons, keep them. If not, turn them over to the army, taking receipt for them.

A. M. PENNOCK.

Lieutenant-Commander LEROY FITCH,
Smithland, [Ky.].

SMITHLAND, [Ky.], April 3, 1863.

Rebels coming in on Tennessee River in strong force at Florence. Not water enough for the boats to get over Culvert [Colbert] Shoals just now. Sent a communication to General Dodge at Corinth. First slight rise will pitch into them. Goudy was over, shelled their camp for an hour and five minutes, with execution; drove them out of their camps. They have one 24-pounder and fieldpieces.

LEROY FITCH.

Commander PENNOCK,
Cairo, Ill.

SMITHLAND, [KY.], April 3, 1863.

I think General Dodge and I can capture most of them on the Tuscumbia side. Will have to send the *Silver Lake* below in a few days. Her gun platforms have all given away. Casemates recoil in with the guns. Can not send her just now; will have to fight her a little longer if casemates all give way. I need the cotton to protect our boilers; the rest I can send below in her when I can spare her.

LEROY FITCH.

Commander PENNOCK,
Cairo, Ill.

SMITHLAND, [KY.], April 3, 1863.

I destroyed over 20 new flatboats last trip up Tennessee, and in the creeks found some stored in warehouses under corn. Chopped them all up. *Robb* and *Silver Lake* were in sight of bridge at Florence. Had not commenced repairs. No large force on the river below Florence. Goudy desires a good boat; he and Hurd are my best officers. Please order *Argosy* and the *Covington* to go to Fort Donelson. I will be near there. No danger below that place. Anything further?

LEROY FITCH.

Commander PENNOCK,
Cairo, Ill.

CAIRO, ILL., April 3, 1863.

Go ahead and whip them out on both rivers. Follow the admiral's instructions as far as possible. Communicate freely with the army officers with whom you cooperate. Let me hear from you by every opportunity by telegraph. Leave instructions at Smithland and Paducah, should you deem necessary, for such gunboats as may be sent you. Will reinforce you as fast as I can get the boats ready. Men on new boats will need constant drilling. *Argosy* has left too late to give instructions to her. Nothing further.

A. M. PENNOCK.

Lieutenant-Commander LEROY FITCH,
Smithland, Ky.

CAIRO, ILL., April 3, 1863.

The *Argosy* leaves to-night and the *Covington* to-morrow night, with orders to report to you at Smithland. Hurd is to have the *Covington*. Griswold, the present captain, send back here when you can spare him. I want him to command another boat. Executive officer of the *Argosy* understands his business. *Queen City*, sister boat to *Covington*, Goudy will command.

A. M. PENNOCK.

Lieutenant-Commander LEROY FITCH,
Smithland, Ky.

SMITHLAND, [KY.], April 3, 1863.

Just received telegram from Captain Hurd. Was engaged at Palmyra. Mr. Foutty badly wounded. Rebels in force there with battery. His machinery slightly disabled. I leave in ten minutes for Palmyra with all the boats. Will whip them out. I have not time now to complete my written report; will send it soon as possible.

Please hurry up our other boats. We need them now. Plenty fun in other river, as I understand no troops to be convoyed Tennessee just now. I believe General Rosecrans has concluded not to send any.

LEROY FITCH.

Commander PENNOCK,
Cairo, Ill.

SMITHLAND, [KY.], April 6, 1863.

Captain Fitch [and] I found the enemy in force at Palmyra last evening. Foutty is seriously wounded. My machinery is crippled. Come up with the *Lexington* as soon as possible.

J. S. HURD.
LEROY FITCH.

Commander PENNOCK,
Cairo, Ill.

SMITHLAND, [KY.], [April] 6, 1863.

Have returned from Harpeth Shoals; river all clear just now. Enemy left Palmyra for Beatstown [Betsy Town] Landing; got their batteries in position, heard of our approach, and left in haste for Charlotte. Found a few stragglers in Palmyra; killed two or three; burned the town; not a house left; a very bad hole; best to get rid of it and teach the rebels a lesson. Landed at Beatstown [Betsy Town] with infantry and cavalry from Clarksville; pursued the rebels 6 miles back; it was not prudent to follow them farther. Sent the fleet on up to Nashville under convoy of *Brilliant*, *Robb*, and *Silver Lake*. Remained at Beatstown [Betsy Town] Landing with gunboats *Lexington*, *Springfield*, and one transport till infantry returned, near 10 p. m. Found a letter at Palmyra from Port Hudson. *Indianola* blown up sure. When will *St. Clair* be ready for service; also *Queen City*?

LEROY FITCH,
Lieutenant-Commander.

Fleet Captain A. M. PENNOCK.

CAIRO, ILL., April 6, 1863.

Congratulate you on your success. *St. Clair* and *Queen City* will not be ready for three or four days. Send Goudy down if you can spare him. Engage pilots, for I have not one here that I can send you. Keep the Cumberland clear of the enemy. Go ahead and clear the banks of the Tennessee.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LEROY FITCH,
Commanding Gunboat Lexington, Smithland, Ky.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, advising that the marine brigade be sent up the Tennessee.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Before Vicksburg, April 4, 1863.

ADMIRAL: In view of information just received by way of Corinth of the movements of the enemy in North Mississippi and Middle Tennessee, I would respectfully suggest the propriety of sending the Marine Brigade up the Tennessee River to defend that line.

The enemy are massing large forces of cavalry in front of Rosecrans, and collecting all partisan rangers and loose companies of cavalry on the line of the Tallahatchie. The road from Duck River to Savannah, Tenn., is being put in good order. Everything portends an attack upon Rosecrans with a powerful cavalry force to follow up any success, and a raid from North Mississippi and Middle Tennessee at the same time upon my forces and lines of communication in West Tennessee.

If this brigade is sent, I would suggest that General Ellet be instructed to keep his fleet well together, destroy all rafts, flats, skiffs, and everything that can facilitate the crossing of the river. If on arrival at the mouth of Duck River it should be found safe to land with his small force, he might to advantage proceed up that stream for some distance and destroy the ferries, etc., that he would probably find.

I will instruct General Dodge, commanding at Corinth, to have a watch at Hamburg Landing for the arrival of General Ellet, and from that time the two could cooperate to better advantage than either could act upon instructions given from here.

Very respectfully,

U. S. GRANT,
Major-General.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Brigadier-General Ellet, commanding Marine Brigade, to proceed up the Tennessee River in view of expected attack.

U. S. MISSISSIPPI SQUADRON, April 4, 1863.

SIR: Circumstances of a serious nature render it necessary that you should change your field of operations without delay to the Tennessee River. There will be a wider field for your enterprise there.

We have received news by way of Corinth of the movements of the enemy in North Mississippi and Middle Tennessee, and I wish the Marine Brigade to proceed up the Tennessee with all dispatch and defend that line.

The rebels are moving large forces of cavalry in front of General Rosecrans and collecting all partisan rangers and loose companies of cavalry on the line of the Tallahatchie. The road from Duck River to Savannah, Tenn., is being put in good order.

Everything portends an attack on Rosecrans with a powerful cavalry force to follow up any success and make raids from North Mississippi and Middle Tennessee.

The object in sending you is to defend the line of the Tennessee River. You will destroy all rafts, flatboats, skiffs, or canoes, and destroy all the means they may have of transporting an army. Saw-mills should be destroyed and lumber burned up.

If on arriving at the mouth of Duck River you should find it safe to land there with your small force, you might with advantage proceed up that stream for some distance and destroy all the ferries.

When you arrive at Hamburg Landing you will likely find a messenger from General Dodge, who will cooperate with you and also give you valuable information.

You will keep your forces well together and not let them act in detached parties. While your small force is massed, it will be very effective; when divided, it might be soon used up.

I am pushing a strong force of gunboats up the Tennessee River, and your vessels will be able to lie securely under the protection of their guns.

If you have no pilots for the Tennessee River, you may find them at Cairo, or you can, by my authority, obtain one or two from the gunboats on the Tennessee River.

Dispatch is the great object just now, to break up the ferries before the enemy begins to cross.

I hope to hear, general, that you are doing good service there.

I will order the other rams to join you the moment they return, or, if you should meet them on your way up, detain them.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General A. W. ELLET,

Commanding Marine Brigade, Mississippi Squadron.

[Telegram.]

NASHVILLE, April 6, 1863.

The gunboat commanders have issued orders to leave at 3 a. m. to-morrow. I have notified them of the order of General Rosecrans that they should wait for orders, but they seem to pay no attention to it. The river is falling rapidly and large boats may be caught here.

ROBERT B. MITCHELL,
Brigadier-General.

Lieutenant-Colonel C. GODDARD,
Assistant Adjutant-General.

[Telegram.]

CLARKSVILLE, April 6, 1863—1:45 a. m.

I have just returned from Harpeth Shoals. Found no force there. Enemy about 600 strong. Cavalry, with two pieces of artillery, departed before our arrival at his camp, 2 miles from the river, on the Charlotte road. We pursued 3 miles farther, but could not reach them. They went toward Charlotte. Gunboats found no force last evening at Palmyra. They shelled and burned the place. No force now known to be around here. Will report by mail in full.

WM. P. BOONE,
Colonel, Commanding Post.

Brigadier-General GARFIELD,
Chief of Staff.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding paper found proving disloyalty of Doctor Marrable.

U. S. GUNBOAT LEXINGTON,
Smithland, April 7, 1863.

SIR: Some time during the month of December, 1862, while up the Tennessee, I caught a Doctor Marrable spying around the gunboats. I took him prisoner as a spy and sent him to Cairo, with what proofs and papers I could find. From Cairo he was sent to Columbus, where he was released by the military commission; he, I presume, giving proofs of his loyalty.

At Palmyra the enclosed paper was found, which I think places Doctor Marrable's position beyond a doubt. What makes the case the more aggravated, he has, or did have, free access to all our principal camps. I wonder not that the rebels know so well our plans when such loyal men have unlimited passes.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, forwarding information regarding operations at Palmyra, Tenn.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., April 8, 1863.

SIR: I have the honor to transmit herewith copies of sundry telegrams* to and from Lieutenant-Commander Fitch, from which you will be able to learn all the facts of an attack on the U. S. gunboat *St. Clair* by the rebels at Palmyra and the subsequent destruction of that town by Captain Fitch.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

* See pp. 73-75.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding orders issued to the Marine Brigade for duty in the Tennessee River.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, April 9, 1863.

SIR: I have the honor to inform you that I have ordered the Marine Brigade, under General Ellet, to proceed to Tennessee River for the purpose of aiding to defend that line, destroy bridges, boats, etc., and put down guerrillas.

The brigade is apparently well organized and will, no doubt, do good service. If we ever get into Vicksburg, they will return immediately below to act in concert with the squadron.

The rams *Monarch*, *Lioness*, *Horner*, and *Fulton* will accompany the brigade, making a respectable force, in addition to 12 gunboats that will be shortly on the Tennessee River.

This is all we can do for General Rosecrans, and it is all he should require, or would require, if he will advance his troops as far as the Mussel Shoals.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Fleet Captain Pennock, U. S. Navy, regarding affairs at Cairo station, transmitting copy of orders to Lieutenant-Commander Fitch, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., April 12, 1863.

SIR: I have the honor to inform you that General Ellet's Marine Brigade arrived at this place yesterday. I enclose herewith a copy of my orders to Lieutenant-Commander Fitch, relative to his being in the Tennessee River and to his cooperation with the brigade. I also enclose copies of a telegram to me from Major-General Rosecrans of 12th instant and my answer thereto.

The gunboat *Queen City* left for the upper fleet yesterday. The other boats here, viz, the *Emma Duncan*, *Silver Cloud*, and *Key West No. 3*, are being pushed forward to completion as rapidly as possible.

The *New National* arrived here from the fleet this morning with dispatches, etc. Your orders contained therein will be carried out with all dispatch.

Requisition has been made for the blanks required in your communication of 31st ultimo, and they will be forwarded as soon as they can be procured.

Your orders in regard to leaves of absence shall be fully complied with.

The *Curlew* arrived here on the 29th ultimo, and left the same evening with dispatches. She was unavoidably detained here for a few hours. Some cotton had to be landed from her, and a few necessary repairs made. I sent her to the fleet with the least possible delay.

The *Rattler* left on the 3d instant for the squadron.

All the cotton received here (except that on the *New National*, received this morning) has been turned over to the United States marshal, in accordance with your instructions. A list of what had been received up to the 1st of April was sent by the last opportunity.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

APRIL 12, 1863.

SIR: I transmit herewith a copy of a communication to me from Acting Rear-Admiral D. D. Porter, U. S. Navy, bearing date 4th instant, which I have just received, and the instructions contained in which you will be pleased to have carried out without delay.

You will not, however, make any change in the commanding officer of the *Covington* until I can communicate with the admiral on the subject, as I think he is unaware that Lieutenant Hurd has already been placed in command of that vessel by his order.

You will observe that it is the admiral's desire that you remain up the Tennessee River, and that all the vessels that can possibly be spared for the purpose be sent up that river also.

The Marine Brigade, Brigadier-General Ellet commanding, has been ordered to the Tennessee River. You will be pleased to cooperate with General Ellet to the utmost extent of your ability. The brigade is under the orders of Acting Rear-Admiral Porter.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander LEROY FITCH, U. S. Navy,
Comdg. Gunboat Lexington.

[Telegram.]

CAIRO, April 12, 1863.

General ROSECRANS: Marine Brigade will leave here to-night or to-morrow morning. It is not composed of gunboats, but of river boats, musket proof. Brigade consists of one regiment of infantry, one squadron of cavalry, and one battery of light artillery, four guns, and is intended to act promptly against small bands near river banks and in cooperation with gunboats. General Ellet has special instruction for his guidance from Admiral Porter. Have given General Ellet a copy of your dispatch.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

[Telegram.]

CLARKSVILLE, *April 15, 1863.*

I have barricaded the ferryboat *Excelsior* with hay and used it as a gunboat. Convoyed fleet above the [Harpeth] Shoals with it; recovered the starboard gun from the wreck of the *Sidell*; dispersed rebel band at the shoals who were waiting to fire on unprotected boats. Captured several of the men belonging to Woodward's command.

S. D. BRUCE,
Colonel, Commanding.

Brigadier-General JAMES A. GARFIELD,
Chief of Staff.

Letter from Major-General Oglesby, U. S. Army, to Major-General Hurlbut, U. S. Army, transmitting letter from Lieutenant-Commander Fitch, U. S. Navy, in Tennessee River.

HEADQUARTERS LEFT WING, SIXTEENTH ARMY CORPS,
Jackson, Tenn, April 18, 1863.

SIR: The following dispatch was received this morning from Corinth by messenger:

U. S. GUNBOAT LEXINGTON, *April 16, 1863.*

I have received your dispatches of the 1st and 3d instant. There will be two or four boats on the river all the time as long as there is water. Our coal depot is below; therefore the boats will have to make trips down for fuel, but will return as soon as coaled, unless urgent necessity compels me to send them off on short temporary trips elsewhere. I would have been back here before this had it not been that my presence was required up the Cumberland. I regret to say that the river is too low now, and has been for some time, for my boats to get over Coulter's [Colbert] Shoals, but I am anxiously awaiting a rise. The river is now rising slowly, but whether there will be water enough for a week yet to let us get over or not I can not say. I trust, though, there will. I will be ready to take advantage of it. I have on this river at the present time four of my best boats. This, I trust, will be sufficient, as the remainder of the fleet is required to convoy transports on the Cumberland. Should necessity require it, I could, for a short period, have more boats here. With these four boats I can carry about 2,000 infantry. If the water will rise sufficiently to let us over the shoals, I will guarantee to cut off their reinforcements from the Florence side. We can soon drive them off or capture their entire force on the Tuscumbia side. I do not think, from what I can learn, that there is a very heavy force now at Tuscumbia Landing. I am expecting some transports up with troops from Nashville, and left two of the gunboats at Fort Henry to give them convoy. I will let you know as soon as I can get over the shoals, and if the troops do not arrive from General Rosecrans, I would suggest that, if you can send 2,000 infantry on the gunboats and cavalry by land, we make a move without waiting, as the river is not likely to remain long at a sufficient stage. I do not think that there will be over one more rise this season, and by waiting too long we may lose our only chance at Florence with the gunboats.

Many thanks for your kindness.

Very respectfully,

LE ROY FITCH,
Lieutenant-Commander.

Brigadier-General GRENVILLE M. DODGE,
Commanding United States Forces, Corinth, Miss.

P. S.—I will try to keep you informed of my whereabouts, and will also send you all the information I can gather. I expect to be between Duck River

and Chickasaw for several days yet, unless the river again commences falling rapidly. My instructions from Admiral Porter are: "Go down as the river falls," and, of course, I ascend as it rises.

Respectfully, yours,

R. J. OGLESBY,
Major-General of Volunteers.

Lieutenant-Colonel HENRY BINMORE,
Assistant Adjutant-General, Memphis, Tenn.

[Telegram.]

JACKSON, *April 18, 1863.*

Scout in at Corinth reports Lieutenant Fitch, commanding *Lexington*, with two boats went up river at daylight yesterday morning; thinks they reached Eastport last evening. Lieutenant Fitch has four of his best boats; can carry about 2,000 infantry. Two of his boats waiting at Fort Henry to convoy transports. River rising slowly. At dark last night Seventh Kansas had not reached Chewalla. Dodge took all cavalry from Corinth and Glendale, leaving small detachments at Camp Davies and Chewalla. Part of this has been used as escort to messengers to Dodge.

R. J. OGLESBY,
Major-General.

Major-General HURLBUT.

Report of Colonel Streight, U. S. Army, regarding expected movement up the Tennessee River.

HEADQUARTERS PROVISIONAL BRIGADE,
Savannah, Tenn., April 18, 1863.

Yours of the 14th is before me. I will move up the river at daylight to-morrow morning. We have 130,000 rations on board for you; will halt at Hamburg for messenger from you, and if I do not hear from you there I will proceed to Eastport, where I shall endeavor to open communication with you. Ellet's Marine Brigade and four gunboats are with us.

I am, sir, your obedient servant,

A. D. STREIGHT,
Colonel, Commanding.

Brigadier-General GRENVILLE M. DODGE.

[Telegram.]

EASTPORT LANDING, *April 19, 1863.*
(Via Corinth, 7 p. m.)

I am at the mouth of Bear Creek cooperating with General Dodge, who is now 9 miles up the creek, much disappointed at the non-arrival of troops from below. Were expected last Thursday. Two

gunboats have been waiting at Fort Henry over a week to give them convoy. Is the river [Marine] brigade coming to assist us? If so, it had better hurry on up. If it is not coming, please telegraph General Dodge that he may not expect it. Our troops were engaged all day 9 miles beyond Bear Creek. On arriving here found rebel cavalry on the opposite side of the river exchanging shots with a small squad of ours. Shelled; drove them off. Hope troops will now soon arrive. The two boats waiting to give convoy will also be needed soon if the river rises.

LEROY FITCH,
Lieutenant-Commander.

Fleet Captain A. M. PENNOCK,
Commandant of Naval Station, Cairo, Ill.

[Telegram.]

CORINTH, *April 20, 1863—10:30 p. m.*

I have no doubt Dodge was joined by Streight and Ellet yesterday. I send messenger to Hamburg to-morrow; to Ocono certain. I expect message from Dodge to-night or morning by Seventh Kansas. I have 2,000 troops. I can call in outpost, 1,000 more, for defense of Corinth. Will hold, of course. Gunboats can't reach Tusculumbia before to-morrow, if then.

R. J. OGLESBY,
Major-General.

General HURLBUT.

[Telegram.]

HEADQUARTERS SIXTEENTH ARMY CORPS,
Memphis, Tenn., April 20, 1863.

Move up to Corinth as you indicate. Push Fuller forward. Communicate with Colonel Streight, and let him move up to Dodge at once. Order Ellet's Marine Brigade as high as they dare go. Dodge will find rations on the boats. I fear that dispatches sent to Dodge have been captured and the plan become known. The gunboats should be able to reach Tusculumbia.

S. A. HURLBUT,
Major-General.

Major-General RICHARD J. OGLESBY,
Jackson, Tenn.

[Telegram.]

CORINTH, *April 21, 1863—12 m.*

Received dispatch from Dodge this morning, dated the 20th. The Marine Brigade and Colonel Streight's forces joined them on the night 19th. It will take Streight two days to get ready. Only half of his forces are mounted; will have to be mounted in the country.

Ellet has no orders to report to Dodge. He is under orders, posted, but will cooperate. Dodge will move Wednesday morning, to strike the enemy at Tuscumbia on Friday. Streight is to move on this night and go on his work, if Dodge will not require his support. Dodge will have to remain there two weeks to cover Streight's operations. Gunboats have not been able to get over the shoals yet. Dodge had a spirited fight on the 19th on his front, but reports no loss. Enemy are very shy of him; has plenty of rations at Eastport; gets forage from the country; will destroy what he does not use. He thinks the enemy will strongly reinforce. Will know to-morrow if gunboats can go over the shoals.

R. J. OGLESBY,
Major-General.

Major-General HURLBUT.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding failure in proposed cooperation with the Army on account of low water.

U. S. S. LEXINGTON,
Eastport, April 22, 1863.

SIR: I have been waiting here for some ten or twelve days in hopes of being able to get over Colbert Shoals and thence to Florence, to cooperate with General Dodge, as spoken of in my letter of the 2d instant. I am sorry to say, though, the river continues to fall. I will be compelled, therefore, to move this boat below Big Bend Shoals, and perhaps below Duck River Bar. General Ellet was compelled to move his boats below yesterday.

Three of the lighter boats, the *Covington*, *Queen City*, and *Argosy*, will, however, remain with the transports until General Dodge returns, unless the river continues to fall below 5 feet on the shoals; they will then be compelled to drop down also. There will doubtless be another good rise in a week or two. I will take good care to improve it.

I am happy to report the river comparatively quiet. The batteries at and opposite Florence have been removed.

When I arrived here, I found guerrillas firing across the river at some of General Dodge's cavalry. I fired a few shells among them; they left and took over the hills; we have not been bothered since.

When I left General Dodge he was on Bear Creek, 9 miles out; had driven the enemy 9½ miles beyond, and is doubtless by this time in Tuscumbia.

From what I can learn from prisoners and deserters there are not over 3,000 troops in and around Tuscumbia, and they are there as a guard, shipping corn, etc., to General Bragg's army, now in front of General Rosecrans. There are now 200,000 barrels of corn and immense quantities of bacon in the Tennessee valley to be shipped to the rebels; it is to cross the river above Mussel Shoals.

The enemy is not repairing the railroad bridge at Florence.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Fitch, U. S. Navy, transmitting report of commanding officer of U. S. S. *Emma Duncan* regarding engagement at Green Bottom Bar, Tennessee River.

U. S. GUNBOAT LEXINGTON,
Hamburg Landing, April 28, 1863.

SIR: I have the honor to report that on the 24th instant, while cruising down the river ahead of General Ellet's fleet, I met the steamer *Emma Duncan*, Acting Master Griswold commanding, coming up to report his vessel for duty. Learning that he had been attacked by a field battery at Green Bottom Bar, and had 3 men badly wounded, I proceeded on down the river, giving him orders to follow me, in hopes of catching the rebels at or near the same place.

Enclosed I send his report; also the surgeon's.

I passed the bar about dusk in the evening, but the enemy was nowhere to be seen. Being short of coal, I proceeded on down to Fort Henry, where I procured some from one of General Ellet's barges and started back up the river the evening of the 25th instant.

Arriving at the foot of Green Bottom Bar about midnight, I anchored till morning. Still seeing nothing of the enemy, I proceeded on up the river to meet and communicate with General Ellet.

The *Emma Duncan*, remaining nearly a mile in my rear, caught a ferry flat coming out of a creek. After I had passed, the guerrillas in the flat jumped out and made their escape in the woods.

The flat, however, was destroyed and set adrift. I cruised on up leisurely, keeping a good lookout for the enemy along the right bank, but saw no signs of them till I arrived at Duck River Shoals, when I heard musketry and artillery a short distance (not a mile) ahead. I pushed on over the bar and met General Ellet's fleet just at the head of the shoals engaging the rebel battery. I was then in good range and at once opened fire on the enemy. There was not room for his boats to round to or to back out of the channel. He was therefore compelled to push on over the bar before he could effect a landing.

I took the battery side and moved on up to cover his boats as much as possible, at the same time raking the bank with our heavy guns. The ram *Monarch* by this came in range and opened fire also.

As soon as I rounded the point the enemy fired a farewell shot at one of the brigade boats, limbered up and were off. Some few sharpshooters remaining behind fired a few shots at a transport having on board sick and wounded.

I followed on up the bank, throwing shell after them till I thought them out of range, and ceased firing. By this time General Ellet had landed and was pursuing them.

Several of the enemy were found dead on the bank, and many more were dragged off in the woods. I should suppose that their loss in killed and wounded is about 25 or 30.

I believe General Ellet lost 2 killed and 1 wounded on his boats, also some horses killed.

About 11 p. m. I left General Ellet at the foot of the bar and proceeded on up the river with his boat and the *Emma Duncan* to communicate with the fleet above. I arrived at Eastport in the afternoon of the 27th instant, received a communication from General Dodge at Tusculumbia. Enclosed I send a copy of it.

I sent the transports below Big Bend Shoals, and remained at Eastport, landing myself, with the gunboats *Emma Duncan* and

Queen City till morning the 28th instant, in hopes of again being able to communicate with General Dodge before moving the transports out of the river.

I then returned to Hamburg and, finding no means of communication there, sent the *Covington* and *Emma Duncan* back to Chickasaw to wait till the morning of the 29th instant, and then, if no messengers arrived from General Dodge, to report back to me at this place. I will move down from here with the transports to-morrow.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosures.]

U. S. GUNBOAT EMMA DUNCAN,
Fort Heiman, April 24, 1863.

SIR: I have the honor to state that while on my way to report to Lieutenant-Commander LeRoy Fitch, senior officer, Tennessee River Squadron, I was attacked at a place called Green Bottom Bar, on the east bank of the river, early this morning (2 o'clock), by a strong party of guerrillas with four pieces of light artillery. This place is one of the worst in the river navigation, so the pilots describe it. I have given orders to my executive officer to go to general quarters for the purpose of exercise at 2 o'clock a. m., as the crew had never been drilled. Had not been at quarters more than five minutes when the enemy opened fire. One shot (shrapnel) came in forward through the iron sheathing, struck the reinforce band of No. 1 gun, first division, and exploded, mangling the right arm of 2 men and the left of another to such an extent that immediate amputation was decided upon by the surgeon, which was successfully performed. When close abreast the enemy, I ordered the pilot to stop the ship, as I wished to engage broadside on, but he reported the channel too narrow to work the vessel in that position. I accordingly went ahead, using my broadside guns as long as they could be brought to bear. Having reached a good position, I brought my stern guns into action, and, I think, though it was very dark, with nothing but the flash of the guns to reveal their position, they did good service, as in a short time the enemy used but one gun and soon ceased firing entirely. My attention was then called to the fact that the enemy were making signals—burning a red and blue light—which were answered on the western bank in a bad place (the pilot said). I immediately ordered the pilot to go ahead under full steam, and shelled the woods on both sides in those places that were suspicious, but elicited no response, though lights were seen moving about, and in one place a number of camp fires. On inspection, it was found that the enemy had hulled us seven times. One shell came in aft and burst over the heads of the second division, tearing away the hammock carline and the cabin floor, but did not injure materially a man; others came through the wheelhouse, causing but little damage, however. The cabin and ward-room suffered badly in their light work.

As the enemy could not be found, I proceeded up the river and, pursuant to order, reported to Lieutenant-Commander LeRoy Fitch,

commanding gunboat *Lexington*. As he was coming down to this place, I was ordered to follow him. On passing Green Bottom Bar nothing was to be seen of the enemy.

My pilots say it was without doubt Forrest's light artillery. They were evidently well drilled and their sharpshooters skillful.

I also beg leave to state that the conduct of my officers and men was highly honorable to themselves and creditable to the service, as few if any of them had ever been under fire before.

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

WILLIAM N. GRISWOLD,
Acting Master, Commanding.

Acting Rear-Admiral DAVID D. PORTER, U. S. NAVY,
Commanding Mississippi Squadron.

HEADQUARTERS,
Tuscumbia, April 24, 1863.

I enclose dispatches for Corinth, which please send down and deliver, retaining cavalry until you return with answers. We took this place to-day, also Florence; had some cannonading there and also a severe fight at Leighton, in which we cleaned them out.

I do not think that there is any battery between here and you. I desire you to stay at Eastport as long as possible; it will be a great help to me in returning my command.

I am, very respectfully, your obedient servant,

G. M. DODGE,
Brigadier-General.

Captain FITCH.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the disposition of captured cotton.

U. S. S. LEXINGTON,
Fort Henry, April 25, 1863.

SIR: Your dispatches and general orders relating to cotton, etc., received.

The cotton I took was in a country infested by guerrillas, and was likely to go into the rebel army.

It was entirely out of the reach of any public agent acting without a force to protect him.

I sent it to Cairo to the fleet captain, subject to your orders. In future I shall be guided entirely by your orders just received. Most of the horses were captured from the guerrillas, with their saddles on, carbines and canteens slung to them. They I deem lawful prizes, although we were compelled to land to effect it. General Ellet is now in the river with his brigade and will doubtless attend to cotton mills, etc., out of my reach and doing work for the rebels. I will give him all the information regarding them that I can.

In consequence of the boats being required on this river now constantly, I am having the greater portion of our coal brought up to this place and will establish a depot for that purpose here.

We now have telegraphic communication here, but will have to send to Paducah for mail-matter.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

HEADQUARTERS SIXTEENTH ARMY CORPS,
Memphis, Tenn., April 29, 1863.

Dodge is at Tuscumbia. Streight was to leave on Saturday. He is short of horses and mules. Have had no message from Dodge since Saturday. Marine Brigade left Hamburg on Friday; had a sharp skirmish at Dutch [Duck] River. Gunboats and transports left to-day. Grierson's Sixth Illinois Cavalry have destroyed 20 miles of railroad between Jackson and Meridian. They have not yet returned.

S. A. HURLBUT,
Major-General.

Major-General W. S. ROSECRANS,
Murfreesboro.

[Telegram.]

CORINTH, April 29, 1863—5:30 p. m.

Scouts in from Hamburg report that all the gunboats (five) and all transports (nine) left Hamburg at 11 o'clock to-day to descend the river, to return no more. The Marine Brigade left last Friday. Had severe fight at mouth of Duck River. Three gunboats that came up with the order for Stanley and gunboats to go out had also encountered light battery and had fight at same place. Dodge took rations of bread and meat; balance of stores were taken back on transports. This leaves river open again. I shall have to communicate with Dodge through country—50 miles. No other information to-day.

R. J. OULESBY.

Major-General HURLBUT.

[Telegram.]

GALLATIN, April 30, 1863.

A gunboat and four transports were coming up the river this morning; the rebels fired into them, and one transport ran on a log and sank. One-third of her cargo can be saved. I shall go to her relief immediately. There were 200 men, with officers, on the fleet, and only

30 armed, and when they arrived here they were out of ammunition. I shall supply them. The fleet was going to Carthage.

E. A. PAINE,
Brigadier-General.

Brigadier-General GARFIELD,
Chief of Staff.

[Telegram.]

CINCINNATI, OHIO, *April 30, 1863.*
(Received 1:18 p. m.)

The light-draft gunboats *James Thompson*, *Exchange*, and *Kenwood* are about ready for service. They are very much needed on the upper Ohio, Kanawha, and Big Sandy. Can you authorize their use in these waters until some three or four others can be fitted up for that purpose, if you think the interests of the public service will authorize the fitting out of boats for these waters?

The naval department here states the work can be done at once if it receives the necessary orders, etc.

A. E. BURNSIDE,
Major-General.

HON. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *May 1, 1863.*

Your telegram is received. The three gunboats named and other light-draft vessels have been purchased upon the urgent request of General Rosecrans for such vessels in the Cumberland and Tennessee rivers. The Department would not like to divert them from this service without his consent.

Captain Pennoek, senior officer at Cairo, has authority to provide steamers for the Western waters when the exigencies demand it. It is suggested that you communicate with him.

GIDEON WELLES,
Secretary of the Navy.

Major-General AMBROSE E. BURNSIDE,
Cincinnati, Ohio.

[Telegram.]

GALLATIN, *April 30, 1863—8:15 p. m.*

I have just returned from the wreck. The boats were fired upon by soldiers and citizens with muskets and rifles. The gunboat returned the fire. The rebels had no artillery. The pilot or some other officer must have been frightened and carelessly ran the boat on a log. It was loaded with bread mostly. I think I can save 100 boxes. I sent one regiment across the river to go down, and sent down my

flatboats to unload the wreck. I expect a fight on this side. The gunboat was out of ammunition. I furnished what was required from the magazine.

E. A. PAINE,
Brigadier-General.

Brigadier-General GARFIELD.

Report of Lieutenant-Commander Fitch, U. S. Navy, announcing arrival at Fort Henry, convoying transports.

U. S. S. LEXINGTON,
Fort Henry, April 30, 1863.

SIR: I left Hamburg yesterday and brought down with me all the transports. I met with no opposition whatever in coming down. At Waverly Landing saw some four or five rebel cavalry.

It is reported that Van Dorn is at Waverly with all his force. If so, he is doubtless preparing to attack Fort Donelson or try to blockade this river or the Cumberland. I will watch him closely.

From present appearance I think there will be water enough in this river for this boat to run up as high as Hamburg till the latter part of June.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Brigadier-General Ellet, commanding Marine Brigade, regarding expedition in Tennessee River and engagement with the enemy at the mouth of Duck River.

HEADQUARTERS M. M. BRIGADE,
Flagship Autocrat, April 30, 1863.

I have the honor to report that, in compliance with instructions received from Admiral Porter, I proceeded with my command up Tennessee River to Eastport, Miss., without interruption from the enemy. Returning in consequence of low water, I made several raids into the country and destroyed a number of important mills and considerable amount of subsistence supplies belonging to the enemy. At the mouth of Duck River my boats were attacked by 700 cavalry, with two pieces of artillery, commanded by Major Robert M. White, of Sixth Texas Rangers. The fight was spirited for a few moments only. The enemy was driven off and pursued some 12 miles in the interior, with the loss of Major White, mortally wounded and left near the field, 1 lieutenant, and 8 men. They carried off a large number of wounded in wagons and on horses. We buried their dead. Our loss was 2 men killed and 1 wounded.

The west bank of the Tennessee River was lined with refugees, who have been driven from their homes for love to the Old Union. I exhausted my supplies in providing for their necessities.

The Tennessee River is too low for my boats to operate in with safety. My order from Admiral Porter does not provide for this emergency. I shall hope to receive instruction from the Department.

ALFRED W. ELLET,

Brigadier-General, Comdg. Mississippi Marine Brigade.

HON. EDWIN M. STANTON,
Secretary of War.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters connected with the station at Cairo, Ill.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., January 1, 1863.

SIR: I have the honor to inform you that the U. S. gunboat *Linden* arrived here on the evening of the 29th ultimo, and I am fitting out her, as well as the *Silver Lake* and *Glide*, with all possible dispatch. I have put Lieutenant Woodworth in command of the *Glide*, which I shall send down this evening with two barges of coal (20,000 bushels) and by which I forward dispatches and other communications. I have placed on board the *Glide* all my available men, and am now powerless for want of more.

I proceeded in the *Silver Lake* to Columbus according to my intention expressed in my communication of the 27th ultimo. The general commanding at Columbus wished to consult me about sending a gunboat to Fort Pillow to convoy some troops, as he was fearful that there would be some interruption by the way. He also informed me that he had given orders for the evacuation of Hickman and New Madrid, which I very much regretted. I fear if those and other prominent points are not strongly garrisoned that we may meet with interruption in sending down supplies.

Lieutenant-Commander LeRoy Fitch sent down two prisoners a few days since charged with being rebels. I have handed them over to the provost-marshal, with a copy of the charges against them. Captain Fitch also telegraphed me that he had been obliged to bring down the boats to Paducah, but that the Tennessee River is now rising. He will send up a portion of his fleet with the rise. I enclose copies of telegrams received from General Wright, with my answers, as well as a copy of a telegram from Lieutenant-Commander Fitch to myself on the subject.

I am glad to be able to inform you that all the sick have been discharged from the hospital at Mound City who can be paid off. We are now waiting for funds to enable us to discharge the remainder, and are therefore unable to give the hospital [up] yet.

As soon as I heard that the *Pollard* had broken down near Island No. 21, I chartered a steamer (the *Storm*) as soon as possible, and sent her down to tow the coal barges to their destination.

The *New National* is at St. Louis loading with provisions for Memphis, together with stores for the foundry. When she arrives here I shall send down Acting Master Neeld with her.

Fleet Surgeon Pinkney arrived here yesterday and will proceed to the fleet as soon as he can regulate matters in his department here.

I am informed by Captain Badger that the *Mississippi* is rising rapidly and that the *Choctaw* and *Lafayette* will be sent down here according to your orders, although unfinished.

I telegraphed a few days since to Lieutenant-Commander Foster, commanding U. S. gunboat *Chillicothe*, to leave no measure untried to get that vessel through the locks. He informed me by letter to-day that he has taken the necessary measurements himself, and that the breadth of beam of the *Chillicothe* is 8 inches greater than the width of the locks, and that it was impossible to get her through.

I enclose a communication from Mr. Bickerstaff relative to the engineers of the *Linden*, and also send you the appointments which have been received here for the engineers whose names were first sent here by Mr. B.

I enclose a copy of a letter from a Mr. R. O. Warrenner, relative to certain indebtedness of Acting Master Flanner, of the *New Era*, together with my answer thereto.

The *W. H. Brown* has just arrived from below (January 2, 11 a. m.). I find that her boilers are badly burned, and that she will have to be repaired, which will be done as soon as possible.

I received a telegram to-day from St. Louis, from Acting Volunteer Lieutenant James Laning, stating that the *Lafayette* left that place for Cairo yesterday at 12 m. Depth of water in channel, 12 feet.

The gunboat *Glide*, Acting Lieutenant Woodworth commanding, will leave early to-morrow morning (Saturday, January 3) with coal, and the *New Era* and tug *Ivy* will leave also, under Lieutenant Woodworth's orders until they reach the squadron.

January 2, 10 o'clock p. m.—The *Wilson* has just arrived from St. Louis with beef, and will proceed down the river with the *Glide* and other boats. The master of the *Wilson* reports that he passed the *Lafayette* at anchor last night about 40 miles below St. Louis.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, January 1, 1863.

Captain [George] Brown and yourself have authority to appoint for *Duchess*, *Florence*, and *Mary Miller*.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Master A. S. BOWEN,
Naval Rendezvous, Cincinnati, Ohio.

Report of Lieutenant-Commander Owen, U. S. Navy, requesting a cutter for the U. S. S. Louisville.

U. S. S. LOUISVILLE, *January 1, 1863.*

SIR: I respectfully request that one of the cutters belonging to *Cairo* be given to this vessel, as she lost one (beyond repair on board) in a collision with the *Cincinnati* on the 27th ultimo.

I am, sir, very respectfully,

E. K. OWEN,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from E. B. Pike to Acting Rear-Admiral Porter, U. S. Navy, regarding the taking by the Army of the steamer David Tatum.

GAYOSO HOUSE, MEMPHIS, *January 2, 1863.*

SIR: General Tuttle took my boat (*David Tatum*), saying his authority was above yours, etc.

I shall have a boat in six or eight days; shall proceed to the squadron at once.

Yours, respectfully,

E. B. PIKE.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the seizure by guerrillas of the steamer Blue Wing.

No. 3.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, January 3, 1862 [1863].

SIR: I have been informed that a steamer called the *Blue Wing* was fired into by a party of guerrillas, and that the captain ran into the bank and delivered her up. She had two of our coal barges in tow, one of which was picked up by Lieutenant-Commander Selfridge, who is guarding the mouth. The other barge and the steamer have not been heard of yet, having disappeared. There is no doubt of complicity on the part of the captain. I believe there were some dispatches on board for me. I don't know whether they were destroyed or not. The captain says they were.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, regarding the duty of keeping the White and Arkansas rivers closed.

JANUARY 3, 1863.

SIR: You will proceed to the mouth of the Arkansas River and keep the *Conestoga* there while you repair your steam pipe. When that is finished let the *Conestoga* proceed to Memphis and make what repairs she may need and return without delay to the mouth of the Arkansas.

The light-draft *New Era* has been ordered to stop at Napoleon. If she has not received the order, detain her.

The ram *Lancaster* will also join you. When the *New Era* arrives send her up to the mouth of White River now and then.

Your duty will be to keep the Arkansas and White rivers closed. I send a mail by you which you will forward by the *Conestoga*.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAS. W. SHIRK, U. S. Navy,
Commanding U. S. S. Lewington.

[Telegram.]

CAIRO, January 3, 1863.

Services of *Chillicothe* much needed. Get her down as soon as you can with safety. What do the pilots report about depth of water? Answer.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Lieutenant-Commander J. P. FOSTER,
Commanding Chillicothe, Jeffersonville, Ind.

Report of Lieutenant Bishop, U. S. Navy, regarding affairs at Memphis naval station.

U. S. S. GENERAL BRAGG,

Memphis, Tenn., January 3, 1863.

SIR: I respectfully report that I have made as much headway as possible with the repairs of this vessel. I have been much embarrassed for want of material. I sent my paymaster to Cairo the day after you left, with requisitions for material and money. Captain Pennock refused to approve the requisition for money, and I have been unable to pay the workmen at the end of the month, as you ordered. I have no funds on hand for that purpose.

Mr. Rowe, the master machinist, has been making requests to be permitted to move into the commandant's house. I desire to know whom you wish to occupy it; the house is now empty, and I have stationed a guard around it.

I will get this vessel so that she can be moved under steam in a week, but can not complete the repairs until material is received from Cairo.

I have proceeded with the inventory of property as rapidly as possible and have gotten through with the machine shops now in use.

As some of our vessels have been captured and others fired into, I have notified the Treasury agent of the fact and sent him a copy of that part of your order in relation to stopping steamers from trading below Helena.

I am sorry I was unable to put contrabands on board the light-draft gunboats as they passed down. I could not get them from the Army as I anticipated.

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

JOSHUA BISHOP,
Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Yazoo River.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Brown, U. S. Navy, to proceed with the U. S. S. Indianola to Louisville, Ky.

JANUARY 3, 1863.

SIR: You will proceed with the *Indianola* to Louisville and be ready to pass the falls the first rise in the river. From what I can hear of the water, your vessel should have been at Louisville before this time.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron,
Lieutenant-Commander GEO. BROWN, U. S. Navy,
Cincinnati, Ohio,

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Prichett, U. S. Navy, commanding U. S. S. Tyler, while in temporary command at the mouth of the Yazoo River.

MOUTH OF YAZOO RIVER,
January 4, 1863.

SIR: You will remain in command until my return and watch this river. You will observe the utmost vigilance, so that nothing shall get in or out. You will take charge of all the vessels left behind and anchor your vessels so that the *Samson*, *Champion*, and mortars will be completely covered.

The *Tyler* will run up toward Old River now and then, to see what is going on, looking out for torpedoes. I am going to remove some of the vessels to Milliken's Bend. If any suspicious-looking vessel is seen to go up that way, the *Tyler* will follow her at once.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Comdg. Mississippi Squadron.

Lieut. Comdg. JAMES M. PRICHETT, U. S. Navy,
Commanding Tyler.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Shaw, U. S. Navy, commanding U. S. S. Juliet, to proceed to Helena for coal.

JANUARY 4, 1863.

SIR: You will proceed to Helena with all dispatch and return again to the mouth of White River with a barge of coal. If you meet any coal coming down, tell the captain of the tow to stop at White River if there is a gunboat there; if not, to stop at the mouth of the Arkansas. If you meet any other vessel (except the *Rattler*), tell the commander to return and take a coal barge from Helena, if there is one there. Mention to all vessels of war you meet coming down to stop at White River, and do not mention to anyone in Helena that the fleet is coming up, and put your officers on their guard.

If you meet any gunboat this side of Napoleon, tell the commander to anchor until I come along and to be ready to return with me.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Comdg. Mississippi Squadron.

Acting Vol. Lieut. EDWARD SHAW, U. S. Navy,
Commanding Juliet.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Wilson, U. S. Navy, commanding U. S. S. Mound City, in case of arrival of mortars.

JANUARY 4, 1863.

If coal should come down, let it stop here and fill up all the vessels. If the mortars come, anchor them inside of you and under your guns. If fresh provisions and ice come, do the same, and use them. When I am able I will send a light-draft vessel to convoy them to the mouth of the Yazoo.

DAVID D. PORTER,

Acting Rear-Admiral, Comdg. Mississippi Squadron.

Lieutenant Commanding BYRON WILSON, U. S. Navy,
Commanding U. S. S. Mound City.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Wilson, U. S. Navy, commanding U. S. S. Mound City, to proceed to Milliken's Bend.

JANUARY 4, 1863.

SIR: You will proceed to Milliken's Bend and anchor under the point in slack water, if possible, on the right hand side going up, where you will guard such of our vessels as I may leave there and carry out strictly General Order No. 4.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding BYRON WILSON, U. S. Navy,
Commanding Mound City.

Report of Lieutenant Bishop, U. S. Navy, commanding at Memphis, regarding the movement of mortars down the river in tow of steamer Stephen Bayard.

U. S. S. GENERAL BRAGG,
Memphis, Tenn., January 4, 1863.

SIR: I have chartered the steamer *Stephen Bayard* and have started her down the river with four mortar boats in tow. I have chartered her at the same rates the Quartermaster of the Army was paying (\$150 per day, the Government furnishing fuel).

The vessel had on board 1,500 bushels of coal and 30 cords of wood. I have the honor to be, sir, very respectfully, your obedient servant,

JOSHUA BISHOP,
Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Mouth of the Yazoo.

Report of Acting Ensign Wheelock, U. S. Navy, requesting instructions for his guidance as naval member of board of trade at Helena, Ark.

HELENA, ARK., *January 4, 1863.*

SIR: I was sent up to Memphis with the steamer *Mill Boy* and arrived here too late to report myself to you. I was appointed one of the board of trade at this port, to represent the Navy, and have accepted the position with the consent of the different commanders of the fleet at this port. My principal duties have been to examine all clearances of vessels arriving and departing from this port, to see that they have the clearance from the naval officer at Memphis; also that they do not carry any contraband goods. There seems to be some collision between the naval and military as to who controls the navigation, and should you approve of my remaining here, I should be pleased to have something official to guide me. Awaiting orders,

I am, sir, your most obedient servant,

E. W. WHEELOCK,
Acting Ensign, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Master Smith, U. S. Navy, forwarding chart of proposed canal between the Mississippi River and Lake Providence.

U. S. GUNBOAT LINDEN,
Off Lake Providence, January 4, 1863.

SIR: Please find enclosed a chart of the proposed canal to run from the Mississippi River to Lake Providence. The time required for the construction of this canal will be one week from yesterday, when the men first broke ground.

I remain, your obedient servant,

THOS. E. SMITH,
Acting Master, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Combined operations connected with the capture of the Post of Arkansas (Fort Hindman), Ark., January 4-11, 1863.

General Order No. 29.

JANUARY 4, 1863.

If the vessels find coal at Napoleon, they will stop and supply themselves; if not, rendezvous at the mouth of White River. Let the transports do the towing, and save all the coal possible. Take in wood when convenient.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, to report with the U. S. ram *Monarch* at mouth of Arkansas River.

JANUARY 4, 1863.

COLONEL: You will join me with the *Monarch* at the mouth of Arkansas River. Leave the rest of the rams under the charge of Lieutenant-Commander Prichett, of the U. S. S. *Tyler*, who will give them instructions.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel CHAS. R. ELLET,
Commanding Ram Fleet.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, to report at mouth of White River.

JANUARY 4, 1863.

COLONEL: Join me at the mouth of White River as soon as possible with the best ram you have.

Let the arrangements we made yesterday go on, and what rams are left let them report to the commanding naval officer at the Yazoo River. If you want towage, hoist a red flag.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel ELLET,
Commanding Ram Fleet.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Bache, U. S. Navy, commanding U. S. S. *Cincinnati*, to proceed to mouth of Arkansas River.

JANUARY 4, 1863.

SIR: You will proceed to the mouth of the Arkansas River; if I am not there before you, anchor and take in coal if there is any.

Transports are appropriated to tow up the ironclads. Take the first that offers.

A red flag means, "I want towage." Save all the coal you can while being towed.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Mississippi Squadron.

Lieutenant Commander GEO. M. BACHE, U. S. Navy,
Commanding U. S. S. Cincinnati.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Smith, U. S. Navy, to assume command of the first division of light-draft vessels.

JANUARY 4, 1863.

SIR: You will take command of the first division of light-draft vessels, consisting of the *Rattler*, *Marmora*, *Romeo*, *Juliet*, *Glide*, *Springfield*, *New Era*, *Signal*, and will see that they conform to the general orders, herewith enclosed. See them furnished with all that is necessary to make them efficient. The *Forest Rose* will also be included in your division for the present.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding WATSON SMITH, U. S. Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, naming vessels belonging to the first division.

JANUARY 6, 1863.

The following vessels will compose the first division of light-draft boats, under the command of Lieutenant-Commander Watson Smith, and the commanders will report to him without delay: *Rattler*, *Juliet*, *New Era*, *Marmora*, *Glide*, *Signal*, *Romeo*, *Springfield*, *Forest Rose*.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Letter from Major-General McClernand, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, transmitting copy of instructions sent to the Army of the Mississippi.

HEADQUARTERS ARMY OF THE MISSISSIPPI,
Steamer Tigress, January 6, 1863.

ADMIRAL: I have the honor to transmit for your information a copy of the instructions * communicated to the general commanding the two army corps of the Army of the Mississippi.

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

A. SCHWARTZ,
Major and Acting Assistant Adjutant-General.

Rear-Admiral PORTER,
Commanding Mississippi Flotilla.

* See Army Records, Series I, Vol. XVII, part 2, p. 537.

General order of Acting Rear-Admiral Porter, U. S. Navy.

GENERAL ORDER, }
No. 30. }

JANUARY 7, 1863.

In ascending the White and Arkansas rivers the following order will be observed:

Lieutenant-Commander Watson Smith will go ahead in the *Rattler*, sounding with two leads, and when he comes to shoal water (less than 9 feet) he will hoist the cornet. If he can [sic] through with that depth of water he will hoist the blue jack. The *Romeo*, *Juliet*, and *Forest Rose* will follow the *Rattler*, sounding with two leads, their guns trained forward of the [sic] and the fuzes cut to one second. The *Marmora* will go ahead of this ship, sounding, and the guns similarly prepared. Vessels will not wait for orders to fire when they see the enemy's troops or when fired upon.

Commanders will look out for torpedoes or floats or wires extending from the bank. Boats will be kept manned to remove them.

The *Louisville*, *Baron De Kalb*, and *Cincinnati* will come after this vessel. The *Signal* will cover the twentieth transport and the *Lexington* will bring up the rear.

The *Red Rover* and *Torrence* will remain at the mouth of White River and guard it and the coal barges, notifying any light-draft gunboats and all coal or store boats to stop at the mouth of White River until further orders. The cornet over the jack will signify danger near from the enemy.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClernand, U. S. Army, transmitting charts of the Arkansas River and information obtained from a deserter.

JANUARY 7, 1863.

GENERAL: I beg leave to send you some charts of the Arkansas River and a list of distances. Also an account of the post, collected from a refugee picked up in a boat on the river in a starving condition. Captain Shirk sent him to Illinois, where he lives.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General McCLEARNAND, U. S. Army,
Commanding U. S. Forces.

[Letter of same date and like tenor to Major-General W. T. Sherman, U. S. Army, commanding U. S. forces.]

[Enclosure.]

U. S. MISSISSIPPI SQUADRON [NO DATE].

The force at Post of Arkansas consists of eleven regiments, numbering each about 600 effectives, two companies of cavalry, and two batteries; one equipped, the other used in the land defense of the fort. Some of these small pieces are rifled. There are nine or seven guns

mounted on the river side (one 64-pounder), the rest of lower calibers. The road from White River is a good one, running on high land, though on both sides marshy.

The fort is intrenched and ditched on all sides, barracks inside, covered with dirt and sod.

Barricade above the fort consisting of rows of piles driven in triangles and secured with hog chains. The road from White River is good, bears along a prairie 300 yards wide. Road to the post, 20 miles.

[Endorsement.]

A refugee's description of Post of Arkansas.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, regarding towing of a coal barge.

JANUARY 8, 1863.

COLONEL: If we move to-day, you had better lash on to the coal barge now alongside the ironclad and tow her up the White River. You can coal going along. I do not want to detain the Army if I can help it. We will want the coal up there.

Very respectfully, etc.,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel CHAS. R. ELLET,

Commanding Ram Fleet, Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Shaw, U. S. Navy, commanding U. S. S. Juliet, to move up the river following the flagship.

JANUARY 8, 1863.

SIR: You will follow me up the Arkansas through the cut-off, with the coal barge in tow, sounding with the lead as you go along, and be cautious not to get ashore.

Have your shrapnel cut to one second and guns pointed at the top of the bank and trained forward. Keep a sharp lookout, and do not be taken unawares.

Very respectfully, etc.,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieut. EDWARD SHAW, U. S. Navy,

Commanding Juliet.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClelland, U. S. Army, giving information brought by the captain of the U. S. S. *Conestoga*.

JANUARY 8, 1863.

GENERAL: The *Conestoga* went up the Arkansas to-day and came down by the cut-off and White River. The captain reports great abundance of wood on the edge of the banks all the way up.

He saw two or three men only on horseback, and captured two soldiers in a canal from Van Buren, who had been lately exchanged. They were trying to get out of the country. They knew nothing.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General McCLEARNAND,

Commanding Army of the Mississippi.

[Telegram.]

HEADQUARTERS ARMY OF THE MISSISSIPPI,
Steamer Tigress, January 8, 1863.

ADMIRAL: Will you please inform me when you are ready to move? I will also inform you when the transports will move.

By order of Major-General J. A. McClernand:

W. STEWART,

Colonel and Chief of Staff.

Admiral DAVID D. PORTER,

Commanding Mississippi River Flotilla.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClernand, U. S. Army, announcing his readiness to move up the Arkansas River with the transports.

U. S. S. BLACK HAWK, *January 8, 1863.*

GENERAL: I am ready to move, and when you signalize to me will get underway and go ahead.

General Sherman has a signal officer on board, who can communicate with mine on board this vessel.

Our Arkansas pilot says it is not at all safe to run in the Arkansas at night. Please inform me if you will go farther than the cut-off to-night. We will then be all in sailing order and can start fair at daylight in the morning.

I notice that all the transports are not up. I ordered Lieutenant-Commander Selfridge to bring up the rear and report to me when the transports were all in. He has not hove in sight yet, which assures me that some of the transports are behind.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General McCLEARNAND, U. S. Army,

Commanding U. S. Army of the Mississippi.

Letter from Major-General McClernand, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, proposing to follow the latter's lead up the Arkansas River.

HEADQUARTERS ARMY OF THE MISSISSIPPI,
Steamer Tigress, January 8, 1863.

ADMIRAL: The signal officer to whom you refer has left. I will first send you word when my command is ready to move and afterwards

fire a signal gun; upon the doing of which, you leading off, I will follow with the transports, convoyed by your gunboats, according to the arrangement indicated by your General Orders, No. 30.

If you think it unsafe for the fleet to run all night, I will stop with you at the cut-off; otherwise I would prefer to run to-night and arrive at the post in the morning.

I will follow your example and proceed or stop, as you may deem it best.

Your obedient servant,

JOHN A. McCLERNAND,
Major-General, Commanding.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General McClernand, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, proposing to start up the river in the morning.

HEADQUARTERS ARMY OF THE MISSISSIPPI,
Steamer Tigress, January 8, 1863.

ADMIRAL: The signal officer to whom you refer has left. In view of your suggestion of the unsafeness of running at night, and of the necessity of delaying longer for some of my transports, I propose to start in the morning at 8 o'clock, and have accordingly so ordered in regard to my command. You leading off in the morning at the hour named, I will follow.

I learn this evening from an officer of General Morgan L. Smith's staff that the gunboats might find a favorable landing for the protection of the disembarkation of the land forces at Notrib's farm, 3 miles below the post.

JOHN A. McCLERNAND,
Major-General, Commanding.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Smith, U. S. Navy, commanding first division, regarding position of the latter's command.

JANUARY 9, 1863.

SIR: Tie up to the left bank going up, a little ahead of where I will tie up, your vessels all close together and sterns hauled close inshore to make room to pass.

[DAVID D. PORTER,]
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieut. Commander WATSON SMITH, U. S. Navy,
*Commanding First Division Light-Draft Vessels,
Mississippi Squadron.*

General Order of Battle.

JANUARY 10, 1863.

The *Louisville*, *Baron De Kalb*, and the *Cincinnati* will take the lead in attacking Post of Arkansas, and will move up at 9:30 a. m. (if weather will permit), in sight of, but not in range of, the fort. The light-draft vessels will follow to make a show. The *Black Hawk* will move up to use her two rifle guns at long range.

When the range is obtained by each vessel they will stick up a mark on the bank, opposite which they will remain while firing. The elevating screw must be fitted with a lanyard to the handle, and secured so that the elevation will not alter while firing.

The division of General Sherman will be in a line with our fire, a mile the other side of the Post. It is desirable to drop our shells in or near the fort, that we may not trouble him as he advances. The front casemates and forward part of the pilot houses of the ironclads must be covered with tallow or slush; it will make the shot glance.

When the range is obtained, fire as rapidly as can be done with a proper regard for accuracy. Commence with 10-second shell. I will direct when to move up or fall back. If the heavy ammunition should give out, move the rifle guns forward.

The *De Kalb* will try her range first; 1,330 yards is the bursting point of a 5-second fuze, 10-second, at about 2,700 yards.

[D. D. PORTER,]

Acting Rear-Admiral, Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Brigadier-General Morgan, U. S. Army, regarding protection of transports.

JANUARY 10, 1863.

SIR: There is a gunboat below the transports to look out for the rear, but another will be sent to Fletcher's.

Most respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier General GEO. W. MORGAN,

Commanding, U. S. Army.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Brown, U. S. Navy, commanding U. S. S. *Forest Rose*, to give protection to transports.

JANUARY 10, 1863.

SIR: Proceed to Fletcher's Landing, about 3 miles below here, and give protection to the transports.

Permit no transport to go down the river unless by a written order from an army officer.

If Captain Shirk is below, tell him I want him up here.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master GEO. W. BROWN, U. S. Navy,

Commanding U. S. S. Forest Rose.

Report of Lieutenant-Commander Shirk, U. S. Navy, forwarding copy of dispatch referring to the movements of the enemy.

U. S. MISSISSIPPI SQUADRON,
U. S. S. Lexington,
Fletcher's Landing, Arkansas River, January 10, 1863.

SIR: I am laying at this place protecting the transports which have on board General Osterhaus's division or brigade. As soon as I am relieved by the *Forest Rose* I will join you.

The following is a copy of a dispatch just handed me to forward to General Morgan:

HEADQUARTERS SECOND BRIGADE, *January 10, 1863.*

Lieutenant-Colonel Lindsey desires me to say to you that the rebels are rapidly leaving the fort and moving toward our left, whether with the intention of abandoning it or moving on our left he can not say.

WILL A. JORDAN, *Aid-de-Camp.*

Lieutenant E. D. SAUNDERS,
Acting Assistant Adjutant-General.

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

JAS. W. SHIRK,
Lieutenant-Commander.

[Acting Rear-Admiral D. D. PORTER.]

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Brigadier-General Morgan, U. S. Army, announcing immediate movement.

U. S. MISSISSIPPI SQUADRON, *January 11, 1863.*

GENERAL: I am very glad to hear from you. We will move up in a few moments. The moment we hear your shouts of assault we will cease firing or fire far to the left of you; that is, to the left of your right wing, as we sailors would say.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral.

Brigadier-General GEO. W. MORGAN.

Report of Colonel Lindsey, U. S. Army, making enquiry regarding opening fire upon the fort.

HEADQUARTERS SECOND BRIGADE, *January 11, 1863.*

When the engagement is raging between the gunboats and the fort, will I be allowed to open on the fort with the 20-pounders? Captain Foster thinks he can do good.

D. W. LINDSEY,
Colonel, Commanding Brigade.
 P. STRATTON,
Acting Assistant Adjutant-General.

Lieutenant E. D. SAUNDERS,
Acting Assistant Adjutant-General.

[Telegram.]

MEMPHIS, TENN., *January 11, 1863—3:30 p. m.*

General McClelland has fallen back to White River and gone on a wild-goose chase to the Post of Arkansas. I am ready to reinforce, but must await further information before knowing what to do.

U. S. GRANT,

Major-General, Commanding.

Major-General H. W. HALLECK,

General in Chief.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClelland, U. S. Army, advising the placing of batteries near the works.

JANUARY 11, 1863.

GENERAL: I shall be ready with the ironclads in half an hour, but I think it would be advisable to have a couple of batteries of rifled guns planted as close to the works as possible to fire into the embrasures of the fort and to keep the people away from the barbette gun. Those four 30-pounder Parrotts I sent General Sherman would do good service there. Everything that can be done to shorten the fight and save the lives of our men should be tried, and I think it very important that a battery should be placed near the bank of the river to fire at the embrasures.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General McCLELLAND,

Commanding Army of the Mississippi.

P. S.—The moment we hear your shouts we will cease firing, that we may not hurt your men.

[DAVID D. PORTER],

Acting Rear-Admiral.

 [Telegram.]

U. S. MISSISSIPPI SQUADRON,

Post of Arkansas, January 11, 1863.

SIR: The gunboats *Louisville*, *DeKalb*, *Cincinnati*, and *Lexington* attacked the heavy fort at Post of Arkansas last night and silenced the batteries, killing many of the enemy. The gunboats attacked it this morning and dismounted every gun, eleven in all. Colonel Dunnington, late of the U. S. Navy, commandant of the fort, requested to surrender to the Navy. I received his sword. The army co-operated on the land side. The forts were completely silenced and the guns, 11 in number, were all dismounted in three hours. The action was at close quarters on the part of the three ironclads and the firing splendid. The list of killed and wounded is small. The *Louisville* lost 12, *DeKalb* 17, *Cincinnati* none, *Lexington* none,

Rattler 2. The vessels, although much cut up, were ready for action in half an hour after the battle. The light-draft *Rattler*, Lieutenant-Commander Watson Smith, and other light-drafts, joined in the action when it became general, as did the *Black Hawk*, Lieutenant-Commander K. R. Breese, with her rifle guns. Particulars will be given hereafter.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Detailed report of Acting Rear-Admiral Porter, U. S. Navy.

No. 44.]

U. S. MISSISSIPPI SQUADRON,
Arkansas Post, January 11, 1863.

SIR: I have the honor to inform you that on the 4th of January General McClernand concluded to move up river upon the Post of Arkansas, and requested my cooperation. I detailed three ironclads, the *Louisville*, *Baron De Kalb*, and *Cincinnati*, with all the light-draft gunboats, all of which had to be towed up the river. On the 9th we ascended the Arkansas River as high as Post of Arkansas, when the army landed within about 4 miles of the fort [Hindman].

The enemy had thrown up heavy earthworks and extensive rifle pits all along the levee. While the army were making a detour to surround the fort I sent up the ironclads to try the range of their guns, and afterwards sent up the *Rattler*, Lieutenant-Commander Watson Smith, to clear out the rifle pits and the men behind an extensive breastwork in front of our troops. The *Black Hawk* also opened on them with her rifled guns, and after a few fires the enemy left the works and our troops marched in.

At 2 o'clock General McClernand told me the troops would be in position to assault the main fort, a very formidable work, and I held all the vessels in readiness to attack when the troops were in position. At 5:30 p. m. General McClernand sent me a message, stating that everything was ready, and the *Louisville*, *Baron De Kalb*, and *Cincinnati* advanced to within 400 yards of the fort, which then opened fire from three heavy guns and eight rifled guns and with musketry. The superiority of our fire was soon manifest; the batteries were silenced and we ceased firing, but no assault took place, and it being too dark to do anything all the vessels dropped down and tied up to the bank for the night.

The *Baron De Kalb*, Lieutenant-Commander Walker; *Louisville*, Lieutenant-Commander Owen; and the *Cincinnati*, Lieutenant-Commanding Bache, led the attack, and when hotly engaged I brought up the light-draft vessels, the *Lexington* and the *Black Hawk*, to throw in shrapnel and rifle shell. This fire was very destructive, killing nearly all the artillery horses in and about the fort. When the battery was pretty well silenced, I ordered Lieutenant-Com-

mander Smith to pass the fort in the light-draft ironclad *Rattler* and enfilade it, which he did in a very gallant and handsome manner, but suffered a good deal in his hull in doing so. All his cabin works were knocked to pieces, and a heavy shell raked him from stem to stern in the hull; strange to say, two heavy shells struck his iron plating ($\frac{3}{4}$ -inch) on the bow and never injured it. He got past the fort, but became entangled amongst the snags placed in the river to impede our progress and had to return.

In this evening's attack the vessels of all the commanders were well handled, particularly the ironclads. It was close quarters all the time, and not a gun was fired from our side until the gunboats were within 400 yards of the fort. The condition of the fort attests the accuracy of fire, and the persons inside give the *Baron De Kalb*, Lieutenant-Commander Walker, the credit of doing the most execution.

I was informed again this morning by General McClernand that the army was waiting for the navy to attack, when they would assault the works. I ordered up the ironclads, with directions for the *Lexington* to join in when the former became hotly engaged, and for the frailer vessels to haul up in the smoke and do the best they could. The *Rattler*, Lieutenant-Commander Smith, and the *Glide*, Lieutenant-Commander Woodworth, did good execution with their shrapnel, and, when an opportunity occurred, I made them push through by the fort again, also the ram *Monarch*, Colonel Charles Ellet, and they proceeded rapidly up the river to cut off the enemy's retreat by the only way he had to get off. By this time all the guns in the fort were completely silenced by the *Louisville*, Lieutenant-Commander E. K. Owen; *Baron De Kalb*, Lieutenant-Commander J. G. Walker; and *Cincinnati*, Lieutenant Commanding G. M. Bache, and I ordered the *Black Hawk* up for the purpose of boarding it in front. Being unmanageable, she had to be kept up the narrow stream, and I took in a regiment from the opposite side, to try and take it by assault. As I rounded to to do so, and the gunboats commenced firing rapidly, knocking everything to pieces, the enemy held out a white flag, and I ordered the firing to cease. The army then entered and took possession.

Colonel Dunnington, the commander of the fort, sent for me and surrendered to me in person. General Churchill, of the rebel army, surrendered to the military commander. Our army had almost surrounded the fort, and were preparing to assault, and would no doubt have carried it with ease. They enfiladed it with rifle fieldpieces, which did much damage to the houses and light work, leaving their marks in all directions.

I do not know yet what were the operations on the land side; I was too much interested in my own affairs and in placing the vessels as circumstances required.

In all this affair there was the greatest zeal on the part of the officers commanding to carry out my orders, and not a mistake of any kind occurred. No fort ever received a worse battering, and the highest compliment I can pay those engaged is to repeat what the rebels said: "You can't expect men to stand up against the fire of those gunboats."

A large number of persons were captured in the fort, I don't know how many, and at sundown the army were hurrying in the cavalry and artillery.

I herewith enclose the report of the commanding officers and a list of killed and wounded, and will take another occasion to mention to the Department the names of those officers who have distinguished themselves particularly, though it is hard to discriminate, when all did their duty so well.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Baron De Kalb, transmitting report of casualties.

U. S. GUNBOAT BARON DE KALB,
Arkansas Post, January 12, 1863.

SIR: I have the honor to report that in the attack on this place on the evening of the 10th this vessel was struck several times, but with no serious injury to vessel or crew.

In the attack on the 11th one of the X-inch guns was struck in the muzzle and both gun and carriage destroyed.

One 32-pounder carriage struck and destroyed; one of the iron plates on forward casemate badly broken by shot.

The woodwork about two of the ports badly torn by shot and one lower deck beam cut off by a plunging shot through the deck. The other injuries, although considerable, can be repaired on board in a few days. I lost 2 men killed and 15 wounded, 2 probably mortally and several seriously. Before going into action I covered the bow, sides, and pilot house with slush, which I think was of much assistance in turning the shot, as the vessel was repeatedly struck by 8 and 9 inch shot at very short range, and the iron was in no case penetrated. The loss was from shot and shell entering the ports.

My officers and men behaved with the greatest gallantry and coolness, and the practice with the guns was excellent.

I expended forty-two X-inch shells, nine X-inch shrapnel, seventy VIII-inch shells, and thirty-seven 32-pounder shells.

Enclosed I send the surgeon's report of killed and wounded.

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

JOHN G. WALKER,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

[Enclosure.]

Surgeon's report of killed and wounded on board U. S. gunboat Baron De Kalb.

Name.	Rate.	Injury.	Remarks.
Killed:			
John Ryan.....	Landsman.		
Theodore Bender.....	3d-class boy.		
Severely wounded:			
Peter Colton.....	Coxswain.....	Penetrating wound throat. Also wound thigh and wrist.	Probably prove fatal.
George Smith.....	Seaman.....	Fracture of skull.....	Do.
Jos. Eader.....	do.....	Compound fracture of leg below knee.	May lose the leg.
John Farren.....	do.....	Compound fracture of skull; extensive laceration of scalp.	Very serious case.
Wm. Smith.....	do.....	Penetrating wound through left shoulder blade.	Do.
M C. Donohoe.....	do.....	Severe injury of foot and ankle joints by penetration of shell.	Do.
Slightly wounded:			
William Smith.....	do.....	Injury scalp and face (laceration)....	Not dangerous
Jos. H. Mallory.....	do.....	do.....	Do.
Alfred H. Boyle.....	Yeoman.....	Contusion of shoulder and back.....	Do.
Oscar Jordan.....	Seaman.....	Small piece of shell in popliteal space of thigh.	Do.
Antoin De Woroo.....	do.....	Contusion of left arm from splint....	Do.
George Fales.....	do.....	Penetrating wound of left leg from pieces of shell.	Do.
William Kelly.....	do.....	Contusion of back.....	Do.
Pierre Lene.....	do.....	Splinters in face.....	Do.
John Glenn.....	do.....	Contused wound of side.....	Do.

Respectfully, your obedient servant,

JOHN WISE,
Acting Assistant Surgeon.

Lieutenant-Commander JOHN G. WALKER.

Report of Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Lexington.

U. S. GUNBOAT LEXINGTON,
Off Post of Arkansas, Arkansas River, January 11, 1863.

SIR: I have the honor to report that there were expended on board this ship during the attack upon this post by the forces under your command on the night of the 10th instant 14 Parrott shells and 2 8-inch shells, and during the final and victorious assault of to-day, 49 8-inch shells and 40 Parrott shells.

I am happy to report no casualties. The woodwork of the ship and two of our boats are somewhat damaged.

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

JAMES W. SHIRK,
*Lieutenant-Commander.*Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Scott, U. S. Navy, commanding U. S. S. Signal, regarding transportation of the wounded.

ARKANSAS POST, *January 11, 1863.*

SIR: Proceed without delay to the mouth of White River and deliver the sick on board the hospital ship and bring up without delay

from the powder boat there 313 5-second 11-inch shrapnel, 67 10-second 11-inch shrapnel.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant JOHN SCOTT, U. S. Navy,
Commanding Signal.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Flanner, U. S. Navy, commanding U. S. S. New Era, regarding the transportation of the wounded to the hospital ship.

ARKANSAS POST, *January 11, 1863.*

SIR: You will go to the *Baron De Kalb* and *Cincinnati* and take on board the wounded and carry them to the hospital ship at the mouth of the White River. See that you have the accounts and descriptive list of every man. After you have performed this duty proceed to Cairo with such dispatches as I may send with you. When you have delivered your dispatches without delay, return to Island No. 10 and relieve the *Carondelet*, which vessel will join me at the mouth of White River. Captain Walke, of the *Carondelet*, will take passage with you to Cairo.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master FLANNER,

Commanding U. S. S. New Era.

Report of Lieutenant Bache, U. S. Navy, commanding U. S. S. Cincinnati, regarding expenditure of ammunition during the preliminary attack.

U. S. GUNBOAT CINCINNATI,
Off Arkansas Post, January 11, 1863.

SIR: There were expended during the action on the 10th instant in the gunner's department the following articles, viz: Forty-eight 9-inch cartridges, 36 5-inch shell, 6 10-inch shell, 6 5-inch shrapnel, 1 8-inch cartridge, 1 5-inch shell, 1 32-pounder cartridge, 1 5-inch 32-pounder shell.

Very respectfully,

GEO. M. BACHE,

Lieutenant, Commanding.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville, transmitting reports of casualties and expenditure of ammunition.

U. S. S. LOUISVILLE,
Off Arkansas Post, Ark., January 11, 1863.

SIR: I have the honor to transmit the report of the killed and wounded on board this vessel, of the damages sustained from the enemy's guns, and the amount of ammunition expended during the engagements of yesterday and to-day with the enemy's batteries at

Arkansas Post. The damages sustained in the hull, as shown by the carpenter's report, though serious, have not in the least unfitted her for duty. I can only add that every officer and man did his duty.

Very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

[Enclosures.]

ARKANSAS RIVER,

Opposite Rebel Batteries, January —, 1863.

SIR: The following is a report of wounded on board U. S. gunboat *Louisville*: James Fitzpatrick, seaman, elbow, severely; Charles Larkin, seaman, head, severely; John Doyle, seaman, head, severely.

WM. D. HOFFMAN,

Acting Assistant Surgeon.

U. S. S. LOUISVILLE,

Arkansas River, January 10, 1863.

SIR: The following is the amount of ammunition expended to-day in the attack upon Arkansas Post, viz: Twenty-seven 10-pound charges, 12 5-second shell (9-inch), 6 10-second shell (9-inch), 9 3½-inch shrapnel.

Very respectfully, your obedient servant,

WILLIAM SHIELD,

Acting Gunner.

[Lieutenant-Commander E. K. OWEN.]

U. S. GUNBOAT LOUISVILLE,

Arkansas River, January 10, 1863.

SIR: I have the honor to report the condition of this vessel as follows, since our late engagement:

One large shell hole through bluff of bow on the port side; the shell exploded on gun deck, tearing both gun and spar deck badly.

Another shell entered one of the bow ports and exploded, tearing decks badly.

One of the port davits was carried away.

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

D. H. CURRY,

Acting Carpenter.

Lieutenant-Commander E. K. OWEN, U. S. Navy,

Commanding Gunboat Louisville.

U. S. MISSISSIPPI SQUADRON,

Arkansas River, Ark., January 11, 1863.

SIR: The following is a list of the killed and wounded on board U. S. gunboat *Louisville*: Frederick H. Gilhardy, seaman, wounded in head, mortally; Adam Bradshaw, seaman, wounded in thorax,

mortally; James Mulherrin, seaman, wounded in thighs, severely; Jim Sullivan, seaman, contusion of thorax and abdomen; Thomas Spencer, seaman, wounded in elbow, slightly; Thomas Jackson, seaman, wounded in leg, slightly; Albert Mowry, seaman, wounded in knee, slightly; James Blaisdale, seaman, wounded in hand, slightly; George Holmes, seaman, contusion of shoulder, slight; J. T. Blatchford, ensign, wound in leg, severe; Walter Williams, seaman, killed.

WM. D. HOFFMAN,
Acting Assistant Surgeon.

[Lieutenant-Commander E. K. OWEN, U. S. Navy.]

U. S. S. LOUISVILLE,
Arkansas River, January 11, 1863.

SIR: The following is the amount of ammunition expended to-day in the attack upon Arkansas Post, viz, 106 10-pound charges, 78 5-second 9-inch shell, 28 10-second 9-inch shell.

Very respectfully, your obedient servant,

WILLIAM SHIELD,
Acting Gunner.

[Lieutenant-Commander E. K. OWEN.]

U. S. GUNBOAT LOUISVILLE,
Arkansas River, January 11, 1863.

SIR: I have the honor to report the condition of this vessel since our engagement to-day as follows, in addition to injuries received yesterday.

Received six shots in engagement to-day as follows: One through starboard side, aft of No. 2 gun, struck gun deck, glanced up and lodged in escape pipe; one on port side amidships, carrying hammock netting and one stanchion away, exploded on spar deck, demolishing roundhouses; another struck the captain's gig, carrying away light iron and officers' quarters on spar deck in its course; one through smokestack; and two others struck light work on spar deck.

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

D. H. CURRY,
Acting Carpenter.

Lieutenant-Commander E. K. OWEN, U. S. Navy,
Commanding Gunboat Louisville.

Congratulatory letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClernand, U. S. Army.

JANUARY 11, 1863.

GENERAL: I congratulate you that we have disposed of this tough little nut, the capture of which is alike creditable to the Army and Navy. I only wish there was another of the same kind to attack on the morrow; now that we are getting our hand in it would come

easier. I shall be ready to cooperate with you again to-morrow at 8 a. m., by which time I can send off my wounded.

Yours, respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General McCLEARNAND,

Commanding Army of the Mississippi.

Congratulatory letter from Major-General McClelland, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy.

HEADQUARTERS ARMY OF THE MISSISSIPPI, *January 11, 1863.*

ADMIRAL: I have the honor to congratulate you upon the efficient and brilliant part taken by you, as commander of the Mississippi Squadron, in the reduction to-day of the Post of Arkansas.

All the prisoners and materials of war captured testify to harmonious and successful cooperation of the land and naval forces, and that each nobly emulated the other in the time of patriotic duty.

Respectfully, your obedient servant,

JOHN A. McCLEARNAND.

Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Major-General McClelland, U. S. Army, referring to the efficient cooperation of the Navy.

HEADQUARTERS ARMY OF THE MISSISSIPPI,
Post of Arkansas, January 11, 1863.

GENERAL: I have the honor to report that the forces under my command attacked the Post of Arkansas to-day at 1 o'clock p. m., and at 4:30 o'clock, having stormed the enemy's works, took a large number of prisoners, variously estimated at from 7,000 to 10,000, together with all his stores, animals, and munitions of war.

Rear-Admiral David D. Porter, commanding the Mississippi Squadron, efficiently and brilliantly cooperated in accomplishing this complete success.

Your obedient servant,

JOHN A. McCLEARNAND,
Major-General, Commanding.

Major-General U. S. GRANT,

Commanding Department of Tennessee.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, transmitting report to be forwarded to the Department.

JANUARY 11, 1863.

DEAR PENNOCK: We used up the Post of Arkansas fort to-day in three hours, dismounting every gun in the fort, eleven in all, and such destruction of men, horses, and guns you never saw. This has been

a naval fight, although the Army attacked with long range, but did not assault. I send a letter to the Secretary; telegraph it, and send the letter. Send me down at once 4 IX-inch guns, 800 shells for 30-pound Parrott, lots of 24-pound shrapnel, 600 IX-inch shell and shrapnel, plenty of fuzes, some primers, good powder, and anything else the ordnance officer can think of to make us efficient. We are very short.

We lost about 30 killed and wounded. I have sent Walke up to take the *Lafayette*. When she is ready, send her down with dispatch.

This was a most beautiful fight.

Yours, truly,

DAVID D. PORTER.

A. M. PENNOCK, U. S. Navy,
Commanding Naval Station, Cairo, Ill.

Report of Lieutenant Bache, U. S. Navy, commanding U. S. S. Cincinnati, regarding preliminary attack on January 10.

U. S. GUNBOAT CINCINNATI,
Arkansas Post, January 12, 1863.

SIR: I have the honor to report having sustained no serious damage in the attack on the 10th. One shell struck us at the water line, forward, and a second went through the upper works. We were equally fortunate during the attack of yesterday, although struck nine times on the bow, casemate, pilot house, and upper works.

This vessel fired the first gun at about 1:30 p. m., and in half or three-quarters of an hour the right casemate gun of the fort (the one assigned us) was silenced, when our fire was directed on the left casemate and barbette guns, and afterwards in shelling the interior of the fort. We engaged the fort at 300 yards. I have to mention Acting Ensign A. F. O'Neil, Acting Master's Mate Henry Booby, and Acting Gunner John F. Riblett, the officers commanding the bow guns, for coolness and skill in directing their fire.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant Bache, U. S. Navy, regarding expenditure of ammunition during the attack of January 11.

U. S. GUNBOAT CINCINNATI,
Off Arkansas Post, January 12, 1863.

SIR: There were expended during the action on the 11th instant in the gunner's department the following articles, viz, 95 9-inch cartridges, 44 5-inch shells, 32 5-inch shrapnel, 13 stand of grape, 6 solid

shot, 3 Parrott cartridges, 3 5-inch Parrott shells, 1 8-inch cartridge, 1 5-inch shell, 2 32-pounder cartridges, 2 5-inch 32-pounder shells.
Very respectfully, etc.,

GEO. M. BACHE,
Lieutenant, Commanding.

Supplemental report of Acting Rear-Admiral Porter, U. S. Navy, regarding the satisfactory protection of a tallow coating on the vessels engaged.

No. 45.]

U. S. MISSISSIPPI SQUADRON,
Arkansas Post, January 12, 1863.

SIR: I beg leave to mention a circumstance that I deem of great importance at this moment. I did not mention it in my general report from prudential motives.

Before I sent the vessels under the fort I ordered the iron plating on the pilot houses and casemates to be covered with a coating of tallow. This rule was followed even on the small light-draft vessels generally called tin-clads. The *Rattler* was struck fair on her iron covering (only three-fourths of an inch thick) by two IX-inch shells, which flew upward without scratching the iron.

The *Cincinnati* was struck eight times on her pilot house with IX-inch shells, which glanced off like peas against glass.

The *Baron De Kalb* was the only one that had a casemate broken in, and that was done by a continuous hammering of three hours with solid shot from the fort.

I am perfectly convinced that a coating of tallow on ironclad gunboats is a perfect protection against shot if fired at an angle. The experiment is worth being tried.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, transmitting list of naval prisoners.

No. 47.]

U. S. MISSISSIPPI SQUADRON,
Arkansas River, January 12, 1863.

SIR: I enclose a list of officers belonging to the staff of Colonel Dunnington, late of the Navy and commander of the fort, who delivered their swords and surrendered to the Navy. I have sent them to Captain Pennock at Cairo, to be provided for, etc. I advise that these officers be exchanged at Richmond; they will then not return to this river.

Very respectfully, your most obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

List of officers belonging to the Confederate States Navy, captured at Arkansas Post January 12, 1863.

John W. Dunnington, colonel, commanding Third Brigade, and first lieutenant, C. S. N., commanding naval forces.

Joseph Preble, acting master, C. S. Navy.

Frank Ranger, acting master, C. S. Navy.

F. M. Roby, first lieutenant and brigade ordnance officer and midshipman, C. S. Navy.

N. M. Read, assistant surgeon, C. S. Navy.

W. S. Campbell, major and quartermaster Third Brigade, and captain's clerk, C. S. Navy.

Howell Quigley, second assistant engineer, C. S. Navy.

Samuel Sullivan, third assistant engineer, C. S. Navy.

Joseph Nutter, master's mate, C. S. Navy.

W. A. Lang, captain's steward, C. S. Navy.

George Elliott, boatswain's mate.

John McDonald, boatswain's mate.

W. C. Fisher, master-at-arms.

Charles Lettig, quartermaster.

John B. Hassert, quartermaster.

Michael Kemmett, quartermaster.

John Shephard, quartermaster.

P. J. Fitzpatrick, purser's steward.

James Hussey, surgeon's steward.

Richard [or Robert] Scott, gunner's mate.

Charles Loewenberg, ship's cook.

T. [or P.] J. Jackson, wardroom cook.

Charles Crowley, seaman.

Charles Williams, seaman.

Patrick Kelly, ordinary seaman.

Plinny Cox, ordinary seaman.

John Lee, ordinary seaman.

Henry Peters, landsman.

Edward Walsh, first-class fireman.

George Dehman, first-class fireman.

John Fuller, coal heaver.

Aleck Martin, first-class boy.

John Brown, first-class boy.

Christopher Kain, second-class boy.

Michael Knackley, second-class boy.

Samuel H. Buck, captain, assistant adjutant-general.

A. M. Williams, captain of engineers.

Congratulatory order of Acting Rear-Admiral Porter, U. S. Navy.

[No date.]

The commander-in-chief takes this occasion to thank the officers and men for the handsome manner in which they disposed of Fort Hindman on the 11th of January. In no instance during the war

has there been a more complete victory and so little doubt as to whom the credit belongs. Our ironclads and gunboats knocked the fort to pieces, dismounting every gun (eleven in all), while our light-draft vessels and the ram *Monarch* cut off the retreat of the enemy, throwing them back upon the army, who captured them by hundreds. This is the history of this affair in a few words. I can not withhold the credit due to my officers and men, even at the risk of hurting the sensibilities of others, and I am sure that our brave soldiers will not desire to take away from us the credit of doing what they would have finally accomplished themselves. I regret the dead who have fallen in the defense of our glorious flag, but they died as heroes should die. We should all be ready to do the same when our country needs the sacrifice. Let us show these rebels that there is no such thing as defeat expected by the Navy. You have proved on this occasion that mud forts and railroad-iron casemates will fall before the well-directed fire of American sailors, and if I place you muzzle to muzzle with the foe, it is to save life and insure a certain victory. Three cheers for the Union.

DAVID D. PORTER,
Acting Rear-Admiral.

Special report of Acting Rear-Admiral Porter, U. S. Navy, commending the conduct of certain commanding officers.

U. S. MISSISSIPPI SQUADRON,
Arkansas Post, January 13, 1863.

SIR: The general report of an action embraces all those engaged in it, and although on this occasion the conduct of all the officers met my approbation, I must give a little more credit to some than to others. Lieutenant-Commander John G. Walker is a man of more than ordinary intelligence, with cool, calm judgment in time of action, and one on whom the Government can rely to perform any duty. He managed and fought his vessel most beautifully, and I never had to correct a movement of his during the action. I look upon him as one of the most reliable officers in the service. The rebels admit that they never saw such firing in their lives as came from the X-inch guns of the *Baron De Kalb*, and I know of no instance on record where every gun in a fort was dismounted or destroyed. Lieutenant-Commander Watson Smith is well known to the Department, and I believe they appreciate his gallantry as an officer. He performed on this occasion a daring act, passing a strong fort under a heavy fire of cannon and musketry, for the enemy having no one at the time to contend with in the rear, directed the fire of 6,000 muskets on our vessels.

Lieutenant Commanding George M. Bache is a very young officer, but displayed the coolness of a veteran. His vessel was not hurt nor did he lose a man, because he silenced so soon the guns which I directed him to fire on.

Lieutenant-Commander Elias K. Owen, of the *Louisville*, managed his vessel handsomely and did his work as well as the others. He labored under the disadvantage of having two shells burst in his ports, killing and wounding 11 men, which, for a moment only, stopped his fire.

Lieutenant-Commander James W. Shirk brought up the *Lewington* in good time, and opened his broadside on the fort. One of his first guns destroyed a rifled piece which was boring him pretty effectually. Lieutenant Selim E. Woodworth, in the *Glide*, passed through with Lieutenant-Commander Watson Smith, and helped to cut off the retreat of the rebels, 30 or 40 only of whom escaped by a ferry 10 miles up the river. The ferry was destroyed by the two officers above mentioned, and the rebel army all fell into our hands.

Lieutenant-Commander K. Randolph Breese, of the *Black Hawk*, brought his ship sufficiently close into action to do much execution with his rifled 30-pounders, and headed the men in the two attempts we made to board the fort, which was only prevented by the parting of the wheel ropes.

I have endeavored to do full justice to all the above-mentioned officers, and have not said a word too much in their praise.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting recommendations of two officers of the U. S. tug *Thistle*, for special services.

U. S. MISSISSIPPI SQUADRON,
Post of Arkansas, January 13, 1863.

SIR: The enclosed recommendations* are for two officers belonging to the tug *Thistle*, which vessel I used part of the time during the attack on Fort Hindman, Post of Arkansas, to communicate with the different vessels and regulate the movements of the squadron. I found it impossible to make signals in the smoke. The *Thistle* was in the thickest of the fire, and under a heavy fire of musketry on both occasions. During the latter action the *Louisville* took fire unperceived by those on board. I went alongside and sent Mr. Eltringham on board with the crew of the tug, who, in a few moments, extinguished the flames. The *Cincinnati* being reported on fire, I went to her assistance, when the above-mentioned officer went with the crew on board and found it was a false alarm. The two officers mentioned displayed perfect coolness throughout the affair, and deserve promotion. Allow me also to mention the conduct of Ensign Symmes H. Hunt, the signal officer, who is always ready to volunteer for any service and who showed a laudable zeal on this occasion, leading the firemen and helping to extinguish the flames. But for this timely assistance the fire would have been difficult to arrest.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

*Not found.

Report of Colonel Ellet, commanding U. S. Ram Fleet.

U. S. STEAM RAM MONARCH,
Off Arkansas Post, Ark., January 12, 1863.

GENERAL: I have the honor to report to you that on the 9th instant I ascended the Arkansas River in the *Monarch*, accompanying, by Admiral Porter's order, the naval expedition against Fort Hindman.

During the attack upon the fort on the 11th instant the *Monarch* was held immediately in rear of the ironclads, with instructions to take the lead if a rebel ram appeared.

Just before the surrender of the enemy I received orders to pass the fort and cut off the retreat of the enemy. This was done, and I kept on up the river for 12 miles. The water then became so shallow as to render it impossible to proceed farther. The *Monarch* got aground four times as it was. I was consequently compelled to return, to my great regret, as I understood from a prisoner we captured on the way that there was a ferry some 6 miles farther up, where the fleeing rebels would be able to cross. I notified the commander of the light-draft gunboats of this fact on my return, but am unaware whether any steps were taken to destroy the ferry.

I reported verbally to Admiral Porter the result of the expedition. Though I have no positive information to that effect, I think the passage of the *Monarch* must have caused a considerable number of the enemy to fall into the hands of our army. We shelled the woods on our right-hand side as we went up, and at several points saw numbers of the rebels retreating from the banks of the river.

Very respectfully,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

Brigadier-General ALFRED W. ELLET,
Commanding Mississippi Marine Brigade.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClelland, U. S. Army, advising the removal of piles opposite Fort Hindman.

ARKANSAS POST, January 12, 1863.

GENERAL: I beg leave to suggest that the piles in the sandbar opposite the fort, placed to obstruct the channel at high water, be removed by some of your engineers; they will otherwise injure the transports if the water should rise suddenly. I would do it myself, but have no men used to that kind of work.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General JOHN A. McCLELLAND, U. S. Army,
Commanding the Army of the Mississippi.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClermand, U. S. Army, regarding the forwarding of wounded and prisoners.

ARKANSAS POST, *January 12, 1863.*

GENERAL: I am going to send up a gunboat with some wounded and some naval officers taken prisoners, also with dispatches.

As you are going to send off the prisoners, and will notify me when they will go, I will let the gunboat convoy them.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General McCCLERNAND, U. S. Army,
Commanding the Army of the Mississippi.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Quartermaster Parsons, U. S. Army, regarding the forwarding of prisoners.

U. S. MISSISSIPPI SQUADRON, *January 12, 1863.*

SIR: The *New Era* is going up as convoy to the prisoners. She will go at once to the mouth of the river to take in coal. She will hoist a checkered red and white flag. I want to send up 26 prisoners. To which boat shall I send them?

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel PARSONS,
Quartermaster, U. S. Army.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClermand, U. S. Army, regarding the convoy of prisoners.

ARKANSAS POST, *January 13, 1863.*

GENERAL: Your two communications of to-day in relation to the convoy of prisoners and the removal of the shell only reached me a half hour since. I have been up the river all day sounding.

One of the gunboats is at the mouth of the river waiting for the steamers, and the other will convoy them down and then accompany them wherever you wish to send them. The shells will be sent for early to-morrow morning.

I am much obliged to you for the offer of the hospital ship, but we have one of our own where the wounded are well cared for.

Very respectfully, your most obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General McCCLERNAND,
Commanding Army of the Mississippi, Transport Tigress.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. *Lexington*, regarding convoy of prisoners.

ARKANSAS POST, *January 13, 1863.*

SIR: You will proceed at daylight to the mouth of White River with the prisoners captured at Fort Hindman and convoy them to such places as the general commanding may send them to. You will regulate the movements of the boats so that there can be no possibility of their rising on the guard. The *New Era*, at the mouth of the river, will accompany you. When you have performed this duty you will proceed to New Albany and take command of the *Tuscumbia* as soon as she is ready to be turned over to the Mississippi Squadron, and you will go on to Erie, Pa., and see if you can not raise men enough to man her. You will not remain there longer than a week.

You will send the *Lexington* back to me, in charge of the executive, the moment you deliver the prisoners and start on the duty enjoined you.

Report to me how matters are progressing by every opportunity.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES W. SHIRK, U. S. Navy,
Commanding U. S. S. Lexington.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. *Louisville*, regarding transfer of shell from Fort Hindman to that vessel.

ARKANSAS POST, *January 13, 1863.*

SIR: You will apply to the ordnance officer of the Army, who will deliver to you all the 8 and 9 inch shell in the fort, which you will transfer to your vessel without delay.

The ordnance officer will be found on the transport *General Anderson*.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander ELIAS K. OWEN, U. S. Navy,
Commanding Louisville, Arkansas River.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Smith, U. S. Navy, to send a gunboat above Fort Hindman, to follow the last transport down Arkansas River.

U. S. S. BLACK HAWK, *January 14, 1863.*

SIR: You will send a light-draft at daylight up half a mile above the fort, which vessel will bring up the rear and follow down the last transport that leaves the fort.

Have another vessel ready at 8 o'clock a. m. to-morrow to carry dispatches up the White River. Let the commander report to me.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander WATSON SMITH, U. S. Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Smith, U. S. Navy, in view of the movement of Major-General McClelland, U. S. Army, from the Arkansas River.

JANUARY 17, 1863.

SIR: I have received a communication from General McClelland, that he is proceeding out of the river. If he has disabled the guns, follow with all the vessels, setting fire to anything that may be left behind.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander WATSON SMITH, U. S. Navy.

Commanding First Division of Light-Drafts.

Supplemental report of Acting Rear-Admiral Porter, U. S. Navy, transmitting chart and sketches of Fort Hindman.

No. 59.] U. S. MISSISSIPPI SQUADRON, *January 17, 1863.*

SIR: I have the honor to enclose a chart and sketches of Fort Hindman, Post of Arkansas, showing the position and destructive fire of the ironclads *Louisville*, *Baron De Kalb*, and *Cincinnati*.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Extracts from detailed report of Major-General McClelland, U. S. Army.

HEADQUARTERS ARMY OF THE MISSISSIPPI,
Steamer Tigress, Mississippi River, January 20, 1863.

I have the honor to submit the following report of the operations of the forces of which, in pursuance of the order of Major-General Grant, commanding Department of the Tennessee, I assumed command on the 4th instant, at Milliken's Bend, La., resulting in the reduction of Fort Hindman, more generally known as Post [of] Arkansas:

These forces, styled by me for convenience and propriety of description the Army of the Mississippi, consisted of parts of two *corps d'armée*, viz., the Thirteenth, my own, and the Fifteenth, Major-

General Sherman's. Desiring to give my undivided attention to matters affecting the general command, I immediately assigned Brigadier-General George W. Morgan, a tried and meritorious officer, to the command of the Thirteenth Corps d'Armée, in which he was the senior division commander.

* * * * *

Having, as already mentioned, assumed command of these forces on the 4th instant after they had retired from the neighborhood of Vicksburg, I sailed with them the same day in execution of a purpose, the importance of which I had suggested to General Gorman at Helena, December 30, on my way down the river. That purpose was the reduction of Fort Hindman, which had been laboriously and skillfully enlarged and strengthened since the commencement of the rebellion, which formed the key to Little Rock, the capital of the State of Arkansas, and the extensive and valuable country drained by the Arkansas River, and from which hostile detachments were constantly sent forth to obstruct the navigation of the Mississippi River and thereby our communications.

A government transport, the *Blue Wing*, laden with valuable military stores, only a few days before, fell prey to one of these detachments, and ammunition taken from her was used against us in the engagement of which I am giving an account. Without turning my arms in this direction, my forces must have continued comparatively idle at Milliken's Bend until you should have altered your plan for the reduction of Vicksburg or recalled them.

* * * * *

Dispatching Colonel Stewart, chief of cavalry, with my escort to explore the ground to the bayou on the right, I hastened back and requested Rear-Admiral Porter, commanding the Mississippi Squadron, to advance the gunboats and open fire on the enemy's works for the purpose of diverting his attention while the land forces should gain the positions assigned to them. Promptly complying, the admiral advanced his boats and opened a terrific cannonade upon the fort, which was continued an hour or more and until after nightfall.

* * * * *

Post [of] Arkansas, a small village, the capital of Arkansas County, is situated on elevated ground, above the reach of floods, and defining for some miles the left bank of the river. It was settled by the French in 1685; is 50 miles above the mouth of the river, 117 miles below Little Rock, and is surrounded by a fruitful country, abounding in cattle, corn, and cotton.

Fort Hindman, a square, full-bastioned fort, was erected within this village, upon the bank of the river, at the head of a bend resembling a horseshoe.

* * * * *

Having placed in battery, at the request of Admiral Porter, two 20-pounder Parrotts, as already explained, for the purpose of dismounting the gun in the lower casemate, which had seriously annoyed the gunboats on the previous evening, and all my forces being ready for action, I sent word to the admiral accordingly, and notified him that as soon as he had opened fire I would advance to the attack of the enemy's works, and at 12 m. repeated the same communication.

At 1 p. m. the gunboats opened fire, immediately followed by the fire of artillery along the right wing of my line, and soon after by the fire of artillery along the left wing. At the expiration of thirty minutes the infantry were to advance to the charge, and when our men were heard shouting the gunboats, in order to avoid inflicting injury upon them, were to cease firing.

* * * * *

Colonel Lindsey, as soon as a gunboat had passed above the fort, hastened with his brigade down the opposite shore and opened an oblique fire from Foster's two 20 and Lieutenant Wilson's two 10 pounder Parrotts into the enemy's line of rifle pits, carrying away his battle flag and killing a number of his men. Eager to do still more, he embarked the Third Kentucky on board of one of the gunboats to cross the river to the fort, but before it got over the enemy had surrendered.

Thus, at 4:30 o'clock, after three and a half hours' hard fighting, our forces entered and took possession of all the enemy's defenses.

* * * * *

The prisoners of war I forwarded to the commissioner for the exchange of prisoners at St. Louis; and utterly destroying all of the enemy's defenses, together with all buildings used by him for military purposes, I reembarked my command and sailed for Milliken's Bend on the 17th instant, in obedience to Major-General Grant's order.

* * * * *

The maps and drawings herewith submitted will illustrate the disposition of the land forces, the position of the gunboats, the defenses of the enemy, the field of operations, and the surrounding country.

JOHN A. McCLERNAND,
Major-General Commanding.

Lieutenant-Colonel JOHN A. RAWLINS,
Assistant Adjutant-General, Department of the Tennessee.

Report of Major-General Sherman, U. S. Army, commanding Fifteenth Army Corps.

HEADQUARTERS FIFTEENTH ARMY CORPS,
Post of Arkansas, Ark., January 13, 1863.

SIR: I have the honor to report the operations of this corps during the recent events which resulted in the capture of the Arkansas Post with its entire garrison and its matériel of war.

The fleet of gunboats under Admiral Porter and transports carrying the two corps composing this army, having rendezvoused in the Mississippi River at the mouth of White River, on the morning of the 9th instant entered White River, gunboats leading, followed by General McClernand in person, my corps, and then General Morgan's. Our route was up White River to the cut-off, through it to the Arkansas, and up that river to the Arkansas Post; whole distance estimated at 50 miles.

Late in the evening of the 10th Admiral Porter's fleet made a furious attack upon the fort, continuing the cannonading till after it was dark; but although I had pushed one brigade of Stuart's division, commanded by Colonel Giles A. Smith, close up to the enemy's line, our forces were not then in position to make an assault. * * *

My orders were that as soon as the gunboats opened their fire all our batteries in position should commence firing and continue until I ordered "Cease firing," when, after three minutes' cessation, the infantry columns of Steele and Stuart were to assault the enemy's line of rifle pits and defenses.

The gunboats opened about 1 p. m., and our field batteries at once commenced firing, directing their shots at the enemy's guns, his line of defenses, and most especially enfilading the road which led directly into the fort, and which road separated General Morgan's line of attack from mine. I could not see the gunboats, and had to judge of their progress by the sound of their fire. This was at first slow and steady, but rapidly approached the fort and enveloped it with a complete hailstorm of shot and shell. * * *

I have the honor to be, your obedient servant,

W. T. SHERMAN,
Major-General, Commanding.

Lieutenant-Colonel A. SCHWARTZ,
Assistant Adjutant-General to General McClelland.

[Telegram.]

CAIRO, ILL., *January 21, 1863.*

The gunboat *Lexington*, Lieutenant-Commander Shirk, has just arrived, 11:30 a. m., conveying 4,793 rebel prisoners of war from the Post of Arkansas.

A. M. PENNOCK.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Acting Rear-Admiral Porter, U. S. Navy, correcting statement made in previous report.

No. 76.] U. S. MISSISSIPPI SQUADRON, *January 28, 1863.*

SIR: I mentioned in one of my reports to you that the Army had captured eighteen fieldpieces at Arkansas Post, on the field. Only seventeen guns were captured in all—six besides the guns in the fort, captured by the Navy. I was misinformed.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Acting Rear-Admiral Porter, U. S. Navy, responding to Department's statement that the only information received had been through the War Department.

No. 79.] U. S. MISSISSIPPI SQUADRON, *January 28, 1863.*

SIR: I have the honor to acknowledge the receipt of your communication, stating that you had no information of my movements at Arkansas Post except through the War Department.

I sent a fast boat off immediately with a telegram, but the army boat beat her. If you did not receive my communication so soon, you will find it more reliable than the one received at the War Department, which states that the Navy cooperated, when in fact it forced the fort to surrender, and then cut off the retreat of the rebels, who were driven back on the Army. I find that army officers are not willing to give the Navy credit (even in very small matters) they are entitled to, but you will find that I do not fail in my reports to give my officers and men the credit they justly deserve, even at the risk of hurting the sensibilities of the Army.

You will receive the first account of the next battle we have.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Congratulatory letter from the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, acknowledging delayed reports.

NAVY DEPARTMENT, *January 28, 1863.*

SIR: Your several dispatches of the 11th, 12th, and 13th instant, communicating the success attending your command at the Post of Arkansas, the reduction of that place, and the surrender by Colonel Dunnington, the commandant of its garrison, to our naval forces, have been duly received.

It is a gratification that the efforts of yourself and the officers and sailors on the Western rivers indicate the same resolute energy and efficiency that characterized the movements of our gunboats one year ago; and the result at Arkansas Post is, I trust, the harbinger of other achievements for the country and the Union by our naval forces.

Accept for yourself and convey to your gallant associates the congratulations of the Department for your services.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of Navy.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Report of Brigadier-General Churchill, U. S. Army, commanding lower Arkansas and White rivers.

RICHMOND, VA., May 7, 1863.

GENERAL: Not being in communication with Lieutenant-General Holmes, commanding the Trans-Mississippi Department, I herewith forward for your consideration my report of the actions of the 10th and 11th of January last at Arkansas Post.

I have the honor to be, general,

Very respectfully, your obedient servant,

T. J. CHURCHILL, *Brigadier-General,*
Commanding Lower Arkansas and White Rivers.

General S. COOPER,

Adjutant and Inspector General, Richmond, Va.

[Enclosure.]

RICHMOND, VA., May 6, 1863.

GENERAL: On the morning of the 9th of January I was informed by pickets stationed at the mouth of the cut-off that the enemy, with his gunboats, followed by his fleet of seventy or eighty transports, were passing into the Arkansas River. It now became evident that their object was to attack the Arkansas Post. I immediately made every arrangement to meet him, and ordered out the whole force under my command, numbering about 3,000 effective men, to take position in some lower trenches about 1½ miles below the fort. The Second Brigade, under Colonel Deshler, and the Third, under Colonel Dunnington, occupied the works, while the First Brigade, under Colonel Garland, was held in reserve.

Three companies of cavalry, under command of Captains Denson, Nutt, and Richardson, were sent in advance to watch the movements of the enemy. During the night the enemy effected a landing about 2 miles below, on the north side of the river.

The following day about 9 o'clock the gunboats commenced moving up the river and opened fire upon our position. Having but one battery of fieldpieces, of 6 and 12 pounders, I did not return their fire. It was here that I expected the cooperation of the guns from the fort, but owing to some defect in the powder they were scarcely able to throw a shell below the trenches, much less to the fleet. About 2 o'clock p. m., discovering that I was being flanked by a large body of cavalry and artillery, I thought it advisable to fall back under cover of the guns of the fort to an inner line of intrenchments.

The enemy advanced cautiously, and as they approached our lines were most signally repulsed. They made no further attempt that evening to charge our works, and I employed the balance of the time till next morning in strengthening my position and completing my intrenchments. Discovering that a body of the enemy had occupied some cabins in our old encampment, I ordered Colonel R. Q. Mills with his regiment to drive them from the position, which he did most successfully, capturing several prisoners. Just before dark Admiral Porter moved up with several of his ironclads to test the metal of our fort. Colonel Dunnington, who commanded the fort, was ready in an instant to receive him. The fire opened, and the fight lasted near two hours, and finally the gunboats were compelled to fall back in a crippled condition.

Our loss was slight, that of the enemy much heavier. During the night I received a telegraphic dispatch from you, ordering me "to hold out till help arrived or until all dead," which order was communicated to brigade commanders, with instructions to see it carried out in spirit and letter. Next morning I made every disposition of my forces to meet the enemy in the desperate conflict which was soon to follow. Colonel Deshler, with his brigade, with the regiment of Colonel Dawson attached, commanded by Lieutenant-Colonel Hutchison, occupied the extreme left; Colonel Garland, with his brigade, with his right resting on the fort, while Colonel Dunnington commanded the river defenses. It was near 12 o'clock before the enemy got fully into position, when he commenced moving upon my lines simultaneously by land and water. Four ironclads opened upon the fort, which responded in gallant style with its three guns.

After a continuous fire of three hours they succeeded in silencing every gun we had with the exception of one small 6-pounder Parrott gun, which was on the land side. Two boats passed up and opened a cross-fire upon the fort and our lines; still we maintained the struggle. Their attack by land was less successful; on the right they were repulsed twice in attempting to storm our works, and on the left were driven back with great slaughter in no less than eight different charges. To defend this entire line of rifle pits I had but one battery of small fieldpieces, under command of Captain Hart, to whom great credit is due for the successful manner in which they were handled, contending, as he did, with some fifty pieces in his front. The fort had now been silenced about an hour, most of the fieldpieces had been disabled; still the fire raged furiously along the entire line, and that gallant band of Texans and Arkansans, having nothing to rely upon now save their muskets and bayonets, still disdained to yield to the overpowering foe of 50,000 men, who were pressing upon them from almost every direction. Just at this moment, to my great surprise, several white flags were displayed in the Twenty-fourth Regiment Texas Dismounted Cavalry, First Brigade, and before they could be suppressed the enemy took advantage of them, crowded upon my lines, and not being prevented by the brigade commander from crossing, as was his duty, I was forced to the humiliating necessity of surrendering the balance of the command. My great hope was to keep them in check until night and then, if reinforcements did not reach me, cut my way out. No stigma should rest upon the troops. It was no fault of theirs; they fought with a desperation and courage yet unsurpassed in this war, and I hope and trust that the traitor will yet be discovered, brought to justice, and suffer the full penalty of the law. My thanks are due Colonels Anderson and Gillespie for the prompt measures taken to prevent the raising of the white flag in their regiments. In the Second Brigade, commanded by the gallant Deshler, it was never displayed.

I had ordered Colonel E. E. Portlock, commanding at St. Charles, to hasten to my relief with what troops he could spare. Captain Alf. Johnson reached the post on Saturday night and took part in the action on the 11th. Colonel Portlock, at the head of 190 men of his regiment of infantry, made the unprecedented march of 40 miles in twenty-four hours, and succeeded in entering our lines amidst a heavy fire from the enemy on his flanks. He was just on the eve of bringing his men into action when the surrender took place.

In no battle of the war has the disparity of forces been so unequal. The enemy's force was fully 50,000, when ours did not exceed 3,000, and yet for two days did we signally repulse and hold in check that immense body of the enemy. My loss will not exceed 60 killed and 75 or 80 wounded. The loss of the enemy was from 1,500 to 2,000 killed and wounded.

* * * * *

I herewith enclose for your consideration the reports of Colonels Garland and Deshler; that of Colonel Dunnington I have as yet been unable to obtain.

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

T. J. CHURCHILL,
Brig.-Gen., Commanding Lower Arkansas and White Rivers.

Lieutenant-General T. H. HOLMES,
Little Rock.

[Endorsement.]

HEADQUARTERS ARKANSAS DEPARTMENT,
Little Rock, June 8, 1863.

It is impossible to imagine better conduct on the part of officers and men, and it is a matter of rejoicing to me that my hasty order was rendered nugatory before the brave Churchill was reduced to the ultima ratio—cutting his way through such immense odds. It never occurred to me when the order was issued that such an overpowering command would be devoted to an end so trivial.

Respectfully forwarded to the adjutant and inspector-general.

T. H. HOLMES,
Lieutenant-General.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, regarding the possibility of getting coal through to the U. S. ram Queen of the West.

JANUARY 5, 1863.

GENERAL: Is it possible to get coal over to the ram *Queen of the West*, either through the canal or by teams?

She will require 5,000 bushels.

That was a good lick at the rebels; I have another in store for them soon. Please inform me if you can help me to get the coal over and keep up the armament. We will starve them at Port Hudson as sure as a gun.

Respectfully, yours,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General WM. T. SHERMAN,
Commanding Fifteenth Army Corps, U. S. Army.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the commissioning of three new ironclads.

No. 6.] U. S. MISSISSIPPI SQUADRON, *January 5, 1863.*

SIR: Three more light-draft, ironclad gunboats, the *Mary Miller*, *Duchess*, and *Florence*, will go in commission next week. I beg leave to offer the following names for them: *Mary Miller*, *Prairie Bird*; *Duchess*, *Petrel*; and *Florence*, *Curlew*; otherwise the rebels will know what they are.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

Yes; if none of the names are in use. Notify Bureau of Construction.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, in view of the reported presence of Confederate rams in the Yazoo River.

U. S. MISSISSIPPI SQUADRON, *January 5, 1863.*

SIR: I must have the *Lafayette* even if she has not got her iron on. Three rams superior to the *Arkansas* are coming out of the Yazoo. Put every man and officer in her you can get. Let her stop at Island No. 10, and let Captain Walke take command of her. Let him take 25 men out of the *Carondelet*, including the men he took from the *Benton*, and let him proceed to the mouth of the Yazoo without one moment's delay and take command of the fleet there until I return. Let the mechanics and iron go down in the *Lafayette*. Tell Mr. Laning to shove the *Choctaw* and get her down without delay. Let Lieutenant McLeod Murphy take passage in the ram *Lafayette* and relieve Captain Walke on board the *Carondelet*, and remain for the present at Island No. 10. Please send Captain Walke a copy of this letter. The moment the *Eastport* is off the ways, see that she has her guns and provisions in, and send her down to the mouth of the White River, where I am.

I want the light-drafts very much; send them along with short crews; if they can man two guns, I will be satisfied. Let the *Eastport* come with short crew also, and send the men down as fast as they come on. If any 100-pounder rifles come to Cairo, put two of them in the bow ports of the *Eastport*; if not, pin the IX-inch in.

The squadron is all burning wood; there is no coal. If Mr. Boggs has no good reasons for not sending supplies, he is incurring a heavy responsibility.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK,

Fleet Captain, Commandant of Station, Cairo, Ill.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to the Superintendent of Coast Survey, regarding the work of his assistants.

U. S. MISSISSIPPI SQUADRON, *January 5, 1863.*

SIR: I have had no opportunity to inform you how your assistants were getting along. Mr. Halter got sick, and I allowed him to return home; Mr. Strausz and Mr. Fendall have rendered themselves extremely useful to me in compiling maps for the use of the Army and Navy and making surveys of the field of operations before Vicksburg. I sent Mr. Strausz down in a vessel near the front of the city to make plans and take sketches of the batteries, which he did to my satisfaction, giving us information that we have not possessed before, and showing the impracticability of attacking Vicksburg by water alone. We might otherwise have run our heads against a stone wall. During the ascent of the Yazoo River, and while engaged in taking up torpedoes, our passage was contested at every step by two or three thousand riflemen in pits and behind levees, so protected that our guns could not hurt them. The vessels were much cut up, the rifle balls going through and through the light upper works. Mr. Strausz accompanied the expedition, and while under the fire produced a good chart of the river and back country, with which we have made our advances. I could not have got along very well without these maps. Both Strausz and Fendall are very assiduous in making maps for future use. They are now making one of the State of Arkansas, where we intend striking a blow before returning to Vicksburg, the water being still too low to operate there with any hope of success. It is all swamp now, except in front. When the water rises our vessels can get near to dry land, where they can cover the troops.

I am, very respectfully, your most obedient servant,

DAVID D. PORTER.

A. D. BACHE,
Superintendent Coast Survey.

Rules for cutting fuzes in shrapnel.

[JANUARY 6, 1863.]

Each mark on the sight represents a second on the fuze. If you want to fire 1-second fuze, fasten the sight at the first mark, and point at the object. One-second fuze will burst at 500 yards with good powder; 2-second fuze will burst at 930 yards; 3-second fuze will burst at 1,330 yards; 4-second fuze will burst at 1,600 yards; 5-second fuze will burst at 1,900 yards.

In every case the mark on the sight must correspond to the second of the fuze, and to have good bursting effect the line of sight must bear upon the object. For near practice, 1½-second fuze is about right, providing the vessel is about 500 yards from the bank; the balls in the shell are projected 50 yards farther.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant Bishop, U. S. Navy, regarding the forwarding of four mortar boats, towed by steamer Stephen Bayard.

U. S. S. GENERAL BRAGG,
Off Memphis, Tenn., January 6, 1863.

SIR: In acquiescence with your order received per U. S. S. *Rattler*, I send down to the fleet in tow of the *Stephen Bayard* four mortar boats, leaving six at this point, two of which only are in condition to send. The *Wilson*, having five barges in tow, is unable to take them, and there being no towboat here, I regret being unable to send them at present.

Very respectfully, your obedient servant,

JOSHUA BISHOP,
Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Badger, U. S. Navy, regarding the approach to completion of the U. S. S. Tuscumbia.

NEW ALBANY, IND., January 6, 1863.

SIR: The *Tuscumbia* is rapidly advancing toward completion. Even in her present condition, with her guns in position and ammunition on board, she is a most formidable vessel, and the temptation to the enemy to get possession of, or to destroy her, must be very great.

Considering that this vicinity swarms with secessionists, and that the guard of convalescent soldiers is not so reliable as could be wished, I am of the opinion that a proper precaution requires that she should be furnished with a crew of at least 2 officers and 30 men.

The engineer with two firemen is all that would be required for the present in the engine department. A pilot can always be had.

The officers and crew should be supplied with small arms and ammunition.

The galley is on board with facilities for cooking.

I am, very respectfully, your obedient servant,

O. C. BADGER,
Lieutenant-Commander, U. S. Navy.

Commodore J. B. HULL, U. S. Navy,
St. Louis, Mo.

P. S.—I should be glad to be relieved, to attend to ordnance duties at Cincinnati.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Drinkwater, regarding towing of coal barges to Cairo.

JANUARY 6, 1863.

SIR: When the coal barge is empty, take it in tow and proceed to Cairo and report yourself. Pick up another empty barge on the way if you meet one, and tow it up.

Very respectfully, etc.,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Captain DRINKWATER,
Steamer Ottawa.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Brigadier-General Gorman, U. S. Army, referring to expeditions in White and Arkansas rivers.

JANUARY 6, 1863.

SIR: I have had no opportunity to answer your letter relating to supplying you with gunboats, but you have heard ere this that an expedition is at the mouth of White River ready to go up the Arkansas. I hope you will make your ascent of White River at the same time. I will supply you with force enough to keep off any armed vessel, but can not promise enough to reduce a fort.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General W. A. GORMAN.

Capture and destruction by Confederate forces of steamers Jacob Musselman, January 6, and Grampus No. 2, January 11, 1863.

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

No. 63.

U. S. MISSISSIPPI SQUADRON, *January 18, 1863.*

SIR: I have the honor to enclose a communication from Lieutenant Commanding Joshua Bishop in relation to investigations made about the burning of the steamers *Jacob Musselman* and *Grampus*, above Memphis.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. GUNBOAT CONESTOGA,
Memphis, January 13, 1863.

SIR: A party of guerrillas from the Arkansas shore crossed the river on Sunday evening and surprised the towboat *Grampus No. 2*, lying on the Tennessee shore about a mile above the city. They made prisoners of all aboard and succeeded in getting the steamer over the river, when they set fire to her. The steamer was seen to leave the bank and go up the river by the lookouts on the *Conestoga*, but as steamers are constantly passing up and down during the night, there was nothing suspicious in the movement.

I directed Lieutenant Commanding Bishop to proceed in the gunboat *Linden*, with a force of three companies of troops sent by the military authorities, to the place where the steamer was burned and destroy the houses in the neighborhood. I enclose his report.

The repairs upon our boilers are more extensive than I supposed, and the machinist tells me he can complete them before Saturday evening. I am using all the dispatch I can.

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

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Subenclosure.]

U. S. S. GENERAL BRAGG,
Memphis, January 13, 1863.

SIR: I respectfully report that I went on board the light-draft gunboat *Linden* on the afternoon of the 12th to visit the places where the steamers *Jacob Musselman* and *Grampus* were burned. The *Linden* had on board the part of the Eighty-ninth Regiment of Indiana Volunteers, under command of Major Cubberly.

Proceeded up the river, passing by way of Mound City (where the steamer *Grampus* was burned), anchored near Bradley's Landing (where the *Jacob Musselman* was burned). About 10 p. m. a steamer passed down, and when a short distance below us a signal light was shown on the bank. The steamer then blew her whistle and made a landing. Perceiving that she was landing, hailed her with the steam whistle, which she did not notice; got underway and chased the vessel, which had left the bank, sounded the whistle and fired a gun. After chasing the vessel some distance brought her to and boarded her, the steamer *Chippewa Valley*. Finding nothing wrong, permitted her to proceed on down the river; steamed back to Bradley's Landing and anchored. At 7 a. m. got underway and landed at Bradley's Landing to communicate. Ascertained that there was quite a force of guerrillas in the neighborhood, who intended destroying steamers; that their rendezvous was at Mound City, Marion, and Hopefield; that a man named Cheek was instrumental in burning the steamers. At 9 a. m. left Bradley's Landing and proceeded to Mound City, firing shells at intervals into the woods, as it was supposed there were guerrillas thereabouts.

At 10 landed at Mound City and disembarked the troops. The infantry made prisoners of several citizens, who had been harboring guerrillas; set fire to and burned several unoccupied houses belonging to Mr. Cheek and others, as there was evidence that they had been lately occupied.

The pickets exchanged shots with some mounted men. A number of shotguns, rifles, revolvers, etc., was captured.

The infantry proceeded by land to Hopefield, searching houses for arms. At 2 p. m. landed at Hopefield and embarked the troops; steamed down to Fort Pickering and disembarked the troops.

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

JOSHUA BISHOP,
Lieutenant, Commanding.

Lieutenant-Commander THOS. O. SELFRIDGE,
Commanding U. S. S. Conestoga, Senior Officer off Memphis.

Report of Captain McGehee, C. S. Army.

CAMP OF UNATTACHED COMPANY, ARKANSAS CAVALRY,
Marion, Ark., March 12, 1863.

COLONEL: In obedience to orders received from the major-general commanding the Trans-Mississippi district to proceed to the county of Crittenden, Ark., for the purpose of scouting and burning cotton in that country and annoying the enemy on the Mississippi River, I have the honor to report that I marched from Austin, Ark., and proceeded to the Mississippi River, burning all cotton as I went which was liable to fall into the hands of the enemy.

On the 6th day of January I captured the steamboat *Jacob Musselman* opposite Memphis, lying at the Arkansas shore; ran her to Bradley's Landing, 15 miles above that point, where I captured another boat (flatboat) loaded with stock. After taking what was valuable on the steamer *Jacob Musselman* and the stock off of the flatboat, I burned them both.

On the 11th day of January I captured the steamboat *Grampus No. 2*, just off the wharf at Memphis; ran her to Mound City, 5 miles above Memphis, and burned her. There were with the *Grampus* five coal boats, which were turned loose in the river when she was captured and floated down and sunk.

On the 17th of February I captured the steam tug *Hercules*, opposite Memphis, and seven coal boats which were with her, and burned them on the spot, being unable to run them off, owing to the terrific fire from the gunboats which were lying at the Memphis wharf.

On the 16th of February I captured a flatboat 30 miles below Memphis laden with medicine, etc. She had on board the following articles, to wit, 600 ounces of quinine, 200 ounces of morphine, 6 pounds of opium, 5 pounds of ipecac, 5 navy repeaters, 450 rounds of navy cartridges, 3,000 percussion caps, and 6 pairs of gantlets.

I am, colonel, your obedient servant,

J. H. MCGEHEE,
Captain, Commanding Company.

Colonel R. C. NEWTON,
Assistant Adjutant-General.

Newspaper clippings enclosed in statement of J. E. Cheek, of Mound City, dated Memphis, March 19, 1863.

The *Grampus No. 2* arrived here a day or two ago with 3,500 bushels of coal in tow. She lay a little above the mouth of Wolf River at the Island Little Chicken, within 50 yards of the Tennessee shore. At about 12 o'clock last night, all hands being in bed but the watch, some men suddenly sprang on board from the bank. The watch was seized and a pistol put to his head, and one by one the various parties on deck were made to leave their berths; a guard with a revolver in hand was set over each one of them, and any shouting or signaling to boats that lay not very far off was prevented.

The engineers were compelled to get up steam and the pilot to take the boat with 3,500 bushels of coal; but leaving the barges behind, to the regular ferry landing at Mound City, 5 miles above our landing. Here the commander of the boat, Captain Thomas Chester, was robbed of nearly a thousand dollars, greenbacks, which he had upon his person, and a very valuable gold watch. They stripped the boat of its

furniture, bedding, lanterns, crockeryware, and dishes, and all the things lying about that they wanted. These were hauled away by the aid of a wagon and six horses to where the men said they had a camp some distance back. When the work of plunder was completed the *Grampus* was set on fire and cut loose. She floated to the foot of the island that is opposite Mound City, where she and her coal are burning at the moment we are writing.

The party making the capture consisted of 13 men; they said they had 15 or 20 more within a short distance. They said they were the people who took the *Musselman* and burned her on Friday last, and that they should have more yet; and they told the *Grampus* people to tell General Hurlbut when they got back to have his bed big enough, for he would find one of them sleeping with him some night.

He also stated that they had four guns coming, and when they arrived they should have possession of the river at that point.

They stated that some of them had been all over Memphis during the day, and they had been near the *Grampus* and found out how she lay.

The following names were among those heard or known by parties taken from the *Grampus*: Colonel Williamson, Jim McGehee, Lieutenant Barton, M. R. Cheek, jr., and — Green. Some of these names will be remembered as having been written on passes given to persons on the *Musselman* when she was taken.

The persons taken from the *Grampus* were not unkindly used. They were told that if they chose they might go into an empty house above the landing, build a fire there, and remain until morning. This was no doubt the house Captain Cheek, of the ferryboat, used to keep as a tavern. The *Grampus* people were paroled; they walked down the shore and were brought across to this side, where they are detained on one of the gunboats for examination. Among the spoils taken from the *Grampus* the captors seemed to be more pleased to receive her bell, which was a valuable one. It was understood that all the captors were residents of the neighboring portion of Arkansas. Colonel Williamson and Captain McGehee had a sort of uniform on.

This bold act of making off with a boat just above the city landing, within sight of the city and within gunshot of the gunboats, is one that will awaken at least surprise, and, we presume, can not pass without chastisement.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClernand, U. S. Army, requesting transportation for the remains of Lieutenant-Commander Gwin, U. S. Navy.

JANUARY 7, 1863.

GENERAL: Will you do me the favor to allow the first steamer that goes up to transport to Cairo and deliver to Captain Pennock the body of the late Captain Gwin, and to give passage to the persons in charge of it?

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General McCLEARNAND, U. S. Army,

Commanding U. S. Forces.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, to guard the mouth of White River.

OFF WHITE RIVER, January 7, 1863.

SIR: You will lie in the mouth of White River, leaving room for vessels to pass, and you will guard that point until I return here.

If a light-draft gunboat comes down here, let her take your place and join me up the Arkansas with the *Conestoga*. Have all gunboats coming down, coal barges, store vessels, etc., stopped at this point. Take charge of storeship, hospital, and powder boat.

Respectfully, yours, etc.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFRIDGE, U. S. Navy,
Commanding U. S. S. Conestoga.

Report of Colonel Ellet, commanding Ram Fleet, regarding the prevalence of smallpox on the U. S. ram Switzerland, and consequent orders issued.

STEAM RAM MONARCH,

Off Mouth of White River, January 7, 1863.

ADMIRAL: I have the honor to inform you that on returning to Yazoo River, immediately after receiving your instructions to join you at this point, Major John W. Lawrence reported to me that the sick on the *Switzerland* numbered 32, of which 23 were cases of smallpox. As the coal of the *Switzerland* was nearly exhausted, and as the rapid spread of the contagion threatened to deprive her in a few days of her entire force, I agreed with Lieutenant Prichett in thinking it best that she should proceed at once to Cairo and discharge her cargo of patients into the pest house located there.

I have accordingly instructed Major Lawrence to take his boat up as quickly as he can. He is entirely out of coal, and will have to make the remaining part of his journey on fence rails if he can not obtain a supply of fuel here.

I instructed the *Lancaster*, whom I met returning from an unsuccessful attempt to reach General McClernand, to report to Lieutenant Prichett.

The three rams now in the Yazoo are probably entirely out of coal by this time.

Very respectfully,

CHARLES RIVERS ELLET,

Colonel, Commanding Ram Fleet.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Master Brown, U. S. Navy, commanding U. S. S. Forest Rose, regarding the rescue of transport steamer Universe, January 6.

U. S. GUNBOAT FOREST ROSE,

Mouth of White River, January 8, 1863.

SIR: In obedience to your orders I submit the following report: On the morning of the 6th instant, when about 5 miles below Green-

ville, I discovered a transport aground on the east side of the river. I ran in as near as I could with safety to my own vessel, anchored, and sent a boat on board and found it to be the steamer *Universe*. I remained by her and ran a line to her, and succeeded after several hours' work in towing her off. About 11 a. m. I noticed two men on horseback ride down abreast of the boat and stop behind a tree for a short time and then gallop off, one up and the other down the levee. During the afternoon I saw several horsemen come from each way and turn off of the levee at a plantation near where we lay; some I could see were dressed in military clothes. About 4:30 p. m., just as I had got the steamer afloat, I saw a number of men on horseback make their appearance on the levee, acting very suspiciously. I recognized the two that I had seen stop by the tree amongst the number. I ordered the guns stood by, and went below and sighted one of them and fired a 3-inch shell. It struck between two horses and exploded, killing both horses and men; one fell instantly; the other turned partly around and the man fell first and then the horse. The remainder of the gang rode off at a rapid pace. Nothing more of importance occurred until yesterday, in Cypress Bend; I stopped to wood. The wood lay back some 500 yards from the shore. I placed some pickets outside to prevent a surprise. At 1 p. m. an ox team was reported to me passing along the road with a load of furniture. Finding that the wagon would answer to carry wood, I ordered it to be unloaded of the furniture and go to hauling wood to the boat. The contrabands with the teams reported 50 guerrillas in the vicinity. Soon after three mule teams (of four mules each) were reported to me coming along the road. I ordered them in and set them all to hauling wood. About 2:30 p. m. some 6 or 8 armed men made their appearance and fired upon our pickets, but without doing any harm. The fire was returned and so kept up slowly all the afternoon, the rebels increasing in numbers to about 15 or 18, and getting more bold. At times the fire was quite brisk, but each party kept well covered by trees and the levee. Having all the wood I could take care of, I allowed the teams to return, and after firing one charge of shrapnel amongst the rebels I proceeded up the river.

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Master, Commanding.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, giving general information regarding vessels of the squadron.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., January 7, 1863.

SIR: I have the honor to inform you that the *Chillicothe* arrived here this morning. I am now getting her provisions and coal on board and shall send her off to-night.

I am informed that the *Indianola* has arrived at Louisville, but is unable to get over the falls. I am, however, in hopes that she will reach here soon, as the river is now rising.

The *St. Clair* and *Brilliant* are at Smithland ready to convoy 14 transports laden with supplies for General Rosecrans, to Nashville, via the Cumberland River; all other communications had to be cut off.

I enclose a copy of a telegram from the assistant quartermaster in charge of the supplies, on which my information is based, and my answer thereto.

The *Silver Lake* having a case of smallpox on board, I was obliged to have her anchored in the stream about a mile above the naval depot.

If I had the men, the four gunboats I have here now (the *Silver Lake*, *Linden*, *Springfield*, and *Cricket*) could be sent down in a very short time. I can not muster a gun's crew for either of them.

The *New National* arrived on Sunday last from St. Louis, with three months' provisions for the squadron on board, together with iron, etc., for the foundry at Memphis. I have delivered Acting Master Neeld's orders to him, and he will proceed to Memphis in her. She will go down under convoy of the *Chillicothe*.

The mortar floats here are very low in the water—so much so as to be nearly, if not quite, useless. Their magazines are full of water and can not be kept clear.

One of General Ellet's rams will leave here early to-morrow morning and will take a tow of two barges of coal down to the squadron.

Fifteen boats have arrived from New York. They are well fitted out, but have no rowlocks, which I think should be made before they are sent down, and I have given orders to that effect.

Acting Chief Engineer Faulkner arrived from Memphis to-day. I enclose herewith his report of his investigations in regard to the navy yard at Memphis.

The *W. H. Brown* and *De Soto* are now repairing, but I hope that they will soon be ready for service.

The *Lafayette* arrived Sunday last from St. Louis. I am having the work necessary to finish her done with all dispatch.

I have received your communications and orders up to the 27th ultimo, inclusive.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

FORT MONROE, *January 7.*

(Received 8:30 p. m.)

General Dix is telegraphing the President and using the Examiner of 6th. It speaks of our troops embarking on the 2d instant to land again in the Yazoo, but nearer Vicksburg. This probably means that Sherman came below the bayou to approach Vicksburg by the Walnut Hill road. I believe we are successful at Vicksburg. The Examiner is very gloomy about the rebel defeat at Murfreesboro. The rebels under Bragg could not attack Sherman's rear if he destroyed

the railroad bridge over the Big Black River back of Vicksburg, which I suppose was the object of his first landing up the Yazoo. See General Dix's dispatch to the President.

S. P. LEE.

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

Letter of congratulation from Brigadier-General Ellet, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, on the reported fall of Vicksburg.

ST. LOUIS, Mo., January 7, 1863.

DEAR SIR: Permit me to congratulate you upon your reported success at Vicksburg, in cooperation with General Sherman. I can never cease to regret the necessity that has prevented me from participating with you in your glorious achievement. "Vicksburg has fallen," the papers say, and I not there to see; it is most mortifying.

I find that the duty assigned to me was far greater than I at first supposed, as your experience has no doubt taught you. Recruiting is extremely hard and very slow, but with all the difficulties I am steadily gaining a command, and will succeed in time, but I am haunted with the idea that you will do all the work before I can get ready to move. I am glad to be able to say that I am receiving men quite fast now as compared with the first few weeks, and hope yet to be able to strike a blow to aid in the suppression of this rebellion with the Mississippi Marine Brigade.

Permit me to offer my sympathy for the loss of your most gallant officer, Captain Gwin. Our country can but illy spare such men in this her hour of need, but he died as he would have wished, fighting bravely, and his cherished country has lost a noble defender.

I shall not be able to leave here for weeks to come. My men must be well drilled before I can take them on the boats, and it takes time and labor both to effect this. I shall lose no time. It was a great mistake that my command was not assigned me from troops already in the field. I could now be at work.

With kindest regards, very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General.

Rear-Admiral DAVID D. PORTER.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Lieutenant Sanford, U. S. Navy, regarding duties to be performed at Cincinnati.

U. S. NAVAL STATION,
Cairo, Ill., January 8, 1863.

SIR: In addition to other duties assigned you for performance at Cincinnati, Ohio, in my order of to-day, you will examine into the condition of the rendezvous and receiving ship at that place, and you will detail all officers for vessels now bought and which may be

bought. Acting Master Bowen has, I believe, authority from Acting Rear-Admiral Porter to make temporary appointments, which you are also authorized to make if you find it necessary.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Lieutenant Commanding J. P. SANFORD, U. S. Navy,
Ordnance Officer, Mississippi Squadron, Cairo.

Order of Captain Walke, U. S. Navy, to the commanding officer of the steamer Stephen Bayard regarding towing of coal barges.

U. S. GUNBOAT CARONDELET,
Helena, Ark., January 8, 1863.

SIR: You will please to have the mortar boats you have in tow from Memphis moored, and take in tow two coal barges and proceed down the river with the convoy from this place to-day to our fleet and deliver the same to Acting Rear-Admiral D. D. Porter.

Very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

COMMANDING OFFICER,
Steamer Stephen Bayard.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, to proceed to Memphis, convoying transports.

JANUARY 8, 1863.

SIR: You will proceed with a convoy of transports to Memphis, where you will make your repairs with all dispatch, and return to this point. Notify all vessels belonging to the squadron, towboats with coal barges or provisions to stop at this point.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFRIDGE, U. S. Navy,
Commanding U. S. S. Conestoga.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Prichett, U. S. Navy, regarding the distribution of coal, etc.

OFF WHITE RIVER, January 8, 1863.

SIR: You will divide what coal I send down amongst the steamers so that they can reach this place or 40 miles up the river or some place where the rams *Samson* and *Champion* can lay in wood. Keep moving up the river as coal comes down. Let the *Champion* bring up

the mortars and divide the coal barges amongst the rams. When they get wood they can do very well. Any chance you get to move up, do so.

I am much disappointed at coal not coming down, and I do not think it right that you should lie down there in your present helpless condition. If you can get 60 miles up the Mississippi you will be all right, but run still higher as you have the means. Bring the *Mound City* along also. Give the *Benton* a tow. I have good reasons for thinking the Yazoo is not the place for so small a force.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander J. M. PRICHETT, U. S. Navy,
Commanding U. S. S. Tyler.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Richardson, U. S. Navy, commanding U. S. S. Judge Torrence, for duty at mouth of White River.

JANUARY 8, 1863.

SIR: Until further orders from me you will remain anchored near the mouth of White River, where you will take charge of all boats, scows, coal barges, etc., that come down.

You will notify all vessels coming down with stores, coal, etc., that they are to remain here until I am heard from.

You will carry out strictly General Order No. 4.

Notify all our vessels that I am up the Arkansas, where light-draft gunboats will find me.

Cover the hospital boat with your gun; that is, lie astern of her.

Give protection to army transports which may wish to lie under the lee of this island.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieut. J. F. RICHARDSON, U. S. Navy,
Commanding U. S. S. Judge Torrence.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Richardson, U. S. Navy, commanding U. S. S. Judge Torrence, regarding coal barges.

MISSISSIPPI RIVER, July 8, 1863.

SIR: If any coal barges are left behind, have them brought alongside and secured to your vessel.

Respectfully, yours,

DAVID D. PORTER,

Acting Rear-Admiral.

Captain RICHARDSON,
Judge Torrence.

Report of Captain Walke, U. S. Navy, regarding information received of the movement of a Confederate force under General Hindman, C. S. Army.

U. S. S. CARONDELET,
Helena, Ark., January 8, 1863.

SIR: A correspondent of the New York Herald has just sent me word by our paymaster that he is reliably informed that the rebel General Hindman has left Little Rock, Ark., with 25,000 men, and is now on his way down the river.

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

H. WALKE,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
—
Commanding Mississippi Squadron.

P. S.—The *Lafayette* is at Cairo, and, if you please, I would like to be on board of her when she receives her outfits. The ammunition will be sent down in an army transport under convoy of our light-draft gunboats, instead of the *Stephen Bayard*, as before stated.

Very respectfully, yours, etc.,

H. WALKE,
Captain, U. S. Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding at Memphis, regarding coal for the ram Switzerland.

U. S. MISSISSIPPI SQUADRON, January 8, 1863.

SIR: Permit the ram *Switzerland* to take in coal enough at Memphis to take her to Cairo.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding JOSHUA BISHOP,
Commanding Officer at Memphis, Tenn.

Report of Captain Walke, U. S. Navy, of arrival at Helena, Ark., and finding a tow of barges and mortar boats at that place.

U. S. S. CARONDELET,
Helena, Ark., January 8, 1863.

SIR: I arrived at this place last night, having been overtaken by the *Marmora* between here and White River and the *Juliet* a few miles below here, both of which gave me a tow. I found the steamers *New Era*, *Glide*, *V. F. Wilson*, and *Stephen Bayard*, with a tow of four coal barges, four mortar boats, and an ice barge, with provisions, etc.

As I am quite sure you do not wish to have the mortar boats just now, I have ordered them to be moored here in charge of Mr. Wheelock, the officer having charge of those at this place, until further orders from you. As I can not coal at Memphis, I shall be obliged to take the *Wilson* to tow me to No. 10 to get there within a reasonable time.

General Gorman requested me to have some ammunition sent down to General Sherman, and I have ordered it on board the steamer *Stephen Bayard*, in charge of an army officer.

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

H. WALKE,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Fleet Captain Pennock, U. S. Navy, to Lieutenant Sanford, U. S. Navy, to proceed to duty at Cincinnati.

U. S. MISSISSIPPI SQUADRON,
Cairo, Ill., January 8, 1863.

SIR: As you inform me that your services as ordnance officer, Mississippi Squadron, can be better dispensed with at this time than any other, you will proceed to Cincinnati, Ohio, and take up the work left unfinished by Lieutenant-Commander Watson Smith, he having been ordered to the fleet. I enclose herewith all papers and memoranda in regard to the matter.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant J. P. SANFORD, U. S. Navy,
Ordnance Officer, Cairo, Ill.

Letter from Major-General Hurlbut, U. S. Army, to Lieutenant Bishop, U. S. Navy, announcing the shipment of ammunition to Helena, Ark.

HEADQUARTERS, DISTRICT OF MEMPHIS, January 8, 1863.

CAPTAIN: The major-general commanding district directs me to say that he shipped by steamboat *Lancaster* last night 2,000,000 small ammunition to Helena, with orders to General Gorman to forward by gunboat. Has the *Indianola* arrived at Memphis?

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

W. H. THURSTON,
Acting Assistant Adjutant-General.

Captain BISHOP, U. S. S. Bragg.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Getty, U. S. Navy, commanding U. S. S. Marmora, for the delivery of coal to gunboats at mouth of Yazoo River.

JANUARY 8, 1863.

SIR: You will proceed with the *Marmora* and *Juliet*, with two coal barges (or whatever you bring down), to the mouth of the Yazoo and

deliver the coal there to the gunboats, when you will return immediately and convoy the storeship and powder boat as high up the Mississippi River as this place or Napoleon.

Deliver the enclosed letter to the commanding officer. Get up as high as you can, at all events, and let the steamers take in coal, as I can send it down.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant ROBT. GETTY, U. S. Navy,

Commanding U. S. S. Marmora.

P. S.—If you go down with plenty coal, drop a barge with the vessels at Milliken's Bend. Do not take down more than thirteen or fourteen thousand bushels. If there is more than that, leave it here.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters at Cairo, Ill.

U. S. MISSISSIPPI SQUADRON,

Cairo, Ill., January 9, 1863.

SIR: I have the honor to inform you that the *Linden* will leave to-night as a convoy for the *Home*, a steamer chartered to take a tow of five coal barges to the squadron, and will be the bearer of these dispatches and a mail for the fleet. I have directed that one barge be left at Memphis. I have been able to procure only a quarter of a crew for the *Linden*, which takes every available man.

One of Colonel Ellet's rams left yesterday with two coal barges in tow for the squadron.

I enclose copies of telegrams received to-day from Major-General Grant, together with my answers thereto. I have ordered the *Linden*, Acting Master Thomas E. Smith commanding, to report to Lieutenant Commanding Joshua Bishop, U. S. gunboat *General Bragg*, as convoy for such troops as the army officer in command may wish to send down the river.

I omitted to mention in my last communication that Albigence N. Derby, acting second assistant engineer, referred to by Lieutenant Wilson, commanding U. S. gunboat *Mound City*, as being unfit to perform his duties as such, was not recommended by Mr. Faulkner, but was ordered to report to you for duty by the honorable Secretary of the Navy.

I have ordered Acting Lieutenant Sanford to Cincinnati, Ohio, to take up the work left unfinished by Lieutenant-Commander Watson Smith on his being ordered to the fleet. I enclose copies of my orders to him.

The extensive repairs on the *W. H. Brown* and *General Lyon* are still going on as fast as our limited means will allow.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Letter from Fleet Captain Pennock, U. S. Navy, to Lieutenant Bishop, U. S. Navy, regretting his inability to send the mortar boats down the river.

U. S. NAVAL STATION,
Cairo, Ill., January 9, 1863.

SIR: Your communication of the 7th instant has been received. Your requisitions have been approved and sent to the naval storekeeper to be furnished.

I have no boat that I can send down to assist the *Conestoga*. Admiral Porter will make such arrangements as he may deem necessary.

The *W. H. Brown* and *General Lyon* are both repairing at present, and I regret much that I can not help you in sending mortar boats down. I am unable to charter a towboat for that purpose.

Five coal barges will leave here to-day under convoy of the *Linden*. I have directed that one barge be left at Memphis.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant Commanding JOSHUA BISHOP, U. S. Navy,
U. S. Gunboat General Bragg, Memphis, Tenn.

Report of Acting Master Neeld, U. S. Navy, regarding arrival at Memphis with stores for the squadron.

MEMPHIS, January 9, 1863.

SIR: I have the honor to report to you that I have arrived here on the U. S. S. *New National* with stores for the squadron and have reported to the commanding naval officer, and will proceed immediately to have the stores transferred to the public warehouse, agreeably to his orders.

Respectfully, your obedient servant,

J. R. NEELD,
Acting Master, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Richardson, U. S. Navy, regarding the arrival of coal and supplies off White River and his disposition of them.

U. S. S. JUDGE TORRENCE,
Off White River, January 9, 1863.

SIR: I beg leave to report to you that there arrived here this evening the gunboats *Glide*, *New Era*, *Juliet*, and *Marmora*, the latter having in tow two coal barges; also the steamer *Bayard* with two coal barges, and the steamer *Lavinia Logan* with an ice barge, containing fresh meat on ice; the *Marmora* having also in the coal barges a quantity of vegetables, which I had transferred to the *Red Rover*, they being exposed to the rain.

In obedience to your orders I send the gunboats *Glide* and *New Era* to report to you.

I have assumed the responsibility of sending the *Bayard* with the two coal barges down to the lower fleet, under convoy of the *Marmora* and *Juliet*.

Hoping the above will meet your approval,

I am, very respectfully, your obedient servant,

J. F. RICHARDSON,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

MEMPHIS, TENN., *January 10, 1863.*

In sending reinforcements to you gunboats will be required to convoy them. They can not be obtained at Cairo. Please request Admiral Porter, if practicable, to detach boats from his fleet for that purpose.

U. S. GRANT,
Major-General.

Major-General JOHN A. McCLEARNAND,
Commanding Vicksburg Expedition.

Letter from B. S. Compton to Acting Rear-Admiral Porter, U. S. Navy, desiring permission to trade in cotton.

STEAMER EVANSVILLE,
Helena, Ark., Saturday, January 10, 1863.

DEAR SIR: We being desirous of trade in cotton, and having a large amount already purchased near and above Arkansas River, I desire your permission to go and get the same. I am the party introduced to you by General Tuttle, of Cairo, to which letter I respectfully refer you, we having the permission of General Gorman so to do [at] as early an hour as circumstances will admit of.

Hoping you will favor the enterprise, I am, sir, your obedient servant,

B. S. COMPTON,
Colonel.

Admiral PORTER.

N. B.—Hope you will give full instructions, so that no error may be committed.

[Endorsement.]

U. S. S. CONESTOGA, *January 31, 1863.*

This letter was given to me at the time the *Conestoga* was on her way to Memphis, and had been mislaid.

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Letter from the collector of customs at St. Louis to Lieutenant Bishop, U. S. Navy, desiring permission for the steamer Mary Forsyth to trade between Memphis and Cairo.

CUSTOM-HOUSE,
St. Louis, January 10, 1863.

DEAR SIR: I have given Captain N. S. Green, of the steamer *Mary Forsyth*, the privilege of supplying families between Cairo and Memphis with a limited quantity of provisions, to be delivered under the instructions of the aid to revenue on said boat, who will report to this office the quantities and kind of merchandise delivered at each point, with the names of parties to whom such deliveries are made.

This privilege is granted with the understanding that it meets your approbation, otherwise no supplies will be delivered.

Very respectfully,

R. J. HOWARD,
Collector.

Captain BISHOP, U. S. Navy.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding the opening of the canal opposite Vicksburg.

MEMPHIS, TENN., January 10, 1863.

I send Colonel Bissell, of the Engineer Regiment of the West, to report to you for the purpose of surveying the ground and determining the practicability of reopening the canal across the tongue of land opposite Vicksburg. Any suggestions from you I would be most happy to receive. I have not had one word officially from the expedition which left Helena on the 22d December since that time, and am consequently very much at a loss to know how to proceed. I am, however, preparing to reinforce General McClernand, and can do it to the extent of 20,000 men, certainly, and possibly more.

By the same boat that takes this, I am writing to General McClernand and expect to get such reply as will enable me to act more understandingly.

U. S. GRANT, Major-General.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Fleet.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, to proceed to Cairo and assume command of the U. S. S. Lafayette, and referring to capture of Arkansas Post.

JANUARY 11, 1863.

SIR: Proceed to Cairo in the *New Era* and take command of the *Lafayette*. Get her ready, with all dispatch, for service, and report to me wherever I may be.

When the *New Era* returns she will relieve the *Carondelet*, and the executive officer will turn over the orders I gave you to the captain of the *New Era*, when the *Carondelet* will join me wherever I may be.

We whipped out the fort at Post of Arkansas in a very short time to-day. There were eleven guns, and we dismounted every one of them and tore the fort to pieces.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE, U. S. NAVY,
Commanding U. S. S. Carondelet.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major Slack, U. S. Marine Corps, regarding the efficiency of that organization.

JANUARY 11, 1863.

MY DEAR SIR: Your communication of December 10 has been received, and in answer I beg leave to say that I would consider it a great calamity if the Marine Corps should be abolished and turned over to the Army.

In its organization it should be naval altogether. A ship without marines is no ship of war at all.

The past efficiency of our Marine Corps fills one of the brightest pages in the history of our country, and the man who proposes such a measure can not know much about the service, or is demented.

When they take away the marines from the Navy they had better lay up all large vessels. I wish anyone could see the difference between the marines out here and the people they call soldiers; they would not talk of abolishing the corps.

I can only say, God forbid that it should come to pass.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major W. B. SLACK,
Marine Corps, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, acknowledging Department's order regarding subsisting of marines on shipboard.

No. 41.]

U. S. MISSISSIPPI SQUADRON,
Arkansas River, January 11, 1863.

SIR: I have the honor to acknowledge the receipt of your order of December 30, in relation to subsisting marines on shipboard, and making enquiry why the order has not been attended to. The order alluded to has never been received by me, and as the marines were sent out for the protection of public property, I placed them on shore, having at the time no other place to put them. For two nights they had to sleep in the open air. The Department may not be aware that there were no facilities for keeping the marines on shipboard, the

Clara Dolsen at that time having no accommodations for the few men she had on board. I will direct the order to be carried out.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting information regarding suspension of work on the U. S. S. Ozark, until estimates of cost were made.

No. 46.]

U. S. MISSISSIPPI SQUADRON,

Arkansas River, January 12, 1863.

SIR: I have the honor to enclose to the Department a communication from First Assistant Engineer James W. Whittaker, in relation to the submarine battery for the *Ozark*.

Very respectfully, your most obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

ST. LOUIS, MO., *January 2, 1863.*

SIR: In obedience to Commodore Hull's orders of the 18th ultimo (directed by the Navy Department), all work on the submarine battery for the *Ozark* was suspended until an estimate of its cost was made. Since then I have made detail drawings of all its parts, and with the assistance of Chief Engineer Shock, U. S. Navy, have made a careful estimate of the cost, reporting to the commodore the total expense of construction, transportation, alterations to the ship, and erection of the apparatus on the *Ozark* (Government furnishing the 9-inch gun) to be about \$5,000. This sum is greater than I anticipated, and is accounted for by the fact that labor and materials in St. Louis appear to be about 20 per cent higher than in the Eastern States, and the tools used inferior.

I am, respectfully, your obedient servant,

JAMES W. WHITTAKER,

First Assistant Engineer, U. S. Navy.

Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClermand, U. S. Army, referring to the depth of water in the Arkansas River.

U. S. MISSISSIPPI SQUADRON,

U. S. S. Black Hawk, January 12, 1863.

GENERAL: Yours of this date has been received. I am not posted on the depth of water in the Arkansas. The ram *Monarch* draws 6

feet. She went up and grounded 8 miles above here. I will obtain information. Pilot says $4\frac{1}{2}$ feet to Little Rock.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General JOHN A. McCLEARNAND,
Commanding U. S. Forces.

Report of Commodore Hull, U. S. Navy, regarding the turning over to the Mississippi Squadron of the U. S. S. Indianola.

ST. LOUIS, [Mo.], *January 12, 1863.*

SIR: At the request of the commanding officer at Cairo, I hereby inform you that I have turned over the gunboat *Indianola* to the commander of the Mississippi Squadron.

Very respectfully,

J. B. HULL,

Commodore, Superintending.

Lieutenant-Commander GEORGE BROWN,
U. S. Gunboat Indianola, Jeffersonville.

Letter from Commodore Hull, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, transferring the U. S. S. Indianola to the Mississippi Squadron.

ST. LOUIS, Mo., *January 12, 1863.*

SIR: The gunboat *Indianola*, having been reported completed by the contractor, I am directed by the Bureau of Construction to turn her over to your command.

The trial of seventy-two hours has been made and reported satisfactory, but her speed was not tried for want of opportunity. The trial terminated on the 19th ultimo.

I am, very respectfully, your obedient servant,

J. B. HULL,

Commodore, Superintending.

COMMANDING OFFICER,
U. S. Naval Station, Cairo.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, regarding the mortar boats.

U. S. MISSISSIPPI SQUADRON, *January 12, 1863.*

SIR: Obey the original order I sent you in regard to the mortar boats, and send them down to the mouth of White River or wherever I may be.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JOSHUA BISHOP,
Commanding U. S. S. General Bragg, Memphis, Tenn.

[Telegram.]

CAIRO, *January 12, 1863.*

Send all naval recruits at Cincinnati to Cairo by next train. Answer how many and when sent.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant Commanding J. P. SANFORD,
Ordnance Officer, Mississippi Squadron.

Combined operations in White River, including captures at St. Charles, Deval's Bluff, and Des Arc, Ark., January 12-19, 1863.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Baron De Kalb, to move up the river in cooperation with Brigadier-General Gorman, U. S. Army.

ARKANSAS POST, *January 12, 1863.*

SIR: You will proceed to White River near the cut-off, where you will wait the arrival of General Gorman with his troops. You will, when he arrives, proceed in advance of him up the White River, cleaning out St. Charles. The *Cincinnati* will accompany you. I need not tell you that close quarters will the soonest finish the work. Make the commander of the *Chillicothe* grease well his casemates. Cooperate with the army all you can, but, on making your attack, do it in your own way. See that the defenses are demolished by our guns to let the troops go in easy.

Report the result to me without delay.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander JOHN G. WALKER,
U. S. S. Baron De Kalb.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bache, U. S. Navy, commanding U. S. S. Cincinnati, to report for duty to Lieutenant-Commander Walker, U. S. Navy.

JANUARY 12, 1863.

SIR: Report to Lieutenant-Commander Walker for duty and be ready to accompany him.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant Commanding G. M. BACHE, U. S. Navy,
Commanding U. S. S. Cincinnati.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Ensign Smith, U. S. Navy, commanding U. S. S. *Romeo*, to report for duty to Lieutenant-Commander Walker, U. S. Navy.

JANUARY 13, 1863.

SIR: Proceed to the mouth of White River and take on board from the *Judge Torrence* 30 boxes of ammunition. Fill up with coal and proceed up White River until you overtake Lieutenant-Commander Walker in the *Baron De Kalb* and report yourself to him.

Your duty there will be to go ahead, sounding with your leads, and see that the ironclads do not get aground.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master [Ensign] R. B. SMITH, U. S. Navy,

Commanding U. S. S. Romeo.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the evacuation of St. Charles and the escape of the steamer *Blue Wing*.

No. 55.]

U. S. MISSISSIPPI SQUADRON,
Arkansas River, January 16, 1863.

SIR: On the morning of the 12th instant, after the taking of Fort Hindman, I sent the gunboats *Baron De Kalb* and *Cincinnati*, under the command of Lieutenant-Commander John G. Walker, to St. Charles, on the White River, to capture the fort and guns there, General Gorman moving up at the same time with transports and troops. They reached St. Charles on the 14th, and found the rebels had evacuated, leaving their defenses unfinished. The enemy succeeded in carrying off two 8-inch guns in the *Blue Wing*, an army transport the guerrillas captured a short time since.

I have sent two light-draft steamers to Lieutenant-Commander Walker, with instructions to pursue the *Blue Wing* as long as he can hear of her, and get the guns if it [is] possible. This escape would not have taken place had an attack been made on both places at the same time, which should have been done; about such matters, however, I have no control at present, but hope to have hereafter.

I presume we will now move down the Mississippi to carry out what I conceive to have been the plans for which this army was organized, viz, the capture of Vicksburg. It is rather a waste of time, stopping here after the defenses are destroyed.

We can not go any higher (until April) up this river, nor can anything of any draft get down. The *Pontchartrain*, a rebel ram, is up at Little Rock, but preparations have been made to destroy her. I presume by this time she has shared the fate of other rebel rams. She draws 11 feet, and can not possibly get down; besides she has no guns, her battery having been destroyed at Fort Hindman.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Walker, U. S. Navy, commanding expedition, regarding evacuation of St. Charles and proposed search for steamer *Blue Wing*.

U. S. GUNBOAT BARON DE KALB,
St. Charles, Ark., January 14, 1863.

SIR: I have the honor to report that in obedience to your order of the 12th, I left Arkansas Post on that day with the *Cincinnati* and this vessel, and met General Gorman with his command the next morning at Prairie Landing, on White River. Having a transport to tow each of the gunboats, I reached this point at 11 a. m. to-day, and found it evacuated. From information received here, it appears that the small body of troops stationed here left on the evening of the 12th on board the *Blue Wing*, taking two 8-inch guns and a field battery with them, and went up the river.

They left one casemate unfinished, and an extensive range of rifle pits.

General Gorman has asked that one of the vessels shall go up the river with a part of his force and the other remains at this place.

I have ordered the *Cincinnati* to remain here, and shall go up the river myself this afternoon.

Very respectfully, your obedient servant,

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

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. *Baron De Kalb*, to push on in search of steamer *Blue Wing*.

JANUARY 16, 1863.

SIR: Your communication is received. I am sorry St. Charles did not resist.

I sent you the light-draft *Romeo* and now send you the *Signal*.

If General Gorman will send a detachment with you, push on and get the *Blue Wing*, if possible, or have her destroyed.

You will find a number of bayous on the river where other steamers may be stowed away there. Get information from the negroes on the plantations as to where the *Blue Wing* has gone.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JOHN G. WALKER, U. S. Navy,
Commanding U. S. S. Baron De Kalb.

[Telegram.]

CAIRO, *January 23, 1863—6:55 p. m.*

Have just (5:30 p. m.) received a telegram from Memphis, Tenn., from Acting Rear-Admiral D. D. Porter, on board U. S. S. *Black Hawk*, mouth of White River, January 20, as follows:

We have taken St. Charles, Devall's Bluff, and Des Arc, and the light-drafts are over 300 miles above the mouth of White River. The *De Kalb*, Lieutenant-

Commander Walker, captured at Devall's Bluff 2 8-inch guns, with carriages, ammunition, etc., 200 Enfield rifles, and 3 platform cars, and at Des Arc we captured 39 prisoners and a quantity of arms and ammunition.

A. M. PENNOCK,
Fleet Captain.

HON. GIDEON WELLES.

Detailed report of Acting Rear-Admiral Porter, U. S. Navy, including seizure of Confederate property at Devall's Bluff.

No. 65.] U. S. MISSISSIPPI SQUADRON, *January 20, 1863.*

SIR: I have the honor to inform you that the naval expedition up the White River, under the command of Lieutenant-Commander John G. Walker, was successful in accomplishing the duty on which it was sent. Lieutenant-Commander Walker pushed on to Devall's Bluff in the *Baron De Kalb* and reached there just as the two 8-inch guns were being placed on the cars for Little Rock. He landed his men and took possession of all rebel property; the rebels fled. The capture of these guns makes it very difficult for the rebels to defend the approaches to Little Rock, and the State of Arkansas is completely in our power. When all the light-draft gunboats join me I will see that the river is kept under surveillance. It was the intention of General Gorman to march right on to Little Rock via the railroad which leads to that place, which would have made a pretty ending of the expeditions into Arkansas, but General McClernand withdrew a brigade from General Gorman's forces, which rendered it impossible for him to proceed, although there was no chance of the brigade being required for a month to come.

I sent Lieutenant-Commander Walker three swift, light-draft vessels as soon as I could, and with these and the *Baron De Kalb* he is pursuing the *Blue Wing* and any other steamers that are there.

The *Cincinnati* remains at St. Charles to guard the river thereabouts. The *Baron De Kalb* has already ascended the White River over 350 miles. I enclose a copy of Lieutenant-Commander Walker's report.

I beg leave to state that all the property that was on the *Blue Wing* when she fell into the enemy's hands is in our possession, excepting the mails. It only remains to take her or have them destroy her. I enclose a list of prisoners captured and paroled.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Lieutenant-Commander Walker, U. S. Navy, regarding captures made at Devall's Bluff and escape of the steamer *Blue Wing*.

U. S. GUNBOAT BARON DE KALB,
Devall's Bluff, White River, January 16, 1863.

SIR: I have the honor to report my arrival at this place.

Leaving the transports at Arkapola, 4 miles below, I cleared for action and steamed up, arriving at about 3 p. m. Meeting with no

resistance, I made fast to the bank and, landing a party, took possession of all the public property.

I found 2 fine 8-inch guns and carriages, about 200 stand of arms, with accouterments, and 3 platform cars.

The guns were upon skids and were being parbuckled upon the cars when the rebels took the alarm and fled. The supper for the soldiers was cooking when I arrived, and they left blankets and traps of all kinds behind. I took 7 prisoners, and from them and the negroes learn that the troops engaged in loading the cars ran about fifteen minutes before I arrived, and at the same time the steamer *Blue Wing* went up the river. The guns and carriages are in good order and many of the small arms are new Enfield rifles.

Upon the arrival of General Gorman's troops I drew off my men and turned everything over to the army.

I am, sir, respectfully, your obedient servant,

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

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Walker, U. S. Navy, commanding expedition, regarding captures made at Des Arc, transmitting list of paroled prisoners.

U. S. GUNBOAT BARON DE KALB,
Devall's Bluff, January 18, 1863.

SIR: I have the honor to report that I left this place yesterday by request of General Gorman, with the *Forest Rose* and *Romeo*, having a transport with troops in company, and proceeded to Des Arc, 34 miles above. At that place I found 39 rebel soldiers in the hospital, whom I paroled. I also found and brought away 171 rounds of fixed ammunition, 72 cartridges, and 47 shot for 12-pounder field gun. I took possession of the post-office and sent the mail to General Gorman. Remaining at Des Arc until this morning, I returned to this place. Enclosed I send a list of paroled prisoners. The troops reached Des Arc about an hour after me, and searched the town for arms and public property.

Very respectfully, your obedient servant,

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

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Master Brown, U. S. Navy, commanding U. S. S. *Forest Rose*, regarding operations at Des Arc.

U. S. GUNBOAT FOREST ROSE,
White River, January 20, 1863.

SIR: In obedience to your order I left the Arkansas River on the 15th and proceeded up White River with the bearer of dispatches

to General Gorman. I came up with the fleet at Devall's Bluff on the morning of the 17th, and reported to Lieutenant-Commander Walker, who ordered me to be ready to proceed to Des Arc.

At 11:30 he came on board and started up the river, the *Romeo* and one transport following. We arrived at Des Arc about 3 p. m. We landed and proceeded to the post-office and took possession of the mail. We found no troops except 39 in and about the hospital, which I paroled by Lieutenant-Commander Walker's orders and sent him a descriptive list of them. At about 4 o'clock the troops landed and searched the place for arms. They found a small quantity. The *Romeo* took on board a quantity of 12-pounder ammunition, which was found in a store. I took on board at Des Arc, James Warren and family, who wanted to get to Illinois, and brought them to Devall's Bluff, and sent them over to General Gorman. We left Des Arc at daylight Sunday morning. At 3 p. m. the bearer of dispatches returned on board, when we got underway and have made the best of our way down the river. I stopped at Crockett's Bluff and took on board about 4,000 feet of lumber, the only lot I have seen on the river.

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Master, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Walker, U. S. Navy, commanding expedition, to withdraw from the White River.

MOUTH OF WHITE RIVER, *January 19, 1863.*

SIR: The army is moving down river to Vicksburg to commence operations against that place. You will collect all the vessels with you together and follow me down as soon as the transports leave White River, which I presume will be the case soon.

It is not possible for me to leave gunboats up White River to carry on any operations there now. My instructions from the Navy Department will prevent my doing so, and, indeed, I think it would be a waste of time and money. I hope you will see yourself that the defenses at St. Charles are destroyed effectually, and examine or enquire whether they did not bury somewhere those two 68-pounders instead of taking them off. Let me hear from you by return of the messenger.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieut. Commander JOHN G. WALKER, U. S. Navy,
Commanding Baron De Kalb, White River.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report of Lieutenant-Commander Walker, U. S. Navy, regarding the withdrawal from White River.

No. 71.] U. S. MISSISSIPPI SQUADRON, *January 26, 1863.*

SIR: I have the honor to enclose a report from Lieutenant-Commander John G. Walker in relation to the winding up of the White River expedition, which was as successful as could be desired, with the exception of the recapture of the *Blue Wing*. The troops will not move without a gunboat, and Lieutenant-Commander Walker had to return with them, much to his and my disappointment. Every gun of any importance has now been captured or destroyed in Arkansas—13 fort guns taken by the navy in the defenses or in transit and 18 fieldpieces by the army, which cut the guns off at Fort Hindman; in all, 31 guns, and a large amount of stores and ammunition.

All our vessels were much broken in ascending and descending the narrow rivers (Arkansas and White), but all hands are at work repairing damages and are now ready to go at anything, when all the army arrive here and pronounce themselves ready for action.

Lieutenant-Commander Walker performed the duty I sent him on much to my satisfaction, and deserves all the credit for the capture of guns, other rebel property, and prisoners.

The army is still landing. I can not see, though, what can possibly be done by the entire army landing on the neck of land opposite Vicksburg. They have no siege guns, except four with which I supplied them, and a sudden rise of water, overflowing the levee, will drown them all out and destroy much Government property. The naval vessels, however, are busily employed doing all they can to cover the troops, convoy them up and down the river, and guard those points from which guerrillas fire on the boats.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. GUNBOAT BARON DE KALB,
Mississippi River, January 22, 1863.

SIR: On the 18th I received your letter directing me, if General Gorman would furnish a detachment of troops, to push up White River and endeavor to capture or destroy the *Blue Wing* and other steamers.

General Gorman gave me the troops, and I was about starting, when orders from Generals Curtis and Grant obliged him to withdraw his troops from the river and prevented the expedition. I therefore followed the transports down the river. Before leaving Devall's Bluff, the depot building and cars were set on fire by the troops.

The wood of which the depot was built was green cypress and covered with snow. Seeing that but little damage was likely to be done by the fire, I sent an officer and boat's crews, who cut away the upright timbers, and bending a line to the building, pulled it down and burned it. At the same time the chief engineer, with a party of

men with sledges, broke the car wheels and journals to pieces, utterly ruining them. The cars were also burned.

On my way down I remained at Clarendon until the cavalry force there started for Helena.

At St. Charles I assisted an officer of General Hovey's staff to blow up the magazines, using the powder I captured at Des Arc. The iron gun slides I threw upon the burning timber of the casemates.

I believe everything of use to the enemy at St. Charles that could be destroyed was destroyed by the army or ourselves.

Very respectfully, your obedient servant,

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

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Woodworth, U. S. Navy, commanding U. S. S. *Glide*, to proceed up White River to learn the cause of detention of vessels.

JANUARY 19, 1863.

SIR: Proceed up White River and ascertain, if you can, what detains our vessels, and why the *Forest Rose* did not return to me with dispatches when I sent her up there. If you meet Lieutenant-Commander Walker, deliver the accompanying dispatches, and ascertain if the party are short of coal.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieut. Commander SELIM E. WOODWORTH, U. S. Navy,
*Commanding U. S. S. *Glide*.*

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Gorman, U. S. Army, recalling the vessels cooperating in the White River expedition.

MOUTH OF WHITE RIVER, *January 19, 1863.*

GENERAL: The army is moving down the river, and my instructions from the Navy Department require that I should follow with all my force. I can not very well do that until my vessels come down White River. I am sorry not to be able to leave them there longer, but the main expedition must be attended to. I have directed two wooden gunboats to guard the mouths of White and Arkansas rivers, and shall send others there as I may be able to get them from above. I think Napoleon should be strongly fortified and garrisoned, with a chain across the river. There are plenty of chain cables at Columbus; arranged in a certain way no steamers could pass in and out.

Hoping, general, that you may have had good success, I am, most respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

General GORMAN,
Commanding White River Expedition.

[Telegram.]

CAIRO, *January 13, 1863.*

Send all naval recruits to Cairo by first train. Answer how many and by what train.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master JAS. D. SINCLAIR,
Naval Rendezvous, Chicago, Ill.

[Telegram.]

CAIRO, *January 13, 1863.*

Yes; send them all at once.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant J. P. SANFORD,
*Care Acting Master A. S. Bowen,
U. S. N. Rendezvous, Cincinnati, Ohio.*

*Report of Lieutenant-Commander Phelps, U. S. Navy, commanding
pro tem. at naval station, Cairo, Ill.*

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., January 13, 1863.

SIR: I have the honor to inform you the gunboat *Cricket* will be sent down to you to-night with a crew of 25 men, with orders to report to you for duty at mouth of White River, or wherever she may meet with you.

I have received your communication up to and including the 6th instant. The requisitions enclosed therein have been forwarded to their proper departments and will be sent down with all dispatch.

The *Lafayette* will be sent down as soon as her magazines are fit to receive her ammunition, which I hope will be in two days or less.

The *Eastport* will be off the ways to-morrow night or next day morning, with the work to be done on her very nearly completed. I shall send her down as soon as I possibly can, I hope by the end of the week.

I am expecting a few men from Cincinnati and Chicago, and shall put them on the *Eastport* and *Lafayette*. It is probable that they will be here to-night or to-morrow noon, as I have telegraphed to the recruiting officers at both those places to send all their recruits here without delay.

I enclose herewith communications from the Department and others.

I have sent a copy of the communication from the Chief of the Bureau of Equipment and Recruiting, dated January 6, 1863, relative to certain deficiencies in certain weekly returns, to the command-

ing officer of the U. S. receiving ship *Clara Dolsen*, with directions to make such investigations as may be necessary.

The acceptance of the resignation of Acting Master Seth Stoughton by the Department has been received and forwarded to him.

I have not yet been able to find H. N. Pinard, referred to in your letter of the 22d ultimo, but am on his track and think that I shall find him before long.

There are no gunboats now at Columbus. The one which was detained there (the *New Era*) has doubtless reported to you, she having been sent down with the *Glide* on the 23d ultimo.

Lieutenant McLeod Murphy has not reported at Cairo yet, nor do I know how to reach him by telegraph.

I send down herewith as many of the blank appointments and recommendations as I have been able to get printed since I received your order to that effect.

Very respectfully, your obedient servant,

S. L. PHELPS,
Fleet Captain and Commandant of Station,
Commanding pro tem.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Richardson, U. S. Navy, regarding ammunition for U. S. S. Judge Torrence.

U. S. S. JUDGE TORRENCE,
Mouth of White River, January 13, 1863.

SIR: I have to inform you that the gunboat *Romeo* has just arrived here for ammunition. I could not fill her requisition, having nothing on board but mortar ammunition and 162 9-inch shrapnel, 5-second.

I am, very respectfully, your obedient servant,

J. F. RICHARDSON,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Post of Arkansas.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Conestoga, of arrival at Island No. 10, and injury to that vessel en route.

U. S. S. CARONDELET,
Island [No.] 10, January 13, 1863.

SIR: I respectfully report the arrival of the *Carondelet* at this place. I communicated with the commanding officer at New Madrid, with whom I will cooperate.

Coal being scarce, I stopped but a few minutes at Memphis. As we made slow progress, and the last four nights being clear, moonlight most of the time, I continued on the way without stopping,

but did not escape accident entirely. About midnight of the 11th instant the trunk of a tree came on board of us and swept away and stove in all our awning stanchions and hammock nettings on the port side as far aft as the boat davits; stove in the bows of the first cutter (a prize), broke down the hog chain, with both its stanchions, mainmast, midship stanchions, ridgepole amidships, and skylights. I have saved most of the material to repair, except the mast and heavy stanchions. I will send to Cairo for them and to straighten our hog chains as soon as possible.

I will keep a good guard over Island [No.] 10 and New Madrid in the meantime, and report to you frequently.

I would respectfully state that I have observed that the light-draft gunboats do not generally communicate with the other gunboats of your fleet when passing up or down the river, unless so ordered.

I herewith enclose the yeoman's quarterly returns. I have observed by late papers that the mail aboard the *Blue Wing* was destroyed by the mail agent.

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

H. WALKE,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

General instructions from Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, with reference to dispatches captured by the steamer Blue Wing, and the victory at Post of Arkansas.

ARKANSAS POST, ARK., January 14, 1863.

DEAR PENNOCK: Do you remember the dispatches you sent by the *Blue Wing*? We recaptured the bag, but no dispatches; also recaptured the ammunition.

The captain of the *Blue Wing* was a great rascal; delivered all the dispatches to the rebels and is now north playing the spy. Have him arrested if possible. I can bring proof of his rascality.

We will avoid all casualties of that kind in future, and you will send me no communications excepting by a vessel of war. All stores to have a convoy.

Direct the marine officer to return without delay to Cairo our sergeant he carried off with him, and I wish you to send him to me by the first opportunity with 10 marines.

Breese wants to know if you have that chronometer and will send it down.

One of the last steamers bought is to be fitted for coast-survey officers. When she is nearly ready, write to Professor A. D. Bache, Superintendent of Coast Survey, and inform him that Mr. Gerdes can come on and take up his abode in her when he will join me.

I am afraid [Acting Master James] Sinclair is doing but little at Michigan.

Do you keep supplied with funds and keep paying for the steamers as they are bought? As fast as Brown finishes a steamer, let him be

paid for her at the rate of \$8,500, with the extra charge for fitting some with braces to the boilers, which account of braces, etc., Mr. Bickerstaff will certify to.

I hope Mr. Sanford can find time to run on now and then and look into the matter.

Send down a lot of lumber, such as I brought with me.

I want a large supply of 24-pound howitzer ammunition, XI-inch and 10-inch.

The *De Kalb* had one of her 10-inch guns smashed by a solid 10-inch shot, and the carriage knocked to pieces. I want another as soon as possible.

I made Lieutenant-Commander Watson Smith in the *Rattler* run past the fort under a heavy fire. She was knocked into a cocked hat, but got by. Her iron plating forward, turned two IX-inch shell. I had the iron of all the boats well covered with grease, and the shell glanced off like peas against glass. We have cause to be proud of this fight. It is the strongest earthwork the rebels have ever built, and they thought it impossible for us to whip them, but when the boats got within 100 yards of them it was a one-sided affair. Our McClernand tries to make it appear that the army did its share; but they never attempted an assault until we had dismounted every gun, and then the rebels repulsed them. We ended the affair by going alongside the fort in the *Black Hawk* and firing shrapnel and rifle shell from our two howitzers placed on the upper deck of all, which overlooked the fort completely.

There's a rambling letter for you, but do not forget to attend to my requests. By the way, Woodworth wants the *Price*. Fit her with a nice cabin and a defense on deck and good accommodations for officers and crew and arm her with two IX-inch guns, one forward and one aft, with ports on the bow and quarter to shift to. I think I have given your carpenters enough to do this winter.

I have sent Walke up to take the *Lafayette*, when she is ready.

Yours, very truly,

DAVID D. PORTER.

Captain A. M. PENNOCK.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Richardson, U. S. Navy, regarding the coaling of vessels at the mouth of White River.

JANUARY 14, 1863.

SIR: Let all the vessels at the mouth of White River fill up with all the coal they can carry, also those that may come up from below, and wait there for me. Direct the *Marmora* to report here to me. All other vessels to remain there until I come down.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieut. J. F. RICHARDSON, U. S. Navy,

Commanding U. S. S. Judge Torrence.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Scott, U. S. Navy, commanding U. S. S. Signal, regarding position of that vessel.

ARKANSAS RIVER, *January 14, 1863.*

SIR: When only a few vessels are left above, drop down, on the side of the river where I am lying.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant JOHN SCOTT, U. S. Navy.

Commanding Signal, Arkansas River.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClelland, U. S. Army, regarding gunboats for the convoy of transports.

JANUARY 14, 1863.

GENERAL: I have the honor to acknowledge the receipt of your communication of this date. There is a gunboat above the fort, and a force will be kept there until the last vessel leaves the post. I will send one of the boats of the light-draft fleet to General Gorman whenever your dispatches may be ready.

There are two gunboats at Memphis, one of which is ready to convey the troops down here when General Grant is ready to send them.

I was obliged to give up taking all the shells on board, as I only wanted the loaded ones, which were spoiled by the rain. I am coaling a gunboat, which will be ready to carry you dispatches in an hour, but think it prudent not to start until daylight.

I sent General Gorman two ironclads and a light-draft gunboat, and hope to hear to-morrow morning at 10 o'clock that St. Charles and the materials of war there have been captured.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General JOHN A. McCLELLAND,

Commanding the Army of the Mississippi.

Report of Major-General Grant, U. S. Army, regarding time required for the fleet to be ready for further cooperation.

MEMPHIS, TENN.,

January 14, 1863—12:30 a. m.

I learn by special messenger sent to the fleet in Arkansas that it will be fifteen days before they can act efficiently again. I had hoped to get off early next week, but will have to defer until all things are ready. I will go down to the fleet in a day or two, and, by consultation with McClelland, Sherman, and Porter, will have a better understanding of matters than I now have. McClelland is now, I believe,

moving on Devall's Bluff. Orders have been sent him to assemble his forces on the Mississippi, convenient to cooperate with any force that may be coming up the river.

U. S. GRANT,
Major-General.

Major-General H. W. HALLECK,
General-in-Chief.

Report of Acting Master Brown, U. S. Navy, commanding U. S. S. Forest Rose, regarding horses and mules.

U. S. GUNBOAT FOREST ROSE,
Fletcher's Landing, January 14, 1863.

SIR: Your order of this morning is received. I can get all but the horses, and I think I can get one of them. There is a large quantity of mules of the first class here.

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Master, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Colonel Ellet, commanding U. S. Ram Fleet, to Brigadier-General Ellet regarding affairs of his command.

MISSISSIPPI RIVER RAM FLEET,
Steam Ram Monarch, off Arkansas Post, January 14, 1863.

DEAR UNCLE: The *Horner* has at last come. The first thing I have found out is that she brings me two Parrott guns without carriages. Please tell me whose idea this was. I hope to be able to mount them on our heavy 12-pounder carriages, but even this will render two guns unserviceable. Please send me more Parrott guns and extra carriages by the earliest opportunity. I need also very much some 24-pounder howitzers to mount on the stern of my best boats. If you could, by extra exertion, procure me also a good style of small arm for my sharpshooters, it would add greatly to their efficiency—the Enfield or Colt's revolving rifle, for instance. White brought me letters from you. I am sorry that my letters from the mouth of Yazoo River were so badly written, but I only had eight or nine minutes to write them in; you should not call it carelessness.

You are right in regard to my having been in great want of coal; we have been compelled to borrow of the Navy; Porter has consequently seized, in return, on my coal and is supplying his boats with it. This is not my fault; I burned rails, went on long expeditions after cord wood, and finally cut the green timber on the bank before I used the navy coal. When, however, the alternative was presented to me either to lie at anchor useless, and perhaps to have coal forced on me by Porter, I thought it best to take it peaceably. But it appears to me that our quartermasters have been very remiss in their duty to

permit this complication to arise. It is going to tend still more to draw us into the Navy. You complain of my not having written to you; I have done my best; you may never get the reports, but I have fortunately preserved copies, which will prove to you how unjust you have been in calling me negligent. I have permitted no opportunity to pass by unimproved, and the disappointment which I feel at your not receiving them is quite equal to yours. They contained matter of value to my reputation, which I wished transmitted at once to the War Department. It is a great pity they have been lost.

The reason you have not heard from Lawrence is that I have retained his reports. I wished to make out a quarterly report of the general condition of the fleet, and they were essential to that purpose. I will, however, send them at once if you desire it.

Your anxiety to get the brigade filled up and at work I sympathize with to an intense degree. As you say, honor and profit are beckoning you on. My own advice would be for you to come at once with every man you can raise, leaving only officers enough to carry on the recruiting. Now is the time for the brigade to act; 400 men could be used with great effect down here.

I enclose you two communications I have just received from Admiral Porter. Both are very complimentary to the Ram Fleet and one to me. I hope it is sincere. It would be well for you to send it to the Secretary of War, to show him that I have not failed to keep my promise to do my best.

If you get my three reports concerning the conduct of the *Queen of the West*, the expedition of the *Lioness*, and the passage of the fort at this point please lose no time in sending them on. It seems to me important that it should all reach Washington at once.

I hope your health is good; Captain White tells me you look careworn. I do not wonder at it, for I feel so myself. Good-bye. Love to all my friends when you meet them. Write to me as soon as you can, and rely upon my trying my best to carry out your wishes.

Your devoted nephew,

CHARLES RIVERS ELLET.

P. S.—I expect to leave here in two days, probably for Vicksburg.

Report of Fleet Paymaster Dunn, U. S. Navy, requesting instructions regarding terms of enlistment.

FLEET PAYMASTER'S OFFICE,
Cairo, January 14, 1863.

SIR: The men who shipped at Chicago during the latter part of 1861 are all, or nearly all, claiming their discharge on the grounds of "expiration of term of enlistment." Quite a number of them have called upon me and all make the same statement, viz, that they shipped for "one year or the war;" that at the time of their enlisting no one thought the war would last but a few months, but to make matters certain, "one year" was made a part of the contract, and as "one year" was the longest period contemplated, they now claim their discharge.

One of these men claiming a fulfillment of contract on their part is James H. Cuddy, enlisted at Chicago, October 21, 1861.

I send with this for your examination the shipping articles containing his name. You will see that upon this roll there is no mention of "term" of enlistment and no signature by any recruiting officer. Strange as it may seem, this roll presents a fair specimen of the way recruiting records were kept at most of the recruiting stations for the flotilla in the West.

Will you be kind enough to return me the roll after your examination of it, and give me some instructions to cover such cases as Cuddy's? I have no doubt, myself, but the "one year" was the longest period contemplated by the men who shipped for "one year or the war," but the loose manner of wording the agreement leaves the men liable to be held for the war. The case of Cuddy and those on the same roll, having no term mentioned, may be liable to a different construction. Please let me hear from you soon.

Respectfully, your obedient servant,

E. W. DUNN,
Fleet Paymaster.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding the order for purchase of vessel Wren.

ARKANSAS POST, *January 14, 1863.*

SIR: I sent an order to Mr. Brown to purchase the *Wren*. Will you see that it is done, if she can be purchased at a fair price? I want a small side-wheel, light-draft steamer fitted up for myself. The *Black Hawk* is too large for the small rivers. Please send a large amount of ordnance stores. I have sent you several lists and a good many requisitions. Tell Mr. Sanford to give the new vessels coming down as much ammunition as they can carry, and do not detain the new mortar boats for want of trunnion sights if they have arrived. I can fit them here or do without them. Send all the new mortar fuzes made at the Washington yard.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain A. M. PENNOCK,
Commandant of Station, Cairo, Ill.

Letter from the Chief of Bureau of Navigation to Acting Rear-Admiral Porter, U. S. Navy, regarding the addition of signals to the code.

BUREAU OF NAVIGATION, NAVY DEPARTMENT,
Washington, January 14, 1863.

SIR: It has often been observed during the war, especially by officers employed in signal duty, that many signals might be added with

advantage to the present code and many words to the telegraphic dictionary, of which last it is now determined to print a new edition for general use.

You are requested to call upon the signal officers of your squadron for suggestions and information in these particulars, and to communicate their replies to this bureau.

Very respectfully, your obedient servant,

C. H. DAVIS,
Chief of the Bureau.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo.

Report of Acting Ensign Wheelock, U. S. Navy, regarding the breaking loose of four naval barges and four mortar boats from Helena, Ark.

HELENA, ARK., *January 15, 1863.*

SIR: I beg leave to report to you that four navy barges broke loose from here last night; also four mortar boats on the 11th instant, three of which we have recovered. One is still afloat, which you will please look after, and report the same to Acting Rear-Admiral D. D. Porter.

Respectfully, yours, etc.,

E. W. WHELOCK,
Acting Ensign, U. S. Navy.

THOS. E. SMITH,
Acting Master, U. S. Navy.

Report of Acting Gunner Sherman, U. S. Navy, regarding condition of U. S. ordnance steamer Great Western.

U. S. ORDNANCE STEAMER GREAT WESTERN,
White River, January 16, 1863.

SIR: During the last passage of this vessel from Yazoo River to White River I had to keep two men going nearly all the time from one magazine to the other, also the shell rooms, with swabs and buckets to wipe up the water that came through the deck under the boilers and doctor in many places. I do recommend that something should be done in order to preserve the ammunition from dampness.

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

R. SHERMAN,
Acting Gunner, U. S. Navy.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Flotilla.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClelland, U. S. Army, regarding the readiness of gunboat for convoy service.

JANUARY 15, 1863.

GENERAL: The gunboat to convoy your troops up the river has been ready since daylight. I do not know whether you will send up to-day, but the captain will report to you when you want to send the party off.

I am, general, very respectfully, your obedient servant,
 DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General McCLELLAND,
Commanding Army of the Mississippi.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Brown, U. S. Navy, commanding U. S. S. Forest Rose, to proceed as bearer of dispatches to Major-General Gorman, U. S. Army.

JANUARY 15, 1863.

SIR: Proceed up White River and carry a bearer of dispatches to General Gorman. When the bearer of dispatches receives his answer from General Gorman return here without delay. Be careful in going up and look out for sharpshooters.

Very respectfully, your obedient servant,
 DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master GEO. W. BROWN, U. S. Navy,
Commanding Forest Rose, Arkansas River.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Gorman, U. S. Army, referring to gunboats sent for co-operation.

JANUARY 15, 1863.

GENERAL: I hope you will excuse me for not answering your letters promptly; as long as I sent the gunboats I suppose you will not complain.

I have so much on my hands with the affairs of the squadron and the wants of the army here that I can not always find time to write a line. I hope you have been successful. I sent you two of my best ironclads.

Respectfully, yours,

DAVID D. PORTER,
Acting Rear-Admiral.

Major-General W. A. GORMAN, U. S. Army,
Commanding U. S. Forces.

Report of Acting Volunteer Lieutenant Richardson, U. S. Navy, announcing the arrival of certain vessels off White River.

U. S. S. JUDGE TORRENCE,
Off White River, January 16, 1863.

SIR: I have to report to you the arrival here this morning [of] the gunboats *Marmora* and *Juliet*, storeship *Sovereign*, and ordnance boat the *Great Western*.

In obedience to your orders I send the *Marmora* and *Juliet* to report to you.

I am, very respectfully, your obedient servant,

J. F. RICHARDSON,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Laning, U. S. Navy, regarding a flag presented to the U. S. S. Lafayette by the ladies of St. Louis, Mo.

U. S. GUNBOAT LAFAYETTE,
Cairo, January 16, 1863.

SIR: I have the honor to present herewith a handsome silk flag, the gift of several loyal ladies of St. Louis to this vessel. In receiving it I pledged myself to defend it; circumstances preventing my going with the vessel, I respectfully place it in your hands, feeling well assured that the gift of the fair donors will be duly appreciated and that under its bright folds you, sir, and the officers and men of your command will add fresh honors to the Mississippi Squadron.

Very respectfully, your obedient servant,

JAS. LANING,
Acting Volunteer Lieutenant, U. S. Navy.

COMMANDING OFFICER,
U. S. Gunboat Lafayette.

Report of Acting Rear-Admiral Porter, U. S. Navy, stating the cause of delay in forwarding of monthly returns of contrabands.

No. 56.]

U. S. MISSISSIPPI SQUADRON,
Arkansas Post, January 16, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of January 5 in relation to making monthly returns of contrabands. These returns are made to the Bureau of Equipment as fast as they come in, and the general order issued by me to the fleet directs every commander to make them monthly.

There is, however, such a call upon me for gunboats by generals of the Army to convoy troops and stores that I do not communicate regularly with all the gunboats, and as the reports have to go through me, that I may forward and retain a list of them, some

irregularity will occur. Sometimes they are sent by mail, and at times I do not get them for a month afterwards. A number of contrabands are claiming our protection continually, among them many women. I can not reject them under the law. They belong to persons in arms against the United States. In a short time the contraband reports will go on regularly. The returns of the following vessels have gone on this month: *Mound City, Louisville, Carondelet, Forest Rose, Pittsburg, Tyler, Judge Torrence, Red Rover.*

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the disposition of the vessels of his command.

No. 57.]

U. S. MISSISSIPPI SQUADRON,

Arkansas River, January 16, 1863.

SIR: The following is the disposition of the squadron at the present time:

The *Black Hawk, Louisville, Chillicothe, Rattler, Glide, and Linden* are off Fort Hindman, Arkansas River.

The *Baron DeKalb, Cincinnati, Signal, Romeo, and Forest Rose* are up White River, at St. Charles, which place they have taken possession of.

The *Marmora* and *Juliet* have just returned from the mouth of the Yazoo, where they were sent to convoy coal.

The *Carondelet* is at Island No. 10, where the *New Era* has gone to relieve her.

The *Judge Torrence* and *Great Western*, powder vessels, and the *Sovereign*, store vessel, and the *Red Rover*, hospital ship, are at the mouth of this river.

The *Benton, Mound City, Pittsburg, Tyler*, and the blacksmith vessel, *Sampson*, are at the mouth of the Yazoo.

The *Lexington* is employed convoying 5,000 prisoners, lately taken here, to St. Louis.

The *General Bragg* and *Conestoga* are at Memphis undergoing repairs.

The steamers *Fairplay, General Pillow, Brilliant, St. Clair, and Robb* are up the Tennessee and Cumberland rivers, carrying army stores, and now and then running down to the Ohio.

The *Little Rebel, Clara Dolson, and New National* are at Cairo ready for service.

The *Eastport* is at Cairo undergoing repairs; also the *General Lyon* and *Brown*, transports.

The *Indianola* is above the falls at Louisville, and can not get down for want of water; she is all ready for service with a short crew.

The *Lafayette* is fitting out at Cairo, and I have ordered her down here if she can obtain but ten men.

The *Choctaw* is fitting at St. Louis, and will be ready in a month. The rams *Monarch* and *Horner* are with me at this place.

The smallpox broke out on board the ram *Switzerland*, and I sent her to Cairo with 30 cases on board.

The rams *Queen of the West* and *Lioness* are at the mouth of the Yazoo.

This, sir, is the present disposition, which will all be changed in a day or two.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Prichett, U. S. Navy, regarding the movements of vessels.

JANUARY 17, 1863.

SIR: You will not proceed any higher up the river than your present position.

Direct all the vessels with you to remain where they are, and fill up with coal if there is any, and to drop down again with the transports to the position the army may take below. Let the empty barges be brought up by the tugboat. The *Champion* can tow down the mortars. Let the squadron join me as I come along. We are about to resume offensive operations against Vicksburg.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding J. M. PRICHETT, U. S. Navy,

Commanding Tyler.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, regarding his station at the mouth of the Arkansas and White rivers.

JANUARY 17, 1863.

SIR: As soon as your repairs are completed, your station will be the mouth of Arkansas and White rivers. The *General Bragg* will join you there when she is ready. You will cruise up and down between these two places under low steam and be vigilant in suppressing guerrilla warfare. Take coal from the barges as they come down and then send them down to me. If the coal and store vessels come without convoy, convoy them down to me.

The order relating to burning houses only applies to places where houses are used to fire on the vessels of the Mississippi Squadron,

and the burning must be done at the time the firing takes place; not any length of time afterwards.

Get your supplies of provisions at Memphis from the stores there. The *General Bragg* will do the same; other naval vessels wanting provisions will also supply themselves there.

There is a ram, *Pontchartrain*, up the Arkansas. She draws 10 feet and can only come down on a high rise. Look out for her. She has no guns of any consequence. The *Bragg* can run her down by striking her amidships. She will likely be destroyed.

Very respectfully, etc.,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFRIDGE,

Commanding Conestoga, Memphis.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to the superintendent of the U. S. Coast Survey, referring to the capture of Arkansas Post and proposed movement against Vicksburg.

JANUARY 17, 1863.

DEAR SIR: A good photographer with complete apparatus will be of great service to us, as it will enable us to detect guns and the size of them by powerful magnifying glasses where we can not see them now. Can you send me one? It is indispensable in military operations.

We have just gone through a fair, stand-up fight (muzzle to muzzle) with Fort Hindman, on the Arkansas River. Ironclads on the water, with sailors in them, and ironclads on shore with landlubbers; after three hours of "hammer and tongs" the landlubbers were whipped out of their boots. The ironclads on shore (as you will see by the sketches) were "knocked into pi." It was a naval fight altogether. The only time the soldiers attempted to storm they were repulsed. It was the best fort the rebels ever built, but we dismounted or broke every gun in it, 11 in all.

We now start for Vicksburg again, hoping we will have good weather to operate with, which we did not have on the first occasion; and the army having stood up to their knees in a bog for five days, had to embark. We thought it wrong to lose time, so we pitched into Arkansas. I am sorry I could not present the nation with Vicksburg on New Year's.

Had the soldiers shown true grit, we would have gone in on the 30th of December; but they are greenhorns, and it will take a large ledger to book all they do not know.

We will present you Vicksburg next New Year; it is only eleven months off.

Yours, very truly,

DAVID D. PORTER.

A. D. BACHE, Esq.,

Superintendent of Coast Survey, Washington, D. C.

Letter from Major-General McClernand, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, desiring convoy for transports.

NAPOLEON, January 17, 1863.

ADMIRAL: The fleet is ordered to leave this point at 12 o'clock m. to-morrow and proceed directly to Milliken's Bend. Will you please advise me what disposition you think proper to make of your squadron in convoy of the transports?

Very respectfully, your obedient servant,

JOHN A. MCCLEARNAND,
Major-General, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding, etc.

P. S.—January 18, 1863—11 a. m.—Not having been able to ascertain the position of your boat till this morning, the above was not sent to you. The order for leaving is suspended until I know your pleasure relative to furnishing a convoy, for which we are waiting.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClernand, U. S. Army, regarding convoy of transports.

JANUARY 18, 1863.

GENERAL: I am waiting to gather up my gunboats up White River. There is quite a number of ironclads below you that have been directed to convoy the transports down and lie by them at Milliken's Bend. I send another order to the commanding officer in case he may not meet the first order, and a general order to all vessels you may meet on the way down.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General MCCLEARNAND,
Commanding Army of Mississippi.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville, to proceed to Milliken's Bend for protection of transports.

JANUARY 18, 1863.

SIR: As soon as you have coaled, proceed down the river as far as Milliken's Bend and protect the transports at that place.

You will inform any gunboats that you meet coming up that they must turn back to Milliken's Bend, where they will anchor as before, out of the current, under the point, the empty coal barges to come up, the one with coal to go down.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander E. K. OWEN, U. S. Navy,
Commanding Louisville.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Hazlett, U. S. Navy, to repair to Cairo, to await Department's instructions.

JANUARY 18, 1863.

SIR: You will report yourself to Lieutenant-Commander Watson Smith, at the mouth of White River, and deliver the enclosed order to him, turning over all orders, signal books, and papers relating to the vessel. When you have performed this duty, proceed to Cairo and await the answer of the Secretary of the Navy to your resignation.

Report for duty there to Captain Pennock, commandant of station.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HIRAM K. HAZLETT, U. S. Navy,

Acting Master, Mississippi Squadron.

[Telegram.]

CAIRO, January 18, 1863.

Return to Cairo by first opportunity.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Lieutenant Commanding J. P. SANFORD,

Care Acting Master A. S. Bowen,

U. S. Naval Rendezvous, Cincinnati, Ohio.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Smith, U. S. Navy, commanding U. S. S. Linden, to proceed on special duty to Cairo, Ill.

U. S. MISSISSIPPI SQUADRON,

Mouth of White River, January 18, 1863.

SIR: You will proceed to Cairo with the mails and such contrabands as I may send in your vessel and deliver them all to Captain Pennock, after which you will take on board such stores, ammunition, etc., as you can carry, and join me at the Yazoo River, convoying down any stores or coal that may be sent down. If the *New Era* has started with ammunition, stop alongside of her on your way down and get it out.

Deliver the way mail on your way up and down.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master THOS. E. SMITH, U. S. Navy,

U. S. S. Linden.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Prichett, U. S. Navy, commanding U. S. S. Tyler, regarding convoy of transports.

JANUARY 18, 1863.

SIR: As the fleet of transports go down the river, get underway with all the vessels that were at the Yazoo and convoy the transports to Milliken's Bend, where you will cover them.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAS. M. PRICHETT, U. S. Navy,
Commanding U. S. S. Tyler.

General Order.

JANUARY 18, 1863.

All the gunboats on their way up will return down river and give convoy to the transports as far as Milliken's Bend, where they will cover them.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding the charter of the steamer Stephen Bayard and the forwarding of mortars.

U. S. S. GENERAL BRAGG,

Memphis, Tenn., January 18, 1863.

SIR: In obedience to your orders of December 29, I chartered the steamer *Stephen Bayard* and ordered her to take four mortar boats in tow, proceed down the river, and report to you; since then there has not been any of our towboats at this point. I have not been able to charter one, the army having taken possession of every boat coming to this place for military purposes. The mortars I sent by *Stephen Bayard* were stopped at Helena.

Colonel [Charles A.] Reynolds, chief quartermaster at this place, permitted me to take the towboat *Jenny Lind*, he having had her in charge for some time.

I send two mortars by the *Jenny Lind*, and Captain Selfridge informs me he will take two more when he has completed his repairs. This will leave only two at this point, both being full of water, and the carriage of one of the mortars being without eccentric axle or wheels, Mr. Simonds, acting master in charge, stating that they were removed at Island No. 10 for repairs and never replaced.

Very respectfully, your obedient servant,

JOSHUA BISHOP,

Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Phelps, U. S. Navy, commanding U. S. S. Eastport, regarding that vessel.

JANUARY 18, 1863.

SIR: I shall be glad to see you down in the *Eastport*. I hope you have made her so strong that she will not bend double any more. Do not get too many IX-inch guns on her. I think four IX-inch, two 100-pounder rifles, and the 50-pounder will be as much as she will stand or require.

Do the best you can about men. We are using contrabands to haul on the side tackles. We leave for Vicksburg to-morrow. If the coal is ready when you come, convoy it down.

Yours, very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander S. L. PHELPS, U. S. Navy,

Commanding Eastport, Cairo, Ill.

Report of Lieutenant Phelps, U. S. Navy, commanding U. S. S. Eastport, regarding cause of delay in the preparation of that vessel and U. S. S. Lafayette.

Private.]

U. S. GUNBOAT EASTPORT,
Cairo, January 18, 1863.

DEAR SIR: We have had a severe snowstorm, such as I have not witnessed in this part of the country, and which has set us back in all kinds of work. Laborers will not work and three days have been almost entirely lost. Both the *Lafayette* and *Eastport* will be delayed considerably by this great change of weather.

The *Eastport* is floating 8 inches lighter by the stern than before, and will easily bear two 9-inches aft.

I am happy to inform you that Captain Pennock is better, but very far from being really well.

I congratulate you upon the success in the *Arkansas*.

Respectfully, your obedient servant,

S. L. PHELPS.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Getty, U. S. Navy, commanding U. S. S. Marmora, to proceed down the Mississippi River.

MOUTH OF WHITE RIVER, *January 18, 1863.*

SIR: Proceed down the river, saving your coal all you can, and deliver the enclosed dispatch. You will remain with the fleet below

and follow their motions until you have an opportunity to report again to Lieutenant-Commander Smith.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Acting Volunteer Lieutenant ROBT. GETTY, U. S. Navy,
Commanding U. S. S. Marmora.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding temporary provision for contrabands.

MOUTH OF WHITE RIVER, *January 18, 1863.*

SIR: I send by the *Linden* a number of contrabands who claimed the protection of the flag; among them some women.

They were demanded by their owners, and I refused to give them up.

Provide for them the best you can until you get instructions from the Department in relation to the women.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant, Cairo, Ill.

[Telegram.]

MEMPHIS, TENN., *January 17, 1863—4:30 p. m.*

I start immediately to the fleet. My design is to get such information from them as I find impossible to get here. I will return here in a few days, and in the meantime reinforcements will be forwarded with all dispatch.

U. S. GRANT,
Major-General.

Major-General H. W. HALLECK,
General-in-Chief.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding operations against Vicksburg and in the Yazoo River.

No. 62.]

U. S. MISSISSIPPI SQUADRON,
White River, January 18, 1863.

SIR: The army will move to-morrow on Vicksburg, with reinforcements furnished by General Grant, who, I believe, will accompany the expedition as commander-in-chief. Had the combinations been carried out in our last expedition, General Grant advancing by Grenada, General Banks up river, and General Sherman down the river, the whole matter would have assumed a different aspect; but General Sherman was the only one on the ground. The army of General Grant had been cut off from its supplies; General Banks never came up the river; and General Sherman, having attempted to

take the enemy by surprise, lost about 700 wounded, 300 killed, and about 400 prisoners. All this was owing to Colonel DeCourcy (who has since resigned) not following General Blair, who had no difficulty in getting into the works of the enemy. Had our troops been able to hold these works for three minutes Vicksburg would have been ours, but that chance was lost and will not offer again. The enemy crowded in 20,000 men from Grenada and 10,000 from Jackson, and outnumbered us two to one. The rain forced General Sherman to embark, and we did so without the enemy being aware of it until everything was on board; not a thing of consequence was left behind. When the enemy did discover it they sent down three regiments with fieldpieces to attack the line of transports, which was covered at every point by the gunboats and light-drafts. The *Lexington*, *Marmora*, *Queen of the West*, and *Monarch* opened on the enemy with shrapnel and cut them up very severely, causing them to fly in all directions, and not losing a man on our side. This is a short history of this affair. The operations to come will be of a different character; it will be a tedious siege, the first step, in my opinion, toward a successful attack on Vicksburg, which has been made very strong by land and water. I have always thought the late attempt was premature, but sometimes these dashes succeed, and certain it is that but for the want of nerve in the leader of a brigade the army would have succeeded. The operations of the navy in the Yazoo are worthy to be ranked amongst the brightest events of the war. The officers in charge of getting up the torpedoes and clearing 8 miles of the river distinguished themselves by their patient endurance and cool courage under a galling fire of musketry from well-protected and unseen riflemen, and the crews of the boats exhibited a courage and coolness seldom equaled. The navy will scarcely ever get credit for these events; they are not brilliant enough to satisfy our impatient people at the North, who know little of the difficulties attending an expedition like the one mentioned or how much officers and men are exposing themselves, while they wonder why we do not demolish mountains of granite.

The Department may rest assured that the navy here is never idle. The army depends on us to take entire charge of them on the water, and it employs every vessel I have. I have none too many. The light-draft vessels have only half crews. I am making up deficiencies with contrabands as fast as I can.

We expect to disembark the troops opposite Vicksburg in four or five days. In the meantime, I want to gather up the fleet, which are operating at different points with the army. My opinion is that Vicksburg is the main point. When that falls all subordinate posts will fall with it. Arkansas is, or will be, quiet for the present, and all smaller expeditions should be attached to the large one at Vicksburg. This will enable me to employ the gunboats to better advantage, which I can not do now. The commander of every post requires a gunboat, but I do not encourage them always in their expectations, for it makes them very careless about defending themselves.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Smith, U. S. Navy, to prepare all vessels for a movement down the river.

MOUTH OF WHITE RIVER, *January 18, 1863.*

SIR: As soon as the *Linden* has her coal on board you will send her up to me at this point. Send me also another vessel.

I am going to send the *Louisville* to Cairo. Instruct all the vessels to send their mails to you, and you will forward them on the *Linden*. Prepare all the storeships and vessels of all kinds to move down the river at a moment's notice.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander WATSON SMITH, U. S. Navy,

Commanding Light-Draft Vessels, Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Smith, U. S. Navy, regarding convoy of transports.

MOUTH OF WHITE RIVER, *January 18, 1863.*

SIR: Send down the light-drafts that may be at the mouth of White River and go down yourself and regulate those below, to convoy the transports, dividing them out equally. Let the vessels move off the moment they get in their coal and overtake the transports.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander WATSON SMITH, U. S. Navy,

*Commanding First Division Light-Draft Vessels,
Mississippi Squadron.*

Letter from the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding proposed canals.

NAVY DEPARTMENT, *January 19, 1863.*

SIR: The President is exceedingly anxious that a canal from which practical and useful results would follow should be cut through the peninsula opposite Vicksburg.

If a canal were cut at a higher point up the river than the first one, as you some time since suggested, so as to catch the current before it has made the curve, and also avoid the bluffs below the city, it would probably be a success. The Department desires that this plan may be tried whenever you may deem it expedient and can have the cooperation of the army.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Bishop, U. S. Navy, regarding detention of mortar boats.

U. S. MISSISSIPPI SQUADRON, *January 20, 1863.*

SIR: You will please find out who stopped our mortars at Helena, and, hereafter, when anything is sent down in charge of a towboat make an agreement with the master that he is only to be paid on the delivery of the articles.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JOSHUA BISHOP, U. S. Navy,
Commanding U. S. S. General Bragg.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Bache, U. S. Navy, commanding U. S. S. Cincinnati, regarding guard duty at mouth of White River.

JANUARY 20, 1863.

SIR: You will remain at the mouth of White River until the *Conestoga* comes down from Memphis, when you will proceed to Milliken's Bend or the mouth of Yazoo River, and report to me there.

You will see that the empty coal barges are taken proper care of until a towboat can tow them to Cairo. The steamer *Signal* will be left under your command, and will remain at the mouth of White River until further orders from me. When coal barges arrive retain the smallest one here and fill up from it, taking care that it will be secured when you have done coaling, and that it will be pumped out at regular intervals.

The *Signal* will lie in the mouth of White River to keep watch so that you may not be surprised by the enemy's rams or boats with troops that might board you. Keep your bow guns loaded with solid shot; the others with shell and shrapnel. Keep a good watch all the time, according to the general orders, and do not be taken by surprise, as the *Harriet Lane* was. If an enemy appear in the river, the lookout vessel will fire a gun or guns and retreat under your protection.

When you come down, give convoy to any steamers towing coal. Run carefully, and see that no accident happens to the coal, which is very scarce just now.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander GEO. M. BACHE, U. S. Navy,
Commanding U. S. S. Cincinnati.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding Confederate prisoners.

NAVY DEPARTMENT, *January 20, 1863.*

SIR: Hereafter you will not release on parole any prisoners who are officers in the rebel service, captured by the vessels under your command, but retain them for the Government to dispose of.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Forest Rose, to proceed to Helena or Memphis with dispatches for Cairo.

JANUARY 20, 1863.

SIR: You will proceed without delay with dispatches to Helena, which dispatches you will send to Cairo by the mail. If there is no chance of sending by the mail at Helena proceed to Memphis and send the letters from there. As you go along look out for a mortar and two coal barges that are about 20 miles above this or at Island 66 or 56, I do not know which. Secure them so that they can not be destroyed, and when you return bring all you can with you. The commanding officer at Memphis will give you all needful assistance for repairs.

Fill up full with coal at Memphis and return to me without delay. Give convoy to any of our vessels coming down from Memphis.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant GEO. W. BROWN, U. S. Navy,
Commanding U. S. S. Forest Rose.

General order of Major-General Grant, U. S. Army, forbidding trading at points south of Memphis.

GENERAL ORDERS, } HDQRS. DEPARTMENT OF THE TENNESSEE,
No. 7. } *Memphis, Tenn., January 20, 1863.*

I. All trading, trafficking, or the landing of boats at points south of Memphis other than at military posts, or points guarded by the Navy, is positively prohibited.

II. All officers of boats violating this order will be arrested and placed in close confinement. The boats and cargoes, unless the property of the Government, will be turned over to the quartermaster's department for the benefit of the Government.

III. All officers of the Army passing up and down the river are directed to report all violations of this order, together with the names of the boats, place, and date, to the first military post on their route, and to the commanding officer at the end of their route.

IV. The Navy is respectfully requested to cooperate in the enforcement of this order.

By order of Major-General U. S. Grant:

JOHN A. RAWLINS,
Assistant Adjutant-General.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, to relieve the U. S. S. Cincinnati at the mouth of White River.

MOUTH OF WHITE RIVER, January 20, 1863.

SIR: I am anxious that you should get here with the *Bragg* and *Conestoga* as soon as possible and relieve the *Cincinnati*. Fill up with coal and tow down to this place a barge of coal from Memphis. We are entirely out. When you come here take every precaution against surprise.

Take charge of all empty coal barges and secure them close into the island abreast of where you laid when here. The *Pontchartrain* is not destroyed yet. Look out for her.

Lieutenant-Commander Bache will show you his orders, which you will carry out.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander T. O. SELFRIDGE.

P. S.—Take a look into White River now and then. A good place for one of the vessels to lie is at the cut-off, moving her position at night, showing no light, and striking no bells night or day. It would be desirable to take the *Blue Wing*, if possible, and prevent all communication by water between the Arkansas and White rivers.

D. D. PORTER,
Acting Rear-Admiral.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, to guard the cut-off between Arkansas and White rivers.

JANUARY 20, 1863.

COLONEL: Our gunboats are 300 miles up White River, the *De Kalb*, *Cincinnati*, *Glide*, *Romeo*, and *Signal*. I wish you to enter White River and take position at the cut-off, where we laid the other day, and be ready to take the ram in the rear, if she should dare to come down, or to catch any steamer that may attempt to come from the Arkansas to White rivers. I will leave some dispatches with you

for the vessels when they come down. And when they are all out, or when the *Conestoga* comes, join me at Yazoo River.

Yours, very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel CHAS. RIVERS ELLET,

Commanding Ram Fleet.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Walker, U. S. Navy, commanding light-draft vessels in White River, to proceed with his command to Milliken's Bend or mouth of the Yazoo.

JANUARY 20, 1863.

SIR: I want you to join me at Milliken's Bend or the mouth of the Yazoo as soon as possible with all the light-draft vessels excepting the *Signal*, which vessel will remain with the *Cincinnati* at the mouth of White River until the latter is relieved by the *Conestoga*. The commander of the *Signal* will report to the commander of the *Conestoga* when she arrives here, and remain with him until further orders. I have left 1,200 bushels of coal for you, perhaps more. If coal arrives here before you leave, take in all you can, and then convoy the remainder down to me, not losing sight of the convoy, and running only by day if the nights are not perfectly clear. When the coal gets down it is to go into the mouth of the Yazoo out of the current.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, commanding Mississippi Squadron.

Lieutenant-Commander JOHN G. WALKER,

Commanding Baron De Kalb, White River.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Woodworth, U. S. Navy, commanding U. S. S. Glide, to coal at mouth of White River and proceed to mouth of Yazoo.

JANUARY 20, 1863.

SIR: When you get down to the mouth of White River, if more coal comes there, fill up and join me at the mouth of Yazoo River.

If there is no vessel outside at the mouth of White River when you arrive, take charge of the empty coal barges and see that the one with the coal is kept for the *De Kalb* and *Cincinnati*. It is desirable that none of it be used. It is for those two vessels. The small boats can get down on fence rails and wood piles.

I have sent to Memphis for coal, which will be down in a few days. The *Forest Rose* has gone up for it.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander SELIM E. WOODWORTH, U. S. Navy,

Commanding U. S. S. Glide.

Order of Acting Rear-Admiral Porter, U. S. Navy, to D. P. Heap, private secretary, to proceed to Washington, D. C., as bearer of dispatches.

JANUARY 20, 1863.

SIR: You will proceed to Washington City, D. C., as bearer of dispatches, which you will deliver to the honorable Secretary of the Navy, and give him such details of our movements here as he may desire to know, and which, owing to my being much occupied, I am unable to write at the present moment.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

D. P. HEAP,

Private Secretary to Commander of Mississippi Squadron.

Report of Acting Volunteer Lieutenant Glassford, U. S. Navy, announcing his return from special service.

CAIRO, ILL., January 21, 1863.

SIR: I have the honor to report the special duty performed upon which I was ordered by Rear-Admiral Farragut and the honorable the Secretary of the Navy, and that I am now ready to receive your commands.

Respectfully,

H. A. GLASSFORD.

Acting Volunteer Lieutenant, U. S. Navy.

Rear-Admiral D. D. PORTER,

Commanding Western Flotilla.

Captain PENNOCK, U. S. Navy,

Fleet Captain, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Baldwin, U. S. Navy, commanding U. S. S. Sovereign, to proceed to Milliken's Bend on arrival of the U. S. S. Conestoga.

MOUTH OF WHITE RIVER, January 21, 1863.

SIR: You will remain here and take charge of the empty and full coal barges, and under no circumstances will you permit any vessel not belonging to the Navy to use the coal. It is absolutely required for the two ironclads up the river. You will have the barges examined daily, to see that they are secure and do not leak. You will say to the naval commanders that this coal is for the two ironclads. When they are coaled the smaller vessels will fill up. When Captain Selfridge comes down he will take charge of everything, and you will come down to Milliken's Bend under convoy of the first gunboat that comes down after Captain Selfridge's arrival. Show this order to

anyone who asks for coal, and explain to naval commanders how I wish the matter regulated.

Very respectfully, etc.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master THOMAS BALDWIN, U. S. Navy,
Commanding Sovereign.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding captured property.

GENERAL ORDER, }
No. 32. }

U. S. MISSISSIPPI SQUADRON,
Flag Ship Black Hawk, January 21, 1863.

All arms, munitions of war, mails, and prizes of any kind, captured by the vessels under my command are to be retained by commanders of expeditions until further orders from me. In case the Army should require for its use anything captured by the Navy the commanders will take full receipts (stating value of the property), having it appraised by proper persons.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Lafayette, proposing a transfer to that vessel of a part of the officers and crew of the U. S. S. Carondelet.

U. S. S. LAFAYETTE,
Cairo, Ill., January 22, 1863.

SIR: I arrived here pursuant to your orders of the 11th instant, and finding that the *Lafayette* is not finished, and without officers or crew sufficient to manage her or fight her guns, I would respectfully suggest, under the circumstances, that the *Carondelet* may be sent to Cairo for repairs and to receive her new guns; and, if agreeable to your arrangements, to transfer to the *Lafayette* a portion of her officers and crew to supply the deficiency of the *Lafayette*. Her guns are now being mounted, and I will get her off as soon as possible with the mechanics on board. I find that there is not room between the ports and boiler casemates sufficient to work the forward 9-inch guns, on the starboard side particularly. But as they are placed by your instructions, they will remain there, unless you should think proper to replace one of them with a smaller gun, or have it placed in the starboard broadside port aft.

I have no officers of any experience on board of a man-of-war, and I would like to have two out of the *Carondelet*, and one of her pilots, whom I will replace with another. My cook, steward, boy, coxswain, and clerk I have brought with me to this vessel, to which I hope you will have no objections.

I will use all diligence in organizing a crew for as many guns with the men I can get. All the fighting bolts, gun gear, iron plating, and

the stores are not yet on board, but the mechanics will continue on board to finish the vessel on her way down the river, as you have directed, as soon as the materials are brought down from St. Louis.

I was informed that one of the mortar boats which was left in charge of Acting Master Wheelock at Helena broke adrift, went down the river, and lodged at the foot of [Island] No. 68, on the Mississippi, or eastern, shore of the river. The captain of the *New Era* informed the commandant at Helena and Lieutenant-Commander Selfridge of the fact, who said (as I am told) that they would send for the mortar boat and have her taken care of.

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

H. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron.

Letter from E. B. Pike, esq., to Acting Rear-Admiral Porter, U. S. Navy, requesting a convoy to enable him to secure a quantity of cotton on the St. Francis River.

MEMPHIS, TENN., *January 23, 1863.*

SIR: I would respectfully state that if I can obtain a convoy, I can get a large amount of cotton on the St. Francis River, and would respectfully request that, if compatible with existing orders, I may be furnished with such protection.

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

E. B. PIKE.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Naval Squadron.

Night orders for the Yazoo River.

JANUARY 23, 1863.

The ironclads in the Yazoo will keep a bright lookout in front or up river and show no lights. They will open fire with solid shot on any steamer they may see coming down supposed to be an enemy, and we have some above.

The bow guns of the vessels must be kept bearing up the river. The guns must be worked as long as an enemy is forward of the beam, and every port guarded against boarding, hatches fastened down, sides kept well greased, and as little light as possible shown about the deck. If the enemy should get past the ironclads (which I deem impossible), the rams will run into them with all their force; those ironclads that are able will grapple them fast, and when well secured, let go their anchor and do all they can to capture and destroy. A bright lookout is the main object, and do not let an enemy get too near. Strict watch to be kept during the night and in fogs. No lights to be shown, no bells to be struck, and no "all's well." Each night one of the ironclads or other vessels will keep a rowboat out 400 yards ahead with muffled oars.

In case of the approach of a vessel down the river, firing of muskets will be the signal if close to, or the boat, if she has time, will return and report.

The *Benton* will send out a guard boat to-night, if too dark to see any distance.

D. D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding cooperation with the army in front of Vicksburg.

No. 68.]

U. S. MISSISSIPPI SQUADRON,
Mouth of Yazoo River, January 24, 1863.

SIR: I have the honor to report my arrival at this place.

The army are landing on the neck of land opposite Vicksburg. What they expect to do I don't know, but presume it is a temporary arrangement. I am covering their landing and guarding the Yazoo River.

The front of Vicksburg is heavily fortified, and unless we can get troops in the rear of the city I see no chance of taking it at present, though we cut off all their supplies from Texas and Louisiana.

A few days since I withdrew the gunboats from the mouth of the Yazoo, as they were entirely out of coal, and it was not proper to let them remain under the circumstances. The moment I could get coal I sent them down again, and they arrived just in time to block up 11 steamers in the Yazoo that had gone up for provisions and stores under the impression that we had left altogether. These vessels have been employed carrying supplies and arms from Vicksburg to Port Hudson.

This will render the reduction of that place an easier task than it otherwise would have been, as there are no steamers on the river except two that will be kept at Vicksburg.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Smith, U. S. Navy, to send vessels to relieve the U. S. S. Tyler and ram Horner.

JANUARY 24, 1863.

SIR: Send the *Marmora* down to relieve the *Tyler*, or, if she is not ready, send some other vessel, and at 4 o'clock send a vessel to relieve the ram *Horner*.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander WATSON SMITH, U. S. Navy,
Commanding First Division Light-Drafts.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Wells, U. S. Navy, commanding U. S. hospital ship Red Rover, regarding the showing of lights contrary to general orders.

MOUTH OF YAZOO RIVER, *January 24, 1863.*

SIR: Your attention is called to General Order No. 4, in relation to showing lights. At 11 o'clock at night your ship was showing lights in every officer's room and in every office, and your ship a fair target for anyone to shoot at.

No lights will be allowed in the texas after 8 o'clock at night, and not then if the officers do not screen them. I look to you to see that no lights are shown in your vessel except those that are absolutely necessary.

Have no lights moving about decks, and hang, also, canvas around and in front of your boilers, if you have it.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master W. R. WELLS, U. S. Navy,
Commanding U. S. Hospital Ship Red Rover.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Simonds, U. S. Navy, to assume temporary charge of the navy yard at Memphis, Tenn.

JANUARY 24, 1863.

SIR: You will assume charge of the navy yard at Memphis, Tenn., and all the mechanics of the yard, subject to the order of any naval officer who may be there. All the material, stores, machinery, etc., will be for the present under your charge, and you will make me weekly reports of what is going on. Mr. Rowe is no longer employed, and he will turn over to you the orders he has received from me. Every precaution must be taken against surprise by the enemy. The public property must be strictly guarded and none of the public buildings now in the yard be allowed to be used by persons not belonging to the Navy, excepting the blacksmith shop, now in use by the army. You will take up your quarters in the commandant's house until relieved by a person who may be sent to take command.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

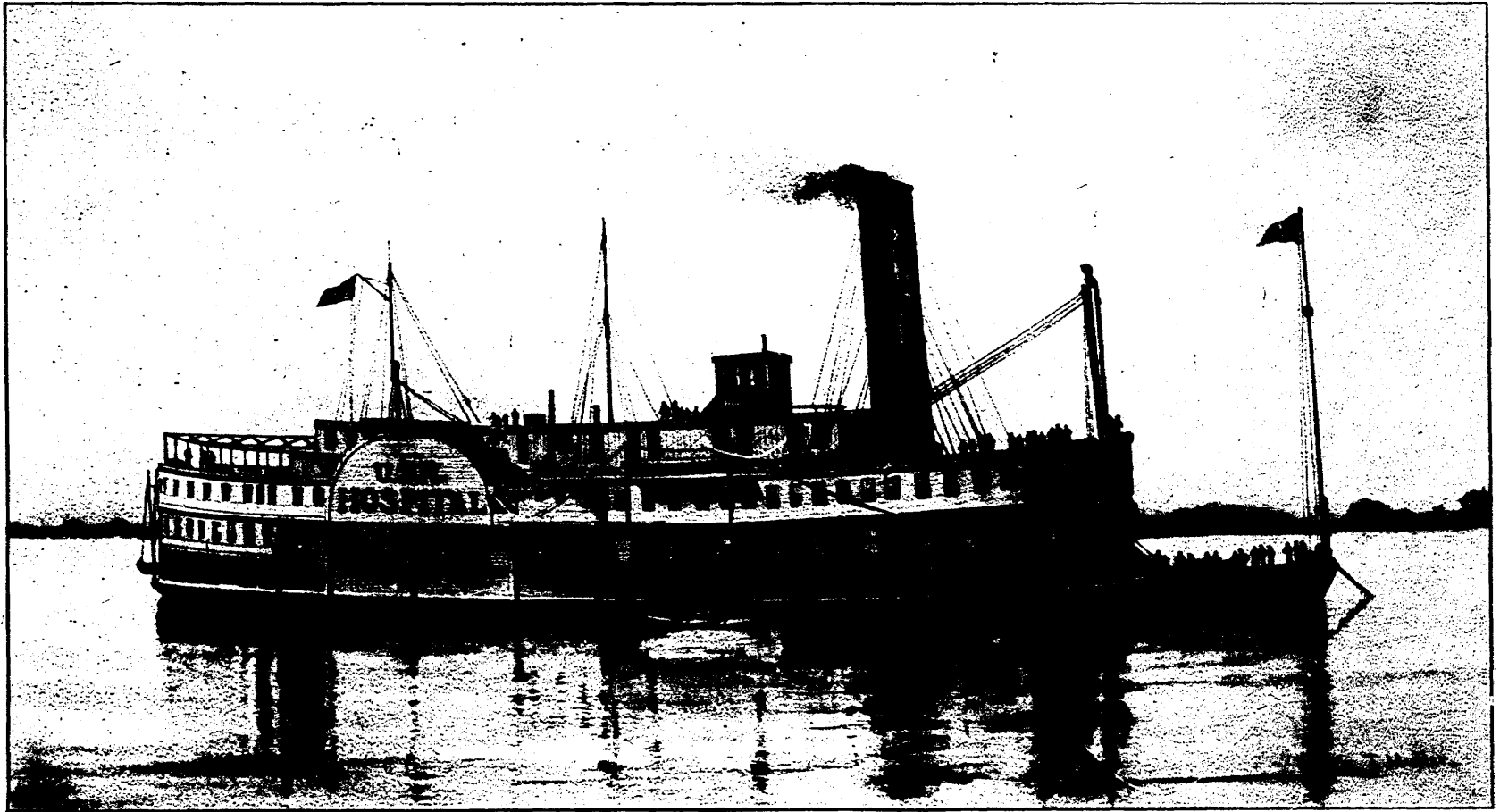
Acting Master GUSTAVUS B. SIMONDS, U. S. Navy,
Memphis, Tenn.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding various matters.

MOUTH OF YAZOO RIVER, *January 24, 1863.*

SIR: I send the *Glide* up for supplies for the squadron.

Lieutenant Woodworth will remain in Cairo to superintend the fitting and equipment of the *Price*, which vessel he will command when she is ready.



UNITED STATES HOSPITAL STEAMER RED ROVER.

A number of requisitions have been sent up at different times. Please have them filled and sent down. If the articles have not been procured by the navy agent, Mr. Boggs, send him to St. Louis to obtain them and let him remain there until all the requisitions are filled. We are much in want of the articles required for this ship, which Mr. Watson failed to supply. If they are to be obtained in Cairo, have them bought.

Send me all the hammocks and bags that are ready, and forward me more as fast as they are finished.

The *Benton* wants a hundred men. If a draft comes, send down 50 for her.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,

Fleet Captain and Commandant of Station, Cairo, Ill.

Detailed report of Fleet Captain Pennock, U. S. Navy, regarding affairs at Cairo, Ill.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., January 24, 1863.

SIR: I have the honor to acknowledge the receipt of your communications up to and including the 18th instant. The instructions therein conveyed shall be carried out with the utmost dispatch.

I enclose for your consideration a letter from Lieutenant J. P. Sanford, relative to the purchase of boats.

The prisoners captured at the Post of Arkansas have been received, and by direction of the honorable Secretary of the Navy have been delivered to the military authorities at this place. I have the receipt of Major Merrill, provost-marshal, for them.

I enclose herewith such information in regard to H. N. Pinard as I have been able to gather, called for by your letter of the 22d ultimo.

The gunboat *Lexington* with her convoy of prisoners arrived here on the 21st instant, which fact I telegraphed to the honorable Secretary of the Navy.

I have sent Lieutenant-Commander Gwin's body to his father and his effects to his wife, in accordance with his request, and have also forwarded the paper containing his last requests to his wife under cover of a letter to his father-in-law, Hiram Hutchinson, esq., New York City.

I have delivered a copy of your instructions in regard to sending a first-class assistant engineer to the Memphis navy yard to Chief Engineer William D. Faulkner, and have directed him to carry them out with the utmost dispatch.

I enclose copies of sundry telegrams from the honorable Secretary of the Navy and Major-General Rosecrans for your consideration.

I have sent the gunboat *Silver Lake* up the Cumberland River (Lieutenant R. K. Riley commanding), with orders to give all the aid in his power in convoying transports and clearing the banks of rebels.

I have received information that there is no other communication open with General Rosecrans by which supplies can be forwarded to

him and that batteries of heavy artillery are mounted on the banks of that river.

In view of the exigencies of the case, I trust that I shall not exceed my orders by sending the *Lewington* up the Cumberland River for a few days until the banks can be cleared of the heavy field artillery represented as being there.

I may add that the *Silver Lake* has but 28 men on board, and also has a case of smallpox, but in spite of these difficulties I have sent her, together with the *Lewington*, in order, if possible, to carry out the requests of the Secretary of the Navy and General Rosecrans. I have taken the above measures in consideration of the length of time which must necessarily elapse before I could receive instructions from you on the subject.

I would respectfully enquire if I shall send down to you Lieutenant-Commander Greer, who is ordered by the Department to report to you by the first of next month.

I am happy to be able to inform you that I have sent you no dispatches by the *Blue Wing*.

The sergeant and 10 privates of marines will be sent down by this vessel or the next.

We have telegraphed to Washington to have a X-inch gun sent out here immediately, as there are none here.

Your telegram from the mouth of White River, under date of the 20th instant, detailing your operations in that river, has been received and forwarded to the Department.

The *Indianola* arrived yesterday morning, and will be sent down without delay.

The *Eastport* is now taking in her guns, having completed all her repairs. We have had very severe weather, with snow, which has retarded the work of getting them down the levee very much. Captain Phelps is driving ahead with his usual energy and dispatch.

Captain Walke has arrived here from Island No. 10 and has assumed command of the *Lafayette*, which boat will be sent off as soon as she can possibly be got ready.

The *De Soto* (*General Lyon*) is now taking on board ordnance stores for the use of the squadron, and will, as soon as ready, be sent down under convoy.

The *New National* is now at St. Louis loading with stores, and will be sent down as soon as she arrives.

The acceptance of the resignation of Acting Master's Mate Charles C. Shirk has been received from the Department and handed to him.

I have sent to St. Louis for the blank forms for lists of contrabands and shall distribute them in accordance with your orders as soon as they are received.

It will not, I fear, be possible to send the lists of officers requested in your letters by this opportunity, but they will be sent, as directed by you, as soon as they can be made out.

I send herewith communications from the Department and others. I have the honor to be, very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—The *Lafayette* was much more behindhand with her ordnance equipment than was anticipated, which is the cause of her delay. I should have said that the *Lexington* will leave to-morrow evening for the Cumberland River, instead of with the *Silver Lake*, as mentioned above.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Lafayette, calling the attention of the Department to the meritorious conduct of certain men of his command.

U. S. S. LAFAYETTE,
Cairo, Ill., January 24, 1863.

SIR: Agreeable to your request, I herewith subjoin a list of names of some of the petty officers and seamen who have most faithfully, valiantly, and efficiently served their country on board the *Carondelet* while she was under my command in the various battles and perils she has encountered during this rebellion.

I think that they merit the distinguished notice of the Government, as provided by section 7 of the act of Congress, "to further promote the efficiency of the Navy:"

Michael Reilly,
James Whalen,
John G. Morrison,
Charles Wilson,

Matthew Arthur,
George Midlam,
John Ford,
Thomas White.

Very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

Lieutenant-Commander S. L. PHELPS,
Commanding U. S. S. Eastport.

P. S.—The above-mentioned men were with me at the capture of Fort Henry, February 6, 1862; Fort Donelson, February 13 and 14; Island No. 10, March 17; running the blockade, April 4; capture of rebel batteries opposite Point Pleasant, April 6, and below New Madrid, April 7; naval engagement above Fort Pillow, May 10; battle at Memphis, June 6; and the action with the rebel ram *Arkansas*, July 15.

Very respectfully, etc.,

H. WALKE,
Captain, U. S. Navy.

Order of Captain Walke, U. S. Navy, to Pilot Deming, requesting his services on board the U. S. S. Lafayette.

U. S. S. LAFAYETTE,
Cairo, Ill., January 24, 1863.

SIR: I am in great need of your services on the *Lafayette*, having no pilots, and do not know where I can get them. You will report to me on board of this vessel without delay. I will send a pilot to the *Carondelet* as soon as I can.

Very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

Pilot JOHN DEMING,
U. S. S. Carondelet, off Island No. 10.

Order of Commodore Hull, U. S. Navy, to Chief Engineer Shock, U. S. Navy, to proceed to Cincinnati and inspect the turret of the U. S. S. Ozark.

ST. LOUIS, Mo., *January 24, 1863.*

SIR: You will proceed to Cincinnati for the purpose of inspecting the work of the turret in course of construction at that place for the gunboat *Ozark*, after which you will return to St. Louis.

Very respectfully,

J. B. HULL,
Commodore, Superintending.

Chief Engineer Wm. H. SHOCK,
St. Louis.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Hon. James W. Grimes, requesting restoration to the line of certain officers serving as volunteers, and referring to operations in Arkansas and against Vicksburg.

U. S. MISSISSIPPI SQUADRON,
January 24, 1863.

MY DEAR SIR: I once told you I had a favor to ask of you for some friends. It is not one that will give you any trouble, beyond changing your mind, if you have already made it up.

There are five officers in the Navy who have served throughout this war in subordinate capacities who are entitled to their former positions in the Navy, viz, Volunteer Lieutenants J. S. Barnes, Charles H. Baldwin, J. P. Sanford, P. G. Watmough, and Selim E. Woodworth. These officers left the Navy when there was no possible chance of promotion. They engaged in a lucrative business and gave it all up the moment the country wanted their services. Woodworth, Sanford, and Baldwin have been under my command; the others I have known personally. These officers have no superiors in the Navy, and have performed gallant actions enough to satisfy anyone that they ask only what is just. Without entering into the details of what they have done, I merely beg the favor of you to try and get them placed in their former positions. They are subjected to many mortifications where they now are. Some officers object to their being restored, but it is an ungenerous feeling, and I am sorry to see it existing in our Navy. There is promotion enough for all.

We are before Vicksburg once more, after having made a good raid into Arkansas. We captured every important fort and heavy gun the rebels had in that swampy State. Arkansas has now nothing but some fieldpieces. The rivers are consequently open to trade and the people quite glad to see us.

At Fort Hindman your nephew Walker distinguished himself highly. I refer you for particulars to my reports to the Department, wherein he is particularly mentioned.

This Fort Hindman affair has been the fairest stand-up fight during the war. It was a naval fight altogether as regards the fort. The army did not assault, although I believe they tried it once and were repulsed. The colonel commanding the fort surrendered his sword to me.

We are now opposite Vicksburg, with the whole army landed on the neck of land in front of the city. What they are going to do there they only know. I suppose they will swim over when they are ready, and when they get in position call upon the gunboats to go in and pick them out. Vicksburg is very strongly fortified in front and the forts are out of the reach of my guns. They are on the hilltops, and we can not even elevate that high. My plan is to work up the Yazoo and get in there and for an army to come down the Yazoo, cut off supplies, and attack their rear.

The rebels have but little to eat now and poor clothing. Certain it is that we will never take Vicksburg in front by looking at them across the river. It is a pity that gallant fellow, Sherman, was not left in command. He did nobly until the rain drowned his army out of the swamp, and although he met with a reverse it was a small one and not at all felt by the troops. I do not think this army good for an assault. They are too green. -They have to be coaxed up to a rifle pit as Rarey coaxes his wild horses up to a drum. I do not think they would make a good business at assaulting Vicksburg in front, across the river, if they could not be brought to the assault of Fort Hindman by land.

I hear that the rebels are getting very tired of the war and would, all of them, be glad if peace would come, but they express a determination to fight it out.

The greatest mistake we ever made was acknowledging them as belligerents; otherwise we could hang and shoot every rascal we captured. They are treated so well now that they like to be taken. Well, sir, I have bored you with a long letter. Hoping that we may see our way through our difficulties here,

I remain, very truly and respectfully, yours,

DAVID D. PORTER.

HON. JAMES [W.] GRIMES,
U. S. Senate, Washington, D. C.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding pay.

GENERAL ORDER }
No. 33. }

JANUARY 24, 1863.

Commanders of vessels will see that the men receive half their month's pay, if they want it, when money is on hand.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Brennand, U. S. Navy, commanding U. S. S. Carondelet, explaining the cause of delay in arrival at Yazoo River.

U. S. GUNBOAT CARONDELET,
Island [No.] Ten, Mississippi River, January 25, 1863.

SIR: The gunboat *New Era* arrived last evening from Cairo to relieve the *Carondelet*. I should have started immediately to join you

but for this reason: Our hog-chain stanchions had not arrived from Cairo. They have just arrived by the gunboat *Linden*. As soon as I can get them put up and the boat coaled I will report to you without delay. We have but one pilot; Captain Walke has detached one for the *Lafayette*. All is correct at Island [No.] Ten. I am informed a company of guerrilla cavalry are in the vicinity of Tiptonville; they have not molested any of our boats, to my knowledge.

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

EDWARD E. BRENNAND,

Acting Volunteer Lieutenant, U. S. Navy.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding U. S. Mississippi Squadron,

Mouth of Yazoo River.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Woodworth, U. S. Navy, commanding U. S. S. Glide, regarding transportation of prisoners, contrabands, and refugees to Cairo.

U. S. MISSISSIPPI SQUADRON,

Mouth of Yazoo River, January 25, 1863.

SIR: You will receive on board the *Glide* such prisoners, refugees, and contrabands as may be sent you from the *Benton* and other vessels here.

The prisoners and contrabands are to be delivered to Captain Pennock at Cairo. The refugees, if any, will take passage with you to Cairo.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander SELIM E. WOODWORTH, U. S. Navy,

Commanding U. S. S. Glide, Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Colonel Parsons, U. S. Army, regarding the convoy of transports.

U. S. MISSISSIPPI SQUADRON,

Mouth of Yazoo River, January 25, 1863.

COLONEL: If your transports will stop at the mouth of the Yazoo River, a gunboat will be ready to convoy them. As she is not as fast as your transports, the largest and fastest of your boats had better take her alongside. It will not (with steam up on both) impede her progress. The boats will have to keep together.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel PARSONS,

Assistant Quartermaster.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain White, acting quartermaster, to proceed up the river for stores, towing the disabled Sovereign to Memphis.

JANUARY 25, 1863.

SIR: You will proceed up the river to Cairo, or such other place where it may be necessary to procure stores, and you will please deliver the mail to Captain Pennock at Cairo. You will find the *Sovereign* disabled at White River. If possible, tow her up to Memphis. She has only one wheel.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain WHITE,

Acting Quartermaster, Ram Horner.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, to detail Acting Lieutenant Murphy, U. S. Navy, to command the U. S. S. Carondelet.

JANUARY 25, 1863.

SIR: If Acting Lieutenant McLeod Murphy should arrive at Cairo, detail him for the command of the *Carondelet*. I hear that vessel met with an accident going up. I presume she has gone to Cairo for repairs. I hope you will get rid of her as soon as possible.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,

Fleet Captain and Commandant of Station, Cairo.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClermand, U. S. Army, regarding measures for repression of guerrillas at Greenville, Miss.

JANUARY 25, 1863.

SIR: Your letter of this evening has been received. I am going to station a gunboat at the point above Greenville, which will effectually stop the guerrillas.

A convoy will go up with the steamers to-morrow. The planters along there complain that the guerrillas fire from there with the object of getting their houses burned, and ask our protection.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General McCLEARNAND,

Commanding U. S. Forces.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Prichett, U. S. Navy, to proceed to Greenville, Miss., for the suppression of guerrillas.

JANUARY 26, 1863.

SIR: You will proceed with all dispatch to Greenville, on the Mississippi River, and that town and 2 miles above will be your station. The guerrillas are at work along there, and you will do all you can to drive them away. When you see any number of white people collecting at the point, a mile and a half or two miles above the town, fire on them with shrapnel, observing the rules I have pointed out to you.

Be careful never to tie up to the bank, nor let your people go on shore.

When you see a transport going by, get underway and protect her until she is below the town, the same going up, covering them until past danger. Show no lights at night, and anchor out of musket shot.

If you or any other vessels are fired on from the town, try and set fire to it with your shells, not wasting ammunition in doing so.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commander J. M. PRICHETT, U. S. Navy,
Commanding U. S. Gunboat, Yazoo River.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Prichett, U. S. Navy, to cut the levee at Greenville, Miss.

JANUARY 26, 1863.

SIR: When you arrive at Greenville, or the place where the vessels are fired upon, haul your vessel close to the bank where the men can work securely under your guns, and cut the levee, so that the whole country may be overflowed. If that succeeds, go to the other side of the point and do the same.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAS. M. PRICHETT, U. S. Navy,
Commanding U. S. S. Tyler.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Scott, U. S. Navy, commanding U. S. S. Signal, to proceed to Greenville, Miss.

MOUTH OF YAZOO, January 26, 1863.

SIR: Proceed to Greenville and remain there until you are relieved, convoying transports by there. When relieved, report again to the commanding officer at White River.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant JOHN SCOTT,
U. S. S. Signal.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Dominy, U. S. Navy, to assume command of U. S. S. Signal.

MOUTH OF YAZOO, *January 26, 1863.*

SIR: You will proceed in the steamer *Brown* and take command of the U. S. S. *Signal*, relieving Acting Volunteer Lieutenant John Scott of that vessel. You will report to the commanding naval officer at the mouth of White River, which is your station.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Acting Volunteer Lieutenant CYRENIUS DOMINY, U. S. Navy,
U. S. S. Tyler.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding the proportion of light-draft vessels for the upper rivers.

MOUTH OF YAZOO RIVER, *January 26, 1863.*

SIR: As fast as the light-draft steamers are finished, take one out of every three vessels for the defense of the upper rivers. This does not take into account the vessels now at Cairo, which I am anxiously looking for.

When I can afford to do so, I intend to detail the *Lexington* for up-river work.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral,
Commanding Mississippi Squadron.
A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant of Station, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, regarding affairs at Cairo, Ill., transmitting report regarding causes of delay in the completion of U. S. steamers Choctaw and Lafayette.

OFFICE OF MISSISSIPPI SQUADRON,
Cairo, Ill., January 26, 1863.

SIR: I have the honor to acknowledge the receipt of your communications up to and including the 19th instant.

Your secretary arrived here a little after midnight, night before last, and left yesterday (Sunday) in the noon train for Washington.

The *General Price* has never had but one gun on board, a 32-pounder aft. There is no room for a gun forward. We will, however, mount as heavy a gun aft as we can work, and if possible a 24-pounder howitzer forward, if it meets with your views.

Your galley and pipe have been procured and will be sent down by the *Indianola*, which will leave in the course of to-day.

Paymasters Boggs and Watson are now absent at Cincinnati on business connected with the purchasing and inspection of supplies for the squadron.

The steamboat *Ike Hammitt* takes down a tow of 45,000 bushels of coal, with orders to leave it at the mouth of the Yazoo River from Mr. Boggs, chief clerk, in accordance with your orders.

Paymaster Watson informs me that stores in sufficient quantity to supply all the articles not hitherto furnished on requisitions have been sent down on the *Sovereign*, and can be required for from that vessel.

I received a telegram last night from Lieutenant Riley, commanding U. S. gunboat *Silver Lake*, at Smithland, that the "doctor" engine of that vessel became disabled up the Cumberland River, and that the gunboat had returned to Smithland. I shall have the machinery repaired and sent up with the least possible delay.

The Bureau of Ordnance telegraphs that it has no X-inch gun available to send here.

I enclose for your information a letter * from Mr. [James] Laning, relative to the *Choctaw* and *Lafayette*.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, for the seizure of steamer Rocket for injuries to the U. S. S. Sovereign.

JANUARY 26, 1863.

SIR: You will seize the steamer *Rocket* whenever she comes to Cairo and hold her until the owners pay a fine of \$1,000 damage done to the *Sovereign* at White River.

This was an intentional thing; the *Sovereign* was tied up to the bushes with barges all around her, out of the way of everything, and the *Rocket* turned toward her, ran into her with a full head of steam, and cut through her guard, bringing the wheel down into the water; after which the party on board set up a shout and went off in another direction. I will make them pay for it if it is a hundred years hence.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy.

Fleet Captain and Commandant of Station, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, in view of violation of revenue laws by steamer Home.

U. S. MISSISSIPPI SQUADRON, January 26, 1863.

SIR: The steamer *Home* has been guilty of violating the revenue laws. You will take such steps in the matter as the law requires. The engineers are witnesses against the captain. The captain also complains of mutiny amongst the engineers. Amongst them they lost a coal barge, the price of which Mr. Boggs will deduct from

* Not necessary to publish.

the towage if it is proved that the *Home* had no licensed pilots. The 6 barrels of whisky, 18 barrels of salt, and other things were bought for trading purposes, and the property of the Government was endangered by the act. I hope you will see that the whole party receives a lesson.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,

Fleet Captain and Commandant of Station, Cairo, Ill.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, making inquiry regarding construction of retaliatory orders.

U. S. S. CONESTOGA,

Off White River, January 26, 1863.

SIR: In your instructions dated January 17 I am informed that only houses are to be burned where vessels of the Mississippi Squadron are fired upon.

I respectfully ask the information if I am to understand that when transports are fired upon I am not to retaliate by burning the plantation in the near vicinity.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,

Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, announcing the closing of the rendezvous at Chicago, and referring to mortar boats.

OFFICE MISSISSIPPI SQUADRON,

Cairo, Ill., January 26, 1863.

SIR: I have the honor to inform you that I have to-day given orders that the rendezvous at Chicago be closed, in accordance with directions from you to do so when the number of men shipped was not sufficient to justify the expenditure. I am informed the chances of procuring men at Chicago are very few.

The gunboat *Little Rebel* is now undergoing repairs. Her place in guarding the magazine and mortar boats has been supplied by the *Springfield*, a light-draft, stern-wheel boat, whose engines are of such small capacity that she can not stem the current.

As soon as the mortar boats are received from St. Louis they will be sent down without delay. The ones here are perfectly water-logged and useless. I have the honor to be,

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClernand, U. S. Army, regarding the securing of provisions at Greenville, Miss.

JANUARY 27, 1863.

GENERAL: I have two gunboats at Greenville and am going to send up another as soon as she can get in coal.

The commanding officer, Lieutenant-Commander Prichett, will show the officer in command of the troops the best place to obtain the beef, viz, at the foot of Island No. 92. The people there are well disposed to supply us with all we want, and I hope the officer in command will not allow his men to pillage or commit improprieties.

Mr. Duncan, the proprietor, is a Union man, and has supplied us with provisions willingly, only taking a receipt. There are, however, cattle much nearer.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General JOHN A. MCCLERNAND,

Commanding the Army of the Mississippi.

Report of Acting Ensign Wheelock, U. S. Navy, regarding his service as member of board of trade at Helena, Ark.

HELENA, ARK., January 27, 1863.

SIR: I have sent you three communications, and as yet have not received any reply to them. Since I was left here in charge of the mortar boats I have not received an order from anyone, and have done what I considered best under the circumstances. As I informed you, four of the mortar boats broke loose on or about the 10th instant, three of which I have recovered, and the other one I am informed was caught by one of the Mosquito Fleet boats and is now anchored at Island 68. I have been acting as a member of the board of trade at this place, representing the Navy, and have been very busy overhauling steamers, examining their clearances, etc. The four mortar boats sent from Memphis were detained by order of Commander Walke, of the *Carondelet*, which leaves seven mortar boats and seven men at this place. Through the kindness of Brigadier-General Gorman, whom I consult on all occasions, I am allowed to draw rations for the men at the army commissary. I have free access to the post-office at this place, and forward all letters that may arrive here for the fleet. The enclosed dispatches to you came in the army mail yesterday.

Awaiting orders from you, I am, most respectfully, your obedient servant,

E. W. WHEELOCK,

Acting Ensign, U. S. Navy.

Acting Rear-Admiral D. D. PORTER.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Smith, U. S. Navy, commanding light-draft vessels, for a reconnoissance in Yazoo River.

JANUARY 27, 1863.

SIR: You will proceed up the Yazoo River with the *Rattler* and the rams *Queen of the West* and *Lancaster*, and make a reconnoissance as far as you can go without sighting the fort or getting under fire. The object is to ascertain if the enemy are using a diving bell to work on the *Cairo*.

Take every possible precaution against torpedoes, examining the banks closely, as you go along, for strings or wires, and look out for small buoys. Ascertain and report the height of the water, and if it overflows the banks and inundates the country on the starboard hand going up. If the water is high enough, and a good chance offers, at an open space, cut the levee. In doing so, keep your vessels close to the bank, that they may cover the men completely. Make a note of everything you see and report to me fully on your return, which you will try to accomplish before night.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieut. Commander WATSON SMITH, U. S. Navy,
*Commanding First Division Light-Draft Vessels,
Mississippi Squadron.*

Report of Lieutenant-Commander Smith, U. S. Navy, regarding a reconnoissance in the Yazoo River.

U. S. S. RATTLER,
Yazoo River, January 27, 1863.

SIR: I have returned from the reconnoissance upon which I was sent to-day with this vessel and the rams *Queen of the West* and *Lancaster*.

There were mounted pickets of the enemy at the mouth of the Yazoo at its connection with the old bed of the Mississippi. They fell back rapidly up the river bank, apparently communicating with a regiment stationed on the lower side of Chickasaw Bayou, near the river. By the time the vessels were abreast of Chickasaw Bayou their troops were beyond the range of our guns and traveling in the direction of Vicksburg.

Continued on up, passing the place where the *Cairo* was destroyed without being able to detect the least evidence of any attempt having been made to recover from the wreck, no part of which was visible. As we approached Benson Blake's house, other troops left that neighborhood in the direction of Drumgould's Bluff. We were not able to distinguish their number.

Saw no fresh earth or other evidence of the enemy having occupied the river bank. The banks were not overflowed nor the country on the starboard hand going up, inundated; the water was not high enough to cause damage if the levee had been cut, which, in places where it could be best seen, was 10 or 12 feet above the river.

Did not see any smoke of steamers in the river above.

Expended on the service, in stirring bushes and starting pickets, seven 24-pounder howitzer shrapnel and one 30-pounder Parrott shell.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander,
Commanding First Division Light Draft Steamers.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from special agent of the Treasury Department to Lieutenant Bishop, U. S. Navy, requesting cooperation in the arrest of steamers Arizona and W. W. Crawford.

MEMPHIS, January 27, 1863.

MY DEAR SIR: I am directed by Admiral Porter, when in want of the naval authority to assist me in my official wants as a special agent of the Treasury Department, to call on the commanders of navy vessels.

I am therefore very desirous to arrest and have brought to this port the steamers *Arizona* and *W. W. Crawford*, now trading between Memphis and Helena. Your very *earliest attention* will oblige
Yours, respectfully, etc.,

TH. H. YEATMAN,
Special Agent, Treasury Department.

Capt. J. BISHOP,
U. S. S. General Bragg.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General McClelland, U. S. Army, in response to request for tugs to force water into the canal.

JANUARY 28, 1863.

GENERAL: Our tugs would not answer the purpose you propose, but one or two of three stern-wheel transports would throw a large volume of current into the canal, or a powerful side-wheel steamer would answer the purpose.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Maj. Gen. J. A. McCLELLAND,
Commanding Army of the Mississippi.

Report of Acting Rear-Admiral Porter, U. S. Navy, suggesting changes in the canal opposite Vicksburg.

No. 77.] U. S. MISSISSIPPI SQUADRON, January 28, 1863.

SIR: I have the honor to acknowledge the receipt of a communication in relation to the canal across the neck of land opposite Vicksburg. In reply I beg leave, most respectfully, to enclose a copy of a letter I wrote General Sherman.

The present canal is simply ridiculous, and will never succeed until other steps are taken. It is improperly located, in the first place, and is not properly cut, in the second. General Grant, who is a very sensible person about some matters, and is willing to admit that sailors know something where water is concerned, sent Colonel Bissell, of the Army, to report to me and consult about the canal.

I pointed out to him where it should begin and the course it should take. The beginning should be half a mile above the present mouth, and it should come out 2 miles below the lower opening. This would make the canal 3 miles long, and leave the mouth entirely clear of any batteries the enemy might raise.

Colonel Bissell was much pleased with my suggestion. I gave him a fast boat, with orders to go to St. Louis, obtain powder and tools, and return here without delay. With the troops now here the canal should be opened by Colonel Bissell's plan in twelve days. He says he can do it in twenty-four hours, which is very doubtful. Whether it will be done or not is hard to say. I received a request from the General (McClelland) to-day to send him a tug to turn her wheel at the mouth of the canal and force the water in. At present it is a very feeble stream, and a dozen tugs would not help it.

General Grant is here now, and I hope for a better state of things.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. MISSISSIPPI SQUADRON, *January 27, 1863.*

GENERAL: One of my captains has been carefully examining the mouth of the canal, and very properly observes that there is a point jutting out above it that causes an eddy, and of course prevents the strong current from pouring into the ditch. This point could be blown away in a very short time with powder, and if the canal is to be widened, it will be done then. I am not sure that it will ever succeed where it is; at least, I have always predicted that it would not, and a man likes to have his judgment turn out right. It certainly will not succeed unless it gets assistance. If it will not go fast enough there, I propose cutting another canal higher up, and when it is ready I would suggest cutting through the neck by Milliken's Bend, which is a very short distance. This will raise the water down here 2 feet at least, and it will go through with a rush. If this rain lasts much longer we will not need a canal. I think the whole point will disappear, troops and all, in which case the gunboats will have the field to themselves.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral,

Commanding Mississippi Squadron.

Maj. Gen. WM. T. SHERMAN,

U. S. Army.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, at mouth of White River.

JANUARY 28, 1863.

SIR: You will always keep one vessel at or near Napoleon, and try and keep that battery from firing on our vessels.

There is no object in going up the Arkansas or White rivers further than I have indicated. Your application for the command of an ironclad will be attended to.

Very respectfully, your obedient servant,

DAVID D. PORTER,
*Acting Rear-Admiral,
Commanding Mississippi Squadron.*

Lieut. Commander THOS. O. SELFRIDGE, U. S. Navy,
Commanding Conestoga.

Report of Lieutenant Bache, U. S. Navy, commanding U. S. S. Cincinnati, recommending certain officers for promotion.

U. S. GUNBOAT CINCINNATI,
Yazoo River, Miss., January 28, 1863.

SIR: I have the pleasure to recommend for promotion to the grade of acting master Ensign A. F. O'Neil, and to the grade of acting ensign Acting Master's Mate Henry Booby, both for coolness and bravery in action and general efficiency as officers.

I should like their appointments, should you decide on promoting them, to date from the 11th instant, the day of our successful attack on the Post of Arkansas.

Very respectfully, your obedient servant,

GEO. M. BACHE,
Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, regarding retaliatory measures.

JANUARY 28, 1863.

SIR: Your letter of January 26th is received.

The houses and plantations along the river are only to be destroyed when naval vessels, or vessels in company with the gunboats, are fired upon.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFRIDGE, U. S. Navy,
Commanding Conestoga.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Phelps, U. S. Navy, to assume command of the second division of ironclads.

[YAZOO RIVER,] *January 29, 1863.*

SIR: On your arrival at this place you will take command of the second division of ironclads, composed of the following vessels: *Eastport, Benton, Tuscumbia, Indianola, Mound City, and Tyler.*

Captain Walke will command the first division, composed of the *Lafayette, Louisville, Baron De Kalb, Cincinnati, Carondelet, Chilli-cothe, Lexington, and Conestoga.*

This will divide the duties and give me more leisure. You may, if you desire it, take the *Choctaw* when she is finished, although I think the *Eastport*, with her new battery, one of the most desirable ships in the squadron.

I desire the commander of each division to have a ram, also a manageable vessel, that he may be moving about, regulating the position of his division. Let me know your wishes on this subject and I will accommodate you. The *Choctaw* will not be ready for a month yet, and I think you will like the *Eastport* the best. I want you here as soon as possible. Do not wait for paint; I will have you greased as soon as you arrive.

If you are short of men, I can make up your deficiencies for a fight from the crew of this ship and the light drafts. You will take 50 of the new men coming down from the East and bring down 50 for the *Benton*.

Captain Walke will take 50, and the rest will be for the *Tuscumbia*.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
*Acting Rear-Admiral,
Commanding Mississippi Squadron.*

Lieutenant-Commander S. L. PHELPS, U. S. Navy,
Commanding Second Division Ironclads, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Forest Rose, to proceed to Helena with a bearer of dispatches from General Grant, U. S. Army.

JANUARY 29, 1863.

SIR: You will proceed to Helena with a bearer of dispatches from General Grant and report yourself to the commanding officer there for such duty as he may employ you on. You will report to me on every opportunity and carry out all the general orders with regard to proper precautions.

Very respectfully, your obedient servant,

DAVID D. PORTER,
*Acting Rear-Admiral,
Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant GEO. W. BROWN, U. S. Navy,
Commanding Forest Rose.

Letter from the Secretary of the Navy to the Secretary of the Treasury transmitting copy of dispatch from Acting Rear-Admiral Porter, U. S. Navy, advising the restriction of trade in the Mississippi River.

NAVY DEPARTMENT, *January 29, 1863.*

SIR: I have the honor to enclose herewith a copy of a dispatch (No. 60) from Acting Rear-Admiral D. D. Porter, commanding the Mississippi Squadron, and fully concur in what he says respecting traffic in the insurrectionary region. By a class of unprincipled and unscrupulous speculators, the blockade and the war are perverted and used for mercenary purposes. Trade itself is to them a monopoly in consequence of hostilities. There should be a remedy for all this, not only on the coast, but also on the Mississippi.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

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

[Enclosure.]

No. 60.] U. S. MISSISSIPPI SQUADRON, *January 17, 1863.*

SIR: It is an erroneous opinion to suppose that the people of the section we have just left are suffering for want of provisions and clothing. They are supplied with everything in abundance, excepting, perhaps, some luxuries which they can well do without. These supplies they receive from vessels allowed to trade by the general orders of the Treasury Department, which the Treasury agents and boards of trade, appointed by them, construe very liberally.

The temptations to amass fortunes induce traders and boards of trade to resort to all kinds of deceptions, and they care very little how long this war lasts, provided they can make money by it.

I would recommend that no trading be allowed outside or below the points occupied by our troops (at present Helena is the last place below), and that such restrictions be placed on vessels that they can not trade in anything but the necessaries of life.

At one time I stopped all trade below Helena, and allowed no intermediate places to be stopped at, unless for wood. The result was a quiet river, and the boats passed up and down unmolested. Since I came down, the river has not been so quiet, and one steamer was lately burned 10 miles above Memphis, the captain having stopped to sell liquor; he allowed himself to be taken by five men, and expects to be paid by the Government for his boat. These mishaps may look like a want of vigilance on the part of the Navy, but we can not control events unless invested with authority to regulate the point where trade must cease and also regulate the stopping at disaffected places. I beg that you will instruct me on this point. The trade alluded to is only for the benefit of the rebels and will tend to lengthen this war.

Starvation only will bring these people to their senses. As long as they don't feel the war and can sell their cotton for 45 cents a pound they will never want the war to cease.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Acting Rear-Admiral Porter, U. S. Navy, acknowledging Department's order regarding Confederate prisoners.

No. 80.] U. S. MISSISSIPPI SQUADRON, *January 29, 1863.*

SIR: I have the honor to acknowledge the receipt of your communication in relation to paroling rebel officers.

The last we captured I sent to Captain Pennock, with orders to take your instructions in regard to them.

I have the honor to be, very respectfully, your obedient servant,
 DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Acting Rear-Admiral Porter, U. S. Navy, referring to dispatches captured on the transport Blue Wing.

No. 78.] U. S. MISSISSIPPI SQUADRON, *January 29, 1863.*

SIR: In answer to your letter of January 15, I beg leave to inform you that the *Blue Wing* was an army transport, towing army coal. She had no dispatches for me.

The communications you allude to have been received. Captain Pennock has instructions to send no letters to me except in a vessel of war.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Brigadier-General Ellet, U. S. Army, thanking him for his congratulations on the reported fall of Vicksburg.

JANUARY 29, 1863.

DEAR GENERAL: I thank you for your congratulations, but they were rather premature. Vicksburg, as you will see, is not yet taken, and the army got rather the worst of it, though it did not amount to much after all. These rascally newspaper reporters tell such lies that it is impossible to get a true account of affairs down here. Sherman managed his men most beautifully, but for want of nerve in one of his generals or colonels we lost our chance of getting into Vicksburg. I wish you were here. If you only had 300 men and a few horses we could break up guerilla warfare on the river. The army seems to think that 30,000 of them can not move without a gunboat, when detachments should land every time a musket is fired.

We had a good time at Arkansas River, but cleaned it out completely. The fighting at the Post was done by the navy and the army bagged all the rebels.

Hoping soon to see you, I remain, general, yours, very truly,

DAVID D. PORTER,
Acting Rear-Admiral.

Brigadier-General A. W. ELLET.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to E. B. Pike, esq., declining permission to enter St. Francis River for cotton.

JANUARY 29, 1863.

SIR: Yours of the 23d instant is received. You will not, under any circumstances, be allowed to ascend the St. Francis River at present.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

E. B. PIKE, Esq.,
Memphis, Tenn.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Ensign Wheelock, U. S. Navy, to withdraw from the Board of Trade, and furnish information regarding the vessel Alhambra.

JANUARY 30, 1863.

SIR: I received two letters from you, notifying me that you were a member of a board of trade. It appears from reports received that you are meddling in matters over which you have no control. You will withdraw any connection with a board of trade and attend to your legitimate duties. You will also explain why the *Alhambra* was released and what part you took in the matter, and by what authority you acted. Your duties do not seem to be so well performed that you can afford to act as a member of a board of trade.

Respectfully, yours, etc.,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

E. W. WHEELOCK,
Helena, Ark.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Curtis, U. S. Army, stating that the action of Acting Ensign Wheelock was unauthorized.

JANUARY 30, 1863.

SIR: I am informed by Mr. E. W. Wheelock, of the Navy, that he is acting as a member of a board of trade at Helena, which is perfectly unauthorized by me, and I am also informed that he permitted a vessel, the *Alhambra*, to be released without proper authority.

If you will be kind enough to have me furnished with the evidence in the matter, Mr. Wheelock, if guilty, will be dismissed the service. His business is to attend to his mortars.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General S. R. CURTIS,

Hdqrs. Dept. of the Mississippi, St. Louis, Mo.

General Order.

JANUARY 30, 1863.

The vessels at the mouth of the Yazoo will perform guard duty also, and permit no boat to pass them without they know the parties in it, or to go up and down night or day. They will permit no steamers not belonging to the squadron to pass the guard vessel, and when they go above the flagship they are to be stopped.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

The *Benton*, *Louisville*, *Pittsburg*, and *Mound City* are guard boats upstream in the order in which their names are written, and the vessel on guard will hoist the guard flag.

No boat, night or day, will be permitted to pass up or down without being called alongside and examined, and authority for passing being required.

A boat that does not answer the first hail at night will be fired into with ball, and any boat belonging to the enemy attempting to come into or pass our lines for the purpose of spying or for our destruction will be brought to, and all persons in said boat will be shot on the spot.

Persons deserting to us from the enemy will easily be known; they will go to the first ship to surrender themselves. Each vessel also will keep six lookouts on the upper deck with loaded muskets, and the officer of the deck will keep his watch where he can see all around.

It is not creditable to the watchfulness of the *Benton* that two of her men should take a boat and leave the ship, and a full investigation of the matter will take place.

The guard ship will have a guard boat out in fogs, or after dark, and the guard officer will be sent to the flagship for orders at sunset.

One of the vessels below will do guard duty also; and will be designated daily by me.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, requesting cooperation of gunboats in army expedition to cut canal at Lake Providence, La.

YOUNG'S POINT, LA., January 30, 1863.

By enquiry I learn that Lake Providence, which connects with Red River through Tensas Bayou, Washita [Ouachita] and Black rivers, is a wide and navigable way through.

As some advantage may be gained by opening this, I have ordered a brigade of troops to be detailed for the purpose, and to be embarked as soon as possible.

I would respectfully request that one of your light-draft gunboats accompany this expedition, if it can be spared.

U. S. GRANT.

Rear-Admiral DAVID D. PORTER,
Commanding Western Flotilla.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Smith, U. S. Navy, commanding U. S. S. Linden, to accompany expedition to Lake Providence, La.

JANUARY 30, 1863.

SIR: You will accompany an expedition of the army to Lake Providence, where they are going to cut a canal. Before you attempt to enter or go anywhere have a boat ahead to sound.

Report to General Grant that you are ready to accompany the expedition.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master SMITH, U. S. Navy,
Commanding U. S. S. Linden.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding names of certain vessels.

JANUARY 31, 1863.

SIR: The *Mary Miller* will hereafter be called the *Prairie Bird*, the *Duchess* the *Petrel*, and the *Florence* the *Curllew*, and you will have them so registered on the books.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Fleet Captain A. M. PENNOCK, U. S. Navy,
Commandant of Station, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Prichett, U. S. Navy, for the arrest of parties concerned in the destruction of U. S. S. Sallie Wood.

FEBRUARY 1, 1863.

SIR: You will proceed to Point Chicot and arrest the following persons, whom you will send to Cairo, to be delivered to the provost-marshal, to be proceeded against for being accessory to the robbing and burning of the *Sallie Wood*:

Richard Sessions, Daniel Sessions, Porter of Island [No.] 82, Esquire Seabrook, for burning the boat.

Long, at Columbia; Diamond, at Point Chicot; Esquire Payne, Frank Cable, Judge Craig.

These men must be delivered into the hands of Captain Pennock, who will obtain all needful testimony against them and deliver them over to the marshal. Richard Sessions will be forced to deliver up a man he has incarcerated or hid by the name of Hill.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieut. Commander JAS. M. PRICHETT, U. S. Navy,

Commanding U. S. S. Tyler.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the arrest of parties concerned in the destruction of U. S. S. Sallie Wood.

U. S. MISSISSIPPI SQUADRON,

Yazoo River, February 1, 1863.

SIR: I have the honor to inform you that I have arrested all the parties who were concerned in the robbing and burning of the steamer *Sallie Wood*, at Island No. 82, in August last. The evidence is strong against these men. The witnesses are on board the *Juliet*, who witnessed the whole affair, and the property is in the hands of the persons arrested. I have ordered them sent to Cairo, to the provost-marshal.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Shaw, U. S. Navy, commanding U. S. S. Juliet, regarding transportation of witnesses in the case of the U. S. S. Sallie Wood.

YAZOO RIVER, *February 1, 1863.*

SIR: Proceed to Cairo without loss of time and deliver over to Captain Pennock the contrabands you have on board. He will take such steps for their comfort and employment as he may deem necessary. Explain to him everything in relation to the persons you may take up, and tell him who are the witnesses for the prosecution. Said witnesses to give security for appearance when wanted. The arrested persons are to be delivered over to the provost-marshal to undergo trial, and all the evidence you can collect will be delivered to Captain Pennock, who will forward it to the Secretary of the Navy.

When you have reported and got rid of your passengers, coal and fill up with provisions without delay and join me here without allowing any orders or requests from anyone to detain you on the way. If Captain Pennock has ready some carpenters for me bring them down,

but do not wait for them. I expect you to be here on the 8th of February.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant EDW. SHAW, U. S. Navy,
U. S. S. Juliet.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the seizure of cotton.

No. 87.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, February 1, 1863.

SIR: I have the honor to report that, hearing that there was a lot of cotton at Point Chicot, on the Mississippi, belonging to the so-called Confederate Government, and that the agents were moving it back into the country or about to burn it, I sent up the ram *Monarch*, Colonel Ellet, and the *Juliet*, Acting Lieutenant Shaw, and seized 250 bales, which I now have and am using to protect the boilers of those vessels that are vulnerable. There are now altogether 300 bales in the squadron, which I recommend should be sold when no longer needed and the proceeds placed in the Treasury.

All cotton on the river belongs to the rebel Government, and on that they depended to carry on the war.

I recommend that it be all seized and sold for the benefit of the Government. There is authority enough on record to justify me in taking cotton under certain circumstances, but not enough to take it in all cases. Eight thousand bales will pay the expenses of the squadron per year, and I think there will be no difficulty in obtaining that amount when Colonel Ellet gets his brigade ready and we can penetrate some 6 or 8 miles into the interior, where it is all stowed away.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Howell, commanding U. S. ram Lancaster, to proceed to duty at Greenville, Miss.

FEBRUARY 1, 1863.

SIR: You will proceed to Greenville, where you will report to Captain Prichett, of the *Tyler*, whom you will relieve for the present, obtaining from him a copy of his orders, by which you will be governed.

Be particular that your men have no communication with the shore other than is expressed in Captain Prichett's orders.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant P. F. HOWELL,
Commanding Ram Lancaster.

Report of Fleet Captain Pennock, U. S. Navy, regarding arrival of Captain Walke, U. S. Navy, to command U. S. S. Lafayette.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 1, 1863.

SIR: I have the honor to report to you that Captain Walke arrived here about a week ago and has assumed the command of the *Lafayette*. I have delivered to him a copy of your letter of instructions to me in regard to that vessel for his guidance.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding affairs at White River.

U. S. S. CONESTOGA,
Off White River, February 1, 1863.

SIR: I regret to report the death by typhus fever of two of the *Conestoga's* crew, Felix Donis and J. D. Callahan, firemen. The disease is prevailing.

The *Bragg* has not yet made her appearance. I shall keep the *Signal* on picket duty at the cut-off for the present.

I send down by the *Wilson* the mortar boat that was anchored at the foot of Island No. 68.

There are two vacancies for ensigns on board and I cheerfully recommend Master's Mate Divine for promotion.

There is an extra engineer aboard, Second Assistant Michael Norton, ordered to report to me from Cairo.

The steamer *Evansville* arrived yesterday from Helena for the purpose of trade and to purchase cotton. I have ordered her back to Helena. I believe it is not your wish that trade should at present be permitted.

All quiet in this vicinity.

Very respectfully, your obedient servant.

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 1, 1863.

SIR: I have the honor to report to you that I received a telegram from Mr. Jos. Brown on the 27th ultimo, stating that the owners of

the *Wren* refuse to sell her. I enclose herewith a copy of a letter from Mr. Brown on the subject.

The *General Lyon* has been loaded with ordnance supplies and will leave to-day or to-morrow for the fleet under convoy.

The *New National* has been loaded with iron, etc., for the *Samson* and stores for the fleet, and will go down under the same convoy as the *General Lyon*.

The *Eastport* will act as convoy and will convey these dispatches and a mail for the fleet.

Two mortar boats, with their mortars, equipments, and ammunition, will be sent down in tow of the *General Lyon*; also twelve cutters, for the use of the squadron, will be sent.

The 200 men sent out here from New York City for the squadron arrived here on the morning of the 29th ultimo. I have transferred 75 to the *Lafayette*, 75 to the *Eastport*, and send 47 down in the latter vessel for the *Benton*. This takes all the men that I have at my disposal.

The *Duchess* has just (10 a. m.) arrived from Cincinnati. The *Florence* and *Mary Miller* have not yet come down.

I would respectfully suggest the propriety of sending the *General Lyon* and *New National* back as soon as you can spare them, as I am desirous of sending them to St. Louis for more supplies, and matters will be much facilitated by sending them.

Four surgeons from the East (acting assistants) have reported here. One has been ordered to the *Lafayette*, two will go down to report to you on this opportunity, and one I have retained here subject to your approval, to be attached to the *Tuscumbia*.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding charges made against the former relative to operations against Vicksburg.

HEADQUARTERS FIFTEENTH ARMY CORPS,

Camp near Vicksburg, February 1, 1863.

DEAR SIR: The Northern press, stimulated by parties here, have sown broadcast over our country the most malicious charges and insinuations against me personally, in consequence of my failure to reduce Vicksburg. I have some friends that will, I know, be sadly troubled by these reports.

You observed the embarkation of my troops, their movement to the point of attack, and their reembarkation. You know whether I took all possible means to gain information and whether I acted with promptness or otherwise.

For the satisfaction of my brother, John Sherman, in the Senate, I would solicit a few lines from you on the matter generally, whether, to your knowledge, I brought my forces in good condition and well

supplied to Young's Point; whether I delayed unnecessarily; whether the point of debarkation was not the best and only one offered me, and whether I did not meet all difficulties promptly as they arose; whether I did not propose to you the attack on the Post of Arkansas as the best possible use we could make of time while awaiting the arrival of Grant and Banks, and, generally, whether I acted the part of an intelligent officer or that of an insane fool.

With the utmost confidence in your judgment,
I will ever remain, your friend and servant,

W. T. SHERMAN,
Major-General.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Detached expedition of the U. S. ram Queen of the West, including passage of Vicksburg batteries; attack upon steamer City of Vicksburg; and capture of supply steamers A. W. Baker, Moro, and Berwick Bay, in and near Red River, February 2-3, 1863.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding preparation of the ram.

YAZOO RIVER, *February 1, 1863.*

GENERAL: I may be ready to-night to send down the ram to destroy the steamer *Vicksburg*, in which case our ram will be distinguished (after performing the duty) by three vertical lights. She will come to, if she gets past, at or near our batteries, when she will have her lights down. If you could ascertain if the *Vicksburg* is there at sunset you would much oblige me. I am packing the ram with cotton bales, so that she can not be injured. If she does not go to-night, she certainly will to-morrow night.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General U. S. GRANT,
Commanding U. S. Forces in the Field.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting orders issued to Colonel Ellet, and report of the latter.

No. 88.] YAZOO RIVER, *February 2, 1863.*

SIR: I have the honor to report that on the 1st February I gave the following order to Colonel Charles R. Ellet, of the Ram Fleet.

This order was carried out, excepting the destruction of the vessel; and we are now enabled to prevent supplies reaching the enemy at Vicksburg and Port Hudson by the Mississippi River. The *Queen of the West* passed the batteries in broad daylight, instead of in the dark, as I intended, and received twelve shot and shell, but as I had ordered her covered with two thicknesses of cotton bales, no damage was done to the hull, though she was exposed to the fire of all the

batteries for fifty minutes; some of the heaviest shot struck her. My orders were handsomely and gallantly carried out, and if the *Vicksburg* was not sunk, it was because of her wide guards and great strength.

I have ordered the *Queen of the West* to proceed down as low as Red River to capture and destroy all the rebel property she may meet with. The first favorable opportunity I will reinforce her, and if we can not take Vicksburg, the enemy will have to evacuate its other points on the river for want of supplies and transportation.

I send Colonel Charles R. Ellet's report. I can not speak too highly of this gallant and daring officer. The only trouble I have is to hold him in and keep him out of danger. He will undertake anything I wish him to without asking questions, and these are the kind of men I like to command.

The enemy fired over fifty heavy guns and many fieldpieces. The caliber of shot that struck the *Queen of the West* was 100-pounder rifle, 64-pounder solid and shell, 50-pounder shell, 30-pounder shell, and 32-pounder smoothbore. The *Vicksburg* is in a sinking condition, and has her steam pumps going all the time.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

[Enclosures.]

YAZOO RIVER, February 1, 1863.

SIR: You will proceed with the ram *Queen of the West* to Vicksburg and destroy the steamer *Vicksburg*, lying off that place; after which you will proceed down the river as far as our batteries below the canal and report to me. In going down, you will go along under low speed, having steerage way enough, and keeping close to the right-hand shore going down. Before you start it would be better to have a large bed of coals in, so that you will not have to put in fresh coal; the smoke might betray you. After you have destroyed the steamer, go down stream, and, when clear of the city, show three vertical lights, that our batteries may not fire on you. If you get disabled, drift down until abreast of our batteries, and the small army steamer will go to your assistance. Have every light in your ship put out before you leave for Vicksburg, except the three lights to be shown to our batteries, which must be kept covered up. See that no lights show from the stern as you pass the town, enabling them to rake you, and adopt every means of concealment. The best place to strike the steamer is 20 feet forward of her wheel. After disabling her there so that she will sink, fire through her boilers and in among her machinery as she goes down.

It will not be part of your duty to save the lives of those on board; they must look out for themselves, and may think themselves lucky if they do not meet the same fate meted out to the *Harriet Lane*. Think of the fate of that vessel while performing your duty, and shout "Harriet Lane" into the ears of the rebels. If you can fire turpentine balls from your bow fieldpieces into the light upper works, it will make a fine finish to the sinking part.

Further orders for duty to be performed below will be given after you report.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel CHARLES R. ELLET,

Ram Queen of the West.

U. S. RAM QUEEN OF THE WEST,
Below Vicksburg, February 2, 1863.

ADMIRAL: In compliance with your instructions I started on the *Queen of the West* at half-past 4 o'clock this morning, to pass the batteries at Vicksburg and sink the rebel steamer lying before that city.

I discovered immediately on starting that the change of the wheel from its former position to the narrow space behind the *Queen's* bulwarks did not permit the boat to be handled with sufficient accuracy. An hour or more was spent in rearranging the apparatus, and when we finally rounded the point the sun had risen and any advantage which would have resulted from the darkness was lost to us. The rebels opened a heavy fire upon us as we neared the city, but we were only struck three times before reaching the steamer. She was lying in nearly the same position that the *Arkansas* occupied when General Ellet ran the *Queen* into her on a former occasion. The same causes which prevented the destruction of the *Arkansas* then saved the *City of Vicksburg* this morning. Her position was such that if we had run obliquely into her as we came down the bow of the *Queen* would inevitably have glanced. We were compelled to partially round to in order to strike. The consequence was that at the very moment of collision the current, very strong and rapid at this point, caught the stern of my boat, and, acting on her bow as a pivot, swung her around so rapidly that nearly all her momentum was lost. I had anticipated this result, and therefore caused the starboard gun to be shotted with three of the incendiary projectiles recommended in your orders.

As we swung round, Sergeant J. H. Campbell, detailed for the purpose, fired this gun. A 64-pound shell crashed through the barricade just before he reached the spot, but he did not hesitate. The discharge took place at exactly the right moment, and set the rebel steamer in flames, which they subsequently succeeded in extinguishing. At this moment one of the enemy's shells set the cotton near the starboard wheel on fire, while the discharge of our own gun ignited that portion which was on the bow. The flames spread rapidly and the dense smoke rolling into the engine room suffocated the engineers. I saw that if I attempted to run into the *City of Vicksburg* again that my boat would certainly be burned. I ordered her to be headed downstream, and turned every man to extinguishing the flames.

After much exertion we finally put the fire out by cutting the burning bales loose. The enemy, of course, were not idle; we were struck twelve times, but though the cabin was knocked to pieces, no

material injury to the boat or to any of those on her was inflicted. About two regiments of rebel sharpshooters in rifle pits kept up a continual fire, but did no damage. The *Queen* was struck twice in the hull, but above the water line. One of our guns was dismounted and ruined.

I can only speak in the highest terms of the conduct of every man on board. All behaved with cool, determined courage.

I remain, very respectfully,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

U. S. MISSISSIPPI SQUADRON, *February 2, 1863.*

The following is a list of the officers on board the *Ram Queen of the West* while running the batteries at Vicksburg to-day:

Colonel Charles Rivers Ellet, Captain E. W. Sutherland, First Lieutenant J. E. Tuttle, Master Sims Edison, Master J. C. Duncan, Engineer Reuben Townsend.

Report of Colonel Ellet, commanding Ram Fleet, transmitting copy of report sent to Acting Rear-Admiral Porter.

U. S. STEAM RAM QUEEN OF THE WEST,
Below Vicksburg, February 2, 1863.

GENERAL: I have the honor to transmit you a copy of a report* I have just made to Admiral Porter, concerning the passage of the Vicksburg batteries by the *Queen of the West*, and the attempted destruction of the rebel steamer lying before the city. You will perceive that I met with the same impediments, and was frustrated by the same causes, which prevented you from sinking the *Arkansas*.

Very respectfully, your obedient servant,

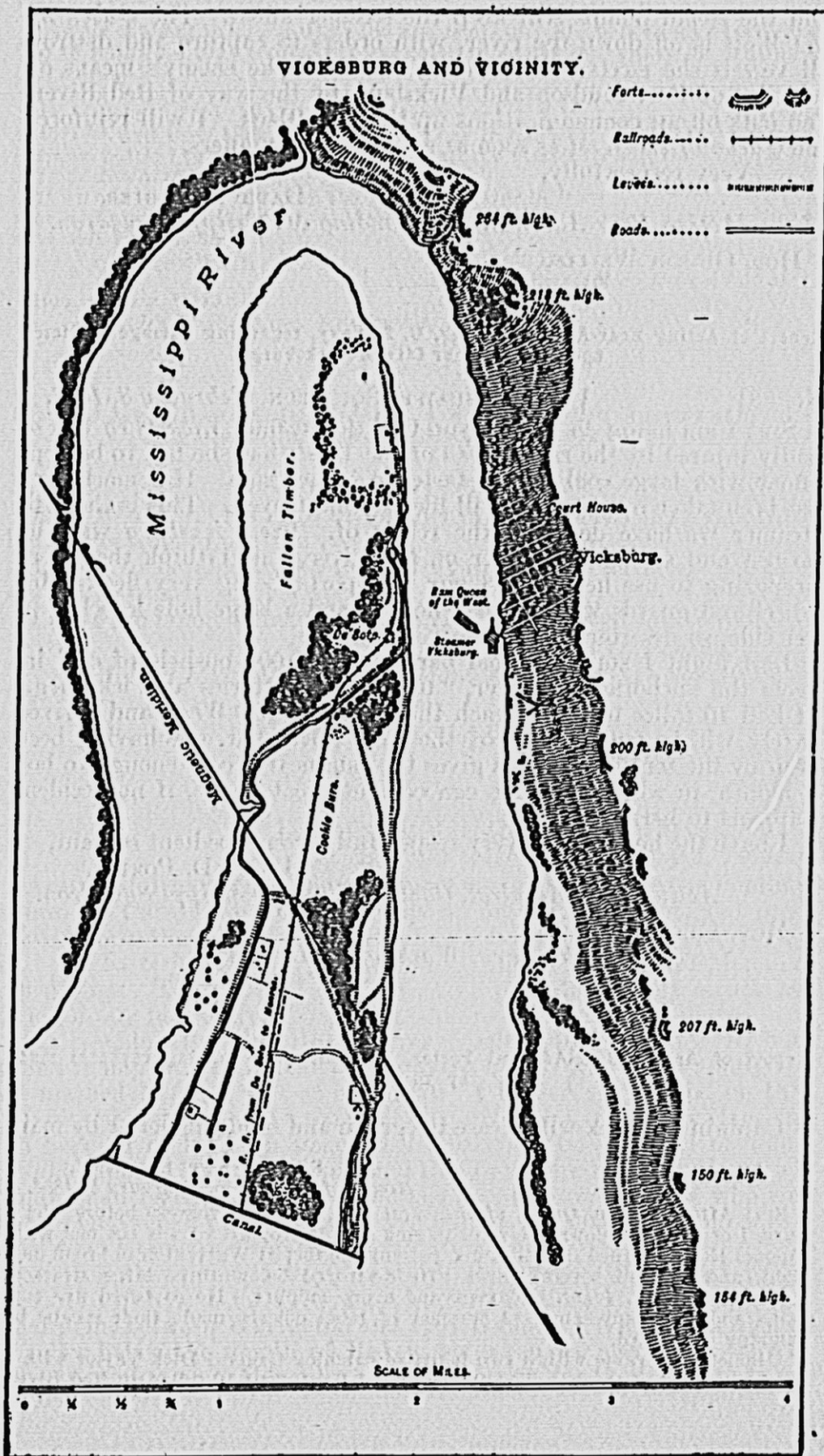
CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

Brigadier-General A. W. ELLET,
Commanding Mississippi Marine Brigade.

[Telegram.]

YAZOO RIVER, *February 2, 1863.*
(Received from Cairo, Ill., 10.45 p. m., 8th.)

SIR: I have the honor to inform you that on the 1st instant I ordered Colonel Charles R. Ellet, in the ram *Queen of the West*, Captain Sutherland, commander, to run the batteries at Vicksburg and destroy the steamer *City of Vicksburg*, lying before that city. She ran the batteries under a heavy fire of fifty guns and struck the steamer, leaving her on fire and in a sinking condition. The fire was put out,



and the steam pumps still keep the steamer afloat. The *Queen of the West* is off down the river, with orders to capture and destroy all vessels she meets with. This cuts off all the enemy's means of supplies of Port Hudson and Vicksburg by the way of Red River, and cuts off all communications up the Big Black. I will reinforce the *Queen of the West* as soon as an opportunity offers.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding damages inflicted upon the steamer *City of Vicksburg*.

No. 98] U. S. MISSISSIPPI SQUADRON, *February 8, 1863.*

SIR: I am happy to inform you that the steamer *Vicksburg* was so badly injured by the ram *Queen of the West* that she has to be kept afloat with large coal barges fastened to her side. Her machinery has been taken out, and she will likely be destroyed. This is the fifth steamer we have deprived the rebels of. The *Vicksburg* was the largest and strongest steamer on this river, and I think they were preparing to use her against our transports, being very fleet. Her wheel and guards were all smashed in, and a large hole knocked in her side, so deserters report.

Last night I started a coal barge with 20,000 bushels of coal in, from the anchorage up river, "to run the batteries at Vicksburg." It had 10 miles to go to reach the *Queen of the West*, and arrived safely within ten minutes of the time calculated, not having been seen by the sentinels. This gives the ram nearly coal enough to last a month, in which time she can commit great havoc, if no accident happens to her.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding captures made by the ram.

Captain Pennock will please telegraph and send this letter by mail.

No. 90]

U. S. MISSISSIPPI SQUADRON,

Mouth of the Yazoo, February 5, 1863.

SIR: After the ram *Queen of the West* had reported progress before Vicksburg, I ordered her down the river to sink and destroy all vessels she met with. Colonel Ellet returned this morning, passing the fort at Warrenton in broad daylight, and was hit several times. He destroyed below three large steamers loaded with pork, sugar, molasses, and army supplies. He captured five captains and two lieutenants. A number of rebel officers made their escape by jumping overboard.

Colonel Ellet came within two hours of catching General Dick Taylor with a transport load of troops. The *Queen of the West* went 10 miles up Red River,

where there are many fine steamers that are supplying Port Hudson; they will likely not attempt to go out while the ram is about. She is now out of coal and had to return on that account. I am going to supply her, either by drifting a barge around at night, or by sending across the land.

Colonel Ellet learns from the prisoners that General Banks is 7 miles from Port Hudson. They had a severe engagement a few days ago. The rebels withdrew, and went back to the fort, and our troops went back to their camp—a drawn battle I presume. The ram took all the vessels by surprise; the people did not dream of anything of the kind.

If we can not take, just now, the 6 miles of river in front of Vicksburg we can take anything that steams upon that portion of the Mississippi between Vicksburg and Port Hudson.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral.

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

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report of capture of steamers A. W. Baker, Moro, and Berwick Bay.

No. 93.] U. S. MISSISSIPPI SQUADRON, *February 6, 1863.*

SIR: I have the honor to enclose herewith Colonel Ellet's report of his proceedings down the river.

I hope to be able to get him off again as soon as I can get coal around to him.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Enclosure.]

U. S. STEAM RAM QUEEN OF THE WEST,
Below Vicksburg, February 5, 1863.

ADMIRAL: I have the honor to report to you that I left the landing below the Cut-off, about 1 o'clock p. m. on the 2d instant, and proceeded down the river. At Warrenton, a few miles below, the enemy had two batteries of four pieces each, of which four are 20-pounder rifled guns. They opened upon us as we passed, but only struck us twice, doing no injury.

On reaching the Big Black River I attempted to ascend it, but found it impossible from the narrowness of the stream. Passing it, we reached Natchez just at midnight. I landed at Vidalia, on the opposite shore, threw out some pickets, and went into the village in the hope of picking up some rebel officers. There can be no telegraphic line between Vicksburg and this point, for not a word of our coming had reached the place, and the people scarcely knew who we were. One rebel, Colonel York, was halted, but made so rapid a retreat that he escaped the shots fired after him.

Leaving this point, I kept on down the river. We passed Ellis Cliffs at 3 o'clock a. m. There are no fortifications at that or at any other point between Warrenton and Port Hudson. We had got about 15 miles below the mouth of Red River when we met a side-wheel steamer coming up. Her pilot blew the whistle for the *Queen* to take

the starboard side, supposing her to be a Southern boat. Receiving no answer, and not liking the *Queen's* looks as she bore straight down upon him, he ran his boat ashore. As we neared her, numerous rebel officers sprang into the water and made their escape. She proved to be the *A. W. Baker*; had just discharged her cargo at Port Hudson, and was returning for another. We captured on her 5 captains, 2 lieutenants, and a number of civilians, among them 7 or 8 ladies. I had just placed a guard on the boat, when another steamer was seen coming down the river. A shot across her bows, brought her to; she proved to be the *Moro*, laden with 110,000 pounds of pork, nearly 500 hogs, and a large quantity of salt, destined for the rebel army at Port Hudson.

I placed Captain Asgill Conner in command of the captured boats, and as the *Queen's* supply of coal was very limited, I thought it best to return. A short distance above our landing, I destroyed 25,000 pounds of meal, awaiting transportation to Port Hudson.

On reaching Red River I stopped at a plantation to put ashore the ladies, who did not wish to go any farther. I also released the civilians. While doing so another steamboat, the *Berwick Bay*, came out of Red River and was immediately seized. She was laden with supplies for the rebel forces at Port Hudson, consisting of 200 barrels of molasses, 10 hogsheads of sugar, and 30,000 pounds of flour; she had also on board 40 bales of cotton.

I ascended Red River 15 miles in the hope of getting some more boats, but found nothing. Night came on as we again started on our return. I found at once that the progress of the three prizes was so slow that our short supply of coal would not permit us to wait for them. I accordingly ordered them to be set on fire; we had not time to transfer their cargoes.

We met with no interruption on our return until we reached Warrenton. Before arriving at this point I landed and sent my prisoners around by land, under a strong guard, to avoid exposing them to the enemy's fire. On passing Warrenton we found another battery had been erected there, and the three combined opened a very heavy fire upon us; they struck us several times, but did no damage worth mentioning.

Very respectfully, your obedient servant,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Major-General Gardner, C. S. Army, transmitting report regarding capture of steamers.

HEADQUARTERS,
Port Hudson, February 5, 1863.

MAJOR: I have the honor to enclose herewith a copy of a letter from General Sibley. I do not know the boats named, except the *Baker*, which I started from here on the morning of the 2d instant to go up Red River, and she ought to have passed into Red River before the night of the 2d. Why she did not I do not know. This boat came

down Red River on a private speculation with salt and bacon, and, being a slow boat, I did not wish to retain her in my employ, but ordered her immediately up Red River. I have the *Beatty* here now and have kept her since the gunboat passed. I sent a courier to General Sibley, and also one to Red River on the receipt of your telegram that the gunboat had passed, but it appears to me that the information could not have reached Red River. My object was to warn boats going down, not having knowledge of any boats in danger going up, except the *Beatty*, which I kept at this place.

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

FRANKLIN GARDNER,
Major-General.

Major J. R. WADDY,
Assistant Adjutant-General, Jackson, Miss.

[Enclosure.]

HEADQUARTERS DEPARTMENT EAST OF ATCHAFALAYA,
Rosedale, February 4, 1863.

GENERAL: I have just received a dispatch from one of my officers near the mouth of Red River, who reports that the gunboat which passed Vicksburg has appeared there; had captured three of our boats—the *Moro*, the *Baker*, and the *Berwick Bay*. The gunboat is the *Queen of the West*. She is an ironclad, but is arranged on Magruder's plan, with cotton bales. Prisoners released from her state her armament is composed of twelve 12-pounders. She placed prize crews on the boats captured, and has proceeded up the Red River. I have ordered a company of cavalry and one section of artillery to that point to attempt the recapture of the boats, which, at last accounts, were lying near the river banks and but slimly guarded.

I have the honor to be, very respectfully,

H. H. SIBLEY,
Brigadier-General.

Major-General FRANK GARDNER,
Commanding at Port Hudson.

Capture of cotton by the U. S. S. Tyler, February 3-9, 1863.

Report of Acting Rear-Admiral Porter, U. S. Navy.

No. 100.] U. S. MISSISSIPPI SQUADRON, *February 9, 1863.*

SIR: I send up by the *New National* 113 bales of cotton, captured by the *Tyler*, Commander Prichett, from rebel parties. I directed Captain Pennock to hold it until you direct the disposal of it. Three hundred more bales are in my possession, captured from rebel parties, but I am using it at present for protecting the boilers of the different boats. When no longer needed, I will forward it to Cairo. The ram *Queen of the West* has 250 bales on her sides, and has captured 40 more since she went the other side.

As it is likely that a great deal of cotton will fall into our hands, I would recommend that an agent of the Navy Department be ap-

pointed out here to protect the interests of the Navy. If the Department will permit me, I will appoint a suitable person.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Lieutenant-Commander Prichett, U. S. Navy, commanding U. S. S. Tyler.

U. S. GUNBOAT TYLER,
Yazoo River, February 9, 1863.

SIR: I have to report that on the 3d instant I discovered secreted in the house of J. L. Jones 23 bales of cotton, which I seized and took on board this vessel. Mr. Jones was formerly in the Confederate Army and an overseer of Judge Griffith's.

On the 4th instant I found secreted in the woods 20 bales belonging to R. A. Long, who was an accessory to the burning of the steamer *Sallie Wood*. On the 5th, 6th, and 8th I discovered secreted in the woods and outhouses of Mr. Warfield, Gregory, Dr. Duncan, William Cannon, and Michael Henderson the respective quantities of 4 bales and 1 sack, 16 bales and 1 sack, 6 bales, 42 bales, and 2 bales, all of which I have taken on board of this vessel as a prize to the United States Government, the owners being secessionists. Total amount on board, 113 bales and 2 sacks. Enclosed is a list of the officers and crew of this vessel.

Very respectfully, your obedient servant,

JAMES M. PRICHETT,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Yazoo River.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding the disposition of captured cotton.

FEBRUARY 9, 1863.

SIR: I send by the *New National* 113 bales of cotton, seized by the *Tyler*, as confiscated property. You will please receive it until such time as the Secretary of the Navy orders it sold.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Commander A. M. PENNOCK,
Fleet Captain and Commandant of Station, Cairo.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, commending his conduct in the assault on Vicksburg.

YAZOO RIVER, February 3, 1863.

GENERAL: I have received your letter of February 1. I have read with much indignation and surprise the malicious attacks of the Northern press. The same indignation is felt by all under my command. We understand perfectly the motives by which newspaper reporters are actuated in these matters, viz, your order to prevent any improper and unauthorized agents of the press following the army and furnishing the enemy with accounts of our anticipated movements. I recognize in your order the wisdom of a military leader. I take the liberty of enclosing some reports I made to the honorable Secretary of the Navy. If I have made any mistake therein, in relation to the assault at Vicksburg, it was owing to information I received from several quarters, and from my desire that you should have full credit for your untiring efforts to take Vicksburg.

From the day I became acquainted with you, at Memphis, until our embarkation at Yazoo River for Arkansas Post I have to remark that I never saw anything more promptly or better conducted, and I do not believe that any expedition, of such magnitude, was ever conducted with more order or system. It was the remark of myself and all those about me, and we predicted the best results at Vicksburg from seeing things commence so auspiciously.

The landing at Johnson's Place and the taking position under the hills of Vicksburg are all matters you will find mentioned in my reports, and as it was all written previous to any attacks on you by the press and merely in accordance with my duties, no one can suppose me influenced by what has since taken place.

As to the Arkansas Post affair, it originated with yourself entirely, and you proposed it to me on the night you embarked the troops, and before it was known that you had been relieved, and that General McClernand had arrived.

Whatever disposition was made of the troops after landing, your plans at least were carried out, as far as the state of the woods and country would admit, and the position you took so promptly under adverse circumstances and without any knowledge of the country, would have enabled you to cut off five times the number of the enemy, had they been there.

In conclusion, general, permit me to say that I feel as indignant as you can be at the attacks made on you. They would hardly be worth notice except for the satisfaction of your friends. As I am sure you have no political aspirations, you can well afford to pass without notice what is said by the press, which is not, in all cases, the most loyal.

You possess, in an eminent degree, the confidence and love of your soldiers, who will follow you anywhere, and in saying that, I pay you the highest compliment that can be paid to a general.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Major-General W. T. SHERMAN,
Commanding Fifteenth Army Corps.

Report of Acting Master Brown, U. S. Navy, commanding U. S. S. Forest Rose, regarding operations of that vessel en route to Yazoo Pass.

U. S. GUNBOAT FOREST ROSE,
Mouth of Yazoo Pass, February 3, 1863.

SIR: I have the honor to inform you that in obedience to your orders I left the Yazoo on the evening of the 29th and proceeded up the river. At 9.30 a. m., on the following morning, I saw a flatboat start out from Lake Providence to cross the river, but on my approach they put back and landed. After searching the negroes and the boat for letters, I destroyed the flat. While doing this two women came down to the boat and claimed to be Union, and said they would like to get North. I took them on board, together with four children, and landed them at Helena. They informed me that there were some rebel pickets in the negro quarters at the lower end of the town, and that there were some two or three hundred 1 mile out of the town on a Mr. Wilson's plantation. I dropped down to abreast of the quarters, when their cavalry started out upon the gallop. I fired shrapnel after them, which exploded just short, one of its balls struck one of them in the back killing him instantly. Lieutenant-Colonel Wilson shot another with a rifle, so only one escaped. I then landed and burned the buildings that had given them shelter. I have destroyed three flatboats and ten skiffs and canoes.

I arrived and reported to General Gorman on Sunday afternoon. Yesterday at 10 a. m. the general came on board, and, in company with three transports, we ran over to the mouth of Yazoo Pass and commenced cutting the levee, which will be finished to-day; but it will be some four or five days before we shall be able to enter, as there is 9 feet fall to the water. It is thought there will be but little trouble in getting to Coldwater.

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Master, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from the Secretary of the Treasury to the Secretary of the Navy, regarding the restriction of trade.

TREASURY DEPARTMENT, February 3, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 29th ultimo, enclosing dispatch No. 60, from Acting Rear-Admiral Porter, of the Mississippi Squadron, relative to supplies being furnished to rebels in the Mississippi Valley, and concur fully in the views expressed by you.

Unless the rules and regulations of this Department are misinterpreted in a manner and to an extent hardly possible by its subordinate officers in that section, Admiral Porter must rest under a misapprehension in supposing that such supplies are furnished by "vessels allowed to trade by the general orders of the Treasury Department," etc.

Trade is only authorized by it with newly occupied places or sections when, in the opinion of the special agents exercising concurrent jurisdiction, it can safely be permitted. At present no trade is sanctioned by me below Helena, and only with that point since the 1st of January last, in accordance with instructions, copy of which is herewith enclosed.

I have transmitted a copy of your letter and enclosure to Mr. Special Agent Mellen, with instructions to report whether the practices referred to result from a misunderstanding or violation of its rules and regulations by officers of this Department, and also to confer with Admiral Porter for the purpose of devising a plan by which the interests of the Government in this particular may be better protected.

With great respect,

S. P. CHASE,
Secretary of the Treasury.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Regulations.

The only places on the Mississippi between Memphis and Cairo to which merchandise can be permitted to go for sale are Columbus, Hickman, and New Madrid. Permits to all other places can only be granted for strictly family supplies, upon the personal application of the party who is to use them, and upon his affidavit that they are for his own use and shall not be sold or otherwise disposed of to other parties, and that he is loyal to the Government of the United States, and will in all things so deport himself.

It is agreed that trade with Helena, Ark., shall be opened from the 1st day of January, 1863, subject to the following conditions, viz:

First. Permits may be granted to ship merchandise to that place only upon the recommendation of the board of trade, to be appointed at once, there, by the special agent of the Treasury Department at Memphis.

Persons residing on or near the river, between Memphis and Helena, may have permits for strictly family supplies for their own use, but all applications for such permits must be made in person by the party who is to use them, to the surveyor at Memphis or board of trade at Helena, and the permits granted must be subject to compliance with any military orders pertaining to the place of destination.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Howell, commanding U. S. ram Lancaster, to proceed to duty near Napoleon, Ark.

FEBRUARY 3, 1863.

SIR: You will proceed to Napoleon and take your station $1\frac{1}{2}$ miles below the town, and will give convoy and protection to all vessels that pass up or down.

You will fire on any body of men or horsemen who show themselves anywhere about the vicinity of your station on the Arkansas shore.

You will not leave your station until relieved or ordered to do so, and you will report to Captain Selfridge, the naval commanding officer, the first time he comes to Napoleon. Send him word that you are there by the first opportunity.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant P. F. HOWELL,
Commanding Ram Lancaster.

Letter from the Secretary of the Navy to the Secretary of War, transmitting complaint from Mr. James B. Eads, constructor of iron-clads, regarding impressment of transports.

NAVY DEPARTMENT, *February 3, 1863.*

SIR: I have the honor to transmit herewith a copy of a letter received by this Department from Mr. J. B. Eads, of St. Louis, relative to the difficulties experienced by him in receiving iron, caused by the impressment by the Government of the steam transports on the Ohio River.

Mr. Eads is a contractor with this Department for the construction of four ironclad gunboats, and has relied upon these transports for the delivery of the iron plating from the rolling mill. The work on his boats has been seriously delayed by not receiving the iron plating as fast as required, owing to the want of transports, and as the Department is anxious to have these gunboats finished at the earliest possible date, I would earnestly request that the petition of Mr. Eads, "to have the packet *Bostona* exempted from impressment;" also "that the superintendent of the Ohio and Mississippi Railroad be instructed to avoid delay in delivering his iron at St. Louis," be granted.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. E. M. STANTON,
Secretary of War.

[Enclosure.]

WASHINGTON, *January 31, 1863.*

SIR: I beg to inform you that I have repeatedly suffered serious disappointments in receiving my supplies of iron for building the gunboats contracted for, caused by the impressment of transports on the Ohio River engaged to transport said iron to me.

The Government officers on that river have taken nearly every steamboat on it for the purposes of the service, and I have now to rely almost solely upon the packet *Bostona*, plying between Portsmouth and Cincinnati, for the delivery of the iron at Cincinnati from the rolling mill, and pray that some order be given which will prevent her from being taken also; and that a further order be issued instructing the superintendent of the Ohio and Mississippi Railroad to avoid delay in delivering the iron to me at St. Louis, as I

am, by the monopolizing of the river steamers by the Government, compelled to depend almost entirely upon this line of transportation from Cincinnati.

With great respect, I remain, your obedient servant,

JAMES B. EADS.

Captain G. V. Fox, U. S. Navy,
Assistant Secretary of the Navy.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Sutherland, commanding U. S. ram Monarch, to proceed to duty off Greenville, Miss.

YAZOO RIVER, February 3, 1863.

SIR: You will proceed up the river as far as Greenville and relieve Lieutenant-Commander Prichett at that place. You will protect all vessels going up or coming down, and do all the harm you can to guerrilla parties. Lieutenant-Commander Prichett will turn over to you all his orders, which you will also turn over to the person who relieves you. You need not relieve Lieutenant-Commander Prichett until you have attended to your own affairs in that quarter. Be prudent in visiting the shore, and take every precaution against surprise. If any of our own troops visit the plantations and commit any outrages on the inhabitants or property, you will order them to embark; and if they do not do so, you will fire upon them until they obey my orders.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain E. W. SUTHERLAND,
U. S. Ram Monarch.

Report of Commodore Hull, U. S. Navy, transmitting list of iron gunboats under construction at St. Louis and Pittsburg.

ST. LOUIS, Mo., February 3, 1863.

SIR: In reply to your letter of the 26th ultimo, in relation to the progress of the iron gunboats, their names, and the batteries they are calculated to carry, I herewith enclose a list containing their names, present condition, and the time required to finish them, as estimated by the constructor, Mr. Hartt.

The progress of their construction has been very much retarded by causes connected with the disturbed state of things beyond the control of the contractor. A large number of workmen have been constantly employed, and the contractor at this place has used his best efforts to hasten the work.

I am, very respectfully, your obedient servant.

J. B. HULL,

Commodore, Superintending.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo.

[Enclosure.]

List of iron gunboats building at St. Louis and Pittsburg.

Name of vessel and armament.	Where building.	Present condition.	Time required to finish.
			<i>Days.</i>
1. Osage, one turret, 2 XI-inch guns...	St. Louis.....	Launched; nearly complete.....	60
2. Neosho, one turret, 2 XI-inch guns.	.....do.....	Ready to launch.....	75
3. Winnebago, two turrets, 4 XI-inch guns.	.....do.....	In frame and planked and much inside work done.	130
4. Milwaukee, two turrets, 4 XI-inch guns.	.....do.....	In frame and partly planked; bulk-heads mostly done	140
5. Chickasaw, two turrets, 4 XI-inch guns.	.....do.....	Partly in frame and planked.....	150
6. Kickapoo, two turrets, 4 XI-inch guns.	.....do.....	Not yet laid down; considerable iron ready.	190
7. Marietta, one turret, 2 XI-inch guns.	Pittsburg.....	Partly in frame and planked.....	140
8. Sandusky, one turret, 2 XI-inch guns.	.....do.....	.....do.....	140

Report of Acting Volunteer Lieutenant Hoel, U. S. Navy, commanding U. S. S. Pittsburg, giving list of men transferred from the Army.

U. S. S. PITTSBURG, February 3, 1863.

List of men transferred from the army by General Grant, now on this vessel, their time having expired on the following dates:

Name.	Branch of service.	Date.
David Morgan.....	Stuart's Cavalry.....	February 2, 1863.
Henry Hempdt.....	.....do.....	Do.
John Kenney.....	.....do.....	Do.
Dani. Breene.....	.....do.....	Do.
John Scanlin.....	.....do.....	Do.
Bart Stoker.....	.....do.....	Do.
George Lamber.....	.....do.....	Do.
Charles Bidell.....	.....do.....	Do.
Fredk. Hartman.....	.....do.....	Do.
Thomas Burke.....	.....do.....	Do.
David H. Hakes.....	Thirty-third Illinois Volunteers.....	February 5, 1863.
Levi F. Harson.....	.....do.....	Do.
John Carr.....	Fourth Illinois Cavalry.....	January 29, 1863.
Joseph Blythe.....	Sixteenth Illinois Volunteers.....	February 4, 1863.

SIR: The above men belonging to this vessel claim their discharge from the accompanying dates. They are upon the books of this vessel for the war, but they all deny ever having signed articles except for one year's service. The original shipping articles, as near as I can learn, are not to be found. The accompanying circular explains the condition upon which the men entered the gunboat service. Ten of the men were transferred from General Sherman's command (see original order accompanying this communication), the other four were transferred from General Grant's command. I would respectfully recommend that the above men be discharged from the service.

I am, most respectfully, your obedient servant,

WM. R. HOEL,

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

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure—Circular.]

HEADQUARTERS DISTRICT OF CAIRO,
Cairo, Ill., January 20, 1862.

Commanders of regiments will report to these headquarters without delay the names of rivers and seafaring men of their respective commands who are willing to be transferred from the military to the gunboat service. Seeing the importance of fitting out our gunboats as speedily as possible, it is hoped there will be no delay or objections raised by company or regimental commanders in responding to this call. Men thus volunteering will be discharged at the end of one year, or at the end of the war, should it terminate sooner.

By order:

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

The above is a true copy of a circular published in the St. Louis Democrat of January 22, 1862.

WM. R. HOEL,
Acting Volunteer Lieutenant,
Commanding U. S. S. Pittsburg.

Report of Lieutenant Howell, commanding U. S. ram Lancaster, making request regarding the disposition of a prisoner.

STEAM RAM LANCASTER,
Yazoo River, February 3, 1863.

SIR: Captain Sutherland, of the U. S. ram *Queen of the West*, took a prisoner at Skipworth's [Skipwith] Landing while the division of the fleet, under Lieutenant-Commander Prichett, was lying there. His name is Thomas J. Frisby.

On the evening of February 1, Captain Sutherland sent said prisoner to my boat, as the *Queen* was about to run the blockade.

I have no accommodations for him, my boat being already crowded to its full capacity; and, besides, he is quite sick and I have no physician on board.

I respectfully request that you will make some other disposition of him or authorize me to do so.

Very respectfully,
P. F. HOWELL,
Lieutenant, Commanding Ram Lancaster.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, expressing indignation at the statements of the press.

HEADQUARTERS FIFTEENTH ARMY CORPS,
Before Vicksburg, February 4, 1863.

DEAR SIR: I thank you most heartily for your kind and considerate letter, February 3, received this day, and am more obliged than you

can understand, as it covers many points I had neglected to guard against. Before Vicksburg my mind was more intent on the enemy intrenched behind those hills than on the spies and intriguers in my own camp and "at home."

The spirit of anarchy seems deep at work at the North, more alarming than the batteries that shell at us from the opposite shore. I am going to have the correspondent of the New York Herald tried by a court-martial as a spy, not that I want the fellow shot, but because I want to establish the principle that such people can not attend our armies in violation of orders and defy us, publishing their garbled statements and defaming officers who are doing their best. You of the Navy can control all who sail under your flag, whilst we are almost compelled to carry along in our midst a class of men who on Government transports usurp the best staterooms and accommodations of the boats, pick up the drop conversations of officers, and report their limited and tainted observations as the history of events they neither see nor comprehend. This should not be, and must not be. We can not prosper in military operations if we submit to it, and as some one must begin the attack I must assume the ungracious task. I shall always account myself fortunate to be near the officers of the Old Navy, and would be most happy if I could think it possible the Navy and the Army of our country could ever again enjoy the high tone of honor and honesty that characterized them in the days of our youth.

With sentiments of profound respect for you and the officers of your fleet, I am, truly, yours,

W. T. SHERMAN,
Major-General of Volunteers.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding distinguishing lights for the U. S. ram Queen of the West.

U. S. MISSISSIPPI SQUADRON, *February 4, 1863.*

GENERAL: In case the *Queen of the West* should come up the river from below Vicksburg at night she will carry three vertical lights. I mention this so that she will not be fired upon by our batteries.

Very respectfully, your most obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General U. S. GRANT,
Commanding Department of Tennessee, etc.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Langthorne, U. S. Navy, for the protection of the steamer Sovereign, at Memphis.

FEBRUARY 4, 1863.

SIR: You will proceed to Memphis without delay and lie close to the *Sovereign* while she is undergoing repairs. No doubt, attempts

will be made to burn her. See that your guns cover her completely, and also see that every precaution is taken at night against a surprise on the *Sovereign* of any kind. Tell the commander I say to have his planks hauled in at sunset, and guns trained on the bank. When she is ready convoy her down here and do not lose sight of her.
Very respectfully, etc.,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Acting Master A. R. LANGTHORNE, U. S. Navy,
Commanding Cricket.

Letter from Acting Volunteer Lieutenant Laning, U. S. Navy, to Captain Walke, U. S. Navy, commanding U. S. S. Lafayette, regarding work on that vessel.

ST. LOUIS, February 4, 1863.

SIR: Captain Pennock refers me to you in all matters relating to construction on the *Lafayette* with regard to altering the ports. I can only say that they were made under orders of Captain O. C. Badger (the ordnance officer in charge at the time) 32 inches wide, and I think the expense of altering and the labor required should be furnished by the Navy. If, however, you differ with me, or think that the work can be expedited so as to get the vessel ready for service sooner thereby, you will please direct Mr. Cutting to make such alterations as you deem necessary.

Respectfully, your obedient servant,

JAS. LANING,
Acting [Volunteer] Lieutenant, U. S. Navy,
Superintendent Construction.

Captain H. WALKE, U. S. Navy,
Commanding Gunboat Lafayette.

Letter from the Secretary of War to the Secretary of the Navy, acknowledging receipt of complaint of James B. Eads.

WAR DEPARTMENT, February 4, 1863.

SIR: The Secretary of War directs me to acknowledge the receipt of your communication of yesterday, transmitting a copy of a letter received by your Department from Mr. J. B. Eads, of St. Louis, a contractor for the construction of ironclad gunboats, relative to the difficulties experienced by him in receiving iron, by the impressment by the Government of the steam transports on the Ohio River, and requesting that his petition to have the packet *Bostona*, plying between Portsmouth and Cincinnati, exempted from impressment, and also that the superintendent of the Ohio and Mississippi Railroad be instructed to avoid delay in delivering his iron at St. Louis, may be granted.

In reply, the Secretary instructs me to say that this Department has no control of the Ohio and Mississippi Railroad. If Mr. Eads

will state what quantity of iron he desires to transport from Portsmouth to Cincinnati and the times at which he wants to send the same, orders will be given to the military authorities to afford such facilities as they are able to render.

Very respectfully, your obedient servant,

P. H. WATSON,
Assistant Secretary of War.

HON. GIDEON WELLES,
Secretary of the Navy.

Seizure at Island No. 10, by the U. S. S. New Era, of the steamboat W. A. Knapp, February 4, 1863.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting papers.

No. 112.] U. S. MISSISSIPPI SQUADRON, *February 15, 1863.*

SIR: I have the honor to enclose herewith papers in relation to the seizure of the steamer *W. A. Knapp* by U. S. S. *New Era*, for having on board contraband goods and munitions of war.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Telegram.]

CAIRO, ILL., *February 5, 1863.*

Gunboat *New Era* has captured steamboat *W. A. Knapp*, with valuable cargo. The captain, crew, and others, calling themselves passengers, have been made prisoners. Come to Cairo in order to take measures in regard to the prize and prisoners immediately, if possible.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

D. L. PHILLIPS,
U. S. Marshal, Springfield, Ill.

Report of Fleet Captain Pennock, U. S. Navy, transmitting report of executive officer of the U. S. S. *New Era*.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 6, 1863.

SIR: I have the honor to enclose herewith copies of two reports made to me by Acting Ensign Hanford, U. S. S. *New Era*, relative to the capture of the steamboat *W. A. Knapp*, at Island No. 10, by that vessel, and the seizure of her cargo and detention of all on board,

for being engaged in contraband trade. The *Knapp* and prisoners are now at Cairo (I having turned the latter over to the military authorities for safe-keeping), and I have telegraphed to the U. S. marshal at Springfield, Ill., to come to Cairo for the purpose of taking proper measures in regard to them. I have placed Acting Master Tayon on board of the prize as prize master.

A man by the name of Montgomery came here yesterday with an order from the Secretary of the Treasury for the release of the steamer *New National*. I referred him to you, and I believe that he has gone down to the fleet. It is my impression that I wrote you on the subject in my private letter of the 1st instant.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosures.]

U. S. GUNBOAT NEW ERA,
Island No. 10, February 4, 1863.

SIR: I hereby transmit to you a statement in regard to the capture of the steamer *W. A. Knapp*.

At 10:30 this a. m. I saw a small steamer coming down the river, which I concluded to bring to and overhaul, which I did immediately. I went on board and asked to see her papers, which were shown me, and noticing that they had been tampered with, I determined to overhaul everything on board and to give her a thorough examination.

Seeing a great number of men on board for so small a boat, I asked the revenue aid if there were any passengers on board. He told me there were none. I next went below, and noticing a large box with the marks obliterated from it, I concluded to open it, and sent for the carpenter's mate to open it, when the revenue aid told me it was all right and that it was no use to open it. I told him I would see for myself. When I opened the box I found it to contain contraband goods—calicoes, flannels, and butternut cloth. I also opened several other boxes and found them to contain all goods contraband of war and not entered on the manifest. I then ordered the revenue aid, passengers, and crew on board the gunboat and manned the steamer with my own crew and officers. I next went into the cabin and found three trunks, which I burst open, the revenue aid continually remonstrating with me on the course I was pursuing, as he repeatedly told me the goods were all under his charge and he knew them to be all right, and found them to contain revolvers, quinine, and morphine.

As soon as possible after the capture I took the captain of her (Captain Day) on board and proceeded on my way to Cairo. At the foot of Island No. 8 the piston rod of the doctor broke, and I hailed the towboat *Jim Watson* to take me in tow to Cairo. Being short of coal, I gave her 100 bushels from the prize and signed her bill of towage, subject to your approval, as I was not acquainted with the rates of towing on this river. The passengers, together with the crew

of the *W. A. Knapp*, are held as prisoners on board the *New Era*, awaiting your orders. My prize crew consists of an engineer, pilot, two master's mates, and seven men.

Very respectfully, your obedient servant,

WM. C. HANFORD,
Executive Officer New Era.

Captain A. M. PENNOCK,
Fleet Captain and Commandant of Station.

CAIRO, ILL., February 6, 1863.

SIR: In accordance with your order, I transmit to you a report of the conversation that passed between me and the Government aid of the prize steamer *W. A. Knapp*.

My first question to him was, "Have you any passengers on board?" He distinctly told me, "No; there were no passengers." But I found out afterwards that there were quite a number. The reason of my asking that question was that I saw a greater number of men on board than were necessary to man so small a steamer. I next went on the forecabin, where a large box (the marks just taken off) attracted my attention. I sent for our carpenter to bring a cold chisel and hammer, as I wished him to open a box. The revenue aid heard me, and stepped up to me and told me [that] that box was going to Memphis and was all right, and that everything on board was under his charge and that the box was entered upon the manifest for Memphis. I went for the manifest and found out that it was not on it, and told him I would examine the box and satisfy myself, which I did, and found it to contain goods contraband of war and for which there was no permit to have them landed at Memphis. I next opened two more boxes with the marks obliterated and found them to contain shoes and stove fixtures, cavalry boots, etc. I next went to the cabin and found three trunks that I opened, the Government aid remonstrating with me about opening them and stating to me that they were all right and were under his charge. I opened them and found them to contain arms and medicine. I ordered all on board the *New Era*, with the Government aid, to be held as prisoners, subject to your order.

I have been on board the *W. A. Knapp* during and since her capture. I seized all her books and papers, together with the steamer and cargo, and have delivered them all over to Captain Woodworth, according to your order.

From what I have seen in the actions of the whole number of men on board, revenue aid not excepted, I believe that they are all implicated in the matter, with the exception of the firemen. I visited the guard house this morning, according to your order, and found all the passengers and crew there, with the exception of ——— Day, master, who is held as a prisoner on board U. S. gunboat *Glide*.

There is one man who calls himself John Allen, and from the description I have had of the man, his right name is J. C. Freeman, and has been arrested several times for being in the same business, and Captain Day, of the prize, has stated to me that this John Allen was under a fictitious name, but that he was not acquainted with his right name.

I have now given you a complete statement of my proceedings in regard to her capture, and it is my opinion that all are guilty and none innocent.

Hoping that all my proceedings in regard to her capture will meet your approval,

I am, very respectfully, your obedient servant,

WM. C. HANFORD,
Executive Officer, New Era.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

[Telegram.]

CAIRO, ILL., *February 5, 1863.*
(Received 3.10 a. m., 6th.)

I have received the following dispatch for transmission to the Department:

MEMPHIS, TENN., *February 5, 1863—a. m.*

Major-General Hamilton informs me that he has reliable information from Mobile that a very extensive expedition is about to be made to capture the storeships at that place, the men engaged in it to have one-half the prizes.

A. M. PENNOCK,
Fleet Captain.

GIDEON WELLES,
Secretary of Navy.

Report of Lieutenant Howell, commanding ram Lancaster, regarding the impaired condition of that vessel.

U. S. RAM LANCASTER,
Mouth White River, February 5, 1863.

DEAR SIR: I have to report to you that my boat is in a disabled condition and totally unfit for service. Her boilers are completely worn out and leaking at all points. My engineers have tendered their resignations on account of their dangerous condition, and were they not compelled would not stay by them an hour longer. I may, with great care, be able to take her to Cairo for repairs, but nothing more.

Very respectfully,

P. F. HOWELL,
Lieutenant, Commanding Steam Ram Lancaster.

Captain THOS. O. SELFRIDGE,
Commanding U. S. Gunboat Conestoga.

[Telegram.]

FORT DONELSON, *February 5, 1863.*

Expect to leave for Nashville in the morning early. Gunboats all right. Did their duty here, and have the satisfaction of knowing that we killed a rebel.

LE ROY FITCH,
Commanding.

Captain A. M. PENNOCK.

[Telegram.]

CAIRO, ILL., *February 5, 1863.*

Admiral Porter writes me that there is an urgent necessity for the new mortar boats. Will you please inform me what progress is being made with them, and send them down here as soon as finished?

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Commodore J. B. HULL,
St. Louis, Mo.

[Telegram.]

ST. LOUIS, *February 5, 1863.*

The mortar boats are finished and waiting for transportation down. River obstructed by ice.

J. B. HULL,
Commodore.

Captain A. M. PENNOCK,
Fleet Captain, Cairo.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding measures for supplying coal to the vessels.

HEADQUARTERS FIFTEENTH ARMY CORPS,
Camp before Vicksburg, February 6, 1863.

DEAR SIR: I did not get to my quarters till near midnight last night, when I found your note of yesterday about the coal. Major Hammond had told me that he had answered that the roads were awful, and to haul the coal in wagons is a simple impossibility. You saw them in fair weather and can judge of them in foul. No drainage, rain above, and water underneath and all around, and a sticky, slimy clay, all militate against roads. The canal is full of water and threatens our camps; still I think barges could work through the canal. In this way coal could reach here at great labor.

Again, a barge could be carried by night and turned loose and let her pick it up. This latter plan was suggested by the officer of the ram *Queen of the West* when I was on board of her yesterday afternoon. Colonel Ellet seems to be full of energy and resources. If he will devise a practical method of getting coal to his boats and needs assistance which I can give, tell him to call on me.

Since Captain Breese passed through the canal in his skiff several logs and obstructions have been removed and the current has cut more width and depth. Captain Prime, to facilitate the opening of a new mouth, has temporarily closed the old one; still water finds its way in and runs through with a strong current, and so threatens the overflow of the ground south of the railroad that I have ordered the removal of the camps to this side of the railroad, but will keep strong guards at the foot of the canal and at the Biggs place.

Don't you want two 30-pounder Parrott guns on that side, and the ferryboat now all loaded with cotton and covered with iron?

I am, etc.,

W. T. SHERMAN.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Pilot Duffy, of the U. S. S. General Bragg, regarding the advantages of that vessel as a dispatch boat.

U. S. S. GENERAL BRAGG,
Off Mouth of Arkansas River, February 6, 1863.

SIR: I have the honor of stating to you the qualities of this vessel, having been detailed to her by Flag-Officer C. H. Davis, on the 6th of June, 1862, and having become thoroughly conversant with her running, and being under the impression that you are not aware of her peculiar fitness for a dispatch boat. She is the fastest vessel in your squadron, making 10½ miles by the bank, upstream, in the present stage of the river, and from 17 to 18 down the river. She is also one of the cheapest boats in regard to fuel in the squadron, consuming only 260 bushels of coal in twenty-four hours when running.

As a fighting boat not much can be said for her in her present condition, her guns being of too small caliber for effective service, but by giving her a 100-pounder Parrott gun forward and a 10-inch smoothbore shell-gun aft her batteries would be made much more effective, and the heavy weight forward and aft would have a tendency to straighten her up and counteract her extra draft amidship, caused at present by the weight of her machinery and the bulkhead of compressed cotton used for the protection of her boilers.

Believing that your knowledge of the above facts will be for the benefit of your squadron,

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

D. L. DUFFY,
Pilot, U. S. S. General Bragg.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding affairs in Arkansas.

U. S. S. CONESTOGA,
Off White River, February 6, 1863.

SIR: I was compelled to write you in great haste last evening, thinking it important that you should know that the army are making use of the navy coal at Helena.

From the information gathered by Lieutenant Dominy, of the *Signal*, I should judge the rebels have no heavy guns in the river up to Little Rock. A passenger told him that after the capture of the

post the gunboats were daily expected, but the idea was now generally given up.

The ram *Pontchartrain* has not had steam up for some time. Some men are still at work upon her. She requires a good deal of pumping to keep her free. She has as yet no guns. She has no officers of consequence. One of her engineers was on duty on the flag-of-truce boat. She is represented as being casemated with 20 inches of wood and railroad iron to abaft her wheels.

Hindman is represented with 16,000 troops at Little Rock, McCullough with 6,000 at Pine Bluff fortifying, Marmaduke with 3,000 cavalry at Dardenelle. These numbers are greatly overestimated as effective troops, as Little Rock is represented as full of sick soldiers.

I think a sudden movement upon Little Rock very feasible, and, barring accidents, we could capture or destroy the ram, and destroy the public property to a vast extent.

I should like very much to command an expedition for this purpose. My present force, not including the *Bragg*, with the addition of the *Tyler* and a side-wheel ram, would enable us to move with celerity, and sufficient, if we can effect a surprise, to accomplish the main object.

My plan would be to run all batteries and make no more stoppages than possible until we reached the *Pontchartrain* or Little Rock.

If you think favorably of my plan, and are willing that I should try it, a pilot acquainted with the river would have to be obtained from the lower fleet.

I regret to report another death from typhus fever, Will Akers (seaman). We have a large sick list, but I hope no more dangerous cases.

The ram *Lancaster* reported verbally for duty yesterday. Her commanding officer represented her to be in a totally unfit condition; a copy of his report I enclose. I sent my chief engineer aboard to examine, who, corroborating the statement, I allowed her to go on to Cairo.

I have four men enlisted for one year whose times have expired; shall I discharge them and send them to Cairo to be paid off?

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Unofficial letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding matters pertaining to the Mississippi Squadron.

NAVY DEPARTMENT, *February 6, 1863.*

DEAR SIR: I have your letter. You did well at Arkansas Post, and we shall get you a vote of thanks for it. All the New Orleans names being thrown out. If you open the Father of Waters you will at once be made an admiral; besides, we will try for a ribboned star. Your victory is well timed. The disgraceful affair at Galveston has shaken the public confidence in our prestige. Five gunboats were sunk and dispersed by two river steamboats armed with one gun

(which burst at the third fire) and filled only with soldiers, the attack of the enemy being known the day before. It is too cowardly to place on paper. Poor Wainwright did well. Renshaw—bah! he is dead. The others ran, though one of the enemy's river boats was sunk and the other jammed under the *Harriet Lane's* guard. Bell was sent down immediately with a large squadron and bombarded it from the ocean; nobody hurt. The *Harriet Lane*, our best boat, will soon be off privateering. We have exciting news from Charleston, which, though it looks like a hoax, is yet very possible, and impossible to have guarded against and stood faithfully by the blockade. Charleston will get enough of it very soon, and the whole nest of traitors there be roasted out. Frank Blair writes very complimentary of your operations, and says they are very jealous of the Navy. I trust your people will not show any of it. Do your work up clean, as at Arkansas, and the public will never be in doubt who did it. The flaming army correspondence misleads nobody. Keep cool, be very modest under great success, as a contrast to the soldiers. Let them all see that the public service is your guide. Strengthen the Mississippi at Jeff. Davis's place, and be very sure we shall take care of you and your best interests. You have rather left Rosecrans in the lurch, and there is the devil to pay about his communications. We have telegraphed Pennock a dozen times about it, and the War Department has made several appeals to us. I see they have just taken five transports on the Cumberland River. His communications are of vital importance.

* * * * *

We wrote you about cutting the canal farther back. My impression is that it would be cheaper and better to set the whole army to work upon the new spot and turn the river clear of the hills and let Vicksburg go. I doubt whether the army can take it, and I do not see how you can do anything more than bombard it, which I would not do except for an object. The moment the canal is opened, away you go to Port Hudson. Banks will never take that, so it must come from you and Grant to really open the river. I dislike to see you all set down for a long siege at Vicksburg. The country can not stand it at home or abroad. The President is of my opinion, that you better cut through farther back and do it at once.

Very truly, yours,

G. V. Fox.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Combined expedition through Yazoo Pass into the Coldwater and Tallahatchee rivers, including attacks upon Fort Pemberton (Greenwood), February 6 to April 12, 1863.

Detailed report of Lieutenant-Commander Smith, U. S. Navy, commanding expedition, to March 18, 1863.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, November 2, 1863.

SIR: In accordance with your request, I have the honor to offer the following report of the expedition down the Yazoo Pass, Coldwater

and Tallahatchie rivers, for the time that I commanded the vessels of the squadron engaged in it, being from February 6, 1863, to March 18, 1863.

I insert your order in relation to the time of leaving, organization, and force of the expedition:

U. S. MISSISSIPPI SQUADRON, *February 6, 1863.*

SIR: You will proceed with the *Rattler* and *Romeo* to Delta, near Helena, where you will find the *Forest Rose* engaged in trying to enter the Yazoo Pass. You will order the *Signal*, now at White River, to accompany you; and if the *Cricket* comes down while you are at Delta, detain her also, or the *Linden*.

Lieutenant-Commander Foster will also be ordered to accompany you.

You will obtain coal enough from Helena to enable you to carry on operations for some time. Your vessels had better all go to Helena and coal and start from there with as much coal in tow (say two barges) as will answer.

Do not enter the Yazoo Cut until the current is quite slack; and some small transport will have to go ahead, and the soldiers will cut away the trees and branches, so as not to endanger the smokestacks of the steamers.

Proceed carefully, and only in the daytime; 600 or 800 soldiers will be detached to accompany you, and you will take 100 on board of each light-draft. See that the army send a very small steamer, with stores from Helena.

Get all the pilots you can who are acquainted with the different branches of the rivers. You may find them at Helena.

You will keep perfect order among the troops while on board your vessels or under your orders.

Subject them to strict military rules, and see that every order you give is promptly obeyed.

When you get to the Tallahatchie, proceed with all dispatch to ascend it as far as the railroad crossing, and completely destroy the railroad bridge at that point, after which you will, if possible, cut the telegraph wires and proceed down the river to the mouth of the Yalobusha.

You will fill up with coal and leave the coal barges at that place in charge of a light-draft vessel and dash on to Grenada; destroy completely the railroad bridge, and retire at once down the river without any further damage, excepting to destroy means of transportation (which you will do in all cases) and you will destroy all small boats.

When you get to the Yalobusha, you will proceed with all your force down the Yazoo River and endeavor to get into Sunflower River, where, it is said, all the large steamers are stowed away.

These you will not have time to capture; therefore you will destroy them, keeping an account, as near as you can, of the value of the property that falls into your hands.

Obtain all the information you can in relation to ironclads, and destroy them if you can while they are on the stocks.

If this duty is performed as I expect it to be, we will strike a terrible blow at the enemy, who do not anticipate an attack from such a quarter. But you must guard against surprise, and if overwhelmed run your vessels on the bank and set fire to them.

Be careful of your coal, and lay in wood where you can find it.

By going along only in the daytime, under low steam, you can cruise some time. But after doing the damage I have mentioned in my orders, ascend the river again to the Yazoo Cut-off, and report to me by a dispatch boat.

You will likely find Honey Island fortified. If it has guns on it, and you can take them, destroy them effectually and blow up the fort.

Do not risk anything by encumbering yourself with prisoners, except officers, whom you must not parole.

Do not engage batteries with the light vessels. The *Chillicothe* will do the fighting. Let me hear from you as soon as possible, and give me full accounts of what you do.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander WATSON SMITH, U. S. Navy;

Commanding First Division Light-Draft Vessels, Mississippi Squadron.

[Extract.]

U. S. MISSISSIPPI SQUADRON, *February 16, 1863.*

SIR: * * * I have already written to you not to go up the Tallahatchie, and if there is any danger of the Yalobusha being obstructed with trees, don't go there. The great object is to get to Yazoo City, and below, and up the Sunflower, to destroy the boats.

* * * * *

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander WATSON SMITH, U. S. Navy,

Commanding First Division Light-Drafts, U. S. S. Rattler.

On reaching Helena, Ark., February 13, learned that the clearing of the Yazoo Pass for the unobstructed passage of the gunboats and transports of the expedition was a work of far greater magnitude than had been anticipated, and that, instead of a few days being sufficient to clear its course, weeks would be required with an additional force of thousands of troops to the hundreds who had commenced the task.

As from this delay the expedition would no longer bear the character of a surprise upon the enemy, as I believe had been intended at its conception, the interval was employed in obtaining additional ordnance and other stores, and the steamer *Baron De Kalb* and light-draft steamer *Marmora* were added to the force.

On February 20, believing the Pass to be almost free from obstructions and ready for our entrance, I entered Moon Lake in the U. S. S. *Rattler*, accompanied by the *Chillicothe*, Lieutenant-Commander James P. Foster; *Baron De Kalb*, Lieutenant-Commander John G. Walker; *Marmora*, Acting Volunteer Lieutenant Robert Getty; *Forest Rose*, Acting Master George W. Brown; *Romeo*, Acting Ensign Robert B. Smith; *Signal*, Acting Volunteer Lieutenant C. Dominin; and *S. Bayard*, towboat, with three coal barges; in all, 27,000 bushels, to be taken through in charge of the gunboats and that vessel.

Anchoring at a convenient position for entering the Pass, awaited the report of the commanding officer of the force engaged in clearing the pass and the arrival of the troop steamers that were to accompany us.

On February 26, the vessels engaged in the work of clearing the pass having reached Moon Lake, the expedition, consisting of the gunboats mentioned, with 100 soldiers on each light draft and 13 transports, said to bear 4,500 troops, entered Yazoo Pass, the *Chillicothe* having the advance, followed by the *De Kalb*, the light-draft gunboats being distributed for the convenient transportation of the coal and the protection of the troop vessels.

The width of the stream admitted only of the passage of the vessels in one line, and it was soon evident that the speed would be much less than had been hoped for.

It was necessarily less than the current of the stream, backing and checking with lines being the only means of rounding the numerous turns and to avoid collision with trees and shore.

February 28, reached Coldwater River. This stream admitting of more rapid progress, the leading gunboats were hastened, gaining distance upon those yet in the pass.

While waiting for the transports, emptied one of the coal barges, it being desirable to free the expedition of those encumbrances.

At this time the light-draft gunboat *Petrel*, Acting Volunteer Lieutenant George P. Lord, with a 13-inch mortar and ammunition for 75 rounds, and the rams *Lioness* and *Fulton*, reported for duty in the expedition.

Neither of the rams being in condition for service, the means at hand for improving them were at once employed.

The vessels had suffered in the narrow stream just left, some being without smokestacks and with damaged wheels, the woodwork of the light-draft being much torn, but nothing had occurred to impair their efficiency.

Such repairs as were necessary were made at night.

At this time detailed the *Petrel* and ram *Lioness* to act in conjunction with an army force in collecting cotton for defense.

An abundant supply was thus obtained without delay, and reliable defenses arranged for riflemen upon the upper decks.

At about 10 miles below the junction of the Coldwater and Tallahatchie rivers burning cotton gave evidence of the recent presence of the enemy.

Sending the *Chillicothe* and *De Kalb* ahead, a large steamboat named the *Parallel*, loaded with cotton, was fired by the rebels to avoid its capture; vessel and cargo were completely destroyed.

The navigation of the Tallahatchie was much more free than that of the other two streams.

When within 20 miles of a neck of land, fourth of a mile across and 7 by the course of the river, were informed by negroes that the site had been selected by the rebels as a point of defense; that guns had been mounted, an obstructing raft built and placed in the river, and the place strongly garrisoned.

On the next morning, March 11, advanced on board the *Chillicothe*, accompanied by Brigadier-General L. F. Ross, commanding the troops of the expedition, to learn something of the enemy's position and strength.

A turn in the stream brought us within view, at about 900 yards distance.

The enemy immediately opened fire, with apparently five guns, striking the *Chillicothe* repeatedly and seriously damaging the forward face of the casemate, starting the iron plates and bolts, and driving back the 9-inch white-pine backing.

Returned the fire from the *Chillicothe's* battery of two 11-inch guns, and, on concluding our observations, withdrew the *Chillicothe* to arrange an attack.

Soon after, however, the rebels appeared to be shipping cattle and goods from the battery.

Advanced the *Chillicothe* and *De Kalb* and commenced shelling the enemy, the ram *Lioness* being in readiness for immediate use.

They had been engaged but a few minutes, when, going on the *Chillicothe*, found that the forward face of her casemate had been nearly destroyed by the enemy's fire of solid conical shot.

Much damage had also resulted from the explosion of one of the *Chillicothe's* 11-inch shells, caused by being struck by a shell from the enemy at the moment of loading, both exploding; pieces of each were found. The enemy's shell had entered the port, though it was

at the time opened only enough to allow the handle of the rammer, about to be used, to pass out in the operation of loading.

The explosion had killed and wounded 14 of the gun's crew, and thrown the port covers out, one overboard, the other upon the forward deck. They each weighed 1,800 pounds.

The 11-inch gun, although struck on the muzzle, proved to be uninjured.

Other shots struck, killing 1 man and reducing the casemate almost to a wreck.

The *Chillicothe* and *De Kalb* were strengthening themselves with cotton when advanced, and I now withdrew them for the purpose of completing that work.

As there was but room for the *Chillicothe* and the *De Kalb* to lie abreast in engaging the rebel battery, and the light-draft gunboats being prohibited from engaging batteries, I landed a 30-pounder Parrott gun from the *Rattler* and subsequently one of the same kind from the *Forest Rose*.

These guns the army dragged at night to a position about 600 yards from the enemy in the woods, on the right bank, and protected them with a serviceable breastwork of earth and cotton.

The guns were manned and provided from the gunboats.

March 12 was occupied in protecting the bows of the *Chillicothe* and *De Kalb* with cotton, and repairing as far as practicable the *Chillicothe* in front, substituting the side port covers for those lost or irreparably injured.

The vacancies occasioned in the *Chillicothe's* crew were supplied from the light-drafts, and at 11 a. m. of March 13, recommenced the attack with the *Chillicothe* and *De Kalb*, the mortar in charge of Acting Master W. E. H. Fentress, and the two 30-pounder Parrott guns on shore.

The vessels engaged at about 800 yards distance.

It being necessary to secure them against falling below, if disabled, boats manned and equipped with the necessary lines attended them from the light drafts.

In the commencement of this fight the enemy fired with rapidity and accuracy, delivering their shot with damaging effect upon the *Chillicothe*.

The *De Kalb* was also severely handled, one shot penetrating the forward casemate, another entering between two ports as she swung a little, cutting a dozen beams, killing 1 man, and mortally wounding an officer and another of the crew; also cutting the wheel ropes.

The enemy's best guns were silent for a time before the *Chillicothe* and *De Kalb* were withdrawn, the former to fill shells.

When about to advance, received information from General Ross of the approach of reinforcements for his command, and a proposal to await their arrival before assaulting the place.

The condition of the *Chillicothe* induced me to agree to this, and the two days following were employed in repairing and strengthening that vessel and the *De Kalb*.

On the night of March 15 landed an 8-inch broadside gun from the *De Kalb*, the troops placing it with the others, the light-drafts manning it.

On March 16 the *Chillicothe* and *De Kalb*, having had their powers of endurance increased by placing well-pressed bales of cotton before

their casemates, and the shattered casemate of the *Chillicothe* being as strong as our limited means could make it, a plan of attack was agreed upon with General Ross, the intention being to attack the fort at a less distance, and if successful in silencing the enemy to advance three of the light-drafts with all the troops they could carry, provided that before landing to storm the fort the general could in the meantime ascertain the character of the landing where his men must disembark.

Conscious of the dependence of the expedition for success upon the *Chillicothe* and *De Kalb*, means were again provided for withdrawing them in the event of their becoming disabled, our experience of the effect of the enemy's fire rendering such a result quite possible.

At 11:30 opened fire with the 8-inch and two 30-pounder Parrott guns on shore as the *Chillicothe* and *De Kalb* advanced to a closer position than before.

In less than fifteen minutes the *Chillicothe* was rendered quite ineffectual by the port slide cover of the port front port being struck with a 68-pound shot, breaking through, though not passing through, and causing such elevations and depressions in the plates as to render it impossible to slide back the port covers for the purpose of running out the gun.

At the same time the iron covering and surrounding the other port was similarly disarranged, preventing the working of that gun also.

So situated and with limited means for remedying the difficulties, the only alternative was to withdraw for repairs.

Meanwhile no additional information had been reported concerning the place where it had been designed to land the troops.

The *Chillicothe's* powers of endurance were evidently unequal to the task of sustaining the fire of the guns used by the enemy.

The work of giving additional strength as well as repairing was commenced with the best mechanics that the army and gunboats could furnish.

It now seemed advisable to retain the ammunition remaining in the *Chillicothe* and *De Kalb* for defense until a fresh supply could be obtained for aggressive operations.

The light-draft steamer *Marmora* was therefore dispatched to you with requisitions for ordnance stores and provisions, also relieving the vessels of sick and wounded.

At the same time my health, which was seriously affected at the time of being ordered to command the gunboats of the expedition, failed entirely, obliging me to permit the medical officer to exercise his judgment in regard to the best measures for securing my recovery.

The report of a board of assistant surgeons informed you of the necessity of my immediate return to a Northern climate.

Consequently I left the command to the next senior officer, Lieutenant-Commander James P. Foster.

At the time I had no fear for the final success of the expedition.

It seemed necessary only to await the arrival of the additional stores of ammunition and provisions, already sent for, and such additions to the force ordered to engage batteries as you would think proper to send.

The passage to the Mississippi was still clear, and patrolled by a light-draft gunboat.

In closing this report I desire to commend the zeal and energy of those engaged in the expedition.

In their engagements the *Chillicothe* and *De Kalb*, under their respective commanding officers, were handled with a coolness and skill which I am sure would have elicited your admiration.

The details from the light-draft gunboats for manning the guns in battery on shore, and attending the movements of the vessels engaged, performed their duties satisfactorily.

Very respectfully, yours, etc.,

WATSON SMITH,
Lieutenant-Commander, U. S. Mississippi Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Acting Master Brown, U. S. Navy, commanding U. S. S. *Forest Rose*, regarding the opening of the levee.

U. S. GUNBOAT *FOREST ROSE*,
Mouth of Yazoo Pass, February 4, 1863.

SIR: I have the honor to report that the levee is cut, and the water is gushing through at a terrible rate. We got the water started about 7 o'clock last night. After cutting two ditches through and ready for the water, we placed a can of powder (50 pounds) under the dam, which I touched off by means of three mortar fuzes joined together. It blew up immense quantities of earth, opening a passage for the water, and loosened the bottom so that the water washed it out very fast. We then sunk three more shafts, one in the entrance of the other ditch, the other two on each side of the mound between the two ditches, and set them off simultaneously, completely shattering the mound and opening a passage through the ditch. The water ran through very fast, taking old logs, trees, and everything in its way, so that by 11 o'clock there was a channel 50 yards wide. This morning we have a channel 70 or 75 yards wide. It is thought that it will be at least four or five days before we can enter. I will report the progress every opportunity. There is a large number of my crew whose time is out, and they are very anxious for their discharge.

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Master, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, suggesting a programme of operations.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Before Vicksburg, February 6, 1863.

ADMIRAL: I would respectfully advise the following programme to be followed as near as practicable by the expedition through Yazoo Pass.

They necessarily go through the pass into Coldwater River, thence down that stream into the Tallahatchie, which, with its junction with the Yalobusha, forms the Yazoo, which it is the great object of the enterprise to enter.

At the town of Marion, on the Yazoo River, the enemy were said at one time to have had a battery. But it has since been removed, and unless a mistrust of our present design has induced the enemy to reoccupy that point no guns will be found there. It would be well to approach it carefully.

Below Marion the river divides, forming a very large island, the right-hand branch descending, being known as the Big Sunflower, or at least connecting with it, and the left-hand branch retains the name of Yazoo. On this is Yazoo City, where, in all probability, steamers will be found; and if any gunboats are being constructed it is likely at this place.

According to the information I receive most of the transports are up the Sunflower River. I would therefore advise that both of these streams, and in fact all navigable bayous, be well reconnoitered before the expedition returns.

The Yalobusha is a navigable stream to Grenada. At this place the railroad branches, one going to Memphis, the other to Columbus, Ky. These roads cross the river on different bridges. The enemy are now repairing both these roads, and on the upper one, the one leading through the middle of west Tennessee, have made considerable progress. I am liable at all times to be compelled to divert from the Mississippi River expedition a large portion of my forces, on account of the existence of these roads. If their bridges can be destroyed, it would be a heavy blow to the enemy and of much service to us.

I have directed 600 men, armed with rifles, to go up on transports to Delta, leaving here to-morrow, to act as marines to the expedition. Have also ordered the regiment spoken of this morning to report at steamer *Magnolia* at 10 a. m. to-morrow to join your service.

Respectfully, etc.,

U. S. GRANT,
Major-General, etc.

Rear-Admiral D. D. PORTER,
Commanding Mississippi River Squadron.

P. S.—I have directed the troops sent with the Yazoo expedition to take fifteen days' rations with them.

U. S. G.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, commanding U. S. S. *Chillicothe*.

FEBRUARY 6, 1863.

SIR: Proceed to Helena and coal and report to Lieutenant-Commander Watson Smith at Delta, old Yazoo Pass.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander J. P. FOSTER, U. S. NAVY,
Commanding U. S. S. Chillicothe.

Report of Acting Master Brown, U. S. Navy, commanding U. S. S. Forest Rose, of entrance into the pass being accomplished.

U. S. GUNBOAT FOREST ROSE,
Moon Lake, Saturday evening, February 7, 1863.

SIR: This morning at 11:30 we entered the pass. We experienced but little difficulty in passing through into Moon Lake, a distance of about 1 mile; and from there to the mouth of the Old Pass, a distance of about 4 miles, there is a good, wide channel with 4 fathoms and upward. I went on shore and brought three men on board who had just landed from a skiff. They had come up the pass from the Cold-water. They say that the rebels are felling trees across the pass below. We can not enter the pass with this boat until the trees are trimmed and some of the overhanging trees cut down. I took my cutter and, with an armed crew, went down the pass about 1 mile, but the strength of the current would not permit our going any farther. We met no serious obstruction, and the prisoners say that it is 4 miles to where the rebels have been at work. There was a party of 10 or 12 cavalry here yesterday. Finding that we could do nothing without a small steamer, we returned and met General Gorman, with the *Carl*, a small side-wheel steamer, who came in and entered the pass a little way, but it was so late that he had to return. He has gone to Helena for 100 men with axes, etc., and will return early in the morning, when we shall renew our attempt.

Sunday, February 8.—This morning I got underway and ran up nearly to the head of the lake, but discovered nothing. At 1 p. m. (the *Carl* not arriving as expected) I manned my cutter and started down the pass. We went about 6 or 7 miles. We met with no very serious difficulty on the way. There are some trees that will have to be cut before this boat will be able to enter. The rebels have saved us the trouble of cutting a number by cutting them themselves. Out of about 30 or 40 that we saw that they had cut, only two will require anything done to them. We could have gone farther, but did not, on account of the strong current that we had to return against. We met two men, whom we found, on questioning, belonged to Porter's company of Mississippi Cavalry (known as the "Feather-bed Rangers"). I paroled and allowed them to remain at home. They say the company is broken up. We returned to our boat and are now on our way to Helena.

Colonel Wilson will leave to-morrow for Vicksburg, and we shall return to the pass. General Washburn is now in charge of a force that will attempt to clear the pass.

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Master, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, expressing a wish for the services of the U. S. S. Linden.

U. S. S. RATTLER,
Islands 101 and 102, February 8, 1863—4 a. m.

SIR: I have just stopped the *Linden* on her way to you for coal. Although your written instructions are to take her with me, you

afterwards spoke as though you wished her to remain with the army if still wanted there, so I let her pass. She has not sufficient coal, either, to tow upstream. I would like very much to have the *Linden* with me on this duty. The commanding officer of her will give the news concerning the operations at Lake Providence.

Respectfully, yours,

WATSON SMITH,

Lieutenant-Commander, [Commanding] Light-Drafts.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, assigned to command expedition, of arrival at Helena, Ark.

U. S. S. RATTLER,

Helena, Ark., February 13, 1863.

SIR: I arrived at this place last night and have the *Forest Rose*, *Signal*, *Romeo*, and *Chillicothe*.

I have detained the towboat *S. Bayard* and three small barges of coal, about 33,000 bushels, there not being much navy coal here; the *Bayard* I may take in the pass with me. The general spoke of 30,000 or 40,000 bushels of coal being here in army, for the use of this expedition, but I believe you would prefer being independent. I went with General Gorman to-day through the new channel.

This was a work of nature, the army cutting simply through the levee.

The difference of level at first was 10 or 12 feet, and the fall and rush soon widened the opening. The current now is moderate, and the inside water falls with the Mississippi. The new channel soon empties into the lake, a broad sheet of water, and from this a few miles (2 or 3) the Yazoo Pass commences. A heavy army force is clearing this, which in places, at turns, may not admit of our vessels getting through. Our force takes the trees from the stream while the rebels on the other end cut them from both sides to fall across. The army is expected to be through with this pass in one week. We have one light-draft in the lake. I expect to be all ready before the army have finished the part they have undertaken; we have only to find a steamer and pilots.

I will give you the information which I have gathered concerning our affairs here, stating that it is mostly from General Gorman.

The enemy is in respectable numbers in advance of our working force and at the mouth of Coldwater. They were fully apprised of the expedition before, or as soon as, the work was commenced.

I was told yesterday by an officer that he heard of it in Memphis.

They are in force at Grenada, Panola, and along the line of railroad, and are already disputing our advance through the Yazoo Pass. The country is thickly populated.

General Gorman says his estimate for the force necessary for this work was 30,000 men. I only give you some of his views, being requested in part to do so.

I shall go on with my part as far as possible without being influenced by them, having confidence in the authority that sent me here.

Mr. Morton, pilot, says that the water which forms Honey Island on the western side is not navigable, and has never been traversed by a vessel.

You will remember that it was by this that you told me to pass and yet avoid Yazoo City.

I have inquired into Brown's guerrilla shooting. He says he knows that one was killed, because he fired the canister or shrapnel at him, saw him fall, went on shore, saw the hole in his back and out in front, and that the man made no resistance when deprived of his sword and belt. The other was shot, he says, by the lieutenant-colonel (passenger) with an Enfield at 1,000 yards. Brown was reported to me to-day as having been badly burned and blown up in an experiment. To my surprise he came on board, hands bound up and face greased. Had tried, for throwing in vessels, a box containing powder, a bottle of coal oil, and one of spirits of turpentine stuffed around with cotton close, and a 15-second fuse. He tossed it on the water and received the explosion in hands and face in three seconds, or prematurely. He now has an order, if not satisfied, to carry on his experiments at a distance from the vessels.

February 14, a. m.—I regret that the illness contracted in the Yazoo a week before I left still remains. I thought yesterday that I would soon be right and well, but to-day it has all returned and I feel of very small worth.

Respectfully, yours,

WATSON SMITH,

Lieutenant-Commander, First Division Light-Drafts.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, near Vicksburg.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Walker, U. S. Navy, commanding U. S. S. Baron De Kalb, to join the expedition.

FEBRUARY 13, 1863.

SIR: You will proceed to Delta, below Helena, and report to Lieutenant-Commander Watson Smith for duty with your vessel, to go through the Yazoo Pass into the Tallahatchie.

If Lieutenant-Commander Smith has gone through, follow him and go on right down to Yazoo City, or wherever he may be.

If you find a light-draft guarding the coal barges, take her place and let her go and report your arrival, if it is up river that the vessels have gone.

Very respectfully,

DAVID D. PORTER,

Acting-Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JOHN G. WALKER,

Commanding U. S. S. Baron De Kalb,

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Smith, U. S. Navy, commanding expedition.

FEBRUARY 13, 1863.

SIR: I send you a refugee from the Yazoo.

He gives information that no fortifications are at Yazoo City.

You can then push on down the Yazoo to Grenada, up the Yalobusha, destroy the bridge there, push on then down the Yazoo, capture Yazoo City, allow them twenty minutes to surrender and deliver up all stores and munitions of war, which you will see destroyed.

Pass Yazoo with the light-drafts, push on up Sunflower, destroy all the boats there that you can not bring away, and return to Yazoo City.

Hold that as long as you can and send up a dispatch boat to report to me.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander WATSON SMITH, U. S. Navy,

Commanding First Division Light-Draft Vessels,

Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, regarding various matters, including measures for obstructing the Tallahatchie and Yalobusha rivers.

U. S. S. RATTLER,

Helena, Ark., February 14, 1863.

SIR: The *Forest Rose* captured the stern-wheel boat *Chippewa Valley* at Island No. 63, engaged in the cotton trade and without permits or papers of any kind, having 118 bales. I believe the seizure to be in accordance with your General Order No. 2, and shall allow Acting Master George W. Brown to send the vessel and cargo to Cairo, in charge of an acting master's mate, to leave to-morrow.

She will take some men whose terms of service are reported to have expired. Jerry Waters, pilot of the *Forest Rose*, will take the prize to Cairo. I send him because he is represented by Mr. Brown as unskilled in the management of steamboats, being a flat-boat pilot.

The *Signal* having four pilots, I have ordered John Montague from that vessel to the *Forest Rose*. I have transferred thirty navy rations to Acting Ensign Wheelock for his three men in charge of mortars here. James Whittaker, first assistant engineer, and A. J. Batchelder, third assistant engineer, of this vessel, each struck a negro named John Van Buren, a contraband, to-day. Mr. Whitaker is confined to his room for the offense, the other is still on duty. I hope others will be ordered to take their places.

Do not you think a ram would be serviceable on this expedition?

Perhaps the *Lioness*, which I am told is at Memphis, almost ready for service, could be spared for this, and overtake us as we go to the Yazoo.

If she is sent, she should approach with her distinguishing three balls.

The Little Tallahatchie (which is the one to the upper railroad crossing) and the Yalobusha to Grenada, Mr. Morton says, can be obstructed by felling trees across them. The Tallahatchie proper, or

below Coldwater, can not be obstructed in that way. The Yazoo is somewhat like it is below. I estimate the distance to be steamed from this entrance over the route of your orders, and back to coal at the mouth of the Yalobusha to be about 1,500 miles.

February 15.—The *Signal* being short of provisions, and having just heard that the *Romeo* is deficient in ordnance, I will send the *Signal* to the Yazoo for a supply of each. The Yazoo Pass will not be cleared in six or seven days yet, with 2,000 or 3,000 men at work, and by that time the vessel can be here again.

Thirty-five boxes of shrapnel, 15 of canister, 10 of shell, and 600 cannon primers is what I would like to have for the *Romeo*.

The *Cricket* may come in a little short, too, but with this additional supply of provisions and ammunition, I will have sufficient.

Mr. Morton is still the only Yazoo pilot I have, excepting that one of mine has some knowledge of these waters. The only others known are in Ohio. I can go on with what I have.

The river here fell a foot last night. General Prentiss has relieved General Gorman, or assumed a part of his duties.

A few small rebel steamers have been seen on Coldwater.

Respectfully, yours,

WATSON SMITH,

Lieutenant-Commander, First Division Light-Draft Steamers.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Getty, U. S. Navy, commanding U. S. S. *Marmora*, to join the expedition.

Confidential.]

FEBRUARY 15, 1863.

SIR: Proceed to Delta, the old Yazoo Pass, and report to Lieutenant Commander Watson Smith as part of his expedition.

All steamers that you meet between White River and Helena, coming down to trade, you will turn back up the river and convoy them up as far as Delta; inform them that no trade is allowed below Helena.

If you meet any vessel taking in cotton below White River, seize vessel, cotton, and all, and leave her at White River under charge of captain of the *Conestoga* or other naval commander.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant ROBT. GETTY,
Commanding Marmora.

Report of Brigadier-General Gorman, U. S. Army, regarding the work of opening the pass.

HEADQUARTERS AT HELENA, *February 15, 1863.*

GENERAL: I have been steadily engaged for more than ten days cutting through the drift in the Yazoo Pass. Two thousand men are there now. The enemy have a force of cavalry a short distance ahead

of us, and an occasional skirmish takes place. I learn that the enemy sent a little boat up the Tallahatchie and Coldwater, with two guns on her bow, to look after us, but soon returned.

Secrecy is out of the question, as it is as fully known at Grenada what we are doing as it is here. Grenada is only about 84 miles from here, and only 54 from Coldwater.

The obstacles become more and more formidable, but not, perhaps, insurmountable, and I am yet fearing that boats as large as the gunboats are will not be able to pass through, and it will take ten days more to get out the drift from the cut-off, and then it is uncertain what further obstructions the fleet will find in the Coldwater. The scouts I send report unfavorably to taking boats through of any size, or as large as gunboats.

I am, general, very truly, your friend,

W. A. GORMAN.

Major-General JOHN A. McCLEARNAND,
Thirteenth Army Corps.

Report of Lieutenant-Commander Smith, U. S. Navy, commanding expedition, making reference to army operations in clearing the pass, and other matters, including capture of steamer Lottie.

U. S. S. RATTLER,
Helena, Ark., February 18, 1863.

SIR: The *Juliet* has just touched for coal. Nothing has occurred that has come to my knowledge to hasten or retard the operations of the army in clearing Yazoo Pass of its obstructions since my last date, the 15th instant. Not knowing the orders of the *Cricket*, and believing that she was only waiting to convoy the *Sovereign* to you, and the tenor of your orders seeming to express that I might attach her if I could, I sent word to Langthorne to join me here.

Fortunately, instead of coming, he sent me a copy of your orders, and stating that the *Sovereign* was watched for an opportunity to destroy her, even as she was at Memphis. I at once sent the *Forest Rose* to him, with orders for the *Cricket* to remain with the *Sovereign*.

The *Forest Rose* is now just above Helena on her return.

By the *Juliet* I learn that the *Cricket* remains at Memphis.

The *Chillicothe* and this vessel have been obliged to engage their whole force of men in saving the coal from one of the navy barges, carelessly allowed to snag or ground by the river falling.

This is our second day with it, and I expect to have it secure by night. I have two small barges of coal ready for our expedition, and will have for a third the one which we are now filling from the injured barge, in all about 27,000 bushels. Large barges could not be managed in Yazoo Pass. These are of 12,000, 10,000, and 5,000 bushels capacity; will have to drop them ahead of the steamers.

The *Forest Rose* has returned. She was fired into opposite Buck Island, on the Arkansas side. She landed and destroyed the property near, consisting of dwelling, storehouses, and negro houses. She took away 21 negroes and delivered them to the army at Memphis. Took also 2 horses, 2 mules, 500 pounds bacon, 154 blankets, 40 shovels, 16 barrows, 1 barrel molasses, and 4 sacks of corn. He also has 5 prisoners, which I send with his statement by the *Juliet*. On

his way up, too, he captured a small steamboat called the *Lottie*, and sent her to Cairo with his other prize, the *Chippewa Valley*.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander, First Division Light-Drafts.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, referring to reported presence of Confederate vessels in Coldwater River.

U. S. S. RATTLER,
Helena, Ark., February 18, 1863.

SIR: The *Marmora* has arrived and your letters, two of them of the 14th instant, have been received. One orders that George W. Brown, acting master, in command of the *Forest Rose*, be kept under close arrest, the other that he be sent down to you. I send him down in the *Juliet*.

I enclose his account of the capture of three men. I hope a commander will be sent for the *Forest Rose*, as sickness has made us deficient of officers already. The copy of your letter to Lieutenant-Commander Selfridge and memorandum No. 7 from the Ordnance Bureau have also been received.

Lieutenant-Commander Walker has reported with the *De Kalb*. On his strong recommendation of his executive officer, John V. Johnston, acting volunteer lieutenant, I have put Mr. Johnston in temporary command of the *Forest Rose*.

A person, an army officer I believe, reported to Foster that he had seen a rebel ram (I. N. Brown in command) and other vessels in Coldwater. General Gorman says it is so, too; General Prentiss does not credit it, and I merely mention it as rumor.

I am not at all annoyed by it.

Respectfully, yours,

WATSON SMITH,
*Lieutenant-Commander,
First Division Light-Draft Steamers.*

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, commanding expedition referring to the work of the army in clearing the pass, and progress of the naval force.

U. S. S. RATTLER,
Helena, Ark., February 19, 1863.

SIR: Yours of the 16th instant by the *Signal* has been received. Nothing else directing me not to go up the Tallahatchie had reached me, though there was an allusion to it, I believe, in Lieutenant-Commander Walker's orders. I am confident that Yazoo City and Sunflower should be our first care.

Standing trees are not the only obstructions in the Yazoo Pass. The rebels have felled the heaviest to fall across the stream, and the

labor of clearing these out is the tedious work that the army is performing. The pass has perhaps not been used since 1853, when the levee was made.

It is about wide enough to admit of vessels of the length of this to pass around its turns. Barges in tow can not be taken alongside; we will drop ours before us. In conversation with Generals Prentiss and Gorman yesterday, General Prentiss expressed fears that their transports would not get through. They have increased their force. In view of the possibility of the channel being blocked by any army transport, I shall take care to have all of our force with the 100 soldiers on each light-draft, our coal and tow boats all ahead of the army force. We will then be able to go on. I will get through as soon as a vessel can pass. The coal that I stopped was necessary for the expedition. The barges were strong, and had the advantage of being small. The *S. Bayard* is a suitable boat for the work of taking them through. There is about enough coal here for us.

The barge that we were relieving sank last night with 2,000 bushels, but I have it dry again and hope to save it all. Besides this, we have a frail barge with 6,000 or 7,000 bushels, from which our vessels take their current supply.

I have sent the *Signal* to Memphis for paymaster's stores for that vessel, the *De Kalb*, and some for this.

Our part of the expedition will go to the pass entrance in the lake to-morrow. The water has fallen there 6 feet. It seems to be a fact that the rebels have a ram and some small steamers on Coldwater. I think we will all be through to Coldwater by the 23d instant.

Respectfully, yours,

WATSON SMITH,

Lieutenant-Commander, First Division Light-Draft Steamers.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, announcing readiness to enter the pass, and referring to engagement of the troops.

U. S. S. RATTLER,

In the Lake, February 21, 1863.

DEAR SIR: Our party, consisting of the *Chillicothe*, *Baron De Kalb*, *Marmora*, *Romeo*, *Forest Rose*, *S. Bayard* (side-wheel towboat), and three barges of coal, containing 12,000, 10,000, and 5,000 bushels, are all snug at the entrance of Yazoo Pass, ready to go through the moment the stream is clear and the working boats get out of the way. A small army transport is to go through with us, with the excess of men over the 500, which the light-drafts will carry.

The rest of the troops in the expedition will follow.

General Ross, I believe, commands them. My intention is to coal full from the small barge at Coldwater. It is leaky and I may leave it there. The other two will go on with us, the *Bayard* one, the transport or ourselves the other. I expect the *Signal* from Memphis to-night. I am to receive the troops to-morrow.

Our troops had a small fight at the mouth of Yazoo Pass and Coldwater. Killed 6, wounded 3, and captured 15 of the enemy on the 19th instant.

I shall push on for Yazoo City and Sunflower.

Yours, etc.,

WATSON SMITH,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Only one of our vessels had a want this morning. He had all that he wished excepting "a little red and white paint to mark clothes."

Order of Major-General Prentiss, U. S. Army, to Brigadier-General Ross, U. S. Army, assigning transports for his command, in which to enter the pass.

HEADQUARTERS DISTRICT OF EAST ARKANSAS,
February 21, 1863.

You will, on Monday next, the 23d instant, proceed with your command on board of steamers *Small, Lawyer, Lebanon No. 2, Citizen, Lebanon, Cheeseman, Mariner, Saint Louis, Volunteer, Lavinia Logan, John Bell,* and *Key West No. 2*, with fifteen days' rations and 160 rounds of cartridges. Having placed your command on board, you will proceed at once to Yazoo Pass and join fleet or gunboats now at Moon Lake, at which point a fleet of gunboats under Commodore Smith awaits your arrival. You will proceed through Yazoo Pass for the purpose of complying with instructions contained in following communications received from General Grant, of which I send copy attached. As you may meet with obstructions, it becomes necessary that your command be supplied with a large quantity of axes and spades. You will take all such belonging to your command, and if, in your judgment, more is wanted, apply to Quartermaster [Reuben B.] Hatch for such.

You will take but few tents, as the general commanding Department of the Tennessee is desirous that this expedition move as soon as possible.

You will, when you arrive at Moon Lake with your command, render all aid in your power to remove any obstruction that may tend to prevent passage of steamers through said Yazoo Pass.

B. M. PRENTISS.

Brigadier-General Ross,
Commanding Thirteenth Division, Thirteenth Army Corps.

Report of Lieutenant-Commander Smith, U. S. Navy, announcing movement of the advance into the pass.

U. S. S. RATTLER,
Entrance to Yazoo Pass, February 24, 1863.

SIR: As the steamers of the army working party came out of the pass this afternoon our advance entered, and at daylight the whole force will pass through, consisting besides our party of 2 ironclads, 5 light-drafts, 1 towboat, an army transport, and our coal, of 13 army

transports with troops. I do not see any coal here for the use of the army vessels.

I called the general's attention to it the other day.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, commanding expedition, regarding general matters.

U. S. S. RATTLER,
Yazoo Pass, February 26, 1863.

SIR: If we get through this with our casemates up and wheels serviceable, it will be as much as can reasonably be expected. There is about room for one of your tugs handled skillfully.

Our speed is necessarily less than the current, as backing is our only and constant resort against dangers and to pass the numerous turns. This gives every vagrant log a chance to foul our wheels, and as many do foul them, delays are frequent. Our damages so far, though not serious, are felt.

Evening.—Yours of the 20th, announcing your having sent the ram *Fulton* to me, has been received. Have heard that she is at the end of the line.

I will take her in hand as soon as she can pass to the front, and if cotton can not be had for the protection of her boilers, will timber her heavily and effectually in Coldwater.

One of her boilers is reported as defective, but she moves with the others.

I can provision the *Chillicothe* from the light-drafts. You have probably heard that it was not a light-draft that burned at Memphis. But this class of vessels can not be too careful with their boiler fires. In some instances the deck below is imperfectly protected, and the side-protecting bunkers are too close to the boilers in others.

General Ross said he had coal for ten days, and that he should depend upon wood. Our barges are all right yet.

February 27, 1 p. m.—Are about 1 mile or 2 from Coldwater. The ironclads, particularly the *De Kalb*, go through this with more ease and facility than any of the others.

The work of keeping the pass clear should be continued; it will choke in a few days if neglected.

If any of our vessels should enter the Coldwater after we have gone south, would it not be well for them to look into the Tallahatchie for any vessels the rebels may have concealed there to foul our wake? We can not well spare time to look there before going down.

We have stopped for the night. General Washburn is here, going up. This must be my opportunity for sending this. We are still 2 miles from the mouth after the afternoon's work. All promises well.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Carondelet, regarding firing of signal guns up the Yazoo.

U. S. MISSISSIPPI SQUADRON,
Near Vicksburg, February 27, 1863.

SIR: Have a good lookout and listen for the sound of guns up the Yazoo River.

Captain Smith has got through the worst of the pass, and when he arrives above Haynes' Bluff will fire, at midnight, nine guns, one minute apart, then, after an interval of five minutes, will fire three guns, ten seconds apart. Let me know at once if you hear them.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding Carondelet, Yazoo River.

Report of Lieutenant-Commander Smith, U. S. Navy, of arrival at Coldwater, Miss.

U. S. S. RATTLER,
Coldwater, March 2, 1863.

SIR: Our part of the expedition reached this on the 28th. Since then have been waiting for the closing up and getting through the Yazoo Pass of the transports.

Our two rams, *Fulton* and *Lioness*, and the *Petrel* having entered last, are now pressing forward.

We have fared pretty well; a few pipes down, but nothing serious.

I pulled back to the last vessels this morning; found matters satisfactory.

I can not do much for the rams, excepting to pack cotton forward.

Your letters of February 22, 23, 24, a proclamation, and rates of vessels and regulations from Treasury Department have been received. In regard to firing the signal guns near Haynes' Bluff at "midnight exactly," I mention that our time may not be correct. I have endeavored to keep it so, however.

I rather like to see that mortar.

I shall return the *Key West* to Helena this afternoon, the rams and *Petrel* enabling me to relieve her of her troops, the number in excess of what the light-drafts (100 each) were able to take.

She also will take back the small barge, which, by crowding bunkers, I have emptied. The *Key West* is in bad condition. I am glad to spare her. We now have, besides our fighting party, only the *S. Bayard* (towboat) and two barges, containing about 21,000 bushels. We will gather wood and rails when stopped and practicable.

Acting Master's Mate Joseph Brown, of the *Chillicothe*, is represented by his commander and surgeon as quite ill. I shall, if possible, send him to Cairo or the hospital vessel.

I am told that a steamboat will continue to ply to and fro in the Yazoo Pass to keep it clear.

It would be bad if the boat by which I am to notify you of our presence in front of Yazoo City should meet her in the pass; neither

could turn but in very few places. The officer that I send will have orders to forward my dispatch to you by a cutter to Helena rather than delay; perhaps a vessel may be sent by you to meet the one I send and allow mine to return. I write in great haste.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander,
First Division Light-Draft Steamers.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

I have learned that the Yazoo Pass steamboat is quite small, and not likely to stop a vessel going the opposite way. This stream is a little wider and much easier to navigate than the pass. May make 40 or 50 miles per day unless detained by the desire to find cotton. The army started with rations for fifteen days; they have sent for six days' more, but I am afraid that they will consume valuable time by endeavoring to extend their supplies by foraging. Foraging parties, properly commanded and instructed, will go in advance while in these upper waters. I shall urge the necessity of advancing as rapidly as possible; there shall always be room for the transports to close up.

Yours, etc.,

W. S.

Report of Lieutenant-Commander Smith, U. S. Navy, of the advance from Coldwater into the Tallahatchie River.

U. S. S. RATTLER,
Coldwater, March 3, 1863.

SIR: We are advancing but slowly. This stream is not so much wider or clearer than the pass as to make much difference in either speed or the amount of damage inflicted on these vessels.

Our hull has suffered as much to-day as on any day yet. We can only advance with the current; faster than that brings us foul. Our speed is not more than $1\frac{1}{2}$ miles per hour, if that.

Wheels and stacks have escaped through care, but with over 200 feet above water, and less than 3 in it, without steerageway, light winds play with us, bringing the sides and trees in rough contact. I imagine that the character of this navigation is different from what was expected. We will get through in fighting condition, but so much delayed that all the advantages of a surprise to the rebels will have been lost.

Evening.—The steamer *Bayard* broke her sternpost to-day, and that has caused delay. In the pass had a hole punched in her below water; she half filled, but was recovered. The crooked course of the stream and the thickly wooded shore prevent our having more than an occasional glimpse of other vessels. Each has its position and distance assigned, but the knowledge of the whereabouts of those next can generally only be ascertained by means of a boat.

The ironclads have the least trouble from trees or overhanging branches and are scarcely affected by the wind.

A case of smallpox was reported by the *Petrel* to-day, and was immediately transferred to a returning transport for passage to Helena and the hospital.

The shore occasionally makes down to the clear water, but much of the route is through a clearing amidst trees standing in water. I don't think we have seen a plantation in the last 8 miles; all is swamp.

March 4.—The *Petrel* comes in with her wheel much damaged and without the means of repairing. I can repair it, but my supply was for but one vessel.

March 5.—The river is clearer, and we make better speed. If we reach the Tallahatchie this evening, which our advance may do, our total distance from Delta will be but 50-miles, not 6 miles per day. I am having an account of the navy rations in the expedition taken. No vessel has more than a month's supply at this date, and the *Chillicothe* but seven days, the *Lioness* thirteen, and the *Fulton* seven. The last reports one boiler badly burned. My first knowledge of the *Petrel*, *Lioness*, and *Fulton* being attached to the expedition was received after entering the pass. They joined after reaching Coldwater, too late for me to prepare them for the expedition, which could only have been done by sending them to Memphis. We are better off than the army, however, and have a fair supply of coal. An organized party of army and navy collects beef for rations and cotton for defense. The people report rebels and batteries below, etc. Gathered some cotton to-day; much that we find is so badly baled as to be dangerous. I hope to make better speed from this time through.

Tallahatchie River, 12 miles from Coldwater, March 6, evening.—Stopped for the night, and waiting for the others to close up.

Our intelligence, received from various sources at different places from different people, is that Yazoo City is being fortified, 3,000 negroes doing the labor, and that a large army is there for its defense, provided with heavy guns.

The same is said of Greenwood, but I do not place the same credit in the reports concerning Greenwood.

A receipt in the possession of a man near us on the shore for cotton for a rebel steamer shows a naval organization among them. It reads this way:

By command of Isaac N. Brown, I take (specifying quantity, quality, etc.) cotton for the steamer *Saint Mary's*, to protect her from the enemy's shot.

F. E. SHEPPERD,
Lieutenant, U. S. Navy.

As he has a few bales left he will have another receipt to-morrow from a grade above that in the United States.

The river is high and the current strong.

Respectfully, yours,

W. SMITH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, commanding expedition, giving general items of information.

U. S. S. RATTLER,
Tallahatchie River, March 7, 1863.

SIR: I am obliged to leave the *Petrel* about 12 miles from Coldwater, in the Tallahatchie. Her wheel is about destroyed by accidents and bad management. We will coal to-night, and go on to

Greenwood with the gunboats and transports, leaving the *Marmora* at the junction of the Yalobusha and Tallahatchie to guard the coal (two barges), and the steamer *Bayard* and an army transport with troops. The *Romeo* follows with the mortar. The little provision that the army has is spoiling. They have five days' on hand, and have sent for only six days' in addition. I can maintain my party (those now drawing rations) for one month. If all entitled drew rations, would have rations for twenty-two days.

We have these disadvantages, that we must fight downstream, and that all are stern-wheelers but one, and the rams can not reach a vessel with wide guards in a tender place without bringing up against their own works in front of the boilers. I have cut away their bits and made the most of those vessels.

The *Lioness* has 85 bales of cotton for defense, two deep before the boilers; the *Fulton* can not carry any on the sides forward. The army have, I believe, sent for more provisions, but they will be scant when those are received. This delay has spoiled our chances. There will be more of it, as they must forage for provisions and fuel, and every transport, I am told, has an empty hold. I anticipate a rough time. Have made the best preparations that our means and time would admit, and go to work trustingly.

Two cases (contrabands) of smallpox were reported by the *Forest Rose* to-day. I will have them sent to Helena, and thence to Cairo, if possible. Several of the light-drafts are cottoned forward and on the sides abreast the boilers; a good defense of bales, too, on cabin decks forward and around the bows inboard of hammock nettings, the trees having nearly brushed the nettings away. The light-drafts with hurricane cut roofs have had all the after parts of decks swept away.

Respectfully, yours,

W. SMITH,
Lieutenant-Commander,
Commanding Gunboats, Yazoo Expedition.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, announcing arrival of the expedition in the Tallahatchie River.

MISSISSIPPI SQUADRON,
Yazoo River, March 12, 1863.

SIR: I received a communication to-day from Lieutenant-Commander Watson Smith, informing me that on the 7th instant the whole expedition had arrived safely in the Tallahatchie, which gives us control of the heart of Mississippi.

This achievement has not been performed without some damage to the vessels and much labor. The vessels had to work their way through a narrow creek for over a hundred miles, while two vessels can not pass each other.

They had to remove trees that had grown up thick and intervened, and sometimes they would not advance a mile per day. Vessels had their pipes knocked down, wheels carried away, and cabins swept off; but they all got through in fighting condition except the *Petrel*, which lost her wheel entirely. But for our newspapers, this would have

been a surprise; but the rebels heard of it in time to be able to delay the progress of the vessels by felling trees across the stream. The rebels are very much alarmed at this move and are working with all their energy to meet it. Fifty thousand men, it is said, have been pushed forward to fortify the river bank, and every steamer is being defended with cotton bales. Our steamers are doing likewise. Still the rebels are not aware of our force of gunboats; and if we are not delayed by the troops (which move very slowly), we will clean out the river before they can do a thing.

This was to have been a naval affair altogether, only I borrowed 800 men from General Grant to fill up our crews. At the last moment (and without my knowing it) 6,000 soldiers were ordered to join the expedition. Six days were lost waiting for them, though they worked like heroes in clearing away the obstructions after they joined. Indeed, I do not know how the expedition could have got through without them.

My object was to get in with the gunboats, surprise the rebels, and capture or destroy all the vessels. Great numbers escaped into this river on the capture of New Orleans.

Everything now depends on the speed with which our forces act. I have ordered them to burn, sink, and destroy, and waste no time in giving the towns time for the people to evacuate, but to shell them if they do not surrender in half an hour.

I believe that I have done all that could be done to carry out this important operation. I could not go with the expedition myself, for I must be where I can direct all the other operations in the river.

If we succeed, it drives the rebels out of Mississippi. If we do not, it will be because the people I have sent can fight no longer, and have been overpowered by a force that we have had no intimation existed.

I sent you a telegram informing you that the *Indianola* had been blown up by the rebels for fear she would fall into our hands. We heard a report here that the *Essex* had been captured by the rebels when she was aground or up a creek, but the report lacks confirmation and does not come from the right quarter. General Grant is sending 30,000 men to reinforce our expedition, and I may send another ironclad or two. This leaves but 8,000 men here, which will not be enough to do anything if an opportunity offers.

There is much distress in Vicksburg; they have no meat and are living solely on corn meal.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Smith, U. S. Navy, referring to the approach to Confederate battery, near Greenwood.

U. S. S. RATTLER,

Tallahatchie River, March 10, 1863.

SIR: I will not give you a detail of our annoyances and casualties experienced in navigating these streams, but will deal with the pres-

ent and future. Our position for the night is about 20 miles from a half-mile-wide neck of land which is a dozen miles above Greenwood by water.

On this neck our information is that there are several thousand rebel troops with a battery of three guns, one a rifle, parapet of cotton and sand, and ditch around, enough they say to whip 7,000 Yankees. That is a matter which it is intended to decide before noon of to-morrow. They have a most convenient route for leaving if they wish, being only 3 miles from Greenwood, while we will be 10 or 12.

A raft of gum logs is in readiness to be swung into place, and the steamer *Star of the West* is just below the raft, ready for sinking, to more effectually obstruct the passage.

We will first see the fort at 400 yards distance.

A rebel party has been up the river yesterday and to-day burning cotton. Came near catching a steamer yesterday, and Forrest and cavalry had just left a place as we arrived. The steamer threw overboard corn in quantities and escaped by being able to make the turns easily.

This afternoon came upon a steamer that, on inquiry, learned damaged herself last evening. She was loaded with cotton and in flames, almost consumed; sank as we passed her.

General Ross has expressed his intention of staying at Greenwood after we take it until provisions reach him. The troops are on half rations. This interferes very much with our arrangements, changing entirely the character of the expedition and making it necessary for me also to call upon you for provisions and coal. We can not even afford to keep low fires for the indefinite time which will elapse before they (the troops) are supplied; meanwhile our supplies will be exhausted.

From carefully prepared returns our gunboats and rams have, for those entitled to draw Navy rations, sufficient for nineteen days from yesterday. The number entitled to draw (and almost all draw from the vessels in some way) is 855.

This 855 is the number of rations required for one day, supposing all to draw. With these figures you will know what to send.

Our coal has not been relieved much by wood, running all days and not being near fences at night. There is no cut firewood. My returns, as far as they have come, show 11,500 bushels now in the bunkers of the 11 vessels, and I should have 14,000 bushels in barges, all about sufficient to start down the Yazoo for Sunflower and Haynes' Bluff and enough to return to Yalobusha with, for I should think [it] unwise to go down without means of returning at hand. Three vessels have joined us since starting, and the rams are heavy burners. My allowance does not include delays, but is for prompt movements. Twenty-five thousand bushels in addition to what we have would make matters pleasant. This in two strong barges, rigged as we fixed ours with two or three oars on each end, might come as safely as ours have to last accounts. Strict attention is given to using coal economically, and the returns look gratifying.

While waiting at Greenwood, if we must wait, may look up Yalobusha.

Our speed has been far below my expectations, and without the advantage of small consumption of fuel, for low steam in these currents and turns will not control the vessels.

I shall probably have to send a light-draft with dispatches now as far as Helena. The general fears that his small steamer has been stopped by guerrillas, being several days overdue. Would drift timber accumulate to any great extent, say 2 miles above the Haynes' Bluff raft?

The *Petrel* is in line again. I had some wheel timber sawed, which proves very useful.

The *S. Bayard* is a worn-out vessel, and I believe would be pleased through her owners to be left down here. Seeing her fresh from Cairo, with a valuable charge of coal, I supposed her reliable. She tows well, but is old; she half sunk in the pass and broke a rudder, but is doing fairly now. William Anderson, seaman, and John Walker, ordinary seaman, deserted from this vessel March 8, taking a revolver, it is presumed, with them, one being missing. A descriptive list to the dispatch boat, and an order from the general for her commander to examine and compare distressed applicants for passage out, was the only step to be taken.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Foster, U. S. Navy, commanding U. S. S. Chillicothe, regarding destruction of bridge and sawmill, and captures made by the crew of that vessel.

U. S. S. CHILICOTHE, *March 10, 1863.*

SIR: To-day the *Chillicothe's* crew destroyed a large bridge and sawmill and captured a flat-bottomed boat loaded with household furniture and articles contraband of war; among the latter, 2 barrels of molasses, one-half bag of coffee, 1 barrel of sugar, and 3 shotguns. The former articles I turned into the paymaster's department, the guns into the ship's armory.

I also took for the cabin a lot of crockery ware, of which I have taken a strict and accurate inventory. The acting assistant surgeon and carpenter also took for their respective departments a few articles, and have furnished me an inventory of the same. The crew, after putting the household furniture, etc., ashore, destroyed the flatboat.

Very respectfully,

JAS. P. FOSTER,
Lieutenant-Commander.

Lieutenant-Commander WATSON SMITH,
Commanding Yazoo Pass Expedition, Tallahatchie River.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, requesting a small vessel to carry provisions and ammunition.

U. S. MISSISSIPPI SQUADRON, *March 12, 1863.*

GENERAL: Lieutenant-Commander Watson Smith informs me that he has but a month's supply of provisions. I am anxious to supply

him, but have no vessel. Can you furnish me with a small steamer that will go without fail through the pass and join the vessels and troops you have sent up? He will also want ammunition, which I will send him by same conveyance.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General U. S. GRANT,

Commanding Army of the Mississippi.

Report of Lieutenant-Commander Smith, U. S. Navy, regarding the first engagement with Fort Pemberton (Greenwood).

U. S. S. RATTLER,

Tallahatchie River, Evening March 11, [1863].

SIR: Stood on this morning to within a mile of the battery, and went ahead with General Ross in the *Chillicothe* to observe. A turn brought us within view of the enemy's works. Almost immediately they opened fire from five guns. One shell struck the *Chillicothe* on the starboard side of the starboard forward port, damaging the plate and breaking and starting several bolts. Another struck on the port side ahead, 6 inches above water; also a conical rifle shot, making as great an indentation as possible without breaking through. Another glanced from the deck. Captain Foster, in reply, threw three shells from his 11-inch guns.

With this knowledge of their strength and position we then turned the point until concealed by the trees, and arranged to advance as soon as the army should report ready, which would not be until morning.

In the afternoon the rebels appeared to be shipping cattle and goods from the battery, which we believed to be indications that they were preparing to leave.

Advanced the *Chillicothe*, the *De Kalb* following, the *Lioness* in readiness, and was about to bring up the *Rattler*, but on going on board the *Chillicothe* found her already much injured by the shot of the enemy, one of which struck between the slide covers of the port forward port, which was at the time sufficiently ajar to allow the rammer handle to pass out. The men were in the act of sending the shell down, when this shell, striking the *Chillicothe's* shell, both exploded—fragments of each being found—killing 2 men and wounding 11 others, 3 of them perhaps mortally. The 11-inch was struck on the muzzle, damaging but not disabling it. The slide covers of this port were blown out, one going overboard. Other shot struck, killing 1 man. The *Chillicothe* and *De Kalb* were strengthening themselves with cotton when advanced, and I now withdrew them for the purpose of completing that defense. The short distance, and the stream being narrow, prevents the easy use of two vessels upon the fort. I have therefore landed the 30-pounder Parrott gun from the broadside of this vessel, and, with the assistance of the troops, expect to have it in position to annoy the rebels' best gun at about 600 yards by morning, and well protected by cotton and earth. Of the seven shells fired by the *Chillicothe*, two appeared to

burst well and two to strike a steamboat lying just beyond the fort below Greenwood. There is a steamer sunk there by the rebels, not quite in position desired by them. A rebel called over this afternoon that they had a vessel ready for the *Chillicothe*. She will be guarded, and if boarded, will, if possible, be swept by our own vessels, her crew going below. This is different from engaging with head upstream.

The *Chillicothe* works well, but the *De Kalb* and other stern wheels are very awkward. The base of a rifle shell measuring 6½ inches shows the size of one of their guns. Another seems like a 68; another, a 4½-inch rifle.

Mr. Morton, the pilot, was badly blown by the explosion of the shells on board the *Chillicothe*. He is not seriously injured, and will soon be on duty. I shall use all the means we have of silencing this battery—the mortar, with the others, when it arrives.

The *Chillicothe's* turret is not well backed; neither she nor the *De Kalb* can stand the rifle shot.

I have not ascertained sufficient about the raft to speak of it with certainty.

My letter of yesterday acquaints you with our situation as regards provisions and fuel. Those of us that are but partly manned feel the want of men. The soldiers serve the guns well, but the others are needed. It is with difficulty that the small boats can be manned.

The small army steamer has arrived, not having been interfered with by guerrillas.

Midnight.—The rebels are busy at something; do not think they are leaving. The Yalobusha is probably fortified at each bluff, as they feared for Grenada.

I am obliged to keep steam now at night, which is exhausting to the coal.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

List of the killed and wounded.

U. S. MISSISSIPPI SQUADRON,
U. S. Gunboat Chillicothe, March 11, 1863.

Name.	Class.	Injury.
J. F. Morton.....	Pilot.....	Wounded.
Thomas Greenslade.....	Quarter gunner.....	Killed.
Jerry Norton.....	Marine.....	Do.
John G. Singleton.....	do.....	Do.
John Henderson.....	do.....	Do.
Henry B. Levague.....	Boatswain's mate.....	Wounded.
Newton Porter.....	Marine.....	Do.
James H. Young.....	do.....	Do.
James G. Holladay.....	do.....	Do.
Patrick Conner.....	do.....	Do.
Robert Brown.....	do.....	Do.
J. A. Briton.....	do.....	Do.
C. C. Huff.....	do.....	Do.
Stephen N. Cornell.....	Seaman.....	Do.

W. C. FOSTER,
Acting Assistant Surgeon.

List of wounded on board the U. S. gunboat Chillicothe, in the action before Fort Pemberton (Greenwood) on March 13, 1863.

Name.	Class.	Injury.
Francis O'Neill	Landsman	Wounded badly in the arm.
Leopold Trost	Marine	Wounded in the face.
Roney Hupple	Seaman	Contusion of the hand.
John Mitchell	do	Violent concussion of the brain.
D. Miller	Marine	Wounded in the hand.
Harrison Gill	Landsman	Wound of the hand.

W. C. FOSTER,
Acting Assistant Surgeon, Chillicothe.

List of killed and wounded on board the U. S. gunboat Chillicothe during action at Fort Pemberton (Greenwood), March 16, 1863.

Name.	Class.	Injury.
John Young	Seaman	Wound in right side.
Christopher Talbot	First cabin boy...	Drowned by falling overboard as we were going into action.

WM. C. FOSTER, JR.,
Acting Assistant Surgeon, U. S. Navy.

Report of Lieutenant-Commander Smith, U. S. Navy, transmitting report of the commanding officer of the U. S. S. Chillicothe, regarding the first attack upon Fort Pemberton (Greenwood), March 11.

U. S. S. RATTLER,
Tallahatchie River, March 17, 1863.

SIR: The accompanying report of Lieutenant-Commander Foster came after my other letters were sent. I am in hopes that it will reach you, as it gives something of the character of the *Chillicothe's* defenses upon which so much reliance has been placed for reducing the apparently small obstructions that detain us here.

There are also some specimens of spikes for holding armor in place in soft pine, sent with the *Marmora*. Properly backed, the iron would have stood much more.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander.

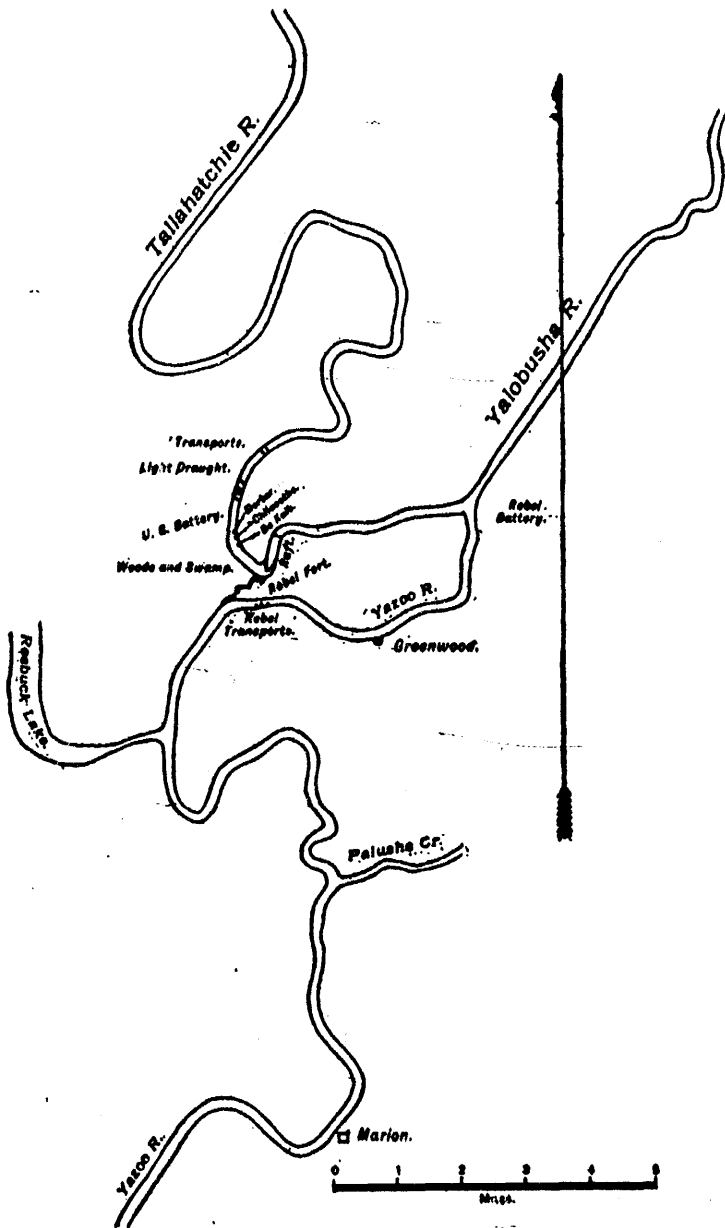
Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. GUNBOAT CHILICOTHE,
Tallahatchie River, Miss., March 12, 1863.

SIR: On yesterday, the 11th instant, the *Chillicothe*, with Lieutenant-Commander Watson Smith, commanding the gunboats, Yazoo

MAP OF OPERATIONS OF THE YAZOO PASS EXPEDITION,
UNDER COMMAND OF LIEUT. COMMANDER WATSON SMITH, U. S. NAVY, 1863.



expedition, Lieutenant-Colonel Wilson, topographical engineer, and General Ross, of the volunteer army, and commanding the troops of the Yazoo expedition, on board, proceeded to reconnoiter Fort Greenwood on the Tallahatchie River, and distant from the Yazoo River by water about 3 miles. After she had been underway about thirty minutes, and at fifteen minutes past 10 a. m., the enemy opened on her at about 800 yards distant with five pieces of artillery. One gun was en barbette, 6½-inch caliber, throwing conical steel-pointed shell; the other four guns throwing shot and shell supposed to be from 12 to 30 pounders, rifles. The enemy during the reconnoissance fired at the *Chillicothe* twenty-five or thirty times, striking her twice. Their first shot that struck the *Chillicothe* was in her port bow, and about 18 inches above the water's edge; this shot did not penetrate through the armor, but almost buried itself in the iron plating. Their second shot struck the *Chillicothe's* starboard side of the turret, and about 4 feet from her forward starboard port, and about 6 feet above the deck, indenting and fracturing both plates of the turret and smashing in the framing or backing abaft of where the shot struck.

The *Chillicothe* fired three five-second shell, but with what effect it is unknown, as the smoke obstructed our view. The reconnoissance being completed, the *Chillicothe* backed up the river to within long range of Fort Greenwood. Casualties: 1 man, contusion of the shoulder, caused by the flying off of a turret-bolt nut. We were under fire about twenty minutes.

At ten minutes past 4 p. m. the *Chillicothe* got underway to attack the fort, and at fifteen minutes past 4 p. m. the fort opened on the *Chillicothe* with all her guns. In seven minutes she was compelled to back up the river and out of range, in consequence of having one gun's crew (No. 2 or port gun) rendered perfectly useless, 3 men being killed outright, 1 mortally wounded, and 10 others seriously wounded, while the other 5 of the gun's crew had their eyes filled with powder. This occurred in this way: One of the enemy's largest shell penetrated the port slide (3 inches thick) and struck the tulip of the *Chillicothe's* port gun, and, exploding, ignited her shell just after it was in the muzzle of her port gun, and it not being home exploded at or about the muzzle, carrying away the two forward port slides, weighing 3,200 pounds, and a portion of the turret's backing, and tearing the bolts out of a large space of the armor, besides setting the cotton on fire that had been placed forward of the turret after the reconnoissance of the morning.

One of the port plates was carried overboard. The *Chillicothe* fired four five-second shell; two of them, it was said by those on shore, did great damage. The enemy fired at the *Chillicothe* about twenty times and struck her four times, one time as above related, one on the bow deck, one carrying the jackstaff away, and the fourth time aft; this fourth shot passed over the port quarter and aft of the turret, and between the wheelhouses.

The damages to the *Chillicothe* have now been repaired, after thirty hours' hard labor, and is now ready for action.

My gun's crew behaved well. The casualties the accompanying report of the surgeon will show.

It is to be regretted that from the ease with which the enemy's shell, in weight not to exceed 68 pounds, penetrates the armor of the

Chillicothe that she is almost a failure and will remain so until alterations are made in the backing of the turret.

I am, very respectfully, your obedient servant,

JAS. P. FOSTER,
Lieutenant-Commander.

Lieutenant-Commander WATSON SMITH,
*Commanding Gunboats Yazoo Expedition,
Tallahatchie River, Miss.*

Report of Lieutenant-Commander Smith, U. S. Navy, transmitting report of Lieutenant-Commander Walker, U. S. Navy, regarding reopening of the attack upon Fort Pemberton (Greenwood), March 13.

U. S. S. RATTLER,
Tallahatchie River, Evening, March 13, 1863.

SIR: My letter of the 11th instant reports to that date. Yesterday was occupied in protecting the two heavy vessels with cotton and repairing the *Chillicothe's* damages. Erected another 30-pounder Parrott in the woods, detailed men from the *Petrel* and *Signal* to make a gun's crew for the *Chillicothe*, and giving them two hours' drill commenced again at 11 a. m., the *Chillicothe*, *De Kalb*, mortar, and two Parrott guns with navy officers and men being engaged; distance of vessels about 900 or 1,000 yards.

It was necessary to secure the *De Kalb* against turning or falling below if disabled; secured her, therefore, so that if necessary she could be drawn out of view against the current.

The rebels fired with great accuracy, especially from one gun or two, the shots of which struck with telling effect. As the result of the day's work, I may mention that the *Chillicothe* has been struck about thirty-four times, generally full and fairly on the casemate, which has not stood it well. I saw three hit in one place, under the edge of the hurricane deck, port side forward. These have bent down the grating so as to confine the steering wheel and broken the beam. Some shots have been turned well, probably 20-pounders, but the 6½-inch conical do mischief. Her wheelhouses and wheels suffered somewhat.

One of the port covers was struck three times, saving the men, but it at last bounced out.

I expected Foster's report before this, and I can not wait for it and his requisition for ammunition, as the dispatch boat is to leave soon. He had but 2 wounded, and may require time to-morrow to secure iron. Our means of doing this are not efficient. The *De Kalb*, Lieutenant-Commander Walker, was struck six times, one going through the forward casemate iron and stopping in the timber. Another entered between two ports on her swinging a little, cutting away over a dozen beams; killed 1 man, mortally wounded 1, 1 officer mortally wounded, probably, and 3 others wounded; wheel ropes cut. The guns on shore (ours) were not injured, though fired upon.

The enemy's best gun was silent for a time before we ceased, and our intention was to take a closer position after the *Chillicothe* had prepared some shells, which her captain said he could not well do in action. When about to advance, however, General Ross informed me that dispatches notified him of the approach of reinforcements

for him, and proposed an attack by us and assault by the army on the arrival of reinforcements, to which I agreed rather than have time elapse wherein the rebels might repair after our attack and his assault.

It will not be easy to approach them, there is so much water.

There was no room for light-drafts to-day, but I shall hope for something from them, this one perhaps, if we get as close as we probably will.

Many of our shells were effective, but the dense smoke holding between the trees prevents our noting results at the right time.

I enclose Captain Walker's requisition for ammunition, also a report. The *Chillicothe* will also require a supply, plenty of five-second fuzes for each.

Have only 26 mortar shells left (had but 75). I did not think they were going so fast. It works well.

There are many sick officers and men, besides wounded, who will require a better climate than this for recovery. Of coal and provisions, my previous letters speak. A supply of ammunition for 30-pounder Parrott guns will also be needed, say an assortment of 200 shots, shell and solid; would prefer the majority of fuzes to be five-second.

In placing the *Chillicothe* and *De Kalb*, I have recognized the importance of our interest in those vessels, the army and fleet of transports, and it is only because the enemy's fire slackened very much to-day that I think of approaching to an easier distance. We will feel our way, and the *De Kalb* be kept ready for hauling out; fighting downstream is awkward.

Walker complains bitterly of the closing up of the vents of the 9-inch guns, never having more than one clear. He was obliged to devise means of blowing them out while receiving the enemy's fire. The vents fill up at the bottom.

I enclose Lieutenant-Commander Foster's report of casualties, and of engagement of the 11th, and Lieutenant-Commander Walker's requisition for ammunition.

Those two vessels do not resist shot well. With much opposition the *Chillicothe's* turret would be demolished. The *De Kalb* is pretty strong directly in front. If this expedition meets with this kind of opposition, other and better vessels will be required. The *Chillicothe's* thin white pine backing will not stand.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. BARON DE KALB,
Mouth of Yazoo, April 13, 1863.

SIR: I have the honor to submit the following report of the operations of this vessel before Fort Pemberton, Tallahatchie River:

We arrived before the fort on the 11th of March, and after examining the work prepared for action, but, owing to the temporary disabling of the *Chillicothe* by a shot from the enemy, were ordered to

withdraw. On the 13th went into action at 10:45 a. m. in company with the *Chillicothe* and mortar boat, engaging the fort at about 800 yards. The engagement was severe until about 2 p. m., when the *Chillicothe* was forced to retire for the want of ammunition. This vessel remained in her position until dark, firing upon the enemy at intervals of fifteen minutes, the enemy having ceased firing. After dark, by order of Lieutenant-Commander Smith, she was backed up to her old position.

The enemy fired but few shots after 2 p. m. On the 15th landed an 8-inch gun with a supply of ammunition and placed it in battery on shore with a crew to work it. At 12:30 p. m. on the 16th we again moved into action, but the *Chillicothe*, being disabled in a few minutes after getting under fire, withdrew by order.

On the 19th took on board the 8-inch gun from the shore battery.

In the engagement of the 13th the loss on board this vessel was:

Name.	Class.	Injury.
John O'Neill.....	Quartermaster.....	Killed.
Robert Murphy.....	Ordinary seaman.....	Do.
F. E. Davis.....	Master's mate.....	Mortally wounded; since dead.
G. W. Male.....	Seaman.....	Lost a leg.
John McGowan.....	do.....	Slightly wounded.
Frank McGulre.....	do.....	Do.

This vessel was considerably cut up, losing the gun-deck beams, having the wheelhouse and steerage badly knocked to pieces, and various other damages to the wooden parts of the vessel, but nothing to render her unserviceable.

I am, sir, very respectfully,

JOHN G. WALKER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Foster, U. S. Navy, commanding U. S. S. *Chillicothe*, regarding attack of March 13.

U. S. GUNBOAT CHILLICOTHE,
Tallahatchie River, Miss., March 14, 1863.

Sir: In pursuance to your orders, the *Chillicothe*, on the morning of the 13th instant, advanced down the Tallahatchie River to attack the rebel Fort Greenwood [Pemberton], and at 11:25 a. m. opened her starboard gun upon those of the enemy at a distance of about 800 yards. Almost at the same instant the port gun opened on the fort also; the rebel guns had been firing at the *Chillicothe* some three minutes before the latter returned the fire. The *Chillicothe*, after getting the position assigned as nearly as possible, was tied up by her stern and a breast line on the starboard side forward to keep her in position. In this position the *Chillicothe* remained one hour and thirty-eight minutes, keeping up a constant fire on the fort, using most of the time five-second shell and shrapnel, and until all the ordnance of this length of fuze in the magazine was shot away, amounting in all to

fifty-four shot. The enemy's fire was almost exclusively directed at the *Chillicothe*. When the ammunition of the *Chillicothe*, as above reported, was exhausted, and after being on fire three times during the action, and at the time on fire, and after being struck thirty-eight times, ten shot striking her in a space of 10 feet on the port side of her turret forward, seven through her wheelhouses, the remaining shots striking her in and about her bow, on starboard side of her turret forward, and on her port quarter and hurricane deck, and with her forward port slide carried away, and with her side port slide gone, and with the cotton bales that had been put up as an additional protection thrown out of place and on fire, and upon your orders, the *Chillicothe* withdrew from the action to repair damages and to fill the remaining empty shell on board.

The *Chillicothe* is now in condition to engage the enemy; she is, however, badly battered and shattered, and does not withstand the enemy's shot and shell near as well as expected.

The accompanying surgeon's report will show her casualties.

The port gun's crew, although never drilled until the morning of the action, and who were never under fire before, behaved remarkably well. The officers and the other gun's crew and the marines acted their part bravely, without exception.

I am, very respectfully, your obedient servant,

JAS. P. FOSTER,
Lieutenant-Commander.

Lieutenant-Commander WATSON SMITH,
*Commanding Gunboats, Yazoo Expedition,
Tallahatchie River, Miss.*

Report of Lieutenant-Commander Foster, U. S. Navy, commanding U. S. S. *Chillicothe*, regarding attack of March 16.

U. S. GUNBOAT CHILICOTHE,
Tallahatchie River, Miss., March 16, 1863.

SIR: In obedience to your orders, the *Chillicothe* to-day, at 12:43 o'clock p. m., took position before Fort Greenwood, about 200 yards in advance of her positions on the 11th and 13th instant, and was kept in this position by a stern line made fast to a tree on the right bank of the river the short time she remained in action. She was engaged fifteen minutes, during which time she fired seven five-second fuze shells. After the discharge of the seventh shell, all of her forward ports being closed, she was struck by four shots from the enemy's guns, two striking simultaneously on her forward ports, one on her starboard slide ports forward, and the other on her port slide port forward, and so forcible and heavy were the projectiles of the enemy that all the forward slide ports of both forward ports were either penetrated or so smashed in, or the armor bolts so driven out, that it was impossible to open them (every effort being made by the gun's crew) and run out the guns. Thinking it possible that the starboard gun could still be worked, the command was given by me to maintain the action with it alone, when it was reported to me that it was impossible to get the starboard gun out, the forward starboard ports being held fast in their closed position by the armor bolts hav-

ing been started out so much as to prevent the ports from sliding almost to the same extent as those of the forward slide ports. I personally ascertained these facts, and finding it perfectly impossible to fight the *Chillicothe* through her forward ports, and it not being possible to fight her except bow on, and in accordance with your orders that if anything serious occurred to withdraw from action, I ordered the *Chillicothe* out of range to repair damages. I would remark in passing that many of the armor bolts are very weak and imperfect spikes, with large heads (of which I send you a sample), and it is astonishing that the weight of the armor has not heretofore forced them out. The *Chillicothe* was struck to-day eight times, four doing the damages as above described and rendering her guns useless, the other four striking her upper and lower decks. The projectiles that struck the forward part of the turret were two 68 solid shot (I have had them weighed) and two 6½-inch conical shell (weighing about 64 pounds). The backing to the turret is shattered all to pieces, and the iron plating on the turret is penetrated, knocked loose, stove in, and almost unfit for service.

The enclosed surgeon's report will show casualties.

The *Chillicothe's* total loss on the 11th, 13th, and to-day is 22 killed, wounded, and drowned.

I am, very respectfully, your obedient servant,

JAS. P. FOSTER,
Lieutenant-Commander.

Lieutenant-Commander WATSON SMITH,
*Commanding Gunboats, Yazoo Expedition,
Tallahatchie River, Miss.*

Report of Lieutenant-Commander Smith, U. S. Navy, regarding the reopening of the attack upon Fort Pemberton, March 16.

U. S. S. RATTLER,
Tallahatchie River, Evening, March 16, 1863.

SIR: Having a number of wounded and sick in the force, whose condition will be improved by a change and greater comforts, I have trusted that giving them quick dispatch in a light-draft to the hospital steamer will meet your approbation. It combines, too, the advantage of showing force through the passages in the rear and will relieve me of the necessity of sending for that especial purpose.

The three medical officers in the six light-drafts divide the duty between them. The two smallpox patients of the *Forest Rose* were not taken out by the army dispatch, and now their condition does not favor their removal, they being convalescent and, in the opinion of the surgeon, less liable to spread disease where they are than if removed elsewhere.

Our plan of to-day was to attack this battery, or Fort Pemberton, as it is termed by the rebels, and if successful in silencing it, to advance the light-drafts full of troops to occupy.

With this view landed an 8-inch gun from the *De Kalb*, yesterday, adding it to the battery of two 30-pounder Parrotts already on shore.

Our experience of the enemy's guns' effect upon our best vessels made me careful to secure them against dropping with the current if disabled, and with boats and lines to hold them, advanced at 11.30 a. m. closer than before, the guns on shore opening.

Again the *Chillicothe* was rendered ineffectual by the striking of a port portslide with a solid 68-pound shot, breaking through, though not passing through, and the springing out of plates and depression of others so as to confine the covers of the starboard forward port. There was no alternative but for her to retire and repair, both ports being effectually closed. The side slides will give place to cotton bales and be used in front, smiths from other vessels and from amongst the troops giving aid. As it is all cold iron work, it will require a day.

The guns on shore are serviceable, but constrained for want of a better supply of ammunition.

I can not give the strength of this battery, but have picked up at least six different kinds of projectiles, only two of which could have come from the same gun.

Returned them two of their 68 solid shot to-day with interest. Our firing is very good, but for good effect must strike the guns themselves, of which we seldom see more than the muzzles.

Another reason for sending one of the force to you is to insure the transmission of the intelligence I wish to convey, that you may know just what provisions and coal we have, and our need for supplies of ammunition for the *Chillicothe* and *De Kalb*, 30-pounder Parrotts of the *Forest Rose* and this vessel, and, say, 200 13-inch mortar shells with 2,400 pounds mortar powder and primers; more would be desirable, but we could not stow it. I sent in a former letter—Captain Walker's ordnance requisition; the *Chillicothe's* is for a full supply of shells and shrapnel, powder, and primers. She still has her original small quantity of solid shot.

We have rations for thirteen days and about 21,000 bushels of coal in bunkers and barges. The *Lioness*, being kept ready for immediate use, burns heavily; the *Chillicothe* and *De Kalb* almost as ready, probably are within 100 bushels per day, and the others from no coal (using rails) to 50 or 60.

Foraging adds but little to our supplies.

Sent the *Forest Rose* a run back as far as possible and to return by night. Yesterday she brought us a day's rations of beef.

We are in want of ensigns and mates. The *De Kalb* is very deficient, one officer having been arrested for drunkenness on duty, in action; another wounded, it is feared mortally; another sick. I have not been able to ascertain exactly how many we need, there has been so much going on, and communication not being convenient, but 5 ensigns and 8 mates could be used in filling vacancies; scarcely a vessel whose officers are not more or less afflicted with one complaint or another incident to the situation.

Captain Foster has just handed in his requisition for ordnance. It is much less than he requires, but more than he can stow properly.

He will write to you concerning his turret and its weakness.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Brigadier-General Ross, U. S. Army, regarding operations before Fort Pemberton (Greenwood).

IN FRONT OF GREENWOOD, MISS., *March 13, 1863.*

GENERAL: My fleet of transports is now lying in the Tallahatchie, about 5 miles from Greenwood on a direct line and about 12 by the Tallahatchie and Yazoo rivers.

We arrived here on the morning of the 11th inst., and have been prevented from advancing any farther by a strong fortification, extending from the Tallahatchie to the Yazoo River, across a neck of land some $2\frac{1}{2}$ miles below.

On the morning of the 11th I went on board of the gunboat *Chillicothe*, in company with Commander Smith and Lieutenant-Colonel Wilson, for the purpose of making a reconnoissance, in which we exchanged several shots, two 64-pounder shot of the enemy striking the *Chillicothe*, but doing her no damage.

I sent Colonel Slack, of the Forty-seventh, and Colonel Bringham, of the Forty-sixth Indiana Volunteers, out on a reconnoissance by land. We soon met the outposts of the enemy, when a brisk skirmish followed, in which 2 of our men were wounded. The loss of the enemy not known. We drove them back into their fortifications, which you will observe by enclosed plats, are very difficult of access, being entirely surrounded by water.

In the afternoon the *Chillicothe* again made an advance on the works of the enemy, and after remaining in action about thirty minutes received a shot in one of her portholes, which killed 4 and wounded 12 of the crew.

On the 12th we were engaged in repairing the damage to the *Chillicothe* and making preparations for the erection of land battery.

This morning we had in position on land two 30-pounder Parrott guns and one 12-pounder howitzer, with which we opened on the enemy at 11 a. m. At 11.20 the gunboats *Chillicothe* and *De Kalb* and the mortar boat also opened fire. All were hotly engaged until about 1 p. m., when the *Chillicothe* withdrew for the purpose of filling shell and cutting fuzes.

Up to that time she had been struck about twenty times without inflicting any serious damage. Firing was continued by the others until sundown with but little effect. There has been an immense amount of fighting done during the day, and but 3 or 4 slightly wounded on our side. We have no means of knowing the extent of the enemy's damage. If no greater than our own, I may truly say nobody is hurt by to-day's operations.

We go at them again in the morning, and shall continue fighting at them until we get possession. When the work is completed will forward detailed report. I enclose for information plat of fortifications and surrounding country by Lieutenant-Colonel Wilson.

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

L. F. Ross,

Brigadier-General, Commanding Division.

Major-General B. M. PRENTISS,
Commanding District of Eastern Arkansas.

Report of Lieutenant-Colonel Wilson, U. S. Army, regarding operations before Fort Pemberton (Greenwood).

DR. CURTISS' PLANTATION,
Near Greenwood, Miss., March 13, 1863—9 p. m.

GENERAL: The land and naval forces constituting the Yazoo expedition, after many provoking delays, arrived at this point on the morning of the 11th, and after a reconnoissance of the fort and a slight engagement between the *Chillicothe* and one of its heavy guns the troops were landed.

The *Chillicothe* on the afternoon of the 11th, from a position near the one indicated on the enclosed sketch,* opened her batteries upon the enemy, but in a very short time received a rifle shot in her left port, killing and wounding 14 of her crew.

On the night of the 11th a cotton-bale battery was erected at the point marked, about 700 yards from the large gun, with a view to dismounting it if possible. Having no siege guns, a naval 30-pounder battery was placed in it.

On the 12th, the naval forces not being ready to attack, nothing was done, but on that night (last) another 30-pounder was added to the battery, and this morning at 10 it and the *Chillicothe*, *Baron De Kalb*, and the mortar boat began the attack, but to-night we are not able to perceive any advantage gained.

Last night the enemy erected heavy traverses against our Parrott battery, so that it could do him no serious damage to-day.

The rebel position is a strong one by virtue of the difficulties of approach, though it is defended by only two guns of any weight, one a powerful rifle, 6.4-inch bore. General Tilghman is in command. General Loring was there, but recently relieved. How many troops he has we can not ascertain.

The *Chillicothe* has not stood the work well; that, too, at 1,100 yards. What may be the result at close range must depend entirely upon chance. I understand Commander Smith intends to go close up to-morrow, though I don't think he or his commanders are very sanguine.

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

J. H. WILSON.

Major-General U. S. GRANT,
Commanding Department of the Tennessee.

Report of Lieutenant-Commander Smith, U. S. Navy, transmitting report of medical survey, and asking to be relieved from duty.

U. S. S. RATTLER,
Tallahatchie River, March 17, 1863.

DEAR SIR: My health has failed under the influences of this climate until I am compelled to report myself as no longer fit for duty. I have struggled against this result, and hoped, with the skill of our physician, to avoid it.

The opposition which we have met here has delayed my speaking of it, but it would not be right to keep it from you any longer. I ask for

* Not found.

a change, confident that remaining here will but confirm the disease and seriously affect its future treatment.

This has been my condition since in January, and has been long since pronounced by the surgeon as chronic, his efforts for weeks having been to keep me up for this work.

I have thus far attended personally to all movements, expenditures, and general condition, duties which entail late and early hours. I do not think I can continue to do so.

It is with disappointment and regret that it should have come to this, that I enclose the surgeon's report and await your attention to it.

Much that is unpleasant about this necessity would be relieved if I could see you. A turn down the Mississippi would have little effect after what I have gone through, and if I am to leave this, I could do so after that with a pleasanter remembrance of it.

This steamer needs repairs in hull and boilers, besides tightening, and stanchioning all guards and decks, and although she can go on without this being done now, it could be wisely attended to now.

Yours, etc.,

WATSON SMITH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron. Near Vicksburg.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the inefficiency of the U. S. S. *Chillicothe*.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, March 26, 1863.

SIR: I have the honor to enclose a report * from Lieutenant-Commander Foster, of the *Chillicothe*, and one † from Lieutenant-Commander Smith. The Yazoo Pass expedition does not seem to be doing much beyond exchanging shots with the batteries. The *Chillicothe*, from all accounts, has proved herself unfit to engage a battery, the bolts confining the iron to the ship having been found very destructive to those on board. The *Chillicothe* has suffered a good deal in killed and wounded, as will appear by the report of her commander.

I consider Mr. Hartt to blame for not attending to the details of these vessels, which I find very defective. I have less hesitation in saying this much from the knowledge of the past that Mr. Hartt has not attended properly to anything out here; that the vessels he fitted were fitted in a very indifferent manner, and required extensive alterations; that some mortar boats he built came to me in a leaky condition, and he did not conform to my instructions in any particular except in the model. As a private individual, I would not employ him on anything, and I sincerely believe he is not doing the Government full justice.

Lieutenant-Commander Smith, who commanded the Yazoo Pass expedition, was taken sick soon after entering the Tallahatchie and after operations were commenced and was sent back in, I fear, a dying condition. I depended a good deal on his energy in carrying

* See p. 270.

† See p. 273.

out my orders for the success of the expedition. Unless the fort is taken before this General Grant has ordered the troops to return. They have only retarded our movements so far, there being no chance of landing them at the place where the rebels have blockaded the river.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report of Lieutenant-Commander Foster, U. S. Navy, since assuming command of expedition, March 18, 1863.

MISSISSIPPI SQUADRON,
Yazoo River, April 13, 1863.

SIR: I have the honor to enclose you a report of the Yazoo Pass expedition from Lieutenant-Commander Foster, who took command after Lieutenant-Commander Watson Smith was obliged to give up from extreme illness.

The Department will observe that the *Chillicothe* has proved herself entirely unfit for a fighting vessel as she now is; her backing of pine wood, 12 inches thick, being found inadequate to stand shot.

The *Baron De Kalb*, supposed to be an inferior vessel, received no damage of any consequence.

The Department can form their opinion of the importance of the expedition from the report of Lieutenant-Commander Foster. Fort Pemberton was fairly whipped and silenced by the *De Kalb* and *Chillicothe*; no attempt was made by the troops to assault or take possession. At one time the enemy had not a charge of powder in the fort, and the shells of our vessels were passing through seven bales of cotton, which must have made the place untenable.

There were difficulties in the way of an assault, but whether they were sufficient to stop the troops when the fort was silenced I am unable to say.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. CHILLICOTHE, *April 13, 1863.*

SIR: On the 18th [of] March, in consequence of the ill health of Lieutenant-Commander Watson Smith, I fell into the command of the Yazoo Pass expedition, and have to make the following report:

The orders which were turned over to me by Lieutenant-Commander Smith were positive, and urged the necessity of pushing on; urging him by no means to delay, as the success of the expedition depended entirely upon the rapidity of the movement.

Had these instructions been carried out I have no doubt that the expedition would have been successful, and that we would have reached Yazoo City in half the time that we were in making Fort Pemberton; and as there was no opposition at that time of sufficient force to check us, we would have had complete control of the river with all their steamers at our mercy.

Success here, and the controlling power of the Coldwater, Tallahatchie, Yalobusha, and Yazoo rivers, would, in my opinion, have opened a sure road to Vicksburg, as it is by these rivers that they receive most of their supplies.

The first attack made on Fort Pemberton was on the 11th March, on a reconnoissance about 11 a. m., when five or six shots were exchanged, doing little or no damage. On the afternoon of the same day the *Chillicothe* again went down and opened fire on the fort. During the action the *Chillicothe* had 4 men killed and 15 wounded. After having a whole gun's crew disabled the *Chillicothe* withdrew.

The *Chillicothe* is a perfect failure as a fighting vessel, and will have to be repaired before going into action again.

On the 13th the *Chillicothe* and *Baron De Kalb* got underway at 11.30 a. m., and commenced the attack on Fort Pemberton at 780 yards.

The *Chillicothe* remained in action one hour and thirty-eight minutes. During this action she received 44 shots, and after expending nearly all her ammunition of 5-second and 10-second shells, retired by order of the commanding officer. On the retiring of the *Chillicothe* the fort ceased firing, although the *De Kalb* remained and kept firing slowly during the remainder of the day.

Deserters and prisoners captured reported that their guns were silenced, and that the fort was taken, had our forces advanced, as they were entirely without ammunition.

On the 18th we retired, believing the fort too strong for the forces there engaged and being short of ammunition.

The day after leaving Fort Pemberton, the *Chillicothe*, *De Kalb*, light-drafts, etc., arrived before the fort again, and, at the suggestion of General Quinby, the *Chillicothe* took her old position before the fort, firing three shots for the purpose of drawing the enemy's fire. Failing in this, she withdrew. We, along with those on shore, were under the impression that the enemy blew up a torpedo just forward the *Chillicothe's* bow.

We remained twelve days awaiting for the army to do something, and when General Quinby was ordered to withdraw his forces we brought up the rear.

We captured 5 prisoners, three of whom I paroled at Helena; the remaining 2 I shall send to you.

On our return to the fort we remained twelve days, and during the whole of that time nothing was done by General Quinby toward the reduction of the fort. On meeting General Quinby I told him that it was impossible to take the fort without heavy siege guns; he said that he had a number of heavy 24-pounders, and would procure others without delay, and expressed his entire confidence as to the capture of Fort Pemberton.

I then, at his earnest and written request (a copy of which I have sent you), returned with him, and remained until the army was

ordered to withdraw. The cotton captured and destroyed is about 4,000 to 5,000 bales.

The Yazoo Pass, Coldwater, and Tallahatchie, at the present, are in good condition, and no difficulty is experienced in their navigation.

The enemy burned two large steamers, the *35th Parallel* (supposed to have on board 2,500 bales of cotton) and the *Magnolia*, cargo reported to be cotton. In addition to these they sunk the *Star of the West* near the fort. The enemy lost, by their own acknowledgment, 12 men in killed and wounded.

The gunboats, had they pushed on even after the delay at Helena, would have reached Fort Pemberton before a spade was put in the ground for its erection.

In conclusion, let me again say had the expedition been carried out as it was originally planned, and had not the army detained us by the slowness of their movements, the expedition would have been a complete success.

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

JAMES P. FOSTER,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Foster, U. S. Navy, advising a retreat from Fort Pemberton (Greenwood).

MISSISSIPPI SQUADRON,
Tallahatchie River, Miss., March 18, 1863.

SIR: After consultation with Generals Ross, Fisk, Solyman [J. C. Sullivan?], and Captain Walker, of the *Baron De Kalb*, and others, it has been deemed advisable to retreat to Helena, Ark., as the strength of Fort Greenwood is such that it is impossible, with the naval forces alone, to conquer it, and it being impossible for the army forces to combine in the attack in consequence of water, etc., and as we are in imminent danger of being outflanked and cut off by rebel forces coming down to the mouth of the Coldwater.

The *Chillicothe* and the *Baron De Kalb* are both short of ammunition and provisions. The *Chillicothe* is badly damaged from the fire of the enemy.

Lieutenant-Commander Smith, U. S. Navy, has this day been condemned by a medical survey and recommended to be sent North immediately, as his health is such that longer delay would endanger his life.

I will write you in detail at the very first opportunity.

I await your orders at Helena, Ark.

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

JAMES P. FOSTER,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Yazoo River, Miss.

Report of Acting Assistant Surgeon Wilson, U. S. Navy, of the U. S. S. Rattler, regarding casualties on that vessel.

U. S. S. RATTLER,
Tallahatchie River, March 19, 1863.

SIR: I have the honor to report the following killed and wounded aboard this vessel:

Killed.—Jeremiah Harrington, seaman; ball passing through external carotid artery.

Wounded.—Acting Ensign George S. West; ball entered left side between ninth and tenth ribs, passing around anterior to the bowels, lodging below right nipple; patient will recover.

Respectfully, your obedient servant,

W. H. WILSON,
Acting Assistant Surgeon Steamer Rattler.

WALTER E. H. FENTRESS,
Acting Master Commanding U. S. S. Rattler.

Letter from Brigadier-General Quinby, U. S. Army, to Lieutenant-Commander Foster, U. S. Navy, urging a return to his former position above Fort Pemberton (Greenwood).

STEAMER PRIMA DONNA, *March 21, 1863.*

SIR: In view of the depressing effect which a virtual abandonment of the Yazoo expedition would have upon our Army and Navy, and our country, I most earnestly request you to return with your fleet, notwithstanding its disabled condition, to your former position above Fort Greenwood.

I ask this in the hope that by land operations we may accomplish the reduction of the fort, and in the belief that the mere moral effect of the presence of the gunboats will go far to insure our success.

I am, very respectfully, etc.,

I. F. QUINBY.

Lieut. Commander J. P. FOSTER, U. S. Navy,
Commanding Gunboat Fleet, Yazoo Expedition.

Report of Lieutenant-Commander Smith, U. S. Navy, after withdrawal from command of expedition on account of illness.

U. S. S. RATTLER,
Helena, Ark., March 22, 1863.

DEAR SIR: After my last to you of the 16th instant, I was obliged to devolve the duty of conducting our naval force in the Tallahatchie upon the next naval officer, Lieutenant-Commander J. P. Foster.

A medical board assembled by his order for my survey, reported the necessity of my immediately returning to a more congenial climate. Since then I have been in bed or on my back undergoing the misery of this long-continued disease. I suppose Captain Foster has made the necessary reports to you concerning this change.

Acting Master W. E. H. Fentress will give the details of our passage to the Mississippi, which has not been without incident. I

recommend Mr. Fentress to your notice for the command of this vessel. Acting Ensign John Bath would do well as an executive officer.

In the engagements below,—the *Chillicothe* and *De Kalb*, under their respective commanding officers, and which were the only vessels that could be taken into action, were handled with a coolness and skill which I believe would have elicited your admiration. The land battery did good service; the guns were brought from vessels, and could not otherwise have been brought to bear upon the enemy.

I very much regret this interruption in our service together. My address will be Trenton, N. J., where I hope to hear from you.

Yours, etc.,

WATSON SMITH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Master Fentress, U. S. Navy, regarding the passage from the Tallahatchie River to Helena, Ark.

U. S. S. RATTLER,
Helena, March 22, 1863.

SIR: I have the honor to report the arrival of the *Rattler* at this place from the Tallahatchie River. On the 17th instant I was ordered to take command of this vessel and proceed to Helena, when, after coaling, I was to follow the orders of Lieutenant-Commander Watson Smith. On my passage up the Tallahatchie I was several times attacked by the guerrillas, but was never surprised by them. On the 19th instant, at 5 p. m., we were fired upon suddenly by a large party. We were, however, at quarters and returned the fire almost simultaneously, killing 2 of the enemy. I regret to say that Acting Ensign George S. West is very badly wounded, a ball entering his left side and passing to the opposite side. Jerh. Harrington, seaman, was shot dead instantly by a shot through the throat. I have lost 3 of my crew by sickness; Mr. D. Welch, acting master's mate, died on the 18th instant, and 2 seamen on the 20th instant.

With the exception of the loss of the starboard smoke pipe I have no accidents to report, and but for my small crew could be ready for any service immediately. I have cut my port pipe in the middle, and now have two very nice smoke pipes.

On my arrival at Cairo I am ordered to report to Captain A. M. Pennock.

Hoping that my conduct has met with your approval, I have the honor, sir, to be your most obedient servant,

WALTER E. H. FENTRESS,
Acting Master, Commanding U. S. S. Rattler.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Foster, U. S. Navy, commanding U. S. S. *Chillicothe*, regarding arrival of reinforcements under Brigadier-General Quinby, U. S. Army.

U. S. GUNBOAT CHILLICOTHE,
Tallahatchie River, Miss., March 22, 1863.

SIR: When I last wrote you a retrograde movement was unanimously agreed upon, it being hazardous to remain longer. This movement was postponed, but on the morning of the 19th instant was reagreed upon, and we started for Helena in the perfect belief that there was no hope of reducing Fort Greenwood (or Pemberton) without a strong reinforcement of heavy ironclads.

Since our departure (to-day) we have met on the Tallahatchie River General Quinby and his command en route for Fort Greenwood. General Quinby states to me that other large land forces are on their way also to join in the attack on Fort Greenwood [Pemberton], and that his forces and armament will be such that, with the gunboats of the Mississippi squadron, comprising the Yazoo Pass expedition, failure is impossible in his opinion. I send you a copy of his letter of requests, and while I feel the responsibility without consulting you—it being impossible—I still fear and hope that in complying with General Quinby's request that I shall meet your hearty approval, notwithstanding the disabled condition of the *Chillicothe* and the shortness of ammunition and provisions. The latter General Quinby promises to furnish for the present. It is proper for me to say that General Ross, with whom the gunboats have heretofore been cooperating, and who during the whole expedition has been indefatigable in his exertions to render it successful, had it been possible with the forces before engaged, remains quiet, but thinks we can take the fort if reinforced by gunboats. From my knowledge of General Ross I have to say that I believe him to be as sincere as I know him to be magnanimous and brave. Colonel Wilson joins in the renewal of the Yazoo Pass expedition, and from his known engineering abilities and his well-established patriotism, I can but accord to his opinion great weight.

I hope that the expedition will redound to our cause, and yet I fervently hope to dispatch to you that the gunboats of the Yazoo Pass expedition, in conjunction with the army, have added other laurels to our flag.

After we pass Fort Greenwood [Pemberton], if not before, I think it will be absolutely necessary to our perfect success to have at least two more heavy ironclads. Two months' provisions are required now for what gunboats are here of all classes.

I regret to say that I have just heard pretty reliably that the *Rattler*, en route for Helena and in command of Acting Master Fentress, late executive officer of the *Rattler*, was attacked in the Tallahatchie River, and during the action lost 10 men killed and several wounded. I also regret to say that Lieutenant-Commander Smith was said to be dying.

The wounded of the *Chillicothe* in the actions of the 11th, 13th, and 16th, that have been retained here are doing well. I, however, sent the worst cases to the fleet surgeon, except the wounded soldiers doing duty as marines. These latter I sent to the army hospital boat.

I will remain off Fort Greenwood [Pemberton] ten days, and await your answer to former dispatches.

I am, very respectfully, your obedient servant,

JAS P. FOSTER,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Brigadier-General Fisk, U. S. Army, to Brigadier-General Ross, U. S. Army, regarding the readiness of steamers *Citizen* and *Lebanon* for transport duty as ordered.

LEBANON No. 2,
Tallahatchie River, Miss., March 25, 1863.

GENERAL: In obedience to orders from General Quinby, communicated to me through your headquarters, the steamers *Citizen* and *Lebanon* have been placed in readiness to get underway for Helena to-morrow morning at daylight, and the detail of guards for each steamer ordered on board.

Will you allow me, general, to suggest that it is hardly prudent to separate this amount of transportation from my brigade at present. I have just returned to my quarters from an interview with Acting Commodore Foster and Captain Walke, senior officers of the naval department of this expedition. I am assured by both of them that unless they receive orders from Admiral Porter, directing them to remain here and wait reinforcements of additional ironclads and ammunition, they will weigh anchor for the Mississippi River, via Moon Lake, on the 1st proximo, and quite probably before that date, and they have no expectation of receiving orders to remain. In the event of their departure, I suppose the army will follow. The transports leaving here to-morrow morning can not make the round trip before the 6th of April under the most favorable circumstances, and some of them will, without any doubt, put themselves in condition not to return. My command now crowd the transports assigned me, and the sickness in my brigade is fearfully increasing. It would simply be murdering my men to crowd them, as it would be necessary to do should we be ordered away before the return of the boats, and then is it probable that other transports will be sent into this expedition empty to take the place of these which are expected to return with other troops? It seems to me that every foot of transportation now here should be retained until our situation is better known, or at least until our naval officers receive orders, or decide to remain here without orders.

Nearly 200 new-made [graves] at Helena contain the bodies of men of my command who were murdered outright by crowding them into dirty, rotten transports, as closely as slaves in the "middle passage." It was a crime against humanity and heaven, the packing of our soldiers on the White River expedition. You will, therefore, excuse me, general, if I earnestly protest against any probable repetition of such an outrage upon the gallant men who confidently believe that I will do all that I can to insure their comfort and safety without prejudice to the good cause for which they will cheerfully fight.

The company from the Twenty-ninth Iowa, on the *Luella*, lost all their arms and clothing by the sinking of that staunch vessel, and one of my best officers, Lieutenant [Lucius B.] Nash, will doubtless die from injuries received thereby.

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

CLINTON B. FISK.

Brigadier-General Ross,
Commanding Division.

[Endorsements.]

HEADQUARTERS THIRTEENTH DIVISION,
Greenwood, Miss., March 25, 1863.

Respectfully forwarded, with the request that it may receive the careful consideration of the general commanding. There is much force and pertinence in the suggestions. It could scarcely fail to result disastrously should we be left without gunboats and transports, as seems not improbable.

L. F. Ross,
Brigadier-General, Commanding.

HEADQUARTERS YAZOO EXPEDITION,
Tallahatchie River, Miss., March 25, 1863.

The within protest is respectfully referred to the major-general commanding the Department of the Tennessee. I am informed that Brigadier-General Fisk was opposed to this expedition from the beginning, and it is not probable, to say the least, that he discouraged the determination of Lieutenant-Commander Foster, in the interview to which he refers, to withdraw his gunboat fleet on or before the 1st proximo.

I. F. QUINBY.

Report of Brigadier-General Quinby, U. S. Army, regarding the difficulties of his position on the expected withdrawal of the naval forces.

HEADQUARTERS YAZOO EXPEDITION,
Tallahatchie River, March 25, 1863—11 p. m.

GENERAL: This expedition reached the position formerly held by the command under Brigadier-General Ross, about 2 miles above Fort Pemberton, on the afternoon of the 23d instant. At 3 p. m., the same day, I induced Lieutenant-Commander Foster to move down with the *Chillicothe* and *De Kalb* to draw the fire of the fort. Only three shots were fired from the *Chillicothe* and none from the *De Kalb*. The guns of the fort made no response. General Ross and myself, during the firing, were on the right bank of the river, 700 yards from the works, and could distinctly see the guns, but the gunners kept under cover, evidently reserving their fire for a nearer approach of the gunboats. It was raining hard at the time, and continued to do so until noon yesterday, when it cleared up. I deemed it best not to have the troops disembark until to-day. In the

meantime I have thoroughly examined both banks of the river to the fort on the west and several miles below it on the east bank. At the present stage of the water it is impracticable to reach the fort by land or the Yazoo River below it on the west bank, but from the position I hold on the east bank we can easily get to the Tallahatchie below the fort and also to the Yalobusha. Both banks of the Tallahatchie, about 3 miles below the fort, are several feet above the water, and by means of a pontoon bridge a force could be thrown in the rear of the fort and beyond the reach of its guns.

By crossing the Yalobusha just above its mouth and following down the Yazoo until we get below the fort we could cut off the supplies of the garrison, and compel it to come out to fight or surrender. Either of these places will require a pontoon bridge 250 feet long.

Lieutenant Foster, commanding gunboat fleet, declares positively that unless he receives orders to the contrary he will start for the Mississippi River, via Moon Lake, with his whole fleet on or before the 1st proximo. Should he act on this determination, the land forces would be left here in a very precarious position, with nearly 200 miles of unguarded water communications between them and the Mississippi.

I shall do my best to induce him to leave behind the five light-draft gunboats now in the Tallahatchie, but I scarcely hope to change his determination. Six of our transports are under orders to leave for Helena at daylight to-morrow morning to bring the rest of my division, but since I have learned of the decision of Lieutenant Foster I do not know that it would be prudent to send them up. It is one of the great evils of our service that the land and naval forces are left in a great measure independent of each other. The best concerted plans are liable to fail from this cause.

In the hope that you will soon be here, I remain, general, very respectfully, your obedient servant,

I. F. QUINBY,
Brigadier-General, Commanding.

Major-General J. B. McPHERSON,
Commanding Seventeenth Army Corps.

Letter from Major-General McPherson, U. S. Army, to Brigadier-General Quinby, U. S. Army, regarding orders for withdrawal of army forces from Yazoo Pass.

LAKE PROVIDENCE, LA., *March 31, 1863.*

GENERAL: Your dispatch was received yesterday and a copy of it forwarded to Major-General Grant.

Since your dispatch was written Lieutenant-Colonel Wilson has been down to see the general and returned to the Yazoo, I presume, with orders for you. As I did not see Colonel Wilson, I do not know what the orders were.

Below is an extract from a letter received from General Grant this morning, from which I infer the Yazoo expedition is given up:

Have Quinby's two divisions come down yet? They should be got down as soon as possible.

General John E. Smith's division came down yesterday, and has been assigned to General Sherman's army corps. You will, therefore, general, bring your two divisions to this place as soon as possible.

With regard to everything you have done in connection with the expedition, it meets with my full approbation. I only regret that circumstances beyond your control have prevented the expedition from being as successful as we hoped.

Very respectfully, your obedient servant,

JAS. B. MCPHERSON.

Brigadier-General I. F. QUINBY,
Commanding Yazoo Expedition.

Order of Lieutenant-Commander Foster, U. S. Navy, to the commanding officer of U. S. S. Petrel (Duchess) for withdrawal from Yazoo Pass.

U. S. GUNBOAT CHILLICOTHE,
Yazoo Pass, Miss., April 10, 1863.

SIR: As soon as you have sufficient coal on board you will proceed without delay to the mouth of Yazoo River and report to Rear-Admiral D. D. Porter.

I am, very respectfully, your obedient servant,

JAS. P. FOSTER,

Lieutenant-Commander, Commanding Gunboats Yazoo Expedition.

COMMANDING OFFICER U. S. S. PETREL.

Order of Lieutenant-Commander Foster, U. S. Navy, to the commanding officer of U. S. ram Dick Fulton, for withdrawal from Yazoo Pass.

U. S. GUNBOAT CHILLICOTHE,
Yazoo Pass, Miss., April 10, 1863.

SIR: As soon as you have sufficient coal on board you will proceed with mortar in tow without delay to mouth of Yazoo River and report to Admiral D. D. Porter.

I am, very respectfully, your obedient servant,

JAS. P. FOSTER,

Lieutenant-Commander, Commanding Gunboats Yazoo Expedition.

COMMANDING OFFICER RAM FULTON.

[Telegram.]

YAZOO RIVER, *April 12, 1863.*

The Yazoo Pass expedition has returned safely to this place.

D. D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES.

Report of Brigadier-General Ross, U. S. Army, suggesting causes of failure of the expedition.

HELENA, ARK., *April 18, 1863.*

COLONEL: In compliance with the request of the major-general commanding the department, I have the honor to submit the following

suggestions in regard to the causes of the failure of the Yazoo expedition to accomplish the object originally contemplated:

The forces under my command consisted of nine regiments of infantry and one light field battery. We embarked upon thirteen transports at Helena, Ark., February 24, and moved into the pass in the rear of the fleet of gunboats. Our transports, though perhaps the best that could be procured, were very poor and frequently delayed us by breakage and derangement of machinery.

The gunboats had three barges loaded with coal, which they towed or floated with them. These were very difficult to manage, the channel was so extremely narrow and tortuous, often impeding our movements very greatly. It was impossible, from the character of the stream, to move except by daylight. With the utmost expedition that could be used, it was not until the evening of March 1 that the light-draft gunboats and transports entered the Coldwater. By this time a number of our transports were more or less crippled, and it seemed to me quite evident that it was of the utmost importance that a part of the expedition should advance more rapidly than the coal barges and the partially disabled transports could be moved.

We were entering the enemy's country through a route with which he was familiar, and he was advised daily by a line of couriers connecting with his telegraph lines of our progress. The point at which we were aiming—the confluence of the Yalobusha and Tallahatchie rivers—if gained, opened to us the Yazoo Valley, the richest in the Southwest, containing immense supplies of all descriptions.

The enemy was, by means of the Yazoo River, in easy communication with this point and could speedily concentrate any desired force to oppose our progress. Reports began to reach us of the enemy's determination to make a stand at Greenwood, but if even a single gunboat could reach the point before the rebels had erected fortifications and mounted heavy guns they could very easily be prevented from effecting a lodgment.

The wide strips of overflowed country on each side between the river and the hills rendered the movement of boats comparatively safe, as there were very few points above Greenwood that could be reached by infantry and artillery, and if the enemy came in force he must come by the river.

The ironclads, not being subject to the impediments that constantly retarded the light-drafts and transports, moved down the stream with great facility, and, if allowed to proceed without waiting for the rest of the fleet, could have reached Greenwood probably in two days after leaving the pass. Besides the delay necessarily attending this movement, there were many that I deemed quite unnecessary. Instead of moving in the morning at dawn, as could and should have been done, it was frequently delayed until 7 or 7:30 o'clock. On several occasions the gunboat immediately in my advance stopped and lay to an hour for dinner, and when in motion it seemed that they moved very slowly, as I had no difficulty in keeping up with my transports. In consulting with Lieutenant-Commander Watson Smith, I urged the necessity of greater rapidity of movement, advised leaving the coal barges in the rear, with sufficient guard to protect them, and, with the ironclads and such light transports and light gunboats as could keep up with them, to push forward with the

utmost expedition and gain the mouth of the Tallahatchie and hold it until the rest of the fleet could join them. I was ably seconded by Lieutenant-Colonel Wilson. Lieutenant-Commanders Foster and Walker, commanding the ironclads, also concurred in these views and were very desirous to be permitted to push forward.

They entered the Coldwater on the morning of February 27, and had they moved directly on would have reached the point now known as Fort Pemberton before a single gun was mounted, thus giving us control of the Yalobusha and the Yazoo as far as Yazoo City; but the plan was rejected, and it was not until the 11th of March that we reached the mouth of the Tallahatchie.

By this time the rebels had concentrated there about 6,000 men and had formidable works completed. Possibly we still might have succeeded had not the *Chillicothe*, through fault of construction, proved unable to sustain the fire of the enemy's heavy guns. Infantry being precluded by the situation of the fort and extent of the overflow from effecting anything by direct attack, we were compelled to rely on the gunboats to silence the enemy's battery. Had this been done, our infantry forces could have soon cleared the river of obstructions and a single gunboat, once past the fort, would have secured us not only the position, but the entire garrison; but, failing in this, nothing could be effected.

I have deemed it unnecessary to encumber this communication with details. Having made full reports, with plats accompanying, from time to time during the progress of the expedition, it is but just to say that, while I am satisfied Lieutenant-Commander Smith might, by more energy and rapidity of movement, have made the expedition successful, the error was one of judgment only; that he was, although in very feeble health, after arriving in front of the fort, indefatigable in his labors, and exhibited during the engagement the utmost coolness and gallantry.

I have not alluded to the period during which Brigadier-General Quinby commanded the expedition, for, in my opinion, its fate was decided, and a withdrawal inevitable, as soon as it appeared that the gunboat could not silence the enemy's work.

The officers and soldiers of my command performed the many arduous duties required of them with a vigilance and alacrity deserving of the highest praise, and although we were scouting and reconnoitering constantly, and made repeated captures of rebel soldiers singly and in squads, I did not have a man captured by them during the entire expedition.

Upon a full retrospect, with my present knowledge of the facts, I can discover nothing that the infantry force could have done, with the means at hand, more than they did to insure success.

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

L. F. Ross,

Brigadier-General, Commanding.

Lieutenant-Colonel JOHN A. RAWLINS,

Assistant Adjutant-General.

[Telegram.]

RICHMOND, *January 29, 1863.*
(Received 30th.)

Has anything or can anything be done to obstruct the navigation from Yazoo Pass down?

JEFFERSON DAVIS.

Lieutenant-General PEMBERTON.

[Telegram.]

YAZOO CITY, *February 9, 1863.*
(Via Vaughan's Station.)

The enemy have cut the Yazoo Pass levee; contemplate, perhaps, assailing us down the Yazoo.

If we had two heavy guns from Mobile to send by way of Grenada and Yalobusha River to its mouth, we might there control the navigation, as the gunboats could attack only two abreast. Overflow would prevent enemy's attack on flank. Our pass obstructions will only delay the enemy.

ISAAC N. BROWN,
C. S. Volunteers [Navy].

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, *February 9, 1863.*

There is no probability of getting heavy guns from Mobile. Nor do I think the movement probable. If they should attempt it, we must depend on light artillery and rifles.

J. C. PEMBERTON.

Captain I. N. BROWN, *Yazoo City.*

[Telegram.]

JACKSON, MISS., *February 12, 1863.*

General [T. C.] Tupper has received the following dispatch, and forwards it to this office:

Three Federal gunboats and two transports made their appearance in Moon Lake Sunday morning (8th instant), landed some infantry and cavalry. One gunboat started down the Yazoo Pass. The blockade is thought to be ineffectual. The Mississippi River is not rising.

W. C. MAXWELL, *Captain, Commanding.*

J. R. WADDY,
Assistant Adjutant-General.

Lieutenant-General J. C. PEMBERTON,
Vicksburg, Miss.

[Telegram.]

YAZOO CITY, *February 17, 1863.*

By dispatch from Lieutenant [F. E.] Shepperd, C. S. Navy, of the 14th, from Tallahatchie, the enemy had driven off our parties from the pass, and were coming through. I am trying to get boats ready to meet them. We shall need another regiment and a battery here, besides men to man these boats. Colonel Waul and command go on up to-day. A courier goes through with letters to Vicksburg.

ISAAC N. BROWN,
Commander.

Lieutenant-General J. C. PEMBERTON.

Letter from Commander Brown, C. S. Navy, to Lieutenant-General Pemberton, C. S. Army, regarding the operations of the enemy at the pass, and preparations for repelling them.

YAZOO CITY, *February 17, 1863.*

GENERAL: I have to-day received from Lieutenant Shepperd, C. S. Navy, who has been for some time engaged in obstructing the Yazoo Pass, a dispatch, dated Tallahatchie River, February 14, via-Grenada, February 16, of which the following is a copy:

The enemy have driven us off from the works on the pass, and are coming through. Hasty obstructions with fortifications may save Yazoo City. I have done my best; worked under their noses, till their pickets came in 100 yards of me.

I am fitting out the *Mary Keene* and *Star of the West*, and shall need men to man them; unfortunately I have no boat just now to send for these men without interfering with the fitting out of the *Keene*. General [Colonel T. N.] Waul has advised you of his intended movements. I regret that we have so little time to make preparations; so little, in fact, that I can not be answerable for what may happen; in other words, I can give no assurance that we shall be able to stop the enemy, as we can not tell with what amount or description of force he is coming through. We will do all we can.

I am, respectfully,

ISAAC N. BROWN,
Commander C. S. Navy.

Lieutenant-General J. C. PEMBERTON,
Vicksburg.

[Telegram.]

JACKSON, *February 17, 1863.*

Have 200 men, good and true, who will volunteer to man gunboats at Yazoo City, sent forward immediately, with proper complement of officers, to report to Captain I. N. Brown. Has the field battery ordered, gone forward yet? Send all the troops and ordnance ordered up Yazoo with all dispatch.

J. C. PEMBERTON.

Major-General STEVENSON,
Vicksburg.

[Telegram.]

VICKSBURG, *February 18, 1863.*

Captain Brown reports that the enemy were coming through Yazoo Pass on the 14th. Our working party, under Lieutenant Shepperd, C. S. Navy, has been driven off.

C. L. STEVENSON.

Lieutenant-General J. C. PEMBERTON.

Report of Major-General Loring, C. S. Army, regarding measures for repulsing the enemy in the Tallahatchie and Yazoo rivers.

CAMP PEMBERTON,
Yazoo River, February 21, 1863.

GENERAL: Upon my arrival here to-day I find that Major [M.] Meriwether had, in accordance with my instructions, acted promptly in his selection of a place where we may [be] enabled to construct suitable works for the defense of this river. * * *

The river here will also be obstructed with rafts, if it can be done before the enemy approach. This is highly probable, as there is not the least apparent prospect of their speedy descent, and no present indication of a further rise in the river. If, however, the obstruction by rafts can not be completed in time, I shall use the C. S. S. *Star of the West*, as stated in my last dispatch, and if necessary sink her athwart the channel.

I would remove the two pieces sent to you to Yazoo City, but do not think it best to do so unless others could be sent there. That position, naturally strong, should be kept in condition of defense in the event we should be compelled to abandon the works up the river.

I have given orders that those boats now being used for transportation of supplies on the Tallahatchie and Yalobusha rivers for Grenada, and on the Yazoo for Vicksburg, shall not be interfered with, and to this end the rafts which I have spoken of will not be placed in position to obstruct the steamers until the enemy's approach renders it absolutely necessary to do so. Those boats not in use for this purpose are now being encircled with cotton bales, under the direction of Captain [I. N.] Brown, who will command them, and assist our works by boarding the enemy if he should attempt a descent of the river. * * *

Will go up the Tallahatchie to-morrow in the direction of the Coldwater, with the view of finding some other suitable points for the erection of works or obstruction of the steamers, proceeding up the Coldwater toward the Yazoo Pass. My progress up the latter, however, will depend entirely upon the information I may be enabled to obtain respecting the strength of the enemy.

Very respectfully, your obedient servant,

W. W. LORING.

Lieutenant-General PEMBERTON,
Commanding, etc.

Report of Scout Voorheis, C. S. Army, regarding the entrance of the enemy into the Coldwater River.

MOUTH OF YAZOO PASS, *February 22, 1863.*

DEAR SIR: To-day the Federals were working on the last blockade in Yazoo Pass, and finished clearing it out in the afternoon. About 4 o'clock they entered Coldwater. One gunboat and three transports are at the mouth of the pass. They have a force of about 3,000 infantry and cavalry (300 cavalry) camped within 3 miles above the mouth of the pass. The obstructions placed in Coldwater below the pass have been washed off by the high water.

Very respectfully,

VOORHEIS.

Captain THOMAS HENDERSON.

P. S.—The water is very high, and I was compelled to go to the pass in a skiff.

[Telegram.]

GRENADA, *February 23, 1863.*

The Federals have succeeded in getting through the pass into Coldwater River. One of their gunboats passed into Coldwater and then went back up the pass to-day.

SAM. HENDERSON,
Captain of Scouts.

General PEMBERTON.

[Telegram.]

JACKSON, Miss., *February 23, 1863.*

The enemy reported through the pass with gunboats and three transports; reported 3,000 strong—evidently too large. The location of the batteries unfortunately on wrong side of river. Let me know with what artillery and what troops you occupy that point; also, how many cotton boats can operate with Tilghman's brigade and those on the river. I suppose you have sufficient force.

J. C. PEMBERTON

Major-General LORING,
Yazoo City via Vaughn's Station.

[Telegram.]

CAMP PEMBERTON, *March 2, 1863.*

The bearer of flag of truce to enemy at [Yazoo] Pass on the 26th, reports: Saw six stern-wheel and one side-wheel gunboats near where pass empties into Coldwater. No gunboat had yet been in Coldwater, and tug had passed into Coldwater and returned; intention to bring gunboats through evident. About 7,000 troops on pass. Large number transports in Moon Lake. Enemy's gunboats have 24-pounder in bow, with iron plating to protect.

W. W. LORING.

Lieutenant-General PEMBERTON.

[Telegram.]

SHUFORDSVILLE, MISS., *March 2, 1863.*
(Via Grenada, Miss., 9th.)

The Federals left General Alcorn's farm this morning down the pass with 13 transports and 5 gunboats. The transports are small. I do not think they will average more than 400 or 500 men each.

ED. E. PORTER,
Captain, Commanding Partisan Rangers.

Major-General LORING,
Fort Pemberton.

Forward to General Pemberton.

[Telegram.]

CHATTANOOGA, *March 2, 1863.*

The newspapers say that the enemy is at work in the Yazoo Pass. Can he make any serious attempt by that route? Is not Coldwater obstructed?

J. E. JOHNSTON.

Lieutenant-General PEMBERTON,
Jackson, Miss.

[Telegram.]

JACKSON, *March 4, 1863.*

Enemy has cut his way through obstructions in Yazoo Pass. Coldwater is also obstructed. Gunboat has been a few miles into Coldwater. Our defenses command mouth of Tallahatchie and Yalobusha. I do not think he can effect anything very serious.

J. C. PEMBERTON.

General JOSEPH E. JOHNSTON,
Chattanooga.

[Telegram.]

WAR DEPARTMENT,
Richmond, March 9, 1863.

The Navy Department has received a dispatch that the enemy had passed their boats into the headwaters of the Yazoo. What are the facts and where are the boats?

J. A. SEDDON.

General PEMBERTON,
Jackson, Miss.

[Telegram.]

CAMP PEMBERTON,
 Tuesday, March 10, 1863.

The enemy in great force are very near our works. It is raining hard, making the weather unfavorable to us. I have but two boats ready.

ISAAC N. BROWN,
 Commander, C. S. Navy.

Lieutenant-General PEMBERTON,
 Vicksburg, Miss.

Letter from Commander Brown, C. S. Navy, to Lieutenant-General Pemberton, C. S. Army, regarding expected attack of the enemy upon Fort Pemberton.

CAMP PEMBERTON,
 Tallahatchie River, March 10, 1863.
 (Received 12th.)

GENERAL: I have to send the little steamer *Saint Mary's* to Yazoo City, and probably to Snyder's Mill, and General Loring does not send dispatches from the fact, I believe, of the steamer *Sharp's* having been ordered down, and which may in fact get ahead of the *Saint Mary's*.

The enemy in great force are near our works and will attack perhaps early to-morrow.

It has been raining hard for two days here, which made it very unfavorable for us.

I think from what I can learn that twenty-five or more transports and six or more gunboats will be within 5 miles of us to-night. I have but two boats—the *Keane* and *Magenta*. I went up the river two days ago on the *Parallel* (steamer) to get cotton to finish the *Magenta*. When up 70 miles, I found myself near the enemy, and shifted to the *Saint Mary's*, to remain and make observations, sending the steamer *Parallel* ahead. The latter, from the extreme narrowness of the stream, ran into the woods and disabled herself, so that, to save falling into the hands of the enemy, I ordered her burned, which was done as the enemy came in sight.

I have never been well pleased with our position here, but hope that we may not have to regret taking it up, rather than concentrating our whole force at Yazoo City.

I beg pardon for trespassing so far on General Loring's department as to speak to you of military matters about which I presume he gives you much more full information than I could do. I have done my utmost against most incomprehensible difficulties to fit out the cotton-clad fleet. The cotton was not on the banks of the river, and the state of the country from overflow prevented hauling it. Besides, I could not get the proper boats from the Tallahatchie for reasons already made known in my late letter to you.

I am, very respectfully,

ISAAC N. BROWN,
 Commander, C. S. Navy.

Lieutenant-General J. C. PEMBERTON.

[Telegram.]

HEADQUARTERS,
Fort Pemberton, March 11, 1863.

A perfectly reliable spy, who succeeded in escaping and returning to-day, gives the following information:

Two ironclads (one of them a ram) and seven other gunboats, including one mortar boat, and twenty-seven transports filled with men (of the number could not form correct idea), comprise what he saw of this fleet, commanded by Generals Walker and Slack and Commodore Hull. Their avowed intention is to pass Yazoo City, with the view to operate in the rear of Vicksburg. Seemed to be fully apprised of our strength in Yazoo City.

W. W. LORING.

LLOYD TILGHMAN.

Lieutenant-General PEMBERTON.

[Telegram.]

HEADQUARTERS,
Fort Pemberton, March 11, 1863—7.15 p. m.

From all the information we can gather, the enemy's strength is five gunboats and about 5,000 men, indicating the advance of a large force.

W. W. LORING.

General J. C. PEMBERTON.

[Telegram.]

JACKSON, *March 11, 1863.*

Have already started two VIII-inch naval guns and a 32-pounder banded rifle to Big Black, to go down by *Charm*; they belong to the Navy. You can send the two 32-pounder rifles mentioned on my last visit to Vicksburg.

J. C. PEMBERTON.

Major-General STEVENSON,
Vicksburg.

[Telegram.]

JACKSON, *March 12, 1863.*

[J. C.] Moore's brigade ordered to Yazoo City. All the heavy guns that can be spared sent forward, also the ammunition. The steamer *May*, presumed to be cotton-clad, should not be sent down; and with her and the *Magenta* any flank movement can be prevented.

J. C. PEMBERTON.

Captain I. N. BROWN,
Greenwood, Miss., via Grenada.

[Telegram.]

VICKSBURG, *March 12, 1863.*

Shall the Yazoo be obstructed above or below Yazoo City? If by a raft, shall it be placed at once, shutting off communication?

C. L. STEVENSON.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, *March 13, 1863.*

General Stevenson reports last night most of transports and apparently many troops have gone up river, but can not ascertain how far. Close observation opposite entrance shows dredging boats have only advanced one-fifth length of canal. Country overflowed to that distance. No progress yesterday. If canal is successful at all, must be very slow process. General Loring reports, 12 o'clock last night, no attack on Fort Pemberton on Tallahatchie yesterday. On 11th one ironclad attacked in the morning and one in afternoon. Both repulsed. One boat damaged; part of her inner works, with piece of shell sticking in it, floated against raft opposite fort. Nothing important from Port Hudson yesterday.

J. C. PEMBERTON.

JEFFERSON DAVIS,
President.

[Telegram.]

FORT PEMBERTON, *March 13, 1863—7.50 p. m.*

Just as I sent off my last dispatch to you enemy opened upon us again with one gunboat's guns and land battery and XIII-inch mortar. Kept it up with great spirit until after sunset. Ammunition for heavy guns arrived just now.

W. W. LORING.

LLOYD TILGHMAN.

Lieutenant-General PEMBERTON.

[Telegram.]

HEADQUARTERS,

Fort Pemberton, March 14, 1863—8 p. m.

Enemy remained quiet until 3 p. m., when they opened from their land batteries, which was briskly returned by us. Lasted but few minutes. Evidently to try strength of guns.

W. W. LORING,
Major-General, Commanding.

Lieutenant-General PEMBERTON.

[Telegram.]

HEADQUARTERS,
Fort Pemberton, March 16, 1863—9 p. m.

The enemy, with one ironclad covered with cotton and sides protected by cotton on raft, opened upon us at 12.30 o'clock to-day. The ironclad retired in about forty-five minutes. The land battery kept up the fire until sunset. No loss on our side. We are unable to prevent land batteries from increasing, because we are fearful of not receiving more ammunition in time. Have ordered another raft constructed on Yazoo, opposite here, and works thrown up on other side river. If I can have one week will effect it.

W. W. LORING,
Major-General, Commanding.

Lieutenant-General J. C. PEMBERTON.

[Telegram.]

FORT PEMBERTON, *March 20, 1863—5 p. m.*

I started a fully clad cotton boat down to-night, keeping one here in case of accident. Enemy in full run, as fast as steam can carry him, and my men after him. This place capable of very strong defense; should be made perfect, and I have given orders to have it so. The engineer officer ordered by you has not yet reported, as the enemy is steaming away from here as fast as he can. I will, if you wish it, go to the Sunflower and stop him.

W. W. LORING,
Major-General, Commanding.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, *March 20, 1863.*

If the *Mobile* is not being used, she had better be sent down to defend the Yazoo from Deer Creek and Sunflower.

J. C. PEMBERTON.

Major-General LORING,
Through General George, Grenada.

[Telegram.]

JACKSON, *March 20, 1863.*

The *Star of the West* has been sunk as obstruction at Fort Pemberton. I know nothing of the *Mobile* by name.

J. C. PEMBERTON.

Major-General STEVENSON.

[Telegram.]

JACKSON, *March 21, 1863.*

The enemy have abandoned operations against Fort Pemberton and have retreated up the Tallahatchie.

J. C. PEMBERTON.

General JOSEPH E. JOHNSTON,
Tallahoma, Tenn.

[Telegram.]

JACKSON, *March 21, 1863.*

Where is the gunboat *Mobile*? Why can't she be sent down? No necessity for gunboats now at Fort Pemberton.

J. C. PEMBERTON.

Major-General LORING,
Through General George, Grenada.

[Telegram.]

FORT PEMBERTON, *March 23, 1863—4:30 p. m.*

The enemy in force with their gunboats have again made their appearance, opening fire at 2.15 and immediately ceasing fire.

W. W. LORING,
Major-General, Commanding.

General J. C. PEMBERTON.

[Telegram.]

JACKSON, *March 23, 1863—9 p. m.*

General Loring reports enemy returning with reinforcements of men and gunboats to attack Fort Pemberton. It is necessary that the heavy guns should go up, unless you have positive information that the enemy's gunboats are making their way down Deer Creek or Sunflower. If a boat is ready, let the two Parrott guns go at once. The columbiad can follow. Have boats and your entire command ready to move on summons from General Loring.

J. C. PEMBERTON.

Brigadier-General MOORE,
Yazoo City.

[Telegram.]

FORT PEMBERTON, *April 2, 1863.*

(Received April 3—10 a. m.)

The enemy are sending their boats to the [Yazoo] Pass for reinforcements. They are receiving heavy guns. Can any heavy guns be sent here?

W. W. LORING,
Major-General, Commanding.

General J. C. PEMBERTON.

[Telegram.]

JACKSON, *April 7, 1863.*

Letter of 31st just received. Will direct Generals Loring and Stevenson to turn over cotton boats to your command. They should operate below Yazoo City.

J. C. PEMBERTON.

Captain I. N. BROWN, C. S. Navy,
Yazoo City.

[Telegram.]

JACKSON, *April 9, 1863.*

Move down river, say to the mouth of Sunflower, with your cotton-clad boats, to operate as circumstances may require.

J. C. PEMBERTON.

Captain I. N. BROWN,
Yazoo City.

[Telegram.]

GRENADA, *April 12, 1863.*

Lieutenant [J. S.] Carman reports, 10th instant, 6 p. m.:

Yazoo Pass expedition abandoned. Thirty-eight boats, with last of troops, passed through Moon Lake and into Mississippi River. Ross's division gone to Helena. Quinby's said to be going to Greenville into quarters. No boats passed up since last report.

SAM HENDERSON,
Captain, etc.

Lieutenant-General PEMBERTON,
Jackson.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Lieutenant Sanford, U. S. Navy, regarding the fitting of the U. S. S. Lafayette.

FEBRUARY 6, 1863.

SIR: In answer to your letter of January 25, I beg leave to say: It was intended for the *Lafayette* to carry two XI-inch guns forward, two 100-pounder rifles aft, and two IX-inch guns on broadside. The others I will transfer (when I get that ship) to one of the ironclads. Fit her according to the above.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Lieutenant J. P. SANFORD, U. S. Navy,
Ordnance Officer, Cairo, Ill.

Loss of the U. S. S. Glide by fire at Cairo, Ill., February 7, 1863.

[Telegram.]

CAIRO, ILL., *February 7, 1863.*

The light-draft gunboat *Glide* was totally consumed by fire this morning at half past 5 o'clock. Expect to recover guns and machinery.

A. M. PENNOCK,
Fleet Captain.

HON. GIDEON WELLES.

Report of Acting Ensign Dahlgren, U. S. Navy, late commanding U. S. S. *Glide*.

NAVAL DEPOT, CAIRO, *February 7, 1863.*

SIR: It is with deep mortification that I am obliged to report to you the loss of the late U. S. S. *Glide*, by fire, about 5 a. m. this morning. Every exertion was made to extinguish the fire by officers and men of both ship and station, but the intense cold, high wind, and light, dry material of the ship set at defiance every exertion.

Nothing was saved except that which we all stood in.

It is a difficult matter to ascertain the origin of the conflagration as yet.

Too much credit can not be given to Captains Pennock and Woodworth, and Mr. R. A. Turner (executive officer of ship), and the officer commanding the tug *Dahlia* for their efforts and skill in extricating the burning ship from the midst of the other vessels.

The wreck is ashore on the Kentucky shore, and her guns, plating, and machinery may be saved.

I am, very respectfully, your obedient servant,

C. B. DAHLGREN,
Acting Ensign.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

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

No. 113.] U. S. MISSISSIPPI SQUADRON, *February 15, 1863.*

SIR: I enclose herewith reports of Captain A. M. Pennock and Acting Lieutenant Selim E. Woodworth, in relation to the burning of the *Glide*, and also enclose general orders, showing that I omitted no precaution against fire previous to my leaving Cairo. I have ordered an investigation of the matter.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Enclosures.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 7, 1863.

SIR: I have the honor to report to you that at about 5:30 o'clock this morning the gunboat *Glide* was reported to me to be on fire. On my arrival at the place where she was moored (between the inspection boat and the *General Price*, at the stern of the wharf boat), I found that she was on fire in the fore hold. Every exertion was made by her commander, officers, and crew, and those attached to the *Eastport* and to this station, to extinguish the fire, but finding that their efforts were of no avail, and that the fire was gaining, and fearing that it would be communicated to the *Abraham* and *General Price*, I directed that a bowline be veered away until her bow was clear of the stern of the *Price*, and when it was cast off a tug canted her and towed her out into the strength of the current. After burning some time she grounded about 2 miles below, on the Kentucky shore. I think that her guns and machinery will be saved. It is reported that two contrabands were lost. The cause of the fire is not known, but I shall have the whole matter thoroughly investigated, the result of which will be reported to you.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—Captain Woodworth's report will be forwarded to you as soon as possible. The officers and crew have lost everything they possessed.

CAIRO, February 7, 1863.

SIR: I have to report to you the loss of the U. S. S. *Glide*, late under my command, by fire.

Although having assumed charge of the *General Price*, I still retained my quarters on board the *Glide*, she lying alongside.

Mr. Dahlgren had taken charge of her outfits and equipments as executive officer in command.

About 5:15 this morning I was aroused by the ringing of the fire bell on the naval depot wharf boat, but not seeing any light or smoke when I looked out, supposed the alarm to proceed from fire in town. I dressed myself with all haste, and, proceeding to the forward part of the boat to call the officers and crew, discovered smoke proceeding from fire scuttle and forward hatches, they having been forced open by Mr. Dahlgren, who was already engaged with the officers and crew of the *Glide* in drawing and passing water and making every exertion to extinguish the fire. I at once started with some contrabands to drown the magazines, but they were not fitted with bilge cocks, and could only introduce water into them through the hatches with buckets.

Captain Pennock was on hand with a strong force of officers and laborers, and made every exertion, with such facilities as were at hand, to extinguish the fire, but the extreme cold weather, leaving everything frozen, but little was effected by the use of buckets.

The *Glide* was moored astern of and to the wharf boat, outside of the boat *Abraham*, with the *General Price* outside of her.

Having made every preparation to drop the *Glide* clear of the pier by running lines, etc., a tug was procured and made fast to the quarter of the steamer. Renewed exertions were now made to extinguish the fire by cutting through the deck with axes, but the light and inflammable material about the boilers was soon in a living flame.

Upon consultation with Captain Pennock, it was deemed impossible to save the *Glide*, and at this time the flames were endangering the inspection boat and *General Price*, and leaving the wharf boat also in danger. Captain Pennock ordered cast off, and drop out of the pier, but not until the whole forward part of the vessel was in flames. The tug having her in charge succeeded in reaching the middle of the river, out of reach of the naval station, where she was cast off. She drifted ashore at Fort Holt, and burned to the water's edge.

The magazines did not explode, but the fixed ammunition seemed to be fired slowly, as shell and shrapnel continued to burst in the air from time to time, for an hour after she grounded.

To the efficient aid rendered by Captain Pennock, Captain Sanford, and Captain Phelps, and the officers and men under their command, may be attributed the safety of all the public property at the wharf boat.

Acting Ensign Wright and the engineer of the tug *Dahlia* are deserving of much credit in holding on to the *Glide* until she was so far removed as not to endanger the lives or property at Cairo by the explosion of her magazines. They did not leave her until her fasts were burned off and the small arms were being discharged in every direction.

The wreck of the *Glide* is now lying in 5 feet water, on the Kentucky shore. Her guns, engines, and boilers can be readily recovered; also all the iron plates from her sides.

The officers and crew of the *Glide* have lost all but their clothes in which they dressed. The crew has been transferred to the *Mary Miller*, which vessel will be dispatched as soon as ready.

The late inclement and cold weather has interfered very much with work on the *General Price*, but the favorable change in the weather to-day will enable the carpenters to do something. I think it will require yet twenty days before the *Price* will be ready for sea.

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

SELIM E. WOODWORTH,
Acting Lieutenant, U. S. Navy,
Late Commanding U. S. S. *Glide*.

Rear-Admiral PORTER.

Report of Fleet Captain Pennock, U. S. Navy, transmitting copy of letter forwarded to the Secretary of the Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 12, 1863.

SIR: I have the honor to enclose herewith a copy of a letter from me to the honorable Secretary of the Navy relative to the burning of the *Glide* and the continual liability of the wharf boat and store

ships at this station to be consumed by fire, which I trust will meet with your approval.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

No. 15.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 9, 1863.

SIR: It was with regret that I had to report to you by telegram the total destruction by fire of the U. S. gunboat *Glide*.

She was made fast to the stern of the U. S. Navy wharf boat, between the *Abraham* (provision boat) and the *General Price*, and as her engine was undergoing repairs there was no steam up. I kept her there until there was no hope of extinguishing the fire, when, to save the naval wharf boat (in which a large quantity of fixed ammunition was from necessity stored) and the two vessels above named, all hands were ordered out of her, she was cast off and towed into the middle of the stream. She drifted down about 2 miles below us, where she grounded. As her magazine had been drowned by her commanding officer by throwing water upon the boxes of ammunition in it, it did not explode. I doubt not that we shall be able to recover her boilers, engine, and guns.

The cause of the fire is not positively known. Lieutenant Commanding Woodworth is under the impression that the contraband firemen built a fire in the ash pan and that it burned through the deck, igniting combustible matter below. Lieutenant Commanding Woodworth, his officers and men, and the officers and men of the *Eastport* and this station, were untiring in their efforts to save the *Glide*.

The wharf boat, with all its valuable stores; the *Abraham*, in which are stored all the provisions for the squadron; and the gunboats alongside the wharf boat for repairs are constantly in danger from fire from steamers which are continually arriving day and night above and below us. Last night a steamer, not more than 100 yards above us, caught fire, and had it not been extinguished it would have drifted down upon us, in which case it is more than probable that all the Government stores and property at this station would have been consumed. I may add that the naval wharf boat is now moored in the safest place that can be found for the purpose in Cairo.

The ordnance officer informs me that he has several carloads of ordnance stores now on the railroad track in the cars, which he can not unload, not having a suitable place to store them. We can not store our ammunition on shore on account of the dampness and for fear of its being flooded by a rise of the river, and we are compelled to store the greater part of it in covered scows moored to the bank.

It is impossible to hire a storehouse on shore. We are cramped in every way for want of room to do the necessary work for the fleet. I feel it my duty to inform the Department of these facts, as I consider the public property to be in constant peril.

I have written to Acting Rear-Admiral Porter on this subject, who will doubtless communicate with the Department.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

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

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report of a board of officers appointed to examine into the circumstances of the loss.

U. S. FLAGSHIP BLACK HAWK, *March 14, 1863.*

SIR: I have the honor to enclose a copy of an investigation in the case of the *Glide*, lately burned at Cairo.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Enclosure.]

U. S. NAVAL STATION,
Cairo, Ill., February 28, 1863.

SIR: In conformity with your order of the 26th instant, we have examined into the circumstances attending the burning of the U. S. gunboat *Glide*, and have to report as follows. The absence of the officer of the deck and quartermaster on duty at the time of the accident has rendered our examination to some extent incomplete.

The *Glide* had a crew of 8 white men and 30 negro contrabands. Of the 8 white men, 2 were on guard on the forecastle outside the casemate and 1 acting as quartermaster on the upper deck. The officer of the deck was a young and inexperienced master's mate; the time of burning, about 5 o'clock a. m.; the vessel at the naval wharf boat. There was no fire in the furnace, as the machinery was being repaired. No evidence of a positive character is given as to the cause of the burning, but it appears very probable that it occurred from a fire made by the negroes upon the ash pan to warm themselves, the night being a cold one. Accidents from this cause are of frequent occurrence. The executive officer had gone around the vessel at 2 o'clock a. m., and states that all was right at that hour. The officer of the midwatch states that at 4 o'clock a. m. he examined the light, etc., below in accordance with a general order of the captain to do so every hour, and that then he thinks there was no fire on the ash pan; is not entirely positive, as for a day or two previous he had seen fires there for the purpose of thawing out the boilers, connecting pipes, etc., and that in consequence its presence at that hour might have escaped his notice. It appears that the master's mate on watch discovered smoke some time before any alarm was given, but seems not to have known how to act or, indeed, to have realized the cause or probable danger. The smoke at length passing up between the chim-

neys and jackets reached the spar deck, when the quartermaster took alarm and sprang to the bell. The lookouts on the forecastle being outside with the ports closed were not reached by the smoke. It was stated, but not reliably, that the officer of the watch on discovering smoke went below, found the negroes with a fire in the ash pan, and had water brought and thrown upon it, believing that to be the source of the smoke in the vessel. The executive officer on hearing the alarm hurried below and found smoke issuing from the forehatch. An ax was used to force it open, when flames burst forth, coming from the hold under the ash pan. The crew at once used buckets of water to extinguish the fire, these buckets being the only resource when without steam. As soon as the alarm was sounded, the commandant of the station, with a force of workmen, came to the assistance of the vessel, as did also the crew of the *Eastport*, but all efforts were unavailing. The fire when discovered had spread so far in the hold of the vessel as to render it impossible to save her, although every effort was made. When all hopes of saving her had been lost, the vessel was towed into the stream toward the opposite shore, when she grounded near Fort Holt. The cause of the fire is undoubtedly traceable to the character of her crew, all but eight being contrabands, sensitive to the cold and reckless of the consequences of building a fire anywhere. There was a hope of escaping discovery, and they were able to kindle it by using a passage lamp hanging near. It is probable, had the officer of the watch been a person of more experience, the fire would have been discovered in time to extinguish it. Finally, we do not find any want of vigilance or the usual precaution against fire, the only reliable men being the eight seamen, and they could not keep the other guard and at the same time watch the lights and the negroes below.

T. PATTISON,
Lieutenant-Commander.

S. L. PHELPS,
Lieutenant-Commander.

WM. D. FAULKNER,
Acting Chief Engineer.

Captain A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant of Station, Cairo.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Simonds, U. S. Navy, commandant of navy yard, Memphis, Tenn.

FEBRUARY 7, 1863.

SIR: You will send me semimonthly returns of all the work done at the yard at Memphis.

When vessels come to the yard you will have the necessary work done to them and dispatch them without delay. You will allow nothing of a private nature to be made in the yard. Make requisitions on Captain Pennock at Cairo for what is required to repair steamers. When officers are ordered to the yard, afford them accommodations in the commandant's house or other convenient buildings in the yard or belonging to it.

You will have the hospital cleaned out and put in order for our sick.

Have all the cotton seed cleared out, and lock up the buildings. Permit no one to use the machinery, and permit no shops to be used except those now occupied by the army.

Take an inventory of everything in the yard. See what arrangement you can make to be supplied with timber for repairs. It is not desirable to keep anything more on hand than is necessary for immediate use, for fear of a raid of the rebels.

You will approve all the requisitions made for stores or material, and report to me the general character of the officers and their attention to duty.

Mr. Apperly will have charge of the workshops and the management and employment of mechanics, confining himself to the number I have allowed. I have detailed a paymaster, who will go on duty soon at the yard, and he must try and make his arrangements to pay off the men monthly. You will let me know how many contrabands and teams you may want, which you can obtain from the army, and employ.

Make requisitions on the army for hay, and send me monthly returns of its expenditure. The contrabands will draw rations, which you can obtain from and receipt for to the army quartermaster. Let me know when the provisions in store are getting short.

It is desirable to fill up the *Sovereign* and get her down here as soon as her guard is fixed. The other repairs will be made here.

I am, respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master G. B. SIMONDS, U. S. Navy,

Commandant of Navy Yard, Memphis, Tenn.

Report of Acting Master Brown, U. S. Navy, commanding U. S. S. Forest Rose, regarding repairs to that vessel made at Memphis.

U. S. GUNBOAT FOREST ROSE,

Helena, February 7, 1863.

SIR: On the 4th instant, after having got the levee cut, and knowing that we could not do anything for a few days at that, I received permission from the commanding officer to go to Memphis to repair my rudder and get some wheel buckets, of which I was in need and could not get here. I left here at noon and arrived on the evening of the 5th at Memphis. One of my pilots being sick, I could not run all night.

I had to get nearly a new rudder made and one pair of braces, which we finished last night at 11 o'clock, and started at once for this place, where we arrived this morning at 6 o'clock and are now waiting for the general to go over and try the pass. There seems to be a great deal of trouble in the yard at Memphis, but as I was there only one day I can not give you the particulars. Mr. Rowe complained that he had been arrested and confined on board the *Sovereign* because he would not give up his books and papers without being

shown written authority for doing so. His wife was not allowed to see him, and his child at the time lying very sick he requested me to forward a document to you, which I have done.

I am informed that the transport *Glasgow*, in coaling from a barge belonging to the Navy, took the coal all out of the middle of the barge, which caused her to break in two and sink. The watchman says he protested against their doing so, but they paid no attention to him. I have a number of sick on board, but General Gorman has given me a surgeon to remain on board while here. There are some fifteen of my crew whose time is out.

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Master, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, transmitting reports regarding an accident to the U. S. S. Eastport.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 7, 1863.

SIR: I have the honor to enclose herewith the report of Lieutenant-Commander S. L. Phelps, U. S. Navy, commanding U. S. gunboat *Eastport*, relative to an accident met with by that vessel on her way to Vicksburg to join the squadron. She arrived here day before yesterday noon. Knowing your great desire to have her with you and the urgent necessity for her services, I telegraphed immediately to the honorable Secretary of the Navy, a copy of which telegram I herewith enclose.

She has, I fear, sustained serious damage, and the shock to her bottom must have been very severe to have broken the heavy timbers placed there for strengthening it.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosures.]

U. S. GUNBOAT EASTPORT,
Cairo, February 5, 1863.

SIR: I have to report that I left this place with this vessel on the 2d instant to join your force at Vicksburg, having in convoy the *General Lyon* and *New National*. In the evening, struck upon a bar, breaking the timbers used in strengthening the bottom under the boilers to such an extent that it was dangerous to proceed farther. I accordingly brought to the bank, 150 miles below Cairo, and deeming it safe to do so, sent the two vessels in company to Memphis, with orders for Captain Bishop, commanding *General Bragg*, if possible, to convoy the boats to Vicksburg. I remained at the bank till morning, when

the towboat *Collier* came up the river with empty barges in tow. I at once passed the shot, shell, and other heavy articles into the barges, and it being possible at any moment that the bottom of this vessel might give way, and thus sinking suddenly, carrying all down with her, I made fast to the *Collier's* tow and returned to this point, where I have just arrived. The timbers broken are ten in number, in a space of 32 feet long by 18 feet wide, and are 14 inches thick, 18 feet long, with a spring of 6 inches. There are two stirrups at each end, with screws and nuts, by means of which the bottom had been forced to its proper position. It was believed by the ship builders and mechanics at work upon her that the bottom was at least as strong in that part as anywhere else, and that no strain would or could break the timbers. Three were found to be broken after striking the ground, and the others were so much sprung as to break one by one in a short time after the accident.

Notwithstanding the high stage of water, I do not attach much if any blame to the pilot. Besides the fact that touching upon bars is a constantly recurring event in river navigation, the engineer found it impossible to keep up any proper head of steam, not over 80 to 90 pounds pressure, while we should have had 140 to 150 pounds, and the wind was high, which, with the swift eddies, rendered close steering difficult. This inability to keep up steam was due to three causes, the chief one, probably, being the poor character of our firemen. The boilers have but two flues, and consequently have not sufficient fire surface for the large cylinders in use, and the fire fronts are entirely too open. Men can not endure the heat thus created in the confined fire room while firing up, and the fires themselves at such times are effected by the too-open draft.

I am of the opinion that it is essential the fronts of the boilers, if not the boilers themselves, should be replaced by others, and that the bottom under the boilers should be entirely reconstructed. I would also suggest the propriety of planking the entire bottom over the present planking. If proper boilers can be had ready-made, the vessel can be got ready for service in four weeks' time, otherwise in five to six weeks.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

U. S. GUNBOAT EASTPORT,
Cairo, February 5, 1863.

DEAR SIR: I have hardly the heart to write to you or to propose to do anything with this vessel. I have never altogether regained my spirits since that terrible prostration in October, although I am stronger and more fleshy now than usual, and this new misfortune overwhelms me. It seems to me as if bad luck had come, condensed into three or four months time. Bad weather and a scarcity of laborers detained us in getting the vessel ready at least two weeks. When we came to launch her even they made a bad job of it; let her stern go down first, so that she twisted the forward cradles to pieces, and,

Hamilton reports, broke 120 of the trucks on which they ran. A common river boat would have been broken in the middle. The plan I adopted for the strengthening [of] the bottom was not fully carried out, and to that fact I now trace my misfortunes. In addition to the heavy timbers sprung across the bottom, I intended to have a thwartship hog chain between each pair of the timbers, as traced in the enclosed plan. Hamilton, with all the mechanics of every class, insisted that the timbers would hold, so that the bottom must be stove in before they could break, and when in place they certainly looked as if nothing could break them, and as time could be saved I was overpersuaded to omit the thwartship chains.

I am now satisfied that a new bottom must be put in under the boilers and the whole bottom planked additionally, and it would be well to fill the angle at the sides forward of wheels as I have done already aft, and by which her draft was reduced from 8 feet 4 inches to 7 feet 6 inches.

The boilers are the old ones, are weak, and have but two flues, and, the engineers say, can not possibly make steam fast enough with the small fire surface. The cylinders are very large. This vessel, I am satisfied, can make a good speed, as great as the *Lexington*, with good boilers, etc. Were there a vessel near ready I should ask to have her temporarily while this is being altered, but there is none that will be ready before this one, and probably I can do better service in forcing ahead her work than in any other way. My pride is somewhat touched with respect to the bottom of this vessel, and with your permission it shall be made to hold, even to jumping bars, as I used to do with the *Conestoga*.

I congratulate you heartily upon the triumph you have already had.

I am, yours, truly,

S. L. PHELPS.

[Telegram.]

CAIRO, ILL., *February 6, 1863.*

The *Eastport* arrived yesterday much injured, having struck upon a bar on the way to Vicksburg. The repairs to hull, with new boilers proposed by survey, will cost \$20,000 to \$25,000. Can be completed in five weeks. The services of the vessel are of the utmost importance, and dispatch in fitting her out is necessary. Shall I proceed with the work? Have written to Admiral Porter about it, but can not hear from him in less than eight days from date.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, *February 7, 1863.*

Please ascertain if *Eastport* is to be repaired as proposed by Captain Pennock in telegram yesterday and telegraph to him.

S. L. PHELPS.

Commodore DAVIS,

Bureau of Navigation, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *February 7, 1863.*

Proceed with the proposed work on the *Eastport*, and have her completed without delay.

GIDEON WELLES,
Secretary of the Navy.

Commander A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, forwarding dispatches.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 7, 1863—8:30 p. m.

SIR: Since writing my communication to you, relative to the *Eastport*, I have received from the honorable Secretary of the Navy an answer to mine to him, a copy of which I enclose herewith.

I send these dispatches by the U. S. gunboat *Duchess*, which vessel will convoy the *W. H. Brown* and the *Bayard*, each with three barges of coal to the fleet.

The *Florence* has just arrived from Cincinnati.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

I send you a lot of lumber by the *Bayard*. Mr. Watson has been directed to fill all the requisitions for the fleet. A large number of anchors (those required by you) have been ordered before your last letter in regard to them was received, and are expected here in a day or two.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 7, 1863.

SIR: I enclose herewith sundry telegrams received since my last communication for your information. I telegraphed to Commodore Hull relative to the mortar boats, knowing your earnest desire to have them with the squadron. As soon as they arrive here I shall equip them without delay and send them down.

I have had the blanks for the "Returns of Contrabands" printed, and have forwarded to every vessel in the squadron a year's supply. I also send a bundle of the blanks to you, and have retained about as many at this office.

I have handed the forms for blanks, which you sent me under date of 26th ultimo, to Mr. Boggs with instruction to carry out your directions.

I have made out a requisition for a printing press and equipments and sent it to Mr. Watson, with directions to furnish it at the earliest opportunity.

Neither the *Home* nor the *Rocket* has been here since your orders in regard to them were received, but will be seized as directed as soon as they arrive.

The *Mary Miller* has arrived, and am driving her ahead, to send her down as soon as possible. I am on the lookout for side-wheel boats, and if they can be obtained without having to pay an exorbitant price for them, I will send Lieutenant Sanford to purchase them.

We have now several carloads of ordnance stores here, which can not be unloaded for want of room to stow them. A large quantity of fixed ammunition is already on this boat from necessity. I consider that the Government property stored at this station is much exposed to the danger of fire. I have taken every possible precaution for its protection, but I would respectfully recommend that if a safer and more suitable place can be obtained for the purpose, the Department be moved to it.

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

A. M. PENNOCK,
Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, transmitting order from the Department for data regarding prizes.

Unofficial.]

U. S. GUNBOAT EASTPORT,
Cairo, February 7, 1863.

SIR: I enclose a copy of an order of the Navy Department in relation to prizes. I have expected to join you or I should have sent the copy sooner.

I have all the data in readiness for the report except the names of those entitled to share. These lists must necessarily be furnished by the captains of the vessels, and I respectfully request that you will issue an order to that effect.

I have lists of those entitled to share who served on board the *Conestoga*, the *General Bragg*, and the *Benton* on the 18th August, 1862. I have lists of the last named for the captures at Island No. 10 and Memphis (April 7 and June 6, 1862), but I fear they are not very reliable.

The lists required are, therefore, for the *Benton* (April 7 and June 6, 1862), *Mound City*, *Louisville*, *Cairo*, *De Kalb*, *Pittsburg*, *Cincinnati*, *Carondelet*, *Tyler*, and *Lewington* whenever they were present at captures.

Everything has again to come out of this vessel, and she must go on the ways. I suppose the blow she received, 2,000 tons, moving 10 miles an hour, and brought up all standing, would have started the bottom of almost anything. I can't divest myself of the prejudice belonging to our calling so as to shake off the idea of ill luck being the attendant of this vessel. If you permit the work to be done that is necessary, I do not yet doubt that she will be, saving the luck, the

best vessel of the fleet. The river is a little choked with ice, but I hope to get to St. Louis, where I think four weeks will be time enough for the work. The battery is only being removed to the wharf boat, from which it can be taken on board in a short time.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—Mr. Chase has issued an order for the release of the *New National*, notwithstanding that she was condemned by the admiralty court. The United States marshal says that it is not legal, and hopes you will refuse to give her up, when the return will be made accordingly, and the issue will come up directly in Cabinet meeting between Mr. Chase and Mr. Welles. Your refusal to comply with the direction of Mr. Chase should be in writing, the marshal says. While he is very desirous that the issue should be made, he could not give satisfactory reasons why a judge of the United States court should permit such interference in the decrees of his court, but he is very positive that Mr. Chase can not sustain his position. Evidently the court and all hands are bound to throw the odium of stopping Mr. Chase's proceedings upon you or some other naval officer. They are provoked, indignant, and very politic. As one of the captors of the *New National*, and the decree having been issued legally condemning her as a prize, unless you order otherwise, even if you feel constrained to admit Mr. Chase's release, I shall be forced to seize her as an interested party and contest Mr. Chase's authority in court.

S. L. PHELPS.

[Enclosure.]

NAVY DEPARTMENT, *December 6, 1862.*

SIR: You are hereby directed to ascertain what war vessels, merchant vessels, cargoes, merchandise, munitions of war, or other supplies of the rebels have been captured by the naval forces upon the Western rivers since the commencement of the present rebellion; the circumstances attending the captures; the disposition made of such captures; if sold, by whom; the appraised value, where appraisal has been made; the names of the officers and men entitled to share in the captures, and such further information as you may deem advisable, and make a full report of the same to this Department.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander S. L. PHELPS, U. S. Navy.

Letter from the Secretary of the Navy to the Secretary of War, with a view to check extraordinary demands for supplies by the Army.

NAVY DEPARTMENT, *February 7, 1863.*

SIR: I have the honor to enclose a copy of a letter addressed to me by Rear-Admiral Foote, Chief of the Bureau of Equipment and Recruiting, and to invite your attention to the subject referred to.

This Department instructed its officers not to permit the operations of the Army to be delayed or embarrassed when we could furnish supplies, but it was not anticipated that this prudential order would lead to a dependence upon us for coal supplies for the transports.

We shall be under the necessity of checking such erroneous issues lest the naval service be crippled thereby. No estimates nor provisions have been made for such extraordinary demands.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Hon. E. M. STANTON,
Secretary of War.

Report of Fleet Captain Pennock, U. S. Navy, regarding guns furnished to Lieutenant-Commander Fitch, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 7, 1863.

SIR: I have the honor to inform you that I have furnished to Lieutenant-Commander Le Roy Fitch, at his request, one 32-pounder, of 33-hundred-weight, for the *Fairplay*, and two 12-pounders for the other vessels, and shall send him two 24-pounder howitzers as soon as possible, as he informs me that his batteries need strengthening.

I am, very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Paymaster Boggs, U. S. Navy, regarding coal and other stores.

OFFICE OF PURCHASING PAYMASTER,
WESTERN FLOTILLA STATION,
Cairo, Ill., February 7, 1863.

SIR: I send to-day to the mouth of the Yazoo River, in tow of steamers *Brown* and *Bayard*, six barges, containing about 60,000 bushels of coal. At the depot at this place there are over 400,000 bushels and 300,000 bushels on the way down, somewhere between this and Louisville. It should be here in a day or two. In addition, I have engaged 300,000 bushels to be delivered this month.

Since the 1st of October I have sent down the river to various ports 512,000 bushels, 393,000 of which have gone forward since you left. This amount is exclusive of the 60,000 going to-day.

I have four boats engaged in towing coal and hope to keep you abundantly supplied.

In regard to provisions on hand here and at Memphis, I have no data on which to make a report, not keeping books of receipts and expenditure.

The stores ordered to Memphis have been sent there. The inspection boat is well fitted and I have recently purchased at Cincinnati two months' supply, which is now on the way. On Monday I shall leave for St. Louis or Cincinnati to fill some large requisitions just sent in for stores of every kind.

Every requisition sent to me has been filled immediately, except in some cases where articles had to be procured from the East. I have labored hard to keep the squadron supplied as far as it depended upon me, and I shall not relax my exertions.

Mr. Brown has been paid in full for the first boats altered by him and for coal furnished. No bill has been sent in for the last boats.

I have not heard of any more boats having been purchased.

The Treasury is still dilatory in supplying funds, and I have had to write to friends in Washington to urge more promptness in remitting drafts.

Very respectfully, your obedient servant,

W. BRENTON BOGGS,
Paymaster.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of the Chief of Bureau of Navigation to Acting Rear-Admiral Porter, U. S. Navy, regarding changes in signals.

BUREAU OF NAVIGATION,
NAVY DEPARTMENT,
Washington, February 7, 1863.

SIR: The signal book of the *Harriet Lane* probably fell into the hands of the enemy when that vessel was captured.

In consequence of this event Rear-Admiral Farragut changed the signals by increasing their value by 1—thus, 0 is now 1, 1 is now 2, 2 is now 3, etc., and 9 is nothing.

This change is adopted by the Bureau and will hereafter be made in the squadron under your command.

The use of signal number 7 will be suspended for the present.

Very respectfully, your obedient servant,

C. H. DAVIS,
Chief of the Bureau.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo.

Report of Acting Rear-Admiral Porter, U. S. Navy, giving information regarding Vicksburg and other points on the Mississippi River.

No. 96.]

U. S. MISSISSIPPI SQUADRON,
February 7, 1863.

SIR: I have the honor to forward you a chart of the approaches and defenses of Vicksburg as far as we can detect them. The number of guns has not yet been ascertained, though we know of over 50 of heavy caliber. This chart has been made by Messrs. Strausz

and Fendall, of the Coast Survey, and is the best and most accurate one constructed.

The rebels at Vicksburg were very amiable in permitting the two above-mentioned gentlemen to prosecute their labors unmolested, having fired at them particularly only once, while they fired on the army surgeons constantly. On one occasion an officer from the rebel side came over in a boat, and, without landing, inquired what our party were about with that table (meaning the plane table). He was told to come on shore and see, which he declined doing. Still the rebels did not molest us, though only 750 yards from us. This enabled the party to get the heights of hills, prominent buildings, shape of forts, and, in fact, everything but the guns, which are so completely covered that it is impossible to make them out.

On the morning when the ram *Queen of the West* went by the batteries I had officers stationed all along to note the places where guns were fired from, and they were quite surprised to find them firing from spots where there were no indications whatever of any guns before. The shots came from banks, gulleys, from railroad depots, from clumps of bushes and from hilltops 200 feet high. A better system of defense was never devised.

Vicksburg was by nature the strongest place on the river, but art has made it impregnable against floating batteries—not that the number of guns is formidable, but the rebels have placed them out of our reach, and can shift them from place to place in case we should happen to annoy them (the most we can do) in their earth-works.

In a report I made the Department while attached to the Mortar Flotilla, I remarked that the Navy could silence the water batteries whenever it pleased, but that the taking of Vicksburg was an army affair altogether, and it would have to be taken by troops. At that time it mounted 20 guns all told, scattered along as they are now, and 10,000 men could have marched right into it without opposition.

When Admiral Farragut's fleet first went there Vicksburg had mounted 5 guns, and 3,000 men might have taken it with ease. Even as late as six months back no extra defenses were put on at Vicksburg, or on the Yazoo, and our gunboats went 60 miles up that river (which they should never have left) without molestation. The long-talked-of expedition for the capture of Vicksburg and the various plans that were expressed by our treacherous press gave the rebels warning, and before I came into these waters Vicksburg was inaccessible in front and unapproachable by the Yazoo on account of the strength and position of their batteries. The people in Vicksburg are the only ones who have as yet hit upon the method of defending themselves against our gunboats, viz, not erecting water batteries, and placing the guns some distance back from the water, where they can throw a plunging shot, which none of our ironclads could stand.

I mention these facts to show the Department that there is no possible hope of any success against Vicksburg by a gunboat attack or without an investment in the rear of the city by a large army. We can, perhaps, destroy the city and public buildings, but that would bring us no nearer the desired point (the opening of the Mississippi) than we are now, and would likely put out the little spark of Union feeling still existing in Vicksburg.

The attack of the army having failed at the enemy's weakest point for want of nerve in the leader of a brigade, the next thing to be done is to attack them at some unsuspected point. The canal is a failure and not even practicable as yet for taking through a coal barge, and the army (in daily danger of having it burst its frail embankments) have wisely retreated to higher ground, leaving the enemy still in wonder at their eccentric movements. In the meantime General Grant and myself have been studying maps and consulting about what is the best course to pursue. I sent down the ram as a diversion, to cut off the enemy's supplies here and at Port Hudson. The result has met my most sanguine expectations. Over \$200,000 worth of property was captured and destroyed, amongst it many supplies for the rebel army at Port Hudson. At present we command the Mississippi, and the first step toward the evacuation of the stronghold has been adopted. After that General Grant proposed to cut a canal into Lake Providence. This lake communicates with the Tensas River, a deep stream, and the Tensas runs into the Washita [Ouachita], which empties into the Red River near the mouth of the latter. The canal is not yet finished, and what the result will be no one can foresee. Some think that the great rush of the Mississippi will clear away everything before it and the Tensas River become a fine navigable stream for the largest steamers. It is now capable of passing medium-sized steamers. At all events, it will give us the command of Red River and cut off all supplies from that quarter; the result no one can calculate.

While General Grant was cutting his canal at Lake Providence I proposed cutting away the levee at a place called Delta, near Helena, into old Yazoo Pass, and General Grant sending a detachment of diggers I sent the *Forest Rose* up to enter the channel when it should cut out. This used to be the main way to Yazoo City and the rivers Tallahatchie and Yalobusha, before the Southern Railroad was built, and it was closed up to reclaim some millions of acres of land that laid useless. It leads into the Tallahatchie River, and through it we command the heart of Mississippi and all the resources of the enemy around Vicksburg.

The levee was cut, and the water rushed in with such force, sweeping everything before it, that it at once cut a channel 80 yards wide, and at last accounts the water was "sweeping everything before it." It will take some days for the water to reach its level, having a fall of 9 feet, and in the meantime I have fitted out a force of five light-drafts and the ironclad *Chillicothe* to go through and take the enemy by surprise. The commander of the expedition, Lieutenant-Commander Watson Smith, has instructions to destroy all the means of transportation the enemy has, destroy all gunboats and rams, and break up the bridges over the Tallahatchie and Yalobusha. If this expedition is successful in getting through, General Grant will follow with his army and Vicksburg attacked in the rear in a manner not likely dreamed of. The troops at Vicksburg will be obliged to evacuate, as they have heretofore done other strongholds. That accomplished, Port Hudson must fall, and if I have the gunboats I could keep the river open.

By looking over the map of Mississippi you will perceive the importance of this move, if successful. If it is not, it will overflow a large tract of country from which the rebels draw their supplies.

I am trying to get coal to Colonel Ellet, that he may continue his attacks on the enemy below, and in the Red River, before they can wake up from their astonishment at his first appearance.

I have been much disappointed at not having received before this time some more of the new ironclads. I expected on the 1st of January the *Lafayette*, *Tuscumbia*, *Choctaw*, and *Eastport*. The *Eastport* started and broke down again. The *Lafayette* has been at Cairo some time, delayed, for what reason I don't know. The *Tuscumbia* drags along slowly, though promised three weeks ago, and the *Choctaw* will not be finished for some time to come. The other ironclads building at St. Louis I hear nothing of, and don't count on them this war. The *Indianola* and *Chillicothe* have not been tried under fire, and some doubts are entertained of their capacity to bear battery. The details of these vessels are not creditable to the superintendents of the work, and many things have been slighted which a naval constructor should not have overlooked. Though the vessels are better than I expected, they show a great want of attention on the part of those overlooking the work. With the exception of their batteries (XI-inch guns), they are not so serviceable as the old Pook vessels.

There is no vessel that I have yet seen to compare to the *Benton*, and I would recommend to the Government, if they intend to build any more vessels for this river, that they be constructed on the *Benton* plan, with more power, and such improvements as experience here may recommend. The Pook vessels do fairly when there is a little current, but they are fast wearing out. Those that were engaged in the last action are much shaken, and leak from stem to stern. I doubt if they will withstand another long fight. The *Benton* is as good as the day she was built, and except her being somewhat unmanageable is a fine specimen of an ironclad.

I have endeavored to give you, sir, a fair account of the situation here, that you may not expect too much from the present fleet. What it is possible to do will be done. My main object is to meet with no defeats, and I shall undertake nothing where there is no chance of success.

A defeat of the Navy on this river would be considered a calamity, but the world will not blame us for waiting until we are perfectly prepared.

So many of my men's time is out and the vessels being less than half manned, I applied to General Grant for a regiment of soldiers, which he has promised me, to be detailed for detached service. This will make us comfortable again. I hope it meets with the approval of the Department. It will take about a couple of weeks to break them in.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Brown, U. S. Navy, commanding U. S. S. Forest Rose, regarding the capture of two men belonging to Mississippi cavalry.

U. S. GUNBOAT FOREST ROSE,
Moon Lake, February 8, 1863.

SIR: I this day captured and paroled in the Yazoo Pass, Jasper Walton and G. B. Purrington, privates in Captain Porter's company, Mississippi cavalry (known as the Feather-Bed Rangers).

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Master, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Semimonthly report of Acting Rear-Admiral Porter, U. S. Navy, regarding the stations of the vessels of his command.

U. S. MISSISSIPPI SQUADRON, February 8, 1863.

SIR: I have the honor to make the following semimonthly report of the present position of the squadron:

The *Black Hawk*, *Benton*, *Louisville*, *Baron De Kalb*, *Mound City*, *Pittsburg*, *Carondelet*, and *Indianola* in the Yazoo River.

The *Judge Torrence* and *Great Western*, powder boats, at the mouth of Yazoo.

Cincinnati and *Marmora*, guard vessels, off the channel leading to Vicksburg.

Red Rover, hospital ship, at the mouth of the Yazoo.

Blacksmith vessel *Sampson* and ram *Switzerland* in the Yazoo.

The *General Lyon* and *New National*, dispatch boats, discharging stores in the Yazoo.

The *Rattler*, *Chillicothe*, *Signal*, *Romeo*, and *Forest Rose*, under command of Lieutenant-Commander Watson Smith, endeavoring to get through the Yazoo Pass, near Helena, into the rivers Tallahatchie and Yalobusha.

The *Linden* is detailed to assist the army in cutting the canal into Lake Providence and Tensas River.

The ram *General Bragg* is at the mouth of Arkansas River; the *Conestoga* at the mouth of White River, blockading and cruising up and down these rivers.

The ram *Lancaster* is stationed at or near Napoleon, below Arkansas River.

The ram *Monarch* is stationed at a place called Greenville, to keep down the guerrillas in that neighborhood.

The *Tyler* is cruising up and down the river between the Arkansas and Columbia, all of which places, although now quiet, have proved troublesome to our transports.

The *Cricketer* is at Memphis guarding the navy yard and ready to convoy down the storeship *Sovereign*, which vessel is undergoing repairs at that place.

The *Juliet* has just gone to Cairo to take up 200 contrabands who sought protection.

- The *Lewington*, *Springfield*, *Silver Lake*, *Robb*, *Fairplay*, *St. Clair*, *Brilliant*, and *General Pillow* are up the Tennessee and Cumberland rivers, guarding army transports. The *Little Rebel* is doing guard-boat duty at Cairo.

The *New Era* is guarding Island No. 10 and New Madrid.

The *Eastport* has broken down again and returned to Cairo for repairs or to be laid up.

The *Lafayette* is fitting out at Cairo, and is expected here daily.

The towboat *Price* is also fitting out at Cairo.

The *Curlew*, *Prairie Bird*, and *Petrel* are at Cairo waiting for crews.

The towboat *Brown* is bringing down coal.

The ram *Queen of the West* is cruising between Port Hudson and Vicksburg; also a small rebel steamer, the *De Soto*, captured by the army and turned over to the navy; she has been covered with iron and cotton bales.

The rams *Lioness* and *Horner* are bringing down provisions and stores.

The *Glide* is in Cairo undergoing repairs.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding men transferred for naval service.

FEBRUARY 8, 1863.

GENERAL: There were 250 men sent over yesterday; we will only want 350 more altogether. Can you so arrange it that we can only have that number, with but 3 officers? We have now 5 officers more with these men than we want, or can accommodate, which is the trouble. The major and adjutant brought their horses, which I am afraid they will have to part with if they stay with us.

Hoping you will be able to make arrangements that will suit the occasion,

I remain, respectfully, yours,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General U. S. GRANT,

Headquarters Army of the Mississippi.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding men when transferred from the army for duty on naval vessels.

GENERAL ORDER, }
No. 34. }

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, February 8, 1863.

The general commanding the army has furnished me with soldiers to fill vacancies. Great discretion will be required in the manage-

ment of these men, who have hitherto led an irregular life and had but few examples of well-disciplined people before their eyes. The officers and men come under strict naval rules as long as they are on shipboard.

The guns and accouterments will be taken from the men the moment they repair on board of a vessel, and all small arms handed over to the gunner.

The men will be immediately stationed at the great guns and drilled for one hour once a day; at other times the commanders will tend to getting them cleaned up, having their hair cut, beards trimmed, etc.

They will perform all the duties of marines on shipboard, and be excused from the duty of coaling and cleaning ship.

Weekly reports will be made to me of their progress.

Their own officers will drill them at small arms; the naval officers at great guns.

The officers are enjoined to be strict with these men; treat them kindly, but let them feel that they must conform to naval laws.

The rules and regulations will be read every Sunday for a month.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding soldiers who mutinied on board the U. S. S. Benton.

FEBRUARY 8, 1863.

GENERAL: Company C mutinied this morning and refused duty. I put them all in irons and sent them to you, as I could not order a legal court on them. The example was salutary; the rest acquiesced immediately. I would recommend that the noncommissioned officers be broken, and that the others be set to digging ditches. I am sorry to have commenced so roughly, but "a bad beginning makes a good ending."

I would not hesitate to keep the men I have sent you did I not think that they will feel the punishment of being dismissed the fleet when they see their comrades again and hear how comfortable they are.

They are pretty drunk now and insensible to reason, and I thought the shortest way was to put them out of sight. Some one gave them a half barrel of whisky amongst their rations, with which they filled their canteens and regaled the crew of the *Benton*, who are somewhat in a like condition, but more tractable.

I am, very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General U. S. GRANT,
Commanding Army of the Mississippi.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, regarding the blockade of White River.

FEBRUARY 8, 1863.

SIR: Your letter of February 6 has been received. At a proper time I will make arrangements with regard to Little Rock. You will conform to the instructions sent you in relation to guarding the mouths of Arkansas and White rivers. I was aware of the condition of the *Lancaster* when she left here, and sent her principally to be used to guard the coal barges at White River, if she could not steam.

In appointing you to conduct the blockade of White River, I do not wish that you should make any change in any vessel of the squadron without my orders. I will attend to their wants when reported to me. If every officer were to make such changes as might seem proper to him I should have a difficult task to regulate the squadron.

I hear there is no vessel at Napoleon. If we have any instructions you will see that one is required there.

It is my intention to make the mouth of White River a coal depot, the barges to make port where the *Sovereign* laid under the island. One vessel must always be kept there to guard them, and none but our vessels allowed to take coal out of them under any circumstances. Orders have been sent to General Sherman in relation to using our coal at Helena.

Other vessels will be sent you soon.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOMAS O. SELFRIDGE, U. S. Navy,
Commanding Conestoga, Mouth of White River.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, on receiving complaint that boats were fired on from below Napoleon, Ark.

FEBRUARY 8, 1863.

SIR: Constant complaints reach me of boats being fired on from below Napoleon.

I expressly ordered that one vessel should be stationed there at all times, and one at White River, to take care of the coal barges.

I am informed that the *Bragg* was up the Arkansas. Will you please inform me what orders you gave Lieutenant Bishop and for what purpose he went into the Arkansas River?

I refer you to my orders of January 17, 20, and 28, 1863, and also to the orders to Lieutenant Bache, of January 20, passed to you, when he left for this place.

It is unpleasant to be told by passers down that they have been fired on, when I know that nothing of the kind could happen if my orders were carried out.

The mouth of White River will hereafter be our coal depot, and every care must be taken to prevent the army from using it. A vessel

must be near it at all times. For that purpose I sent up the *Switzerland*.

Respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFRIDGE, U. S. Navy,
Commanding U. S. S. Conestoga, Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding fire from the heavy ironclads.

FEBRUARY 8, 1863.

SIR: Please instruct the commanding officer of the heavy ironclads to fire only in the daytime while coming down the river.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant Naval Station, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Ensign Wheelock, U. S. Navy, forbidding complication with revenue affairs.

FEBRUARY 8, 1863.

SIR: Your communication in answer to my inquiries about the *Alhambra* has been received. Your explanation put matters in a different light from what was reported to me.

I received your communication informing me that you were acting as one of a board of trade, but you omitted to mention that Captain Gwin approved of the appointment.

I do not wish any of the officers of the squadron to attend to anything but their legitimate duties, nor do I wish them to mix themselves up in any way with revenue affairs; it always brings trouble.

Find out and let me know how it was that our coal was taken by the army at Helena. By whose authority and what vessel took it.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Ensign E. W. WHEELOCK, U. S. Navy,
In Charge of Mortars, Helena, Ark.

Report of Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding injuries sustained by that vessel in collision with steamer Emma.

U. S. S. GENERAL BRAGG,
Island 75, February 9, 1863.

SIR: I respectfully report that last evening about 10 o'clock I heard a steamer blowing her whistle repeatedly as if in distress. Got

underway and went down the river to a short distance below Bolivar, where I found the *Emma* aground near the Arkansas shore. When approaching within hailing distance, she backed off the bar and into us, striking the after-cargo port, smashing it and tearing through about 6 feet of top sides. I think I can make the necessary repairs here.

The *Emma* was very slightly damaged, having some of her stern nosing torn off and some two or three fenders broken.

Very respectfully, your obedient servant,

JOSHUA BISHOP,
Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Hoel, U. S. Navy, commanding U. S. S. Pittsburg, regarding station.

FEBRUARY 9, 1863.

SIR: Get underway and relieve the *Cincinnati* at the station below. The *Marmora* will anchor in the eddy just above you and pick up all boats with persons in them attempting to pass down the river.

Inform Lieutenant Bache that I want his vessel here.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant WM. R. HOEL, U. S. Navy,
Commanding U. S. S. Pittsburg, Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, to send certain vessels down without regard to requests from army officers.

FEBRUARY 9, 1863.

SIR: You will please send down without delay the *Curlew*, *Petrel*, and *Prairie Bird*. I have not a light-draft vessel here; these boats must come here no matter what the conditions of things are up river.

I consider the force there now sufficient to convoy any amount of stores. You will direct all commanders who leave Cairo to proceed to their destination without paying any attention to the requests of army officers for gunboats.

The great difficulty I have to contend with is to get officers to divest themselves of the idea that they are under army orders, and I can only stop it by arresting some one.

Very respectfully,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Commander A. M. PENNOCK,
Fleet Captain and Commandant of Station, Cairo.

Order of Acting Rear-Admiral Porter, U. S. Navy, to commanders of naval vessels for the seizure of cotton in transports between Vicksburg and Helena.

FEBRUARY 9, 1863.

The commander of any naval vessel will seize any cotton that is in any transport between Vicksburg and Helena. They will also take any cotton they see on the bank between these two points and make a return of it to me, stating all the particulars connected with it. The commanding officer at White River will examine any boat he may suspect of having cotton on board, and, if there is no proper military permit, he will take out what he finds and hold it until further instructions from me.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, requesting a copy of the confiscation act.

No. 99.] U. S. MISSISSIPPI SQUADRON, *February 9, 1863.*

SIR: I would be much obliged if you will send me a copy of the confiscation act, that I may act in accordance therewith.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Order of Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, forbidding the passage of civilians on the transports.

FEBRUARY 9, 1863.

SIR: You will please not give any one not connected with the Army or Navy a passage on any of our transports.

Reporters of newspapers and artists are particularly objected to.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Commander A. M. PENNOCK,
Fleet Captain and Commandant of Station, Cairo, Ill.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Bowen, N. S. Navy, regarding the shipping of recruits.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 9, 1863.

SIR: I have received your communication of the 6th instant.

You will continue to ship men as fast as possible, but you will not ship them for any particular vessel, such arrangements being unauthorized.

If Dr. Leaman is sufficiently recovered to do the duty, you will request him to examine recruits; otherwise you will engage a surgeon for that purpose.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master A. S. BOWEN, U. S. Navy,
U. S. Naval Rendezvous, Cincinnati Ohio.

Report of Fleet Captain Pennock, U. S. Navy, regarding the arrival of steamer White Cloud, and transmitting papers relating to the seizure of the steamer Chippewa Valley, February 9, 1863.

No. 24.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 24, 1863.

SIR: I have the honor to inform you that since my communication No. 22 was written the steamer *White Cloud* has arrived at this station and has been delivered to the United States marshal for the southern district of Illinois, together with everything on board. In addition to the rebel mail and contraband articles already found on board, the marshal informs me that he found a box of rebel uniform buttons on breaking out her hold.

The steamboat *Chippewa Valley* was seized as a prize by the U. S. gunboat *Forest Rose* below Helena, Ark., for being engaged in contraband trade and giving aid and comfort to the enemy. I transmit herewith a copy of a letter to me from Acting Master Brown, commanding *Forest Rose*, and a copy of the letter to him from the Helena Board of Trade, showing the reasons in part for her seizure. I have delivered her also to the United States marshal for said district, with everything on board.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

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

[Enclosures.]

U. S. GUNBOAT FOREST ROSE,
Helena, Ark., February 13, 1863.

SIR: On the 9th instant I came across the steamer *Chippewa Valley*, of St. Louis, Captain Yore, at Island No. 63, lying tied up to the bank, taking on board cotton. I ran alongside and ordered the captain on board with his papers. Instead of the captain coming, a Mr. Mark, the charterer of the boat, came on board and told me the boat had no clearance or permit to go below Helena, and all the papers he could show was a permit from the collector of customs at Cincinnati to purchase cotton in the States of Louisiana, Mississippi, Arkansas, and Tennessee, and restricting him to all the coastwise regulations. I sent on board and found several half barrels of whisky,

some brandy, wine, and champagne. Having no permits or clearance, I sent an officer on board and ordered him to proceed to Helena and await my arrival.

She had on board a paroled soldier from the Eighty-third Indiana Regiment, who stated that he had got on board at Grant's Landing, and that at that place she had landed 1 barrel salt, 1 barrel flour, 2 bolts calico, and at another place she had landed 2 jugs of whisky. She having no permits or clearance of any kind I considered her a lawful prize, and have placed an officer in charge, and ordered him to report to you at Cairo.

Enclosed is a letter furnished me by the board of trade on my arrival at this place, showing that she had warning not to go below Helena.

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Master, Commanding.

Fleet Captain A. M. PENNOCK,
Naval Depot, Cairo, Ill.

[Subenclosure.]

PORT OF HELENA, ARK., *February 11, 1863.*

SIR: The steamer *Chippewa Valley*, now under arrest by your authority, was not only acting in violation of the orders of the naval and military authorities in landing below Helena to take in cotton without the protection of a gunboat and without a clearance from the board of trade at this port, but she was acting in violation of an express prohibition from the board of trade, served by myself in writing upon the captain and clerk of the boat at this port previous to her leaving here on said trip, which notice was as follows:

OFFICE BOARD OF TRADE,
Helena, Ark., February 3, 1863.

To the Captain and Clerk of the Steamer Chippewa Valley:

By the rules of the Treasury Department, only boats in the Government service can go below Helena without a clearance, and all boats are forbidden to trade or deliver goods without a regular permit.

Until the special agent of the Treasury Department at Memphis obtains an authority from the head of the Department at Washington and confers it upon us, we are required to give you this notice not to go below Helena to trade or procure cotton, under penalty of seizure of boat and cargo on your return.

Very respectfully, your obedient servants,

J. G. FORMAN,
W. B. PIERCE,
Helena Board of Trade.

P. S.—We expect in a few days that authority will come from the Treasury Department to grant you the privilege which you require.

J. G. F.

The captain of the *Chippewa Valley* informs me that Mr. J. Mark, the purchaser of the 112 bales of cotton, or more, which you found on board of her, was informed by him of this notice from the board of trade, and he (Mr. Mark) learned the fact at this office, with Mr. Ullman, that no clearance could be granted until the necessary authority arrived here, accompanied by our advice to wait; which

advice Mr. Ullman very wisely followed, while Mr. Mark went knowingly forward in his transaction.

With great respect, your obedient servant,

J. G. FORMAN,

Member Helena Board of Trade.

Captain BROWN, U. S. Navy,

Commanding the Forest Rose.

Seizures, including the steamer Rowena, made by the U. S. S. New Era, in the suppression of illegal traffic, February 9, 13, 1863.

Report of Fleet Captain Pennock, U. S. Navy, transmitting reports of the commanding and executive officers.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 16, 1863.

SIR: I have the honor to enclose herewith two copies of communications to me from Acting Master F. W. Flanner, commanding U. S. gunboat *New Era*, dated February 9 and 14, respectively; a copy of a communication from Acting Ensign Hanford, the executive officer of the *New Era*, dated February 13, 1863; and a copy of a telegram from myself to the honorable Secretary of the Navy, dated February 15, all of which relate to the capture of a considerable amount of property as being contraband of war.

These papers, with the exception of the telegram, are perhaps sufficiently explicit. The United States marshal for the southern district of Illinois came here on the 13th instant, and I have handed over all the property brought here to him, for which I have taken his receipt. I have made no report of the captured property to the Secretary of the Navy, believing that the facts in regard thereto should be first made known to you.

In regard to the telegram, the money mentioned therein was seized last night by Acting Ensign Hanford, on board the steamer *Ford*. I have detained it (having previously sealed it in the presence of the owner) until I shall receive the determination of the honorable Secretary of the Navy.

There appears to be some doubt as to the extent of an officer's power to make seizures. By the fifth clause of your General Order No. 2 all vessels are ordered to be detained which are found landing at any point below Cairo "except at places specified in collectors' permits," etc. By the regulations relative to trade in the Mississippi Valley of the Treasury Department, no permits shall be granted (except to certain specified points) to any point unless for strictly family supplies. This was the case of the *Rowena*. She had on board a large quantity of articles, much more than would seem to come under the head of family supplies, and a permit to land them from the collector at St. Louis. Under General Order No. 2 she would not be subject to seizure, but still appears to be violating the revenue laws. I would respectfully refer the matter to you for your determination.

I have dispatched Captain Woodworth to St. Louis with the rebel mail captured on the *White Cloud*, with instructions to make known the contents to Major-General Curtis, commanding at that place. I

also directed him to bring the mail back to this station on his return, as I did not have sufficient time to open all the letters. I enclose a copy of one* to the rebel General Price, which I thought was important to be made known to the proper authorities.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P, S.—The marshal thinks that the seizure of the *Rowena* is legal. I have made out all the papers necessary to the district attorney, to enable him to take proper steps in regard to the property already turned over to the marshal by me.

[Enclosures.]

U. S. GUNBOAT NEW ERA,
Off Island No. 10, February 9, 1863.

SIR: I herewith most respectfully submit to your consideration some important facts in relation to the loose manner in which matters are carried on at this place, more particularly to the frequent crossing and recrossing of citizens to and from the Missouri shore to the Tennessee shore.

I have thus far endeavored to do my duty in helping on our cause, and have to some extent stopped it, but so long as the present commander of the island is permitted to allow it, it will be so to a great extent unless further and more stringent orders are issued.

In the first place he has been here so long—ever since the island was taken by our forces—and has become so intimately acquainted with the enemy (I call them), and suffers the whole bend (and no one knows to what extent) to come and go at their pleasure, and that this has been a perfect ferry for the whole Southern Army to get their information I have not the least doubt.

I have undoubted information and evidence, corroborated by their actions, that this is all wrong, and should be put a stop to at once.

If necessary, I can produce the evidence of a dozen good men of these facts, who have been here for the last few days—officers in the Army—and one of whom sent a report of it to his senior officer, Colonel Hill, at Cairo, who no doubt has forwarded them to his commander at Columbus, Ky.

One instance, in which a sergeant of a company under the commander of a post brought three men, one of whom, he stated, was undoubtedly [in] a rebel officer's uniform while here (although he had taken the oath), and he thought should be retained and sent up the river. The commander of the island gave him a pass to return, and he did so. As far as concurring with me, he does not, and rather endeavors to annoy me by passing persons to the Tennessee shore more frequently, under one pretense or another.

I have taken control of the skiffs, of which there are four, and shall retain them and only allow such as I deem proper to pass. Of the presence of rebels in the bend and at Tiptonville every day there is no doubt, according to the information I receive from day to day.

* See p. 418.

Last night I brought to the steamer *Tycoon* and boarded her, and while looking through her found two trunks belonging to a lady, named Mrs. Johnson, formerly a Miss Ward, of Louisville, Ky.; and on examining one of them, I did not like the looks of the bottom, so I had the paper on the bottom of the trunk cut with a knife and found it had a false bottom; forced it open and found a very nice piece of gray uniform cloth and everything to match it, gold lace, etc. I then instituted a thorough search, but could find nothing more. After conferring with Captain Wilson, of the U. S. gunboat *Duchess*, we concluded to take possession of the goods and allow her to proceed, he, Captain Wilson, saying he would have her taken care of at Memphis.

I am endeavoring to carry out your orders per Mr. Hanford to the letter.

I am sorry to have to write of the state of my ship's crew; so many on the sick list. On account of the steam escaping from boilers, I was compelled to take down the bunks on the sides, by their being so damp. If I could possibly have a barrel or two of lime and a few more hammocks, it would conduce to the comfort and health of the crew; also a small 6-pound howitzer for my quarter-deck.

I should like very much to know more particularly to what extent I should go in searching boats, and what is necessary to condemn them and send them to Cairo. I have found in several instances passengers with goods or merchandise in trunks and valises, not on any manifest, with permits from above Cairo, where I think they should report, as the law requires. One or two with large amounts of gold, to all of which I have drawn the attention of the Government aid, who was on board. That any amount of contraband articles go down on almost every boat, I am satisfied of, and this is an excellent point to catch them, more particularly through boats from above Cairo.

I am, your most obedient servant,

F. W. FLANNER,

Acting First Master, Commanding U. S. Gunboat New Era.

A. M. PENNOCK,

Fleet Captain and Commandant of Station, Cairo, Ill.

U. S. GUNBOAT NEW ERA,
Off Island No. 10, February 14, 1863.

SIR: I send you, per Mr. Hanford, a rebel mail found secreted on board steamer *White Cloud*, bound for Memphis and Helena; also a lot of revolvers found upon a passenger without a permit, and other merchandise for Hale's Point, and a lot of drugs, etc., for Tiptonville, among which you will find a number of articles contraband of war, belonging to a man whom Mr. Hanford has already delivered up river to you. He will explain everything to you. All of which is respectfully submitted.

I am, sir, your obedient servant,

F. W. FLANNER,

Acting Master, Commanding New Era.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

U. S. GUNBOAT *NEW ERA*, February 13, 1863.

SIR: I hereby transmit to you a statement in regard to the capture of the steamer *Rowena*, bound from St. Louis to Memphis, having contraband goods on board. As she was proceeding down the river I brought her alongside and commenced to overhaul her. I first opened two large trunks and found them to contain dry goods, saddles, etc. Although accompanied with a permit, being contraband of war, I seized the steamer. I found these goods were to be landed at Hale's Point, a place not occupied by United States forces and infested with rebels. I next found 21 packages of merchandise on board, which contained goods contraband of war, in the shape of medicines, etc. These were to be landed at Tiptonville and at a point not occupied by United States forces. It is my intention to keep within bounds of the law, and I sincerely hope my movements in regard to these matters will always meet your speedy approval. I also brought to this place one prisoner having in his possession 200 ounces quinine, captured on board. I have consulted with Captain Woodward, and he says I have acted perfectly right in seizing the *Rowena*.

Very respectfully,

WM. C. HANFORD,
Executive Officer.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

[Endorsement.]

Mr. Hanford doubtless refers to Acting Lieutenant Woodworth, whom he calls "Captain Woodward."

[Telegram.]

CAIRO, ILL., February 15, 1863.

Acting Ensign Hanford, of gunboat *New Era*, being about to take passage on a steamboat alongside of wharf for his vessel below, received information that a package of Southern funds [was] locked up in safe of steamboat. It was in possession of S. C. Rogers, of firm of W. E. Childs & Co., brokers, Nashville, Tenn., and amounted to \$47,064, \$11,000 of which was in Confederate notes, and balance in Georgia, South Carolina, Alabama, and Tennessee notes.

Mr. Hanford seized it as contraband of war. The owner says he intends to exchange it at Memphis.

I respectfully refer the whole matter to you. Is it a legal seizure?

A. M. PENNOCK,
Fleet Captain and Commandant.

HON. GIDEON WELLES,
Secretary Navy.

Additional report of executive officer of the U. S. S. *New Era*.

CAIRO, ILL., February 18, 1863.

SIR: I hereby transmit to you a statement in regard to the capture of the packet steamer *Rowena*, bound from St. Louis to Memphis.

On the 13th, as she was down to Island No. 10, I received orders from Captain F. W. Flanner to overhaul her, which I did, and found on board of her one box of quinine and several other boxes of drugs, I believe seven altogether. She was to land these drugs at Tiptonville, a place where she was not allowed to land, and besides she had no permit for said box of quinine. By orders of Captain Flanner I put the gunner in charge of her, together with the second assistant engineer, the pilot, and paymaster, to take her to Memphis and deliver her Government stores and army paymasters, together with \$4,000,000 of money belonging to the army paymasters. On her arrival at Memphis, and on her way down, the officers in charge found 18 cases on board marked dry goods, and permitted as such, but on examination they proved to be rebel uniform pants, 2,900 pairs of which they at once seized. On her arrival at Memphis, as near as I can understand, there was an order from St. Louis to seize the boat and these cases of goods, but on account of previous capture by the gunboat *New Era* the officer in charge would not deliver her up. It is not on account of gain that the boat was held on to by the officers of the gunboat *New Era*, but it is the pride that we take in making the capture of these boats and seizing contraband goods. The manifest of the boat, together with her permits, were very foolishly given up to the commanding officer of the U. S. gunboat *Cricket*, then lying at Memphis. I have possession of the safe, money, and papers belonging to the boat, and shall hold them in charge, subject to your order. By orders of Captain Flanner I brought the vessel to this port, and she now awaits your orders. I have the acting captain's clerk and mate on board, prisoners at large.

I am, very respectfully, your obedient servant,

WM. C. HANFORD,
Executive Officer.

Captain A. M. PENNOCK,
Fleet Captain and Commandant Station of Cairo, Ill.

[Telegram.]

CAIRO, ILL., *March 4, 1863.*

I have taken the *Kowena* into the service of the United States, and she can not be given up to you.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

J. A. SCUDDER,
St. Louis, Mo.

Report of First Assistant Engineer Whittaker, U. S. Navy, transmitting order to suspend work on submarine firing apparatus.

ST. LOUIS, MO., *February 10, 1863.*

SIR: I would respectfully enclose a copy of an order this day received from Commodore Hull, in relation to the submarine battery for the *Ozark*.

I would respectfully report that a large portion of the work is already completed and ready for the ship. The outer section of the conductor pipe which joins the side of the ship has not been finished. Therefore this will admit of its being made to fit any vessel that may be designated, without additional expense or alteration in the parts already complete.

I shall finish the work (omitting the outer section mentioned) unless otherwise ordered, and hope soon to receive orders to apply it to one of the ironclad vessels building here, in which a fairer trial of the experiment could be had than in the *Ozark*.

I am, very respectfully, your obedient servant,

JAMES W. WHITTAKER,
First Assistant Engineer, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

ST. LOUIS, Mo., *February 10, 1863.*

SIR: The Bureau of Construction having ordered the apparatus for testing your method of submarine firing not to be put on board the *Ozark*, you will suspend all work on it so far as it relates to that vessel.

Very respectfully,

J. B. HULL,
Commodore, Superintending.

First Assistant Engineer J. W. WHITTAKER,
St. Louis.

Report of Lieutenant-Commander Smith, U. S. Navy, regarding the disabling of the U. S. ram Dick Fulton.

U. S. S. RATTLER,
Head of Choctaw Island [Island 78?],
February 10, 1862 [1863?].

SIR: Firing and steam whistling caused me to turn downstream two hours ago.

I found the ram *Dick Fulton* disabled by guerrillas—1 killed, 1 wounded, and engines disabled. The *V. F. Wilson*, on her way up, had met the ram and has now taken the *Fulton* and barges to the bank.

Having been detained myself by fogs and thick nights, I shall turn the *Wilson* from her destination and give her charge of the ram and coal barges.

She will leave the ram with the *Monarch* at Greenville, as the barges are as much as she should have to tow; that is, if the *Monarch* is still there. I was in time to give the guerrillas four or five shots. They were mounted, and made for the back country. The place was Cypress Bend, just above this, on the Arkansas side. Ram was struck 15 times.

I believe the *New National* is coming. I will order her to take the disabled vessel to Greenville instead of the *Wilson*. I hope this arrangement will meet your views. I write in haste.

The rebel force seemed large. They had two or three guns that sounded like rifles.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander.

Admiral D. D. PORTER.

Later.—The *New National* has arrived and will leave at daylight with the disabled vessel for Greenville. If the *Monarch* is not there she will continue on to the Yazoo.

It was almost night when I reached this place, and as I would soon have been obliged to anchor, determined to remain here, protect this party to-night, and take in coal, a saving of time at Helena.

Yours, etc.,

WATSON SMITH.

I think the ram's pipes can be repaired below. The shot holes look as if made by 12-pounder smoothbores.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding his action in refusing licenses for the shipment of cotton.

U. S. S. CONESTOGA,
Off White River, February 10, 1863.

SIR: Since I ordered the return of the trading steamer *Evansville* to Helena there has been a Mr. Lacy, of Memphis, here with a license from Mr. Yeatman and an old permit from yourself, dated Cairo, December 2, 1862.

His object was to purchase and ship from this point a large amount of cotton.

In the absence of specific instructions, and believing that it is not your wish that speculators, many of whom have but the cloak of loyalty, and none of whom would shoulder a musket for their country, should reap the enormous profits of a trade opened by those who have exposed themselves to dangers and hardships, I have steadily refused any permission to ship cotton from this part of the river.

I have given all these individuals to understand that I shall recognize no licenses or papers of any kind unless accompanied with your written permit.

I shall be pleased to know if my course in this matter is approved of.

The rebels, I learned to-day, have stationed a force of about three regiments on the Arkansas, about 2 miles above the Cut-off. Their camp is some distance back from the river bank.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Permit of Brigadier-General Gorman, U. S. Army, for the steamer Evansville.

HEADQUARTERS DISTRICT EAST ARKANSAS,
Helena, February 10, 1863.

The steamer *Evansville* has permission to proceed to the fleet at Vicksburg, and has permission to land at intermediate points under the protection of the navy as a gunboat only.

W. A. GORMAN,
Brigadier-General, Commanding.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding affairs off White River.

U. S. S. CONESTOGA,
Off White River, February 10, 1863.

SIR: The boilers of the *Conestoga* being entirely unprotected from shot, I have built up around them an excellent barricade of a single tier of cotton bales. To do this I have taken cotton from the neighboring plantations to the amount of 30 bales. I find I have three or four more than I require. Shall I forward it to Cairo?

In obedience to General Order 32, I have to state before the receipt of that order cotton to the amount of 3,442 pounds, and a large bell, weight 830 pounds, were forwarded to Cairo as a prize of the *Conestoga*. I am unaware what disposition has been made of it.

There is a sawmill on the Arkansas between the Cut-off and the Mississippi with some 8,000 feet of lumber and a very good stationary engine.

Its owner, a Northern man, I have given permission with his family to go North.

I should move the lumber and engine to this point were I not uncertain that it would be satisfactory to you.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Prichett, U. S. Navy, regarding supplies for the sick and wounded.

FEBRUARY 10, 1863.

SIR: Proceed up the river and procure for the use of the squadron 40 head of cattle, plenty of forage for them, 100 bushels of corn, some corn meal, chickens, turkeys, ducks, geese, and eggs, or whatever may conduce to the comfort of the sick and wounded.

Take the *Champion* with you to bring down the cattle. See that they have plenty of water while on board.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAS. M. PRICHETT, U. S. Navy,

Commanding U. S. S. Tyler.

[Telegram.]

ST. LOUIS, MO., *February 10, 1863.*

We require a truck carriage for the 100-pounder on the *Choctaw* instead of the pivot carriage that has been sent here.

The turret of this vessel is arranged with a turntable on the center; the gun recoils on the table when it is revolved to the port it is desirable to fire from.

O. C. BADGER,

Lieutenant-Commander, U. S. Navy.

Captain JOHN A. DAHLGREN,

Chief Bureau Ordnance, Navy Department, Washington.

Traffic in cotton, etc., under army authority in which the U. S. S. Forest Rose was reported to have cooperated, and seizure of steamers Rose Hambleton and Evansville, February 11, 12, and Curlew, February 28, 1863.

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

U. S. S. RATTLER, *February 11, 1863.*

SIR: At sunset this evening I stopped at Carson's landing to inquire the business of a merchant steamer apparently interested in a number of bales of cotton on shore.

She proved to be the light-draft stern-wheel steamer *Rose Hambleton*, in the stream collecting cotton with a lighter under permission from R. Hough, superintendent Western Department, to collect in Tennessee, Mississippi, Alabama, Arkansas, and Louisiana, in the lines of the United States Army, and a permit from General Gorman to load and land under protection of gunboats only.

As she was not landing cargo, I was not authorized to arrest her, your General Order No. 2 being the only one I have on the subject; but it does not seem to me that she was operating within the lines of our army, and she was certainly far from the protection of any gunboats until I came up.

The proceeding seemed a very loose one, and one by which the enemy might get possession of a good, light boat.

I also learned that the *Forest Rose* was connected with the enterprise, having conveyed the *Rose Hambleton* down to a point below this, afterwards returning up river.

February 12.—This morning found the *Forest Rose*, under the orders of General Gorman, with the stern-wheel steamer *Evansville* at Islands Nos. 67 and 68 after cotton.

Ordered the *Forest Rose* to follow and report to me at Helena, and to offer the *Evansville* convoy to that place.

I have just met the *Brown*, Captain French, with coal. He says the vessel upon which the *Cricket* is waiting at Memphis may not be ready for a month, so I suppose I won't see the *Cricket*. Hope to have the *Linden*.

Being much in need of a few hospital cots, and the *Brown* having some, I have taken and receipted for five of them, trusting that you will approve my doing so.

Respectfully, yours,

WATSON SMITH,
Lieut. Commander, First Division Light-Draft Steamers.
Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding seizure of steamers *Rose Hambleton* and *Evansville*.

U. S. S. CONESTOGA,
Off White River, February 13, 1863.

SIR: I seized yesterday at Carson's Landing the steamers *Rose Hambleton* and *Evansville*.

The latter is owned by Compton, the person I gave permission to visit you some days ago.

The *Rose Hambleton* was employed to tow the mortar boat at Island 68, and is found in the cotton business.

I forward the only papers found on board, and shall keep them here until I hear from you.

That I may fully carry out your wishes in this matter, without annoying you by referring these violations constantly, I respectfully request such instructions as may cover the whole matter of trading and buying produce along these river banks.

The *Rose Hambleton* is full of cotton. The *Evansville* has about 53 bales aboard.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.
Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, transmitting copy of letter sent to Brigadier-General Gorman, U. S. Army.

FEBRUARY 14, 1863.

GENERAL: I enclose you a letter I wrote to General Gorman. I find that one of my officers whom I sent on the Yazoo expedition was assisting a relation of General Gorman (I am told his son) to buy cotton (on a permit from him) which of right belongs to the Government.

I placed the officer under arrest, and shall have him tried by court-martial.

Can not we stop this cotton mania?

I have given all the naval vessels in the river strict orders to permit no trade in the rebel territory, but to seize all rebel cotton for the Government.

I am, very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General U. S. GRANT,

Commanding Army of the Mississippi.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding orders for seizure of the vessels.

BEFORE VICKSBURG, *February 15, 1863.*

Representations coming in to me, as they have, reflecting on General Gorman's administration of affairs at Helena, I sent an officer there last week to supersede him in the command; also a new quartermaster and provost-marshal.

The steamers referred to in your note were reported to me, and directions immediately sent to Memphis to have them seized. Trade has not been opened below Helena by military authority, not even to purchase and ship cotton. I have thought of doing so as low down as Napoleon, but have been waiting to see if the Government would not take all the cotton and sell it in the loyal States. If it is regarded of prime necessity that the greatest amount should be secured, then appoint Government agents to purchase for the Government, giving the citizens to understand that all the cotton they bring in would be paid for at a fixed price, say 20 cents per pound.

No military commander has a right to direct or order a naval vessel on any duty, much less to give aid in private speculation.

U. S. GRANT.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting copy of letter sent to Brigadier-General Gorman, U. S. Army.

U. S. FLAGSHIP BLACK HAWK,
Yazoo River, Miss., February 15, 1863.

SIR: I have the honor to enclose a copy of a communication I sent to Brigadier-General Gorman, at Helena, showing the Department the position I have taken in this matter.

Every means possible is taken to avoid the law, and the temptation to amass fortunes is so great that some military commanders even lose sight entirely of the high position they hold.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

FEBRUARY 15, 1863.

GENERAL: Two vessels have lately come down to White River with permits from you to purchase cotton and for the purpose of trading, and an order calling on the gunboats to aid such vessels while so trading.

The regulations of the Treasury Department, Article I, provide that no goods, wares, or merchandise, whatever may be the ostensible destination thereof, shall be transported to any place under the control of insurgents without a permit of a duly authorized officer of the Treasury.

Art. IV: All applicants for permits to transport or trade under these permits shall state the character and value of the merchandise to be transported, the consignor and destination thereof, and the number and description of packages, etc.

Art. VI: No permits shall be granted to ship goods, wares, or merchandise to States or parts of States heretofore declared to be in a state of insurrection, and occupied by the military forces of the United States, except to persons residing or having business therein, and whose loyalty is undoubted, etc., and no permit shall be granted to ship merchandise from any such State or parts of State in violation of any order restricting shipments therefrom, made for military purposes, etc.

Art. XI: No vessel, boat, or other vehicle used for transportation from the Eastern cities, or elsewhere in the loyal States, shall carry goods, stores, or merchandise into any place, section, or State restricted as aforesaid without the permit of the duly authorized officer of the customs, etc. And no vessel, boat, or vehicle used for transportation shall put off any goods, etc., at any place other than there named in the permit, etc.

Art. XV: All vessels, boats, or vehicles used for transportation violating any of the above regulations, and all goods, wares, or merchandise shipped or transported in violation thereof, will be forfeited to the United States.

XIX: United States vessels clearing from domestic ports to any of the ports opened by the President's proclamation will apply to the custom-house officers of the proper ports in the usual manner, etc.

My orders from the Navy Department are as follows (printed instructions in Treasury circular):

Commanders of naval vessels will render such aid as may be necessary to carry out the provisions of such regulations, and enforcing observance thereof, to the extent directed by the Secretary of the Treasury, as far as can be possibly done without danger to the operations or safety of their respective commands. In cases of the violation of the conditions of any clearance or permit granted under said Treasury regulations and in cases of unlawful traffic the guilty parties will be arrested and the facts promptly reported.

Under these orders, restrictions, and conditions I have directed all naval commanders to seize vessels and merchandise where said orders, restrictions, and conditions are not complied with, and they are furthermore directed not to recognize any permits, coming from any source whatever but that required by the regulations of the Treasury Department, nor in any State or section not proclaimed open to trade by the general commanding-in-chief of the section or district where the Army may be operating.

One of the steamers that was trading with your permit, under the charge of a person named Gorman, should have been seized for violation of law, and I have ordered the arrest of Acting Master George W. Brown, the naval officer (volunteer) who commanded the *Forest Rose*, and was sent most particularly on the Yazoo expedition.

I have directed the commanders of all naval vessels to search for contraband of war in all steamers coming down the river; to seize all cotton on vessels this side of Helena; and not to leave their stations or obey any orders without directions from me for so doing.

I have found it necessary to pursue this course in consequence of improper and unauthorized interference with the vessels of my squadron, which I am always ready to send anywhere on public service, on proper representations or application from any military commander.

I am, very respectfully, your obedient servant,
 DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
 Brigadier-General W. A. GORMAN,
Helena, Ark.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, for the detention of the steamers *Rose Hambleton* and *Evansville*.

FEBRUARY 15, 1863.

SIR: Detain the *Evansville* and *Rose Hambleton* as prizes, take an inventory of their cotton, and take it out of them; also all other merchandise.

Do not permit them to leave without further orders from me, and so treat all vessels with military permits, unless said permits are from General Grant.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
 Lieutenant-Commander THOS. O. SELFRIDGE, U. S. Navy,
Commanding U. S. S. Conestoga.

P. S.—By looking over your letter again, I see that one of the vessels is full of cotton. Leave the cotton on board, but guard it well; make the boats tie up under the island, with fires out and an officer on board.

D. D. PORTER,
Acting Rear-Admiral.

Explanatory report of Acting Master Brown, U. S. Navy, late commanding U. S. S. *Forest Rose*.

U. S. GUNBOAT JULIET,
Yazoo River, February 20, 1863.

SIR: In obedience to your order, I will endeavor to explain any apparent disobedience of your orders by me. First, respecting the order to tow the mortar down from Island 68 on my late trip from

Memphis. The first order reads: "Secure them so that they can not be destroyed, and when you return bring all you can with you. Fill up with coal at Memphis and return to me without delay. Give convoy to any of our vessels coming down from Memphis."

The order which you wrote and gave me afterwards says: "The coal barges are at Australia Landing. If they have coal in them, fill up out of them as you go up, and also do the same coming down. See the mortar well secured on the island side." This being the last received, I considered it the one to go by, which I carried out, as I understood it, by towing the mortar under the point of Island 67 and anchored her with the anchor belonging to the *Forest Rose*, she having none belonging to her. The order to convoy any of our vessels coming down from Memphis I thought I was obeying by convoying the *Magnolia*, as she was coming directly here. I did not wait for her at any place; she waited for me at Memphis and at Helena, where I filled up with coal. I showed my orders to Captain Selfridge at Memphis. He told me that he should likely be at Helena when I came down, and if he wanted me to take a coal barge down he would give me my orders there. By that he, like myself, did not understand that I was to tow the mortar. As regards the last orders, I understood them to place me under the orders of General Gorman, as he was the commanding officer at Helena. I showed him my orders from you. He told me that he had also received a letter from you, stating that you would send him a gunboat to remain there for such duty as he might require, and that he needed one to carry out General Grant's late order, and supposed that this was the one. I told him I understood that I was sent to work at the pass. This was on Sunday, the 1st. On Saturday morning, the 7th, we left Helena to enter the pass. General Gorman promised us a small side-wheel steamer to go in ahead of us. We started in company, General Gorman in the *Carl*. He said he would go to Friar's Point, for he had some spies there that had reported a steamboat in the lake, and he wanted to find out about it. Also he was going to send the *Henderson* down after some wood, and said that he would be back with the *Carl* by the time we could examine the cut and be ready to go in.

After examining the pass as far as we could, I resolved to try it, but was told by Mr. Morton and my pilot that they thought it impracticable to go in with the *Rose*. At about 11:30 a. m., seeing nothing of the *Carl*, we started and went into the lake, and found the entrance of the Yazoo Pass, but could not enter it with the *Forest Rose*. After waiting some time for the *Carl*, I manned my cutter, proceeded down the pass some 2 miles, and returned; got underway and steamed out into the river, and then saw the *Carl* just leaving Friar's Point. We met her and returned, but it was too late to do anything that night. The general said he would return to Helena, and send a few hundred men down in the *Carl*, and have them there by 9 o'clock the next morning. We waited until 1 p. m. for the *Carl* and the men. Two boats with troops came (the *Evansville* and *Matty Cook*), but saw nothing of the *Carl*, which was the only boat that could go into the pass until some obstructions were cleared. At 1:30 p. m. I manned and armed my cutter and proceeded down the pass, as I stated in my report to you. On our return, about 5 o'clock, we found that General Gorman had just arrived. I was ordered to return to Helena that night and bring down some troops. In the

morning we took down 250 and landed them, and went to towing out some trees that were in the head of the pass. In the afternoon, at the request of General Washburn, commanding the forces at the pass, I started down the river to procure some contrabands to work in the pass.

At Island 63 I fell in with the steamer *Chippewa Valley*, as previously reported to you. I also met the *Rose Hambleton* with an order from Mr. Wheelock to look after mortar boat No. 7 and tow her to White River and to report to the commanding officer there. She had also a permit from General Gorman to land and trade under the protection of a gunboat. I told him he could land when I landed, but that I should not wait for him. I went a little below Carson's Landing, and then returned up the river, giving the captain of the *Rose Hambleton* an order to return (enclosed is a copy). I arrived at Helena, turned the contrabands over to General Gorman (5 in all), and filled up with coal, and reported that I was ready to go into the pass. He informed me that he had received a letter from you, and that you had written him that you had sent him a gunboat to be employed upon such duty as he might see fit to employ her on, and that I was not to go into the pass, but remain on the river to assist him in carrying out General Grant's order. He then told me that he wanted me to go down as far as White River and give the *Evansville* what assistance I could, and also to pick up all the able-bodied contrabands I could find along the river—to spend two or three days at it. I left that evening and ran as far as Island 68, where I found the *Evansville*. We came to and waited until daylight. About 7 o'clock I started to go down the river to Laconia Landing, when the *Rattler*, Lieutenant Commanding Smith, came up and made signals for me to come on board. I went on board and explained the nature of my business and what I was doing. He ordered me to report to him at Helena, and to inform General Gorman that in the future I should not be under his orders; also to return and inform the captain of the *Evansville* that I could not give him any more assistance, and advise him to return with me to Helena, but not to allow him to detain me at all. I went back, but did not come up with him until he got to Laconia. As soon as I was in sight he landed, and when I got to him he had some cotton rolled out ready to take on board. I told the captain my orders. He asked me if he could not take on board what he had down, and if I would not give him permission to do so. I looked over my general orders and saw nothing that would prevent my doing so, and I gave him a note allowing him to take it on board, and left him and proceeded up the river and reported to Captain Smith at Island 56. Previous to my leaving Helena, General Gorman informed me that the owner of this vessel (*Evansville*) was a Colonel Compton, and showed me a letter from General Curtis, requesting him to give him all the assistance he could without interfering with the interests of the Government. He also showed me an order from the Secretary of the Navy, respecting trade in the newly opened ports, and told me that you had promised him a gunboat to remain under his order, and that I was not to go in the expedition into the pass, and ordered me on the duty above mentioned. I regret to say that I acted on a verbal order, which I can assure you I shall never do again, if reinstated. I have no knowledge of General Gorman or his son being concerned in the cotton, only the rumors that I have heard. Had I not met with

Captain Smith I should have reported the whole in writing to you. I arrived at Helena on the 14th. On the 15th I was ordered to Memphis, and on my return was ordered to report to you as under arrest. Captain Smith told me that it was for giving vessels permission to trade, against your order. I have given you, sir, a plain and true statement of the facts as they have occurred. In my reports I have given all that has been left out here. Lieutenant-Colonel Wilson and Mr. Morton, special pilot, I think, will testify that I have done all I could to forward the work at Yazoo Pass.

Hoping this will receive your early attention,

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Master, U. S. Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. FOREST ROSE,
Beulah Landing, Miss., February 10, 1863.

SIR: You will not proceed down the river any farther in search of the mortar boat, as it is evident that it has been removed, and I have not time to go any farther; therefore work your way back to Helena, being careful not to violate any permits you may have from the commanding officer.

Respectfully, etc.

GEO. W. BROWN,
Commanding.

CAPTAIN OF STEAMER ROSE HAMBLETON.

Report of Fleet Captain Pennock, U. S. Navy, transmitting papers relative to the seizure.

OFFICE OF MISSISSIPPI SQUADRON,
Cairo, Ill., March 2, 1863.

SIR: I have the honor to transmit herewith certain copies relative to the seizure of the steamers *Evansville*, *Rose Hambleton*, and *Curlew*. I have telegraphed the arrival of these steamers to the United States marshal and district attorney for the southern district of Illinois, and shall turn them over with everything on board as soon as possible.

I had the honor to telegraph to the Department last night the fact of the seizure of the *Curlew* and the discovery of and capture from several persons of a considerable amount of Confederate States and Southern money. The money has been sealed up by me in the original packages in which it was received. It amounts to about \$246 in Confederate States notes, \$918 in New Orleans money, and the balance, about \$323, in Tennessee, Georgia, and South Carolina money and shinplasters. I have retained this money until the circumstances in relation thereto can be fully investigated.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

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

[Enclosures.]

U. S. GUNBOAT CONESTOGA,
Mississippi River, February 19, 1863.

SIR: I send up the steamers *Evansville* and *Rose Hambleton*, condemned by Admiral Porter for illegal trading in the enemy's country.

I have directed the officer in charge to report to you and to turn the steamers over to the custody of the United States marshal.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant-Commander.

Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

U. S. GUNBOAT CONESTOGA,
Mississippi River, February 19, 1863.

SIR: I send up by order of Admiral Porter the steamers *Evansville* and *Rose Hambleton*, seized on the evening of February 12 at Carson's Landing, Miss., for illegal trading and trafficking in the enemy's country without proper licenses and in violation of naval and military regulations.

All the official papers found on board are in possession of the admiral.

They were captured by the gunboat *Duchess*, acting under my orders.

The *Conestoga* and *Duchess* are entitled to share in the proceeds of the prize.

Witnesses besides the officers of the captured steamers, the officers of the *Duchess* and Acting Master French, of the U. S. S. *Brown*. I have directed the officers in charge to deliver over the steamers to you. The officers and crew of the captured steamers will probably endeavor to escape unless forcibly detained.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant-Commander.

U. S. DISTRICT MARSHAL, *Cairo, Ill.*

Acting Volunteer Lieutenant Brown, gunboat *Forest Rose*, is a witness.

I enclose manifest of cargo of *Rose Hambleton* and *Evansville*.

THOMAS O. SELFRIDGE,
Lieutenant-Commander.

U. S. GUNBOAT CONESTOGA,
Off White River, February 21, 1863.

SIR: I enclose an extract of the letter from Admiral Porter in relation to the prize steamers.

I forward you by the *Evansville* 84 bales of cotton belonging to the *Conestoga*, taken upon an order from the admiral to seize all the cotton I can.

This is entirely independent of the *Evansville's* cargo proper, and put on board of her only for transportation.

Will you please have this lot taken off and stored before delivering the vessels to the marshal.

Are you in want of any male contrabands?

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant-Commander.

Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

[Subenclosure.]

Extract of letter dated February 17, 1863, from Admiral Porter to Lieutenant-Commander Selfridge.

When possible, send up the two steamers (with a prize crew) to Cairo, with a full statement of facts and extract from the log. They are condemned on the ground of trading in the enemy's country without license. Captain Pennock will turn them over to the marshal. Send me a list of persons on board your vessel at the time of capture, and take all steps required by law for the condemnation of the vessels. The captains and mates to go up in the vessels.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral.

U. S. GUNBOAT NEW ERA,
Island No. 10, February 28, 1863.

SIR: I send you up the steamer *Curlew*, with Mr. Marsh, first assistant engineer, as prize master.

I overhauled the steamer this morning, and on examination I found a large quantity of goods not permitted in any way, and to be landed at Fulton Bend. Besides these goods I also seized a large quantity of money, which I also send you.

I am confident that when her hold is examined you will find a large quantity of goods also.

It would be advisable (I most respectfully suggest) to immediately put a guard on board, as the passengers and crew are not over loyal.

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

W. C. HANFORD,
Commanding New Era.

A. M. PENNOCK,
Fleet Captain, and Commandant of Station, Cairo, Ill.

[Telegram.]

CAIRO, ILL., *March 1, 1863—11 p. m.*

Steamer *Curlew*, bound down river, just arrived. Was seized by gunboat *New Era* at Island No. 10 for having goods without permit on board to be landed at Fulton Bend, below Fort Pillow, where guerrillas attempted to capture steamer *Belle Memphis*. Fifteen hundred and eighty-seven dollars and fifteen cents in counterfeit money and Southern funds also seized. So many goods, arms, drugs,

etc., are landed at present between this point and Memphis at places not occupied by United States forces that I would respectfully suggest that no boats be permitted to go below except on Government service. General Grant has already prohibited trade below Memphis.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Selfridge, U. S. Navy, denying unfounded reports regarding his command off White River.

U. S. S. CONESTOGA,

Off White River, February 11, 1863.

SIR: YOUR communications dated February 8, with Squadron General Order (33) and general orders and circulars from the Navy Department, have been received.

The *General Bragg* has never been up either the Arkansas or White rivers.

Since I have been in command at this point no vessels have been fired upon at or near Napoleon, nor anywhere in this vicinity, except the *Ike Hammatt*, on Sunday last, near Napoleon. It was a small volley, and inflicted no injury. Had there been others I must have known it, as I require all transports to report to me.

Your orders bearing date January 17 and 20 direct me to cruise under low steam between the Arkansas and White rivers.

Upon the receipt of the order dated January 28 the *General Bragg* was dispatched to Napoleon. She has been lying ever since at the head of Ozark Island, 2 miles below the town.

The ram *Lancaster* brought only verbal instructions to report to me. Her commander led me to suppose that you were ignorant of her condition.

It has been my constant endeavor to carry out your instructions to the letter.

It is a source of regret that unfounded reports should have caused you to feel dissatisfied with my course.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,

Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

The night signal for an enemy between myself and the *Bragg* is a gun and rocket, which I have found to answer the purpose.

Respectfully, etc.,

THOS. O. SELFRIDGE,

Lieutenant-Commander.

Confidential letter from Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding various matters.

Confidential.]

FEBRUARY 11, 1863.

SIR: As circumstances occur I have to change the quantity of coal required here and find it impossible to hit upon any particular quan-

tity. It is likely that we shall want a large amount, and I want a stack of 160,000 bushels sent to the Yazoo River, besides the monthly allowance already required, viz, 70,000 bushels here, 40,000 at White River, and 20,000 at Memphis. You will also have the *Abraham* filled up with three months' provisions and stores for the squadron, or as much as she can carry, and keep her ready at all times with her machinery in order and in condition to move at a moment's notice to such point as I may designate. Circumstances may occur when it will be necessary to move the wharf boat, and you will arrange for the most expeditious plan to do so. There is a plan on foot which it is necessary to look out for; it extends to the army here, or at least to those officers who compose McClernand's staff.

Jake Thompson, the old Secretary of the Interior, came over under a flag of truce, with a flimsy excuse, when in fact he wanted to communicate with McClernand.

I would not let him, but sent for General Grant instead, and so checkmated him. You will see from what I have written the importance of carrying out my order to the letter, for much depends on my being in such a position with the squadron that I can not be hampered, and can be in a condition to move where I please. I am sending coal down past the batteries at Vicksburg at night for the ram *Queen of the West* and her consort, the *De Soto*, a prize. I expect to do a great deal of damage below. Already the ram *Queen of the West* has destroyed over \$200,000 worth of rebel property and four fine steamers.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral,
Commanding Mississippi Squadron.

Commander A. M. PENNOCK,

Fleet Captain and Commandant of Station, Cairo.

Instructions of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, regarding cotton.

FEBRUARY 11, 1863.

SIR: No trading or purchasing cotton will be allowed below Helena. If vessels come with permits, turn them back with an officer on board, who will proceed with them as far as Helena to see that they do not trade; the officer will then return to his vessel.

If vessels have cotton on board in forbidden localities, take it out; if the vessels have no permits, and are not army transports, keep them at White River until you hear from me. State in your report all the circumstances.

Take all the cotton you can hear of in your vicinity, when you can do so with safety; it is all rebel property. Keep an accurate account of it, all the names of the persons and their relations to our Government. Hold the cotton subject to my order.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFRIDGE, U. S. Navy,
Commanding U. S. S. Conestoga off White River.

Report of Captain Sutherland, commanding U. S. ram Monarch, regarding affairs in the vicinity of Greenville, Miss.

U. S. RAM MONARCH,
Off Greenville, February 11, 1863.

SIR: I have the honor to report that I have not been able to arrest the men indicated in your order to Captain Prichett; I do not think they are in this part of the country.

Early on the morning of the 9th instant I moved over to Greenville and surprised a party of mounted rebels; they left precipitately without firing. I succeeded, however, in dismounting several of them before they got away.

I took a party of my men and searched the town. I ascertained that they were regularly quartered there. They had a quantity of provender for their horses, which they placed (for protection) near a hospital; the hospital contained ten or twelve sick soldiers.

The enemy were quartered in a church, and have for a long time occupied a building near the water's edge for a lookout.

It is my opinion that the enemy do not intend to fire upon us from that town, but to avail themselves of its comforts and conveniences to quarter there and watch the movement of our vessels. I would have considered it within the scope of my orders to have burned the town had not the hospital been in the way. I await your instructions relative to Greenville.

The *General Lyon* circulated a report here, of an expedition going through Yazoo Pass down Sunflower into Yazoo River. This morning two regiments of the enemy were seen 10 miles back of here, moving north. This comes from too many sources to be doubted.

Two of Adams' companies are encamped 8 miles back of here on Deer Creek. We encounter their pickets every day, but they are very cowardly. I have penetrated the country here 3 miles back, destroyed a ferryboat across a bayou, in which they crossed their pickets to this side, also a barge, which was captured from one of our vessels.

The water is not sufficiently high to inundate the country by cutting the levees.

The ram *Fulton*, with coal in tow, was fired into at the foot of Cypress Bend.

I will move to that point at midnight and get back here to-morrow. I think I have sufficient force to land, scour the country, and capture the enemy's artillery. I also have a plan for surprising the two Adams companies, which I will lay before you as soon as I have time.

I hope I do not transcend your instructions by going to Cypress Bend.

I am, very respectfully, your obedient servant,

E. W. SUTHERLAND,
Captain, Commanding Monarch.

Rear-Admiral D. D. PORTER.

General Order No. 35.

FEBRUARY 11, 1863.

No vessel belonging to this squadron will leave the station assigned them without a written order from me.

Military officers must make requisition on me for vessels when they are wanted, and officers commanding must decline acceding to any order or request to leave a station where I have placed them.

No person not connected with the Army or Navy, and on public service, will be taken on board any vessel in this squadron excepting refugees in distress.

[DAVID D. PORTER],
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding the seizure of the steamer Home.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 12, 1863.

SIR: The steamer *Home* arrived here a few days since. I have had her seized in accordance with your order of the 26th ultimo. The United States marshal will be here to-morrow, when the whole matter, together with other property captured as prize, will be placed in his hands. The *Rocket* has not yet arrived.

I have the honor to be, very respectfully, your obedient servant,
A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Master Simonds, U. S. Navy, to hasten the completion of steamer Sovereign.

FEBRUARY 12, 1863.

SIR: It is very important that the *Sovereign* should return here filled with provisions as soon as possible.

You will get her guards repaired as soon as possible, and send her down under convoy of the *Cricket*. While you are repairing her guards, do any other work required, but the moment she can raise steam and turn her wheels, send her down. I can make all other repairs here.

You will send Mr. Rowe by the first opportunity, under guard, to Captain A. M. Pennock, at Cairo, to be kept in confinement there until further orders.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Master G[USTAVUS] B. SIMONDS, U. S. Navy,
Commandant of Navy Yard, Memphis, Tenn.

Order of Acting Rear-Admiral Porter, U. S. Navy, for guard ships, regarding lights to be shown by vessels running the blockade of Vicksburg.

FEBRUARY 12, 1863.

For the Guard Ship off the Camp:

Whenever any of our vessels that have run the blockade at Vicksburg and are coming up, the guard vessel will know them by their two red lights or three perpendicular lights, or burning a Coston signal or blue light.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

One guard ship will pass this to the other.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Treasury Agent Yeatman, regarding the restriction of trade.

FEBRUARY 12, 1863.

SIR: Captain Selfridge, of the *Conestoga*, informs me that the *Evansville* came below as far as White River to trade. We are carrying on important military operations, and you will please notify vessels that they can not trade below Helena. Any permits granted for trading purposes will not be recognized.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

THOS. H. YEATMAN, Esq.,

Special Agent Treasury, Memphis, Tenn.

Report of Acting Lieutenant Woodworth, U. S. Navy, acknowledging his assignment to the U. S. S. Lexington, regarding work on the U. S. S. General Price, and recovery of armament of the U. S. S. Glide.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 12, 1863.

SIR: Your letter of January 28, 1862, tendering me the command of gunboat *Lexington*, came to hand by gunboat *Juliet*. For your kind offer I am extremely obliged.

The *Price* will be ready in ten days to start for Vicksburg. Captain Pennock is using every exertion to dispatch her, and on Monday, the 15th, we will commence loading her with such articles as you have required to her full capacity. I am arming her with three 9-inch guns on Marsilly carriages aft, and one 9-inch on pivot forward, there being no 100-pounder rifles here. Also two 14-pounder howitzers, fieldpieces, on boiler deck. Part of her officers have already been ordered to her, and believe some men can be shipped for her in Cairo.

The joiners and painters will finish their work this week, and the deck will be ready to receive her guns by Wednesday next.

Since the burning of the *Glide*, Mr. Dahlgren and myself have been engaged in recovering from the wreck the most valuable portion of her armament. We have got all her guns, which are in good order, except one. The carriages are destroyed, but the mountings are recovered and can be refitted here. We have also saved her anchor and chains, all the iron plates from her casemates and sides, and many other articles of value that can be again employed. Her boilers, engines, doctor, capstan, and wheel, complete, are saved, and can be used again, with but slight repairs. All the canister and most of her shrapnel and shell are recovered, but slightly damaged by water.

Captain Pennock has doubtless informed [you] of the victory over the enemy by the gunboat fleet in the Cumberland River, in saving Fort Donelson.

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

SELIM E. WOODWORTH,
Acting Lieutenant, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding the preparation of the U. S. S. Lafayette.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 12, 1863.

SIR: I have the honor to report to you that on the arrival of Captain Walke, U. S. Navy, from Island No. 10, to take command of the U. S. gunboat *Lafayette*, I delivered to him a copy of your communication to me of the 5th ultimo, in accordance with your order contained therein; that I had her provisioned immediately on receipt of your letter, and that her ordnance stores have been put on board and her crew detailed and ready for transfer on board the receiving ship *Clara Dolsen* at any time that Captain Walke may be ready to receive them. I have also ordered all her officers on board, with an additional number of acting master's-mates.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

P. S.—I am informed that the iron plates necessary to complete the *Lafayette* have been on the way here for some time; that the vessel on which they were shipped grounded, and that the quartermaster has sent a light-draft boat to bring the iron to Cairo.

I have also given Captain Walke a copy of your letter to me of the 2d instant.

Order of Captain Walke, U. S. Navy, to Pilot McBride, to report on board the U. S. S. Lafayette.

U. S. S. LAFAYETTE,
Cairo, Ill., February 13, 1863.

SIR: You will report to me for duty on board of this vessel until further orders.

Very respectfully, your obedient servant,

H. WALKER,
Captain, U. S. Navy.

Pilot SAMUEL MCBRIDE,
U. S. S. Eastport.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding the preparation of mortars for attack.

FEBRUARY 13, 1863.

GENERAL: I am preparing the mortars and will open on the town and thereabouts as soon as I can get them in position.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Major-General U. S. GRANT,
Commanding Army of the Mississippi.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Sutherland, commanding U. S. ram Monarch, regarding the securing of cotton.

FEBRUARY 13, 1863.

SIR: You will obtain all the cotton you can find in rebeldom and report to me in each case the number of bales, the names of the persons claiming ownership, and the time and circumstances under which it was taken. Also report to me the number of bales you now have on board.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Captain E. W. SUTHERLAND,
Commanding U. S. Ram Monarch.

Report of Fleet Captain Pennock, U. S. Navy, regarding Confederate officers captured by the U. S. ram Queen of the West.

No. 19.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 13, 1863.

SIR: I have the honor to enclose herewith a copy of a communication to me from Acting Rear-Admiral D. D. Porter, U. S. Navy, commanding Mississippi Squadron, relative to four rebel captains

brought here in the U. S. S. *General Lyon*, and whom I have turned over to the military authorities as directed therein. Their names are J. S. Johnson, W. G. Rolfe, F. Scott, and H. C. Smith.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. MISSISSIPPI SQUADRON, *February 9, 1863.*

SIR: I send by the *General Lyon* four rebel captains, and will send four more by the *New National*.

These officers were captured by the ram *Queen of the West*. They will be turned over to the military authorities, and you will report them to the Secretary of the Navy.

Very respectfully,

D. D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Commander A. M. PENNOCK,

Fleet Captain and Commandant of Station, Cairo.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, regarding captured cotton.

FEBRUARY 13, 1863.

SIR: All the cotton you may capture you will send up to Cairo, to Captain Pennock, with a list of persons who owned it, the number of bales, the time captured, and a copy to be sent to me. I will designate the vessels that will take it up to Cairo.

Send me a list of the amount you have taken altogether, up to this time, with the names of the owners, etc.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFRIDGE, U. S. Navy,

Commanding Conestoga.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting-Volunteer Lieutenant Scott, U. S. Navy, to explain absence from his station.

FEBRUARY 13, 1863.

SIR: When the *Tyler*, sent to relieve the *Signal* at Greenville, the station assigned her in my orders to you of the 26th January, arrived there, your vessel was not found there.

You will be pleased to give an explanation of your conduct in this matter.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Volunteer Lieutenant JOHN SCOTT, U. S. Navy.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, forwarding escaped prisoner.

FEBRUARY 13, 1863.

GENERAL: The bearer, B. D. Hurley, a prisoner taken by the rebels at Corinth, and who has escaped from Jackson jail, wants to join his company, the Hatchee Scouts.

He may be able to give you valuable information.

I am, general, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General U. S. GRANT,

Commanding Department of Tennessee.

Report of Fleet Captain Pennock, U. S. Navy, transmitting report regarding the seizure of steamer White Cloud, February 13, 1863.

No. 21.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 19, 1863.

SIR: I have the honor to enclose herewith several copies relative to the capture of a rebel mail and goods contraband of war on the steamboat *White Cloud*, and the consequent seizure of that vessel. The mail was brought here on the morning of the 15th instant by Acting Ensign Hanford, and I immediately, after a cursory examination into its contents, ordered Acting Lieutenant Woodworth to proceed with it to St. Louis for the purpose of enabling Major-General Curtis to gain important information therein contained. I had not sufficient time to take copies of any letters except one, a copy of which I herewith enclose; also a copy of Lieutenant Woodworth's report on his return from St. Louis this morning.

The *White Cloud* has not yet arrived at this station, and I have therefore not yet taken possession of her. She has on board a prize officer from the gunboat *New Era*.

I have telegraphed to the marshal and district attorney that I am hourly expecting her arrival.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

CAIRO, ILL., February 14, 1863.

SIR: On the afternoon of the 13th instant, as the steamer *White Cloud* was going down the river we thought it advisable to overhaul her, and found on board a lady's satchel underneath the cabin between two washtubs, containing a rebel mail. Also found on board two trunks with contraband goods and revolvers; found the owners and brought them here and turned them over to the United States marshal. Seized the steamer; but on account of her having Government

stores on board, gave her in charge of one of our officers and allowed her to proceed to Memphis, and on her return will be brought to this port for adjudication. I also seized the owner of one barrel of whisky that was to be landed at Island No. 35.

On my way down in the *John D. Perry* I found in one of the passenger's trunks a false top containing arms and quinine. I found the owner and took him prisoner. On searching his person I found \$2,041 in gold on his person, which I seized. I also found another trunk containing contraband goods, which I seized also. By order of Captain Flanner I have brought the prisoners, together with the goods, and turned them all over to Captain Woodworth.

I am, very respectfully, your obedient servant,

WM. C. HANFORD,
Executive Officer.

Captain A. M. PENNOCK,
Fleet Captain and Commandant of Station, Cairo, Ill.

Attacks upon Federal vessels near Greenville, Miss., and correspondence regarding proposed retaliatory measures, February 13 to April 7, 1863.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding the need of a force at Greenville.

FEBRUARY 13, 1863.

GENERAL: I have reliable information that two regiments of rebels (about 800 men) have been sent up the Sunflower with artillery to annoy vessels passing Greenville and that neighborhood. Would it not be a good plan to try and clean out that country? Three or four hundred cavalry, with some light fieldpieces, would do it. They think we will not molest them.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General U. S. GRANT,
Commanding Army of the Mississippi.

There is also a battery at Cypress Bend, which can be taken by 200 men. I have a gunboat near there.

Letter from Major-General McClelland, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, proposing to send an armed force to Greenville.

HEADQUARTERS THIRTEENTH ARMY CORPS,
Camp before Vicksburg, February 13, 1863.

ADMIRAL: Your note of this date to Major-General Grant, in his absence, was referred to these headquarters.

To meet the threatened attack upon our transports by the forces you refer to, I have ordered General A. J. Smith to send a brigade to Greenville, and all his available cavalry, and to capture or disperse the enemy on either bank of the river.

Your cooperation, with such number of gunboats as you may deem necessary, is respectfully invited. The expedition will sail by to-morrow afternoon with seven days' rations.

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

JOHN A. McCLERNAND.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Sutherland, commanding U. S. ram *Monarch*, to proceed to Cypress Bend when feasible.

FEBRUARY 13, 1863.

SIR: Your communication of the [11th] instant has been received. I approve of your going to Cypress Bend; visit it whenever you can leave Greenville, and if possible get those fieldpieces that are firing on our vessels. If you catch any of the party who fire on unarmed vessels hang them to the nearest tree.

Very respectfully,
Acting Rear-Admiral, Commanding Mississippi Squadron.

DAVID D. PORTER,

Captain E. W. SUTHERLAND,
Commanding Monarch.

P. S.—Obtain cotton wherever you can, to have your boilers and steam pipe perfectly protected from shot.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Sutherland, commanding U. S. ram *Monarch*.

FEBRUARY 13, 1863.

SIR: You will convoy the *Wilson* safely past Cypress Bend.

Very respectfully,
Acting Rear-Admiral, Commanding Mississippi Squadron.

DAVID D. PORTER,

Captain E. W. SUTHERLAND,
Commanding Monarch.

Letter from Captain Sutherland, commanding U. S. ram *Monarch*, to Lieutenant-Colonel Ferguson, C. S. Army, requesting an interview.

MISSISSIPPI RIVER RAM FLEET,
Off Greenville, February 14, 1863.

SIR: I desire an interview with you on business connected with the service. If you will do me the honor to meet me, I will indicate the court-house in Greenville as a proper place, where I will be with a flag of truce to-morrow (Sunday, 15th) at 2 p. m.*

I am, very respectfully, your obedient servant,

EDWIN W. SUTHERLAND,

*Captain, U. S. Navy,
Commanding First Division, Ram Flotilla.*

Officer Commanding C. S. FORCES NEAR GREENVILLE.

* See also A. W. R., Vol. XXIV, pt. 3, pp. 626, 637, 650.

Report of Captain Sutherland, commanding ram *Monarch*, regarding petitions received from the women of Greenville for protection.

MISSISSIPPI RIVER RAM FLEET,
Off Greenville, February 16, 1863.

SIR: I have the honor to report that on Saturday, 14th, I received a visit from the women of Greenville, praying me not to destroy their town without giving them notice to leave. I answered that when the rebels fired on us from that town it would be their note of warning. I was then informed that a rebel officer desired to see me. I consented and appointed to meet him the next day at Greenville.

At the time indicated the rebel, attended by some twenty officers and men, arrived. He introduced himself as Colonel Ferguson, commanding Confederate forces this side Yazoo River. He is a graduate of West Point, has been on the staff of Beauregard, is dignified and polite, and presented me with the following bill of indictment: That I had frightened women and children, that I had fired on unarmed citizens, and that I had fired into a house where there was a sick Methodist minister (very low with smallpox), and nobody with him but an old widow (Mrs. Blanton), and he himself had seen where the shell went through the house, fell on the floor, but did not explode; and added as I had failed to give good and valid reasons for it, I was booked for doom.

I replied that I had never knowingly fired on unarmed people or into houses occupied by women, and if such was the case, it was accidental.

In reference to the measures you intended to adopt toward those men who fire on unarmed vessels, he stated substantially that the time had come to run up the black flag, and if your orders were executed, reprisals would swiftly follow. That you could not afford to carry out your threats, as they had a great preponderance of prisoners. He asked for a copy of your notice to forward to General Pemberton.

He further said he would burn all the cotton he thought might fall into your hands, and that he would hang every negro that he could catch going to or coming off our boats.

Colonel Ferguson was dressed in artillery uniform; most of his officers in the uniform of cavalry.

I think his command proper is seven pieces of artillery and about 230 effective cavalry, from all the information I can get from prisoners, refugees, and contrabands.

This force was formerly under the command of Colonel Starke.

I am, very respectfully, your obedient servant,

E. W. SUTHERLAND,
Captain, Commanding Monarch.

Acting Rear-Admiral DAVID D. PORTER.

Report of Captain Sutherland, commanding U. S. ram *Monarch*, regarding cooperation with Brigadier-General Burbridge, U. S. Army.

MISSISSIPPI RIVER RAM FLEET,
Monarch, February 20, 1863.

SIR: I have the honor to report that on Monday, 16th, General Burbridge came on board and said he intended to land near Green-

ville and ferret out the rebels on that side the river, and said you had directed me to cooperate with him. I immediately moved to a point a mile and a half above Greenville. I covered the debarkation of the troops (some 3,000 men). I then took a horse and accompanied the general to Deer Creek, where he camped. I returned the same evening to the vessel. On my way back I found the army so utterly demoralized that I sent a message to General Burbridge to fall back under cover of my guns. From the head of the column, 10 miles out, all the way back to the boat, was one continuous line of stragglers, pillaging every house within 2 or 3 miles of the road. Arriving at my vessel I shelled the men away from the houses in reach of my guns. During the night messages were constantly coming to me from wronged and outraged women asking for protection. These messages were almost all addressed to "Captain, Gunboat *Monarch*, or any naval officer." I enclose two of them as a specimen.

It is my conscientious belief that had 100 mounted rebels attacked the command of General Burbridge it would have been routed. The expedition, having arrested two men, returned next day.

The following results were achieved: Taking jewelry from the persons of women and toys of little children, and making a rebel soldier of every man and boy this side of Yazoo River. I gave General Burbridge your orders relative to pillaging. He immediately arrested 50 of his men, whom he says he will court-martial. I prevailed on the general to go with me to this point, where we arrived the 18th. Yesterday the cavalry moved out some 8 miles, when they were fired on by the rebel battery, three 6-pounders. The cavalry fell back, pursued by the enemy. General Burbridge moved up with infantry and artillery, and would have captured their guns had he not given them an idea of his strength by engaging with his whole force a few pickets. Major Montgomery and myself went forward to reconnoiter; arrived at the ferry across a bayou in time to see the enemy moving off. After destroying the ferry our artillery came up and engaged them, but they soon got out of the way. We captured a lieutenant, who admits he was with the party who fired on the *Fulton*. General Burbridge will not let me have him: I got possession of a private, who said he had fired on the *Fulton*. I shot him dead on the spot, and will execute all others I can get hold of. The troops yesterday moved in good order.

Very respectfully, etc.,

E. W. SUTHERLAND,
Captain, Commanding Monarch.

REAR-ADMIRAL DAVID D. PORTER.

Extract from report of Brigadier-General Burbridge, U. S. Army, regarding operations of his brigade.

HEADQUARTERS FIRST BRIGADE,
TENTH DIVISION, THIRTEENTH ARMY CORPS,
Young's Point, La., February 27, 1863.

LIEUTENANT: I have the honor to submit the following report of the operations of my brigade against rebel forces at Greenville and other places:

* * * * *

This brigade embarked on transports on the morning of the 14th (February) instant and moved to Greenville.

* * * * *

On the morning of the 18th I moved the fleet to Cypress Bend, where but a few days previous a transport had been fired into.
* * *

Hearing from three deserters who came in to us on the morning of the 20th that the enemy had gone beyond our reach, I returned to the transports and remained there that night, intending to drop down next morning to Perkins' Landing, 4 miles from Cypress Bend, where I had heard I could, by a road leading into the Bolivar and Vicksburg road, cut off the retreat of Colonel [S. W.] Ferguson's force and compel him to give battle or surrender; but the weather was so inclement that I remained at Cypress Bend, while Captain Sutherland, of the steam ram *Monarch*, went up to Bolivar to hear of the location of the enemy. He reported that the whole force had left Bolivar the day previous and had returned to the vicinity of Greenville.

* * * * *

To Captain Sutherland, of the steam ram *Monarch*, I am indebted for many acts of courtesy in his official capacity. His ram was with my transports from the time we reached Greenville until our return, and I was by that means able to leave the boats with no guard, and take all the well men with me in whatever expedition I needed them.

I find that there are no road improvements in the country, and it is impossible for infantry to be effective against cavalry in such a country. Their information is always better than our own; the citizens all sympathize with them. The only force which can capture any of those rebel forces that fire into our transports is cavalry, or mounted infantry, and light mountain howitzers. * * *

I am, with much respect, etc.,

S. G. BURBRIDGE,
Brigadier-General.

Lieutenant HOUGH,
*Acting Assistant Adjutant-General,
Tenth Division, Thirteenth Army Corps.*

Letter from Lieutenant-Colonel Ferguson, C. S. Army, to Captain Sutherland, Commanding U. S. ram *Monarch*, requesting an interview under flag of truce.

HEADQUARTERS C. S. FORCES,
Washington County, Miss., February 25, 1863.

SIR: I desire to communicate with you, officially, in reference to the recent notice of Admiral Porter, communicated to me by you. Should you agree to honor me with an interview, I will meet you with a flag of truce at such proper time and place as you may designate.

S. W. FERGUSON,
Lieutenant-Colonel, C. S. Forces.

Captain E. W. SUTHERLAND, U. S. Navy,
Commanding Ram Monarch

Order of Lieutenant-General Pemberton, C. S. Army, to Lieutenant-Colonel Ferguson, C. S. Army, regarding retaliation.

HDQRS. DEPT. OF MISS. AND EASTERN LA.,
Jackson, February 20, 1863.

SIR: A few days since instructions were sent you in case you find that your position on the river could not be maintained, you should return. The same are now reiterated. I leave it to your judgment to determine the advisability of remaining or returning, inasmuch as no further supporting force can be now sent you. Admiral Porter's notice, threatening to treat as highwaymen and assassins persons who may be found interrupting the navigation of the Mississippi River, and giving no quarter to any person found burning cotton or levying contribution on the inhabitants along the river, has been forwarded by General Stevenson to me. You are authorized to say to Captain Sutherland, or any other Federal officers, that if his threat is carried out, retaliation in the fullest measure will be visited on the heads of such Federal officers and prisoners as I have, or may hereafter fall into my hands. I shall direct General Stevenson to notify Admiral Porter that any attempt to carry into effect this notice will be retaliated in the same manner upon such prisoners as I now have or may hereafter fall into my hands.

I am, very respectfully,

J. C. PEMBERTON.

Lieutenant-Colonel S. W. FERGUSON.

Letter from Major-General Stevenson, C. S. Army, to Major-General Grant, U. S. Army, regarding retaliation.

HDQRS. SECOND DISTRICT, DEPT. OF MISS. AND EAST. LA.,
Vicksburg, February 24, 1863.

GENERAL: I am instructed by lieutenant-general commanding this department to transmit to you the enclosed copy of a notice purporting to have been issued by Admiral David D. Porter, U. S. Navy. I request that you will inform me whether this document is authentic; and if it be, whether the operations of any part of the forces under you are to be conducted in accordance with the principles announced by Admiral Porter or those of civilized warfare?

While the troops of this Confederacy whom I have the honor to command will actively repel the invasion of our territory by the forces of the United States, it is my desire that their operations shall be in according with the usages of war, of humanity, and of civilization. I shall deplore the necessity of any departure from them. Therefore I hope this notice of Admiral Porter is not authentic, or that it will be reconsidered, and that in no case will its threats be executed, because I am instructed to say, if they are, the fullest retaliation will be inflicted upon the Federal prisoners now in our hands, or whom we may capture, and no quarter will be given to any officer, soldier, or citizen of the United States taken in the act of burning houses, laying waste the plantations, or otherwise wantonly destroying the property of the citizens of this Confederacy; and that all such persons suspected or having been guilty of such

acts will not, if taken, be treated as prisoners of war, but will be kept in close confinement.

Relying upon your disposition to cooperate with me in averting the necessity for a resort to such measures, I am, general, respectfully, your obedient servant.

C. L. STEVENSON.

Major-General U. S. GRANT,
Commanding U. S. forces in front of Vicksburg.

[Enclosure.]

Notice.

Persons taken in the act of firing on unarmed vessels from the banks will be treated as highwaymen and assassins, and no quarter will be shown them.

Persons strongly suspected of firing on unarmed vessels will not receive the usual treatment of prisoners of war, but will be kept in close confinement.

If this savage and barbarous Confederate custom can not be put a stop to, we will try what virtue there is in hanging.

All persons, no matter who they are, who are caught in the act of pillaging the houses of the inhabitants along the river, levying contribution, or burning cotton, will receive no quarter if caught in the act, or if it is proved upon them.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Colonel Ferguson, C. S. Army, regarding proposed interview with Captain Sutherland.

NEAR GREENVILLE, WASHINGTON COUNTY,
February 28, 1863.

MAJOR: Your favor of 23d instant has just come to hand. I have to report that I am here with a small party waiting to communicate, by flag of truce, with the ram *Monarch*, instructions of the 20th instant direct from Lieutenant-General Pemberton. My future movements will depend in great measure on the result of the desired interview.

* * * * *

Very respectfully, your obedient servant,

S. W. FERGUSON,
Lieutenant-Colonel, Commanding.

Major J. J. REEVE,
Assistant Adjutant-General.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Stevenson, C. S. Army, regarding the unwarranted attacks upon Federal vessels.

U. S. MISSISSIPPI SQUADRON,
Near Vicksburg, March 2, 1863.

SIR: Major-General Grant, commanding this department, has handed me a communication from you, written by authority of Gen-

eral Pemberton, commanding Department of Mississippi and East Louisiana. I might very properly object to notice it, as all communications relating to the Mississippi Squadron should be addressed to me as commander in chief of the naval department on the Mississippi River. I decline, however, to stand on a point of etiquette.

I enclose you a communication I wrote to one of my officers in relation to the notice your general has taken exceptions to; it will fully explain my views on this subject.

No one is more desirous than myself that operations within the limits of my command should be conducted in accordance with the usages of war, of humanity, and of civilization, which sentiment I am pleased to see is expressed by yourself. I can see no easier way to arrive at the desired end than by putting a stop to the inhuman practice of firing on unarmed vessels and peaceful citizens.

I am quite satisfied that it is not civilized for parties who are overseer civilians one day (trading with our people) and soldiers the next, to be traveling around the country firing upon hospital vessels and river steamers.

The hospital vessel of this squadron was attacked in sight of me, and a volley of musketry fired into the windows while she had on board, and being attended with all care, some of the wounded prisoners taken at the Arkansas Post.

A few days since a band of armed desperadoes jumped on the deck of the tug *Hercules* and killed in cold blood some of the unoffending crew. Men lurk in the woods without a flag or distinguishing mark and fire at any human being they may see on the deck of a steamer, without caring or knowing whether it is friend or foe they are about to murder, and this we are called upon to recognize as civilized warfare. If, sir, you call this carrying on war in a civilized manner, we differ very widely in our opinions.

If those who profess to be your followers make war on us after the manner of highwaymen, I see no reason why they should be treated with that courtesy and kindness which, I believe, I have the reputation of extending to all prisoners captured in honorable warfare. I think, on due consideration, that you will find I have announced no principle not strictly in accordance with the usages of civilized warfare. In this respect I endeavor to set an example of moderation that it would be well to follow. I have enjoined upon every person under my command to exact the strictest obedience to my order against pillaging or injuring the property of persons on the rivers; and while doing all I can to avert the calamities of war, I intend to exact a strict compliance with the usages of war, of humanity, and of civilization. If persons claiming to be soldiers deviate from them, they can scarcely expect to be treated to any of the amenities of war, and their leaders should not claim for them more than they expect themselves.

In this matter of firing on unarmed vessels, no good results have arisen; on the contrary it has led to a system of retaliation where, unfortunately, the guilty parties did not always suffer. It has led to perfect demoralization, and brought to the river banks a set of desperadoes, who plunder alike both friend and foe.

The system can do no good toward ending this war, and is only destructive to those who had no hand in making it.

If General Pemberton is desirous that the war should be conducted on the principle of humanity and civilization, all he has to do is to issue an order to stop guerrilla warfare.

He can exercise his judgment with regard to any retaliatory measures he may think proper to institute. I presume our soldiers and sailors could easily prepare themselves for any ordeal they might be subjected to, and we might hope to see our country aroused at last to a sense of the injuries inflicted upon it.

Very respectfully, etc.,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Major-General C. L. STEVENSON,
Vicksburg, Miss.

Letter from Lieutenant-Colonel Ferguson, C. S. Army, to officer commanding U. S. Forces near Greenville, complaining of violation of usages of war in relation to the flag of truce.

HEADQUARTERS C. S. FORCES,

Washington County, Mississippi, March 8, 1863.

SIR: I have been informed that two men of my command, left by my order at Greenville, Miss., with flag of truce, for the purpose of delivering a letter addressed to Captain Sutherland, U. S. Navy, on official business, were taken off from that point on the 6th instant by the forces of the United States. In consequence of this, I send an officer under flag of truce to Greenville to deliver this letter. If my information proves correct, I would request to be informed on what grounds, and by whose authority, this violation, as I must consider it, of the rights and usages of war has been committed. I am the more urged to make this request, as the same men were a day or two before taken, disarmed, and carried on board the United States vessel *Curlaw*, where their dispatch was opened and read. With the hope that this matter may at once receive the attention of the United States authorities,

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

S. W. FERGUSON,

Lieutenant-Colonel, Commanding.

To the OFFICER IN COMMAND OF U. S. FORCES NEAR GREENVILLE.

Report of Lieutenant-Colonel Ferguson, C. S. Army, regarding violation of the usages of war in relation to the flag of truce.

CAMP ON DEER CREEK,

Washington County, March 13, 1863.

MAJOR: I have the honor to make the following report: On the 15th of February ultimo I received, by the hand of a citizen, a letter from Captain E. W. Sutherland, U. S. Navy, a copy of which is herewith forwarded.

The Department was at once informed of the result of that interview, and furnished with the notice of Admiral Porter, then communicated by Captain Sutherland, who expressed his willingness to communicate at any time that it should be necessary by flag of truce. On the 25th of the same month I received instructions from Lieutenant-General Pemberton, which I was ordered to communicate to Captain Sutherland, or any other Federal officer. I at once sent by flag of truce a letter, a copy of which is herewith forwarded. After keeping the party with the flag of truce at Greenville for several days in the further effort to communicate, the ravages of the abolitionists on Lake Washington compelled me to withdraw the party, except a sergeant and one man, whom I left at Greenville with the flag and letter. I accidentally learned from a citizen that on or about the 4th instant a gunboat, the *Curlew*, landed a party, who met the flag of truce, disarmed the bearers, and took them on board, where they were rudely treated and their dispatch broken open and read. It was then returned to them with the remark that Captain Sutherland should be informed the letter was for him. About the time this news reached me, and before I could communicate with the sergeant referred to, I heard from a citizen that a gunboat had landed and taken off two men. I at once dispatched another party with a flag of truce and letter, a copy of which please find enclosed, as well as a copy of the answer I received to it. I can not learn by what boat they were taken, and have not received an answer from Admiral Porter. Their horses and horse equipments I found at Greenville. Since the receipt of Captain J. M. Prichett's letter, I have posted a picket at or near Greenville, but from the 23d instant to that time I had no troops nearer than 20 miles, except the party with the flag, and I need not add that the assertion of Captain Prichett in regard to flags of truce is utterly false, and that none but those mentioned herein have been sent or been seen there.

Very respectfully, your obedient servant,

S. W. FERGUSON,
Lieutenant-Colonel, Commanding.

Major J. J. REEVE,
Assistant Adjutant-General.

Letter from the Confederate Secretary of War to Lieutenant-General Pemberton, U. S. Army, regarding the reference to the President of Acting Rear-Admiral Porter's order regarding retaliation.

WAR DEPARTMENT,
Richmond, Va., March 20, 1863.

GENERAL: Your letter of the 23d ultimo, forwarding copy of notice purporting to proceed from Admiral D. D. Porter, U. S. Navy, and a copy of retaliatory notification which you caused to be issued, has been received, and, on reference to the President, he replies that the course adopted by you is concurred in, rendered necessary by the barbarity of the enemy, as evinced in the order to hang troops

who should be captured when assailing the enemy's lines of communication to prevent the forwarding of supplies and reinforcements.

Very respectfully, your obedient servant,

J. A. SEDDON.

Lieutenant-General J. C. PEMBERTON,
Commanding, etc., Jackson, Miss.

Letter from the Confederate Secretary of War to Lieutenant-General Pemberton, C. S. Army, transmitting the opinion of the President of the Confederate States.

WAR DEPARTMENT,
Richmond, Va., March 28, 1863.

GENERAL: The correspondence between General Stevenson and Admiral Porter, resulting from the capture of the *Indianola*, was submitted to the President, and has been returned by him with an endorsement, of which I enclose a copy for your guidance in any future correspondence.

Your obedient servant,

J. A. SEDDON.

Lieutenant-General J. C. PEMBERTON,
Commanding, Jackson, Miss.

[Enclosure.]

MARCH 21, 1863.

SECRETARY OF WAR: Read and returned. The misstatements and evasions of the naval commander do not appear to have been exposed and brought out with such distinctness as would seem to have been practicable, and he presents by his showing a defense to which he can not be entitled. When the river's banks are marked by burned houses and devastated estates, it is mockery to proclaim a purpose to abstain from injury to private property; and when the river is the enemy's line of communication, upon which both his supplies and troops are transported, it was worse than idle to prevent the use of unarmed boats as dedicated to humane and charitable purposes. The enemy have no plausible pretext for objecting to the dress of our troops. They may not be in uniform, may have no other than citizen's dress, without in any degree subjecting themselves to the charge of being disguised. To avail themselves of cover, and thus to effect a surprise, is the ordinary and recognized practice of war. The reports we have, even through the Northern papers, show why their boats land at plantations, and it is to be regretted that they have so often plundered with impunity. To destroy their transportation and to capture their foraging parties is the fit service of partisan corps, and the enemy's epithets can not deprive them of the rights of prisoners of war if captured or change the nature of their acts. When or where could he allege the crimes named were committed by men in our service?

J[EFFERSON] D[AVIS.]

Order of Lieutenant-General Pemberton, U. S. Army, to Major-General Stevenson, U. S. Army, calling attention to the President's endorsement.

HEADQUARTERS DEPARTMENT OF MISSISSIPPI AND EAST LOUISIANA,
Jackson, April 7, 1863.

GENERAL: The lieutenant-general commanding directs me to send you the enclosed copies of communications from the War Department, and to say that he regrets that the tenor of your correspondence with Admiral Porter was not in accordance with his instructions; that hereafter your communications with the enemy will be guided by the considerations set forth in the endorsement by the President.

Very respectfully, your obedient servant,

J. C. PEMBERTON.

Major-General [C. L.] STEVENSON,
Commanding, etc., Vicksburg.

Second detached expedition to Red River by U. S. ram Queen of the West, supported by U. S. S. Indianola, including passage of Vicksburg batteries by the latter, February 13; capture of Confederate steamer Era No. 5, and of U. S. S. Queen of the West, February 14; also sinking of U. S. S. Indianola by the C. S. ram William H. Webb, captured ram Queen of the West, and steamers Dr. Beatty and Grand Era, February 24, 1863.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, regarding time of departure.

FEBRUARY 10, [1863].

COLONEL: I would like you to get away to-night as soon as it is dark. Be particular that the furnaces on the *De Soto* are screened, so that no lights can be seen.

Hoping soon to hear a good account of you,
I remain, very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral.

Colonel CHARLES RIVERS ELLET.

Don't be surprised to see the *Indianola* below. Don't mistake her for a rebel; she looks something like the *Chillicothe*.

Report of Colonel Ellet, commanding Ram Fleet, explaining cause of delay in departure.

U. S. RAM QUEEN OF THE WEST,
Below Vicksburg, Miss., February 10, 1863.

ADMIRAL: The reason I failed to get away last night, as I had intended, was the delay caused by the broken steam pipe of the *De Soto*. I did not get it until late this morning, and your positive orders not to pass Warrenton by daylight prevented me from going then. I shall certainly start this evening.

The enemy has, I think, removed his guns from the heights immediately opposite our present landing. Not a man can now be seen there, and the cannon have disappeared.

I shall take every precaution to avoid coming into collision with the *Indianola*.

Very respectfully, your obedient servant,

CHARLES RIVERS ELLET,

Colonel, Commanding Ram Fleet.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Letter from Colonel Ellet, commanding Ram Fleet, to Major-General Sherman, U. S. Army, requesting the services of the steamer *De Soto*.

U. S. RAM QUEEN OF THE WEST,

Below Vicksburg, February 6, 1863.

GENERAL: On returning to the *Queen* this morning I understood from Captain Conner that you had been kind enough to offer me the two 30-pounder Parrott guns at the mouth of the canal. I shall gladly accept them, and with your permission will take them on board at once. As they will be of immediate service, I should like to obtain an order for them as speedily as possible.

I would also respectfully request that if the steamer *De Soto* is not needed just at present, she might be given to me.

I propose to employ her in supplying the *Queen* with coal. She is very small, tolerably fast, of little intrinsic value, draws but little water, and can easily be protected with cotton. If you will give her to me, I will, with Admiral Porter's permission, run up to-night and bring down a barge of coal.

I will only take eight or nine men, and if sunk, we can all escape in a boat.

Very respectfully,

CHARLES RIVERS ELLET,

Colonel, Commanding Ram Fleet.

Major-General SHERMAN,

Commanding Fifteenth Army Corps.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, regarding measures for procuring coal.

U. S. MISSISSIPPI SQUADRON, *February 5, 1863.*

COLONEL: You can do as you like about the *De Soto*, though I fear a failure. I don't think she can make 4 miles an hour upstream, which will put you under fire forty minutes or an hour at least. If you do try it, it must be done when very dark. I have a tug that I picked up to-day that will go through the canal and carry a thousand bushels of coal; or to-morrow night it might float a barge down, and you could stand by to go a little above the canal and pick her up. Make what arrangement you like best.

Yours, truly,

DAVID D. PORTER,

Acting Rear-Admiral.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding coal for the ram.

HEADQUARTERS FIFTEENTH ARMY CORPS,
Camp before Vicksburg, February 5, 1863.

DEAR SIR: I did not get to my quarters till near midnight last night, when I found your note of yesterday about the coal. * * *

Again, a barge could be carried by night, and turned loose and let her pick it up. This latter plan was suggested by the officer of the ram *Queen of the West* when I was on board of her yesterday afternoon. Colonel Ellet seems to be full of energy and resources. If he will devise a practical method of getting coal to his boats, and needs assistance which I can give, tell him to call on me.

* * * * *

W. T. SHERMAN.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Major-General Sherman, U. S. Army, to Colonel Ellet, commanding Ram Fleet, transmitting order for guns.

HEADQUARTERS FIFTEENTH ARMY CORPS,
Camp Before Vicksburg, February 6, 1863.

DEAR SIR: Captain Breese tells me you want the two 30-pounder Parrott guns now in position at the foot of the canal. I enclose you an order for them and the ammunition. Each gun has 100 rounds, and when it is determined how to send your coal I can send you 200 rounds more.

Congratulating you on your brilliant success, and advising you to see me before you make another trip to Red River, I am, with great respect,

Your friend and servant,

W. T. SHERMAN,
Major-General, Commanding.

Colonel ELLET,
Commanding Ram Queen of the West.

I was recently a resident of Alexandria, La., and know many people there and thereabouts.

SHERMAN.

Report of Colonel Ellet, commanding Ram Fleet, to Acting Rear-Admiral Porter, U. S. Navy, regarding measures for sending coal to the ram.

U. S. RAM QUEEN OF THE WEST,
Below Vicksburg, February 6, 1863.

ADMIRAL: I have just received an order from General Sherman for the two 30-pounder Parrott guns, and will take them on board as speedily as possible.

I have written to General Sherman, requesting him to give me the little steamer *De Soto*. I think that I can bring down a barge

of coal with her without any difficulty. She only draws 2½ feet when loaded with cotton, can make 6 miles upstream per hour, is very small, and can easily be protected with cotton.

Her guards are quite broad, and I can secure her boilers without difficulty.

I shall hug the left-hand shore going up, take only nine or ten men with me, and if they sink her get off in a boat. The *De Soto* is worth nothing anyhow, and the importance of getting coal at once to the *Queen* justifies, I think, the risk. I will be able, also, to bring down the ammunition for the two 30-pounder guns.

In case General Sherman will let me have the boat and you should give me orders to start, I think I can have everything ready to start to-morrow night.

Very respectfully,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Colonel Ellet, commanding Ram Fleet, regarding the urgent need of coal.

U. S. RAM QUEEN OF THE WEST,
Below Vicksburg, February 7, 1863.

ADMIRAL: Your communication of February 5 has just been received.

I wish that the tug you mention could be run through at once. A thousand bushels would be a great help. It is needed in the hold more than for fuel, as the *Queen* is very heavily laden above with cotton and needs ballast. If you will float a barge down to-night and let me know by signals or otherwise when it is coming, I will run up in the *De Soto* and get it. I shall set to work at once to prepare her.

It is very important that I should obtain coal at once. The rebels are putting up new guns opposite my present landing; and if they drive us away, we will have to go below Warrenton.

The barge ought to be a very full one, as she will then be much less visible. I think it can be floated within reach without much difficulty.

Very respectfully, your obedient servant,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Colonel Ellet, commanding Ram Fleet, announcing arrival of coal barge below Vicksburg.

U. S. RAM QUEEN OF THE WEST,
Below Vicksburg, February 8, 1863.

ADMIRAL: I have the honor to report to you that the coal barge reached me in good condition at half past 11 o'clock last night. I secured it without difficulty, and removed it this morning into the slue, where it is entirely out of danger from the enemy's shot. I

shall coal immediately. I have mounted one of the 30-pounder Parrott guns on the *De Soto*. I hope to be able to procure cotton enough down the river to thoroughly protect her.

Very respectfully, your obedient servant,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Instructions of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, for the expedition.

U. S. MISSISSIPPI SQUADRON, *February 8, 1863.*

COLONEL: When you have taken in your coal, you will proceed, at night, after dark, with the *De Soto* and the coal barge down the river, showing no lights. When you get near Red River, wait until daylight above the mouth. From there you will be able to see the smoke of any steamer over the trees as she comes down Red River. When you capture them, do not burn them until you have broken all the machinery, then let go the anchors and let them burn, under your own eye, at their anchors. There will be no danger then of any part of them floating down to the enemy.

There is one vessel, the *Webb*, that you must look out for. If you get the first crack at her, you will sink her, and if she gets the first crack at you she will sink you. My advice is to put a few cotton bales over your bow about 15 feet abaft the stem, and if she strikes you there, there will be no harm done. It is likely that an attempt will be made to board you. If there is, do not open any doors or ports to board in return, but act on the defensive, giving the enemy steam and shell. Do not forget to wet your cotton before going into action.

Do not lose sight of the *De Soto*, unless in chase and under circumstances where it will be perfectly safe. When your coal is all out of the barge, you can take the *De Soto* alongside. You can help each other along. Destroy her at once when there is the least chance of her falling into the hands of the enemy; she is now, though, a government vessel, and should be brought back if possible.

Destroy all small boats you meet with on the river; also wharf boats and barges. If you have a chance, and have plenty of coal, take a look at Port Hudson and give them a few rifle shots, but do not pass by. Communicate with the squadron below by signal if possible.

The great object is to destroy all you can of the enemy's stores and provisions and get your vessel back safe. Pass all batteries at night if the canal is opened. I will keep you supplied with coal. Keep your pilot house well supplied with hand grenades, etc., in case the enemy should get on your upper decks. Do not show your colors along the river unless necessary in action.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel CHAS. R. ELLET,
Commanding Mississippi Ram Fleet.

Report of Colonel Ellet, commanding Ram Fleet, acknowledging instructions for the movements of the Queen of the West.

U. S. RAM QUEEN OF THE WEST,
Below Vicksburg, February 8, 1863.

ADMIRAL: Your orders relating to the future movements of the *Queen* have been received and will be executed as far as lies in my power. I sent you early this morning a communication informing you of the gratifying success which attended your efforts to pass coal to me. The barge came exactly to the right spot and was secured without difficulty.

The hand grenades you speak of are all on the *Monarch* and *Switzerland*. I should like to have them sent to me.

I have already informed you of the necessity of having the broken flange of the steam pipe of the *De Soto* repaired. If a coppersmith could be sent to me at once he could have it done before I had finished coaling.

Very respectfully, your obedient servant,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, in preparation for the running of Vicksburg batteries by the U. S. S. *Indianola*.

U. S. MISSISSIPPI SQUADRON, *February 12, 1863.*

GENERAL: I shall send the *Indianola* down to-night to run the batteries at Vicksburg. She will show two red lights when she gets near your pickets below. If you would let your people at the canal show a light I would be much obliged. I want Captain Brown to send me a report. Will you please order it sent over?

Very respectfully,

DAVID D. PORTER.

General GRANT, *Commanding.*

[Endorsement.]

HEADQUARTERS FIFTEENTH ARMY CORPS,
February 12, 1863.

General Grant has referred this to General Sherman. He directs that you take secret, but effectual, measures to instruct your people at the canal and along the levee. I have notified General Steele.

Respectfully, your obedient servant,

J. H. HAMMOND,
Assistant Adjutant-General.

General DAVID STUART.

Report of Acting Rear-Admiral Porter, U. S. Navy, announcing the passage by the U. S. S. *Indianola* of the Vicksburg batteries and transmitting copy of instructions to commanding officer.

No. 109.] U. S. MISSISSIPPI SQUADRON, *February 14, 1863.*

SIR: I ordered the *Indianola*, Lieutenant-Commander George Brown, down the river, and she ran the batteries last night, under a

heavy fire, without, I believe, receiving any damage. She carried with her two coal barges, enough to last two months.

This gives us entire control of the Mississippi, except at Vicksburg and Port Hudson, and cuts off all the supplies and troops from Texas. We have below now 2 XI-inch guns, 2 IX-inch guns, 2 30-pounder rifles, 6 12-pounders, and 3 vessels. They have orders to burn, sink, and destroy. I send you a copy of my instructions to Lieutenant-Commander Brown, and have the honor to remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. MISSISSIPPI SQUADRON, *February 12, 1863.*

SIR: You will take two coal barges alongside that have been somewhat lightened of coal and stand by to run past the batteries at Vicksburg and join the vessels below.

The object in sending you is to protect the ram *Queen of the West* and the *De Soto* against the *Webb*, the enemy's ram; she will not attack you both.

I do not wish you to go below Red River, but to remain there while Colonel Ellet reconnoiters Port Hudson and prevent his being taken by vessels from Red River.

Keep your guns loaded with solid shot, or, if you are attacked by vessels protected with cotton bales, fire shrapnel, which are good incendiary shell. If you can capture a good steamer, I want you to keep her.

Go to Jeff. Davis's plantation and his brother Joe's and load up said steamer with all the cotton you can find and the best single male negroes. If you can not get cotton enough to protect the steamer you capture, obtain it at Acklen's Landing, and when you have filled the prize up with as much as she will carry and make good speed send her up to run the batteries and join me here.

To do this, daub over her white paint with mud, so that she can not be seen in the dark. Dispose the cotton bags so that everything is well protected and no light can possibly show in any part of the boat.

You must select dark and rainy nights for running the blockade, and don't show yourself below Warrenton as you come up.

After you pass the batteries at Vicksburg, show two red lights on your bow that our people at the canal may know you.

If you receive any damage from the batteries, send me a short report from the other side and go on with care until you are the other side (some distance) of Warrenton; lay by there until the moon is up and proceed to Red River.

When the *Queen of the West* returns, Colonel Ellet and yourself will go up Red River (provided you can get good pilots) and destroy all you meet with in the shape of enemy's stores. This part must be left to your discretion. Ellet and yourself will consult together what is best to be done, and whatever you undertake try and have no failure. When you have not means of certain success, undertake

nothing; a failure is equal to a defeat. Never leave your coal barges unprotected by the *De Soto*, and never leave her between you and the enemy. Don't forget that I had your vessel strengthened to perform the part of a ram; don't hesitate to run anything down.

When you have emptied the coal barges, either destroy them so that the enemy can not possibly use them or fill them with cotton and bring them back. Make your calculations to get back here with plenty of coal on board.

Tell Colonel Ellet when he gets to Port Hudson to send a communication in a barrel (barrel to be marked "Essex"), and tell the commander in said communication that I direct him to pass Port Hudson on a dark night and join the vessels above.

Have your casemates and sides well covered with tallow and slush before you start.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander GEO. BROWN, U. S. Navy,
Commanding Indianola, Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report of Lieutenant-Commander Brown, U. S. Navy, commanding U. S. S. Indianola.

No. 125.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, February 24, 1863.

SIR: I have the honor to enclose you a communication from Lieutenant-Commander George Brown. We still hold the mouth of Red River.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. INDIANOLA,
Mouth of Red River, February 18, 1863.

I have the honor to report that, in obedience to your written instructions, I left the anchorage in the Yazoo River at 10:15 p. m. on the 13th instant, having in tow two barges of coal, containing about 7,000 bushels each. The weather was all I could desire. At 11:10 p. m. I was abreast of the upper batteries, which did not open fire. The rebel lookouts at those batteries could not have seen us. The first gun that was fired at us was at 11:22 p. m., from a battery abreast the point.

At this time we were running very slowly, but at once started at full speed. Other guns opened on us in very quick succession, and rockets were sent up at the upper batteries. At 11:41 p. m. the last gun was fired. Eighteen guns were fired at us in the space of nineteen minutes, none of which struck us. They were generally good line shots, but all passed over us; every shot came from abaft

the beam. When abreast of the lower end of the canal, I showed two red lights on the starboard side. At Warrenton two musket shots were fired at us. At 1 a. m., on the 14th instant, we anchored about 4 miles below Warrenton. At 5:20 a. m. we got underway and proceeded slowly down the river. Nothing of importance transpired until the morning of the 16th, being at anchor about 8 miles below Natchez, when a steamboat was heard approaching from below. I got underway at once and stood across the river, when the fog lifted, and I made the steamboat *Era No. 5*. I hailed her, and learned that she was in charge of Colonel Ellet, having on board the few officers and men who were saved from the *Queen of the West*. The particulars of her capture will be reported to you by Colonel Ellet.

I again anchored, and, after consulting with Colonel Ellet, concluded to proceed on down the river, as soon as the *Era* could be put in running order. At 4:30 p. m. we started down, the *Era* ahead. At 5:10 a steamer was seen abreast of Ellis Cliff, which I at once recognized as being the rebel gunboat *Webb*. At the same time the *Era's* whistle was blown, indicating that she saw danger ahead. I cleared for action, and was going ahead at full speed, when the *Webb* turned and started down. I fired two XI-inch shot at her, both of which were good line shots; one struck within at least 50 yards of her. Both guns had all the elevation that the ports would admit of. The *Webb* at this time was making most excellent speed, and soon disappeared behind the point. As we rounded the point the fog set in so thick that not even her smoke could be seen. On account of the dense fog we anchored for the night under Glasscock Island. Thinking it probable the *Webb* might get ashore in the fog, and knowing that if she did that we would drift by her without seeing her, I thought it best to remain at anchor until I could run with safety and be certain of seeing everything on either side of the bank as we passed. At 1 p. m. on the 17th instant, the fog lighting up, we got underway and proceeded on down the river as far as the mouth of Red River, opposite which place we anchored about 5 p. m. I sent on shore for Colonel Acklen, who informed me that three boats had accompanied the *Webb* in chase of Colonel Ellet, but that they had all turned back and gone up Red River. I was informed that Colonel Lovell, who commanded the *Webb* and the expedition, said that he would make a stand at Norman's Landing, where he could have the assistance of the fort at that place. I was also informed that the *Queen of the West* had been hauled off and towed up to Norman's (sometimes called Gordon's) Landing; that she was injured only in her steam and escape pipes, which could easily be repaired. That the rebels will make use of her to attack us, I do not doubt, but I feel prepared to meet both the *Queen* and the *Webb*. A deserter from the *Webb* reports that she has no iron on her bow, but that the machinery below the spar deck is well protected by cotton. On account of her walking beams, which are not at all protected, she will not come within close range of our guns. Two boats are being fitted up with cotton at Port Hudson, for what particular service I am unable to learn. My only trouble is to look out for the coal barges, which I can tow upstream at a very slow rate, and I can not run the risk of losing sight of them, unless in case of some pressing emergency. I keep the coal

bunkers full at all times, so that in the event of my losing the barges we will have plenty of coal to take us to Vicksburg. Colonel Ellet thinks it is important that he should go up the river at once and communicate with you. I am convinced that I can remain alone in this vicinity for some time, but at the same time I consider it important that there should be at least one other serviceable vessel with me. If the river rises 1 foot more, of which there is a strong probability, Port Hudson will be unapproachable by land, so you can readily understand the importance of the stoppage of all river communication.

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

GEO. BROWN,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Yazoo River.

Report of Lieutenant-Commander Brown, U. S. Navy, regarding the loss of the U. S. S. *Indianola*.

WASHINGTON, D. C., May 28, 1863.

SIR: At this, my earliest opportunity, I respectfully submit to the Department a report of the operations of the U. S. S. *Indianola*, while below Vicksburg, Miss.; also the particulars of the engagement with the rebel armed rams *Queen of the West* and *William H. Webb*, and armed cotton-clad steamers *Dr. Beatty* and *Grand Era*, in which the *Indianola* was sunk and her officers and crew made prisoners.

In obedience to an order from Acting Rear-Admiral Porter, commanding Mississippi Squadron, I passed the batteries at Vicksburg and Warrenton on the night of the 13th of February last, having in tow two barges containing about 7,000 bushels of coal each, without being once struck, although eighteen shots were fired, all of which passed over us.

I kept on down the river, but owing to dense fogs made but slow progress until the morning of the 16th, when about 10 miles below Natchez I met the steamboat *Era No. 5*, having on board Colonel Ellet, of the Ram Fleet, and a portion of the officers and crew of the steamer *Queen of the West*. I then learned for the first time of the loss of that boat, and after consulting with Colonel Ellet I concluded to continue on down as far as the mouth of Red River. On the afternoon of the same day I got underway, the *Era No. 5* leading. On nearing Ellis Cliffs the *Era* made the prearranged signal of danger ahead, soon after which I made out the rebel steamer *William H. Webb*. Before I got within range of the *Webb* she had turned and was standing downstream with great speed. I fired two shots from the XI-inch guns, but both fell short of her. She soon ran out of sight, and in consequence of a thick fog setting in I could not continue the chase, but was obliged to anchor.

I reached the mouth of Red River on the 17th of February, from which time until the 21st of same month I maintained a strict blockade at that point. I could procure no Red River pilots, and therefore did not enter that river. The *Era No. 5* being unarmed, and having several prisoners on board, Colonel Ellet decided to go up the river

and communicate with the squadron, and sailed at noon on the 18th of same month for that purpose.

On learning that the *Queen of the West* had been repaired by the rebels and was nearly ready for service, also that the *William H. Webb* and four cotton-clad boats, with boarding parties on board, were fitting out to attack the *Indianola*, I left the Red River for the purpose of getting cotton to fill up the space between the casemates and wheelhouses, so as to be better able to repel the boarding parties.

By the afternoon of the 22d of same month I had procured as much cotton as I required, and concluded to keep on up the river, thinking that I would certainly meet another boat the morning following, but I was disappointed. I then concluded to communicate with the squadron as soon as possible, thinking that Colonel Ellet had not reached the squadron, or that Admiral Porter would expect me to return when I found that no other boat was sent below.

I kept the bunkers of the *Indianola* filled with coal, and would have sunk what remained in the barges, but knowing that if another boat was sent below Vicksburg, that I would be expected to supply her with coal, I concluded to hold on to the barges as long as possible. In consequence of having the barges alongside, we could make but slow progress against the current, the result of which was that I did not reach Grand Gulf until the morning of the 24th of same month, at which point and at others above, we were fired on by parties on shore. As I knew that it would be as much as I could do to get by the Warrenton batteries before daylight the next morning, I returned the fire of but one party.

At about 9:30 p. m. on the 24th of same month, the night being very dark, four boats were discovered in chase of us. I immediately cleared for action, and as soon as all preparations were completed, I turned and stood down the river to meet them. At this time the leading vessel was about 3 miles below, the others following in close order. As we neared them I made them out to be the rams *Queen of the West* and *William H. Webb*, and two other steamers, cotton-clad, and filled with men. The *Queen of the West* was the first to strike us, which she did after passing through the coal barge lashed to our port side, doing us no serious damage. Next came the *William H. Webb*. I stood for her at full speed; both vessels came together bows on, with a tremendous crash, which knocked nearly every one down on board of both vessels, doing no damage to us, while the *William H. Webb's* bow was cut in at least 8 feet, extending from about 2 feet above the water line to the keelson. At this time the engagement became general, and at very close quarters. I devoted but little attention to the cotton-clad steamers, although they kept up a heavy fire with field pieces and small arms, as I knew that everything depended on my disabling the rams. The third blow crushed the starboard barge, leaving parts hanging by the lashings, which were speedily cut. The crew of the *Indianola* not numbering enough men to man both batteries, I kept the forward guns manned all the time, and fired them whenever I could get a shot at the rams; the night being very dark, our aim was very uncertain, and our fire proved less effective than I thought it at the time. The peepholes in the pilot house were so small that it would have been a difficult matter to have worked the vessel from that place in daylight, so that during the whole engage-

ment the pilots were unable to aid me by their knowledge of the river, as they were unable to see anything; consequently they could do no more than obey such orders as they received from me in regard to working the engines and helm. No misunderstanding occurred in the performance of that duty, and I was enabled to receive the first five blows from the rams forward of the wheels and at such angles that they did no more damage than to start the plating where they struck.

The sixth blow we received was from the *William H. Webb*, which crushed in the starboard wheel, disabled the starboard rudder, and started a number of leaks abaft the shaft. Being unable to work the starboard engine placed us in an almost powerless condition, but I continued the fight until after we received the seventh blow, which was given us by the *William H. Webb*. She struck us fair in the stern, and started the timbers and starboard rudder box so that the water poured in in large volumes. At this time I knew that the *Indianola* could be of no more service to us, and my desire was to render her useless to the enemy, which I did by keeping her in deep water until there was $2\frac{1}{2}$ feet of water over the floor, and the leaks were increasing rapidly as she settled so as to bring the openings made by the *William H. Webb* under water. Knowing that if either of the rams struck us again in the stern, which they then had excellent opportunities of doing, on account of our disabled condition, that we would sink so suddenly that few, if any, lives would be saved, I succeeded in running her bows on shore by starting the screw engines. As further resistance could only result in a great loss of life on our part, without a corresponding result on the part of the enemy, I surrendered the *Indianola*, a partially sunken vessel, fast filling with water, to a force of four vessels, mounting 10 guns, and manned by over 1,000 men. The engagement lasted one hour and twenty-seven minutes. I lost but 1 killed, 1 wounded, and 7 missing, while the enemy lost 2 officers and 33 men killed, and many wounded. Before the enemy could make any preparations for endeavoring to save the *Indianola* her stern was under water. Both rams were so very much crippled that I doubt whether they would have tried to ram again had not their last blow proved so fatal to us. Both signal books were thrown in the river by me a few minutes before the surrender. In conclusion, I would state that I have very reliable information that the IX-inch guns of the *Indianola* were thrown overboard, and the XI-inch guns damaged by being loaded with heavy charges and solid shot, placed muzzle to muzzle, and fired by a slow match, so that they were rendered useless; this was done in consequence of the sham monitor sent from above, having grounded about 2 miles above the wreck of the *Indianola*.

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

GEO. BROWN,
Lieutenant-Commander, U. S. Navy.

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

Report of Colonel Ellet, commanding Ram Fleet, regarding escape of the crew of the U. S. ram *Queen of the West* on the captured steamer *Era No. 5*.

U. S. S. ERA, No. 5,
Below Vicksburg, February 21, 1863.

ADMIRAL: I have to report to you that the steam pipe of the *Queen of the West* was cut by a battery at Gordon's Landing, up Red River, after the pilot had run her aground. The officers and majority of the men escaped on the *Era No. 5*; which I had captured. We were pursued by the *Webb* and three other boats, but they were driven back by the *Indianola*. One hundred shots were fired at the *Era* yesterday by three batteries at Grand Gulf, Carthage, and Warrenton. I bring up 170 bales of cotton. I shall report to you in person as soon as I can obtain a horse.

Very respectfully, your obedient servant,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, announcing the loss of U. S. ram *Queen of the West*.

No. 120.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, February 22, 1863.

SIR: The best calculations are liable to be upset, and mine have been disarranged by the capture of the *Queen of the West*, up Red River. That vessel grounded under the guns of a battery, which she foolishly engaged, and received a shot through her boilers and steam drum, which drove most of her people overboard. Many escaped in a prize, the steamer *Era No. 5*, but most of the deck hands and contrabands fell into the power of the rebels. The officers and Colonel Ellet were then chased up the River Mississippi by the *Webb* and some two or three other vessels until they met the *Indianola*, which vessel saved them and drove the rebels back. This is all I can learn of this affair.

The colonel arrived here safe with the *Era No. 5*, having run the batteries all along the river, and had 120 shots fired at him without being hit, bringing up 170 bales of cotton. It is said that he left the *Indianola* and *Webb* engaged. I hope to get a report from him in a day or two. He is on the other side and sick, and the road is almost impassable.

Had the commander of the *Queen of the West* waited patiently, he would, in less than twenty-four hours, have been joined by the *Indianola*, which he knew. That vessel was detained eighteen hours by a fog at the mouth of the Yazoo. This is a serious disappointment to us all here, as we calculated certainly on starving out the garrison at Port Hudson by merely blockading the mouth of Red River. My plans were well laid, only badly executed. I can give orders, but I can not give officers good judgment. The *Indianola* is now there by herself. Whether the commander will have the good sense not to be surprised, remains to be seen. He should return for the present.

The intrinsic value of the *Queen of the West* is nothing. She paid for herself five times over by the destruction and capture of rebel property, only she has a national character. It was a loss without any excuse, and if not destroyed by the *Indianola* she will fall into rebel hands.

She was grounded 100 miles up the Red River under the batteries of Fort Taylor, which batteries would have fallen into our hands had the *Queen of the West* waited for the *Indianola* with her heavy guns.

I would not have employed this class of vessel on this service, but am obliged to use such as I have. I had nothing else to send that could stem the current.

We are sadly in want of a good class of fast ironclad rams on this river. The rebels have a number fitting out, and I should like to have something to meet them. The Ellet rams are fit for nothing but towboats.

I have nothing but the *Indianola* that will make more than 2 knots against the current, and shall have to depend on that vessel alone for carrying out my cherished plan of cutting off supplies from Port Hudson and Vicksburg.

I have the honor to be, very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report of the loss of the U. S. ram *Queen of the West*.

No. 123.]

U. S. MISSISSIPPI SQUADRON,

Yazoo River, February 23, 1863.

SIR: Colonel Ellet has arrived on this side of the river. He informs me that his ram was not destroyed, but fell into the hands of the rebels. He could not destroy her without sacrificing his wounded.

She will not be worth anything for some time to the rebels, and is much used up; will not do to ram with any longer, being too weak and shattered. I am going to try it again with another one. The ram committed great havoc on Red River; destroyed many stores also along the river. She destroyed and captured altogether over \$100,000 of Confederate property. He returned with cotton to the value of \$70,000 and a boat worth \$18,000. I enclose herewith Colonel Ellet's report.

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

DAVID D. PORTER.

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. ERA No. 5,

Below Vicksburg, Miss., February 21, 1863.

ADMIRAL: I have the honor to report to you that I left the landing below Vicksburg, in obedience to your written instructions, on

the night of the 10th instant, taking with me the *De Soto* and coal barge, and proceeded down the river. We passed Warrenton without interruption and reached Red River on the following evening. I destroyed, as you directed, the skiffs and flatboats along either shore.

I ascended Red River on the morning of the 12th as far as the mouth of the Atchafalaya. Leaving the *De Soto* and coal barge in a secure position, I proceeded down this stream. Six miles from its mouth I met a train of 12 army wagons returning from Simmesport. I landed and destroyed them. On reaching Simmesport I found that two rebel steamboats had just left, taking with them the troops and artillery stationed at this point. They had left on the bank 70 barrels of Government beef, which I broke open and rolled into the river. I pursued another train of wagons for some distance, but they retreated into the swamps and escaped. One of their wagons, loaded with ammunition and stores, fell into our hands and was destroyed.

On her return at night a party of overseers and other civilians fired into the *Queen* from behind a levee and immediately fled under cover of the darkness. First Master James D. Thompson, a gallant and efficient officer, was shot through the knee. Anchoring at the mouth of the Atchafalaya, I waited until morning and then returned to the spot from which we had been attacked. All the buildings on three large adjoining plantations were burned by my order.

I started up Red River the same day and reached Black River by night. On the morning of the 14th instant, when about 15 miles above the mouth of Black River, a steamboat came suddenly around a sharp bend in the river, and was captured before she could escape. She proved to be the *Era No. 5*, laden with 4,500 bushels of corn; she had on board 2 rebel lieutenants and 14 privates. The latter I at once paroled and set ashore.

Hearing of three very large boats lying with steam down at Gordon's Landing, 30 miles above, I decided on making an effort to capture them, intending to return if I should find the battery at that point too strong and ascend the Washita [Ouachita]. I left the *Era* and coal barge in charge of a guard. We reached the bend just below Gordon's Landing before dusk. The dense smoke of several boats, rapidly firing up, could be seen over the tops of the trees as we approached. I ordered the pilot to proceed very slowly, and merely show the bow of the *Queen* around the point. From the sharp bend which the river makes at this place, there was no apparent difficulty in withdrawing out of range of the enemy's guns whenever it might be desired.

The rebels opened upon us with four 32-pounders the moment we came in sight. Their guns were in a fine position, and at the third shot I ordered Mr. Garvey, the pilot, to back the *Queen* out. Instead of doing so, he ran her aground on the right-hand shore. The position at once became a very hot one; 60 yards below we would have been in no danger. As it was, the enemy's shot struck us nearly every time. The chief engineer had hardly reported to me that the escape pipe had been shot away, when an explosion below and a rush of steam around the boat told me that the steam pipe had been shot in two. Nothing further, of course, could be done. I gave orders to

lower the yawl at the stem of the *Queen*, to carry off Captain Thompson, who lay wounded in my stateroom. Some person had already taken the yawl, however, and it was gone; the other yawl was on the *De Soto*, a short distance below. Fortunately the cotton bales with which the *Queen* was protected afforded an avenue of escape, and the majority of the men and officers succeeded in reaching the *De Soto*. I ordered this boat to be brought up as far as it was practicable without being struck, and sent her yawl to the *Queen*. Lieutenant Tuthill and Third Master Duncan bravely volunteered for this purpose. I remained with the *De Soto* over an hour, picking up men on cotton bales. Lieutenant Tuthill bravely succeeded in escaping from the *Queen*, the rebels boarding her in skiffs as he escaped. Mr. Duncan stayed too long and was captured. The *Queen* could easily have been burned, but this could not be done while Captain Thompson was on board, and it was impossible to remove him; all the passages had been blocked up with cotton, the interior of the boat was intensely dark, full of steam, and strewn with shattered furniture. The display of a light enabled the batteries to strike her with unerring certainty. To have brought the *De Soto* alongside would have insured her destruction, as the light from the latter's furnaces rendered her a conspicuous mark.

— A dense fog sprang up as we started down in the *De Soto*, and she lost her rudder by running into the bank. Drifting down 15 miles, I took possession of the *Era* and scuttled and burned the *De Soto* and barge. Knowing that the rebels would lose no time in pursuing, I pushed on down through the fog, throwing off the corn to lighten her. We reached the Mississippi at dawn. Opposite Ellis Cliffs, Mr. Garvey ran the *Era*, a boat drawing less than 2 feet of water, hard aground, actually permitting her wheels to make several revolutions after she had struck. It was with the utmost difficulty that she could be gotten off. The disloyal sentiments openly expressed by Mr. Garvey a few hours previous to this occurrence rendered it necessary for me to place him under arrest, and forced upon me the unwilling conviction that the loss of the *Queen* was due to the deliberate treachery of her pilot. It is to be regretted that the unfortunate illness of Mr. Scott Long, who piloted the *Queen* past Vicksburg, rendered it necessary for me to trust the *Queen* to the management of Mr. Garvey.

The next morning, a short distance below Natchez, I met the *Indianola*. Captain Brown thought that he might be able to ascend Red River and destroy the battery at Gordon's Landing, and I accompanied him down in the *Era*, leading the way. I had not gone 3 miles when a break in the dense fog disclosed a steamer rapidly moving upstream about a mile ahead. I at once rounded to and caused the whistle to be blown, to warn Captain Brown of her presence. As soon as the rebel steamer, which was undoubtedly the *Webb*, perceived the *Indianola*, she turned and fled. The latter fired two shots at her, but without effect. I learned afterwards that three other armed boats had been sent in pursuit of the *Era*, and had been turned back by the *Webb* on her retreat. They all went back up Red River. On reaching this stream Captain Brown decided not to ascend it, and I thought it best to return at once. Thinking we might be attacked on the way up, I seized 170 bales of cotton and protected the *Era's*

machinery as far as practicable. At St. Joseph I landed and seized the mails, and learned from them that Colonel Adams was waiting for us at Grand Gulf with two pieces of artillery. Thirty-six shot were fired at the *Era* while passing this point, none of which took effect. On reaching Island No. 107 a body of riflemen opened a heavy fire upon the *Era* from the Mississippi shore. Suspecting it to be a ruse to drive us to the other side of the river, I decided on keeping to the right of the island. The furnaces of the *Era* became so clogged at this point that I found it necessary to stop and have them cleaned out, causing a delay of twenty minutes. The *Era* had scarcely passed the island when a battery of three guns opened upon her from the Louisiana shore; forty-six shots were fired, but did no injury.

At Warrenton the rebels opened fire upon the *Era* with two rifled 20-pounder guns; they fired twenty-four shots, but did not succeed in striking her.

Extraordinary as it may seem, there is every reason to believe that no one was killed on the *Queen*. It is probably attributable to the fact that those below got into the hold through the numerous hatches and thus escaped the effects of the steam.

Mr. Taylor, one of the engineers, is reported to be badly scalded, by a deserter from the *Webb*. Twenty-four men were taken prisoners, ten of whom were civilians, employed on the boat. Assistant Surgeon Booth was the only commissioned officer captured.

I am, very respectfully, your obedient servant,

CHARLES RIVERS ELLET,

Colonel, Commanding Ram Fleet.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Report of Colonel Ellet, commanding Ram Fleet, transmitting report of operations.

U. S. S. ERA No. 5,

Below Vicksburg, February 21, 1863.

GENERAL: I enclose you a copy of my report * to Admiral Porter of the circumstances attending the capture of the *Queen of the West*. I omitted to mention therein that the shots which injured her machinery all came in between the bulwarks and gundeck, through a space which was unprotected by cotton. The *Queen*, indeed, was never more than very partially protected, the construction of the boat rendering it impracticable to make her entirely secure.

I would respectfully recommend to you for promotion for their bravery and efficiency Second Lieutenant John L. Tuthill and Sergeant James H. Campbell.

Very respectfully, your obedient servant,

CHARLES RIVERS ELLET,

Colonel, Commanding Ram Fleet.

* See preceding.

Report of Brigadier-General Ellet, commanding Marine Brigade, transmitting report of operations.

HEADQUARTERS MISSISSIPPI RIVER MARINE BRIGADE,
St. Louis, March 10, 1863.

SIR: I have the honor to enclose you a copy of Colonel Charles Rivers Ellet's report,* together with other papers containing the orders from Rear-Admiral Porter under which Colonel Ellet was acting when the misfortune of the loss of the *Queen of the West* occurred. I also send you a copy of Rear-Admiral Porter's order recalling Colonel Ellet from Napoleon (for the protection of his gunboats against an anticipated attack from the rebel rams), when engaged fitting up the *Switzerland* for another run past the Vicksburg batteries for the purpose of endeavoring to recapture the *Queen of the West*.

I have the honor to remain, very respectfully,

ALFRED W. ELLET,
Brigadier-General.

HON. EDWARD M. STANTON,
Secretary of War.

Report of Colonel Ellet, commanding Ram Fleet, regarding orders received for further operations below Vicksburg, and referring to the destruction of Era No. 5.

U. S. RAM SWITZERLAND,
Mississippi River, March 1, 1863.

GENERAL: I have the honor to report to you that I left the *Era*, No. 5, in charge of Captain A. Conner on the 23d February, and proceeded up the river on the 25th, with instructions from Admiral Porter to take the *Switzerland* and protect her machinery with cotton bales in order to run the batteries at Vicksburg. On the 27th I received the following dispatch from Admiral Porter:

FEBRUARY 25, 1863.

SIR: Return here without a moment's delay. The *Queen* is up at Warrenton. Heavy firing last night below here. The presumption is that the *Indianola* is sunk or captured. Hurry down. Wait for nothing. We have nothing to meet the ram. Bring the *Monarch* also, if she is within hail, but do not wait for anything.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Squadron.

I immediately started down and reached the fleet below Yazoo River on the same evening. On the morning of the 28th Captain Conner came on board and reported that the *Era* had been taken from him by order of Major-General Grant, and scuttled in the middle of the river. No reason was assigned for this disposition of a valuable boat. The 170 bales of cotton on her were set ashore. Colonel Woods, who bore the orders of General Grant, has, I am informed by Captain Conner, permitted his men to seize and appropriate not only the few articles of clothing which some of my men had left on board, but also to rip up several of the cotton bales and use

* See p. 382.

their contents for bedding. This destruction is still going on. The following order is the only one which Captain Conner was permitted to see in relation to this appropriation of private and public property in the possession of my officers.

HEADQUARTERS FIFTEENTH ARMY CORPS,
February 27, 1863.

Captain CONNER: Colonel Woods has orders as to what you will do. You must send all the negroes you have early to-morrow morning to report here under a sergeant or corporal. I have wondered why you have not already sent them; and give them rations for one day only; for your own men, four days. The negroes will be put to work at once.

Yours, truly,

J. H. HAMMOND,
Assistant Adjutant-General.

No receipt for the cotton was given to Captain Conner, nor has one been sent to me. I would respectfully request instructions in regard to the course I should pursue in this matter, as I do not wish to be held responsible for losses to the Government which occurred during my absence and without my consent.

Very respectfully, your obedient servant,

CHARLES RIVERS ELLET,
Colonel, Commanding Ram Fleet.

A. W. ELLET,
Commanding Mississippi Marine Brigade.

[Telegram.]

U. S. MISSISSIPPI SQUADRON, February 27, 1863.
(Received 3 p. m., March 2, via Memphis 1st.)

SIR: I regret to inform you that the *Indianola* has also fallen into the hands of the enemy. The rams *Webb* and *Queen of the West* attacked her 25 miles from here, and rammed her until she surrendered. All of which can be traced to a noncompliance with my instructions. I do not know the particulars. If she has not sunk, she may be used against the lower fleet. It would be well to caution them.

DAVID D. PORTER,
Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram to be sent in cipher.]

NAVY DEPARTMENT, March 2, 1863.

The disastrous loss of the *Indianola* may, if she has not been disabled, involve the most serious results to the fleet below. Without due knowledge of all the circumstances under which you are placed at Vicksburg, the Department is not prepared to give a positive order, but rather suggests that a sufficient number of ironclads be sent to destroy her or ascertain her fate. She is too formidable to be left at large, and must be destroyed unless the attempt, in your judgment, involves still greater risks.

The Department has no means of notifying the fleet at New Orleans.

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, off Vicksburg.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the rumored sinking of the U. S. S. *Indianola*.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, March 7, 1863.

SIR: I have the honor to acknowledge the receipt of your telegram of March 2.

I would have sent a force below at once if I had had one adequate to the rescue of the *Indianola*. I had nothing with me at the time I heard the news but the Pook ironclads, which would have been nothing against one ram. I felt so secure about the two vessels that had gone down the river that I sent all the rams up the Mississippi to patrol the river. I sent for them immediately, to protect the transports here, and they had not time to get cotton to pack themselves with. Without cotton they are little better than river boats.

All the news we have goes to confirm the report that the *Indianola* was sunk or ran on a sand bar.

We feel pretty sure that they can not use her for some time to come, and a general opinion prevails that she was blown up. Certain it is that a heavy explosion occurred within a mile of the place where the escaped part of the crew were concealed. They all agree in that, and the explosion shook severely everything in this neighborhood. The wheels and propellers of the *Indianola* were so damaged that she could not use them at once. Weighing all these reports and knowing I might only make a failure and not being at all prepared for an adventure below, I concluded to wait until I could make the operation effectual.

The *Lafayette* has arrived here, but unfit for anything but temporary service. I got her here more for show and in case the *Indianola* still existed and should attempt to come up here. Had she been fit for use, without doubt they would have attempted to shell out our troops opposite Vicksburg. We have scouts who will soon let us know the facts.

The signal agreed on by Captain Smith and myself (nine minute guns and the three guns in rapid succession) has been fired up the Yazoo River, and I have good reason to believe that the whole Yazoo region is now in our possession. If so, it is the severest blow dealt the rebels in this quarter.

I trust the Department will not for a minute think that proper steps are not being taken to avert any further calamity from the loss of the *Indianola*.

I think of nothing else.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, confirming the news of the attack upon the U. S. S. *Indianola*.

No. 126.]

U. S. MISSISSIPPI SQUADRON,
February 27, 1863.

SIR: I have just received information through one of the men who escaped from the *Indianola* that she had an encounter Tuesday night with the two rams *Webb* and *Queen of the West*, and that after being struck six times, and the report being made that she was sinking, she was surrendered to the enemy. The commander then ran her on shore, when the man who gives the information got on shore with some others and he brought me the news. He could not see whether the vessel had sunk or not. From his account it appears that Lieutenant-Commander Brown laid at the mouth of Red River three days (just about time to allow the *Queen of the West* to repair damages), and then being apprehensive of attack, or, reading over my instructions and finding out that he was sent down "only to protect the *Queen of the West* and was ordered to attempt nothing when he was not certain of success," he started up the Mississippi River with the two coal barges in tow, giving the enemy all that advantage. I had cautioned Lieutenant-Commander Brown so much before he started about the management of his ship, and told him particularly to use his butting power, which would have defeated both his antagonists, but he was caught with the two barges alongside, and his vessel must have been unmanageable.

I had every reason, on this expedition, to demand the most perfect success. The rebels had but one old boat (the *Webb*), so weak that they had to take her iron off her bows, and (as one of her crew informs me) with planking too old to calk. She carried three 32-pounders. The vessels I sent down carried twelve heavy guns.

The importance of this move to our army here can not be estimated. We had already broken the communications of the enemy in Texas with Vicksburg and Port Hudson. We had cut off all supplies and means of transportation, having destroyed some of their best boats. In a week more the water would have surrounded Port Hudson, and there being no means of getting away, they would have been obliged to evacuate in time. We hoped in a short time to force this thing by getting one or two more gunboats below, and troops enough to land close to Port Hudson. That place evacuated, General Banks could have ascended the river. The Department has a copy of my instructions to Colonel Charles R. Ellet and Lieutenant-Commander George W. Brown, and they will, I am sure, do me the justice to say that my plans were well laid. The object contended for was a very important one, and that I was sufficiently cautious in sending down twelve guns to contend with three.

There is no use to conceal the fact, but this has, in my opinion, been the most humiliating affair that has occurred during this rebellion, and after taking so much trouble to make matters sure, it almost disheartens me, and puts me out of the conceit of sending off any expedition, unless I can go with it. I certainly had a right to expect that two vessels carrying twelve guns, that had passed all the batteries at Vicksburg, Warrenton, Carthage, and other places on the river, could manage between them to take one old steamer, or else have the wisdom and patriotism to destroy their vessels, even if they had to go with them.

A flag of truce is, I believe, coming up, and I shall know in a short time whether the *Indianola* sunk, or whether the enemy will be able to save her.

A terrific explosion occurred last night in the direction of the *Indianola*, and my only hope is that she has blown up. In conclusion, had the *Indianola* thrown off her coal barges and run upstream with the speed she is reported to have, she could have disabled both the rams with her two XI-inch guns in iron casemate before either of them could get alongside of her. They tracked her along from point to point, found out exactly how she was operating, and made their dispositions accordingly.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the lack of definite information relative to present condition of the *Indianola*.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, March 4, 1863.

SIR: Amongst the three persons escaped from the *Indianola* I can gain no intelligence beyond hearsay. All agree that they heard she had been blown up, and all agree that a heavy explosion took place within a mile of them. It is very certain that the *Indianola* was captured by the rams *Webb* and *Queen of the West*; that she was rammed six times, and that she never fired a gun until she was run into by the *Queen of the West*. The evidence goes to show that the two after guns were not manned, and that the *Indianola* did not use her ram power.

It appears that Lieutenant-Commander Brown was apprised that an expedition was fitting out up Red River to board him, and that he remained at the mouth of Red River three days with his coal barges alongside; that two vessels escaped him from not casting his coal barges off. It further appears that he saw the smoke (or those on board did) of the steamers in chase of him twelve hours before they overtook him, and that he still held on to the coal barges, which he was ordered to destroy in case there was any danger of their falling into the enemy's hands. He was about 13 miles from our batteries below Vicksburg when he first saw the enemy, and it was half an hour after the *Queen of the West* hove in sight before he was struck by her.

He could easily have reached the protection of our batteries, where, in a large slough, he could not have been attacked by any force without destruction to an attacking party.

It appears that the ship was indifferently fought, and there is no evidence to prove that she was in a sinking condition. Her propelling power (wheels) was damaged and she was knocked about by the repeated blows, but her sides do not appear to have been crushed.

It seems to be the opinion of the men that she gave in too soon; and if their statement is to be relied upon, and from what I know of the vessel, she would have gained a victory if properly managed.

We heard the firing from this point, or imagined we did, and supposed it was the *Indianola* firing at the batteries at Carthage on her way up. The firing was very slow and not like that of an action. The men say she was engaged nearly two hours and fired twelve times.

There may be some extenuating circumstances for this capture, but from the evidence I can gather nothing encouraging; nor is there any proof that she is sunk or is not now in the hands of the rebels.

I have the honor to be, very respectfully, your obedient servant,
 DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Telegram.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, March 7, 1863.

We know pretty positively that the *Indianola* was too much damaged to be used offensively at once, but they might, in the course of a month, be able to operate against the fleet below. Any vessel with a ram could easily destroy her, if she is not already blown up. She is a weak vessel.

If she exists, I hope to have her before a month is over.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron

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

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, for a court enquiry on the loss of the U. S. steamers *Queen of the West* and *Indianola*.

NAVY DEPARTMENT, *March 10, 1863.*

SIR: You will have a court of enquiry * on the loss of the *Queen of the West*, and also on the loss of the *Indianola*, as soon as Lieutenant-Commander Brown is exchanged or released.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Acting Assistant Surgeon Mixer, U. S. Navy, late of the U. S. S. *Indianola*, regarding the operations and capture of that vessel.

MERCHANT'S HOTEL,
New York City, April 26, 1863.

SIR: I have the honor to report my arrival at this port this day from New Orleans, in army transport steamer *Fulton*, under orders

* No record found of court of enquiry.

from Commodore Henry W. Morris, a copy of which orders please find herewith enclosed.

I was attached to the U. S. gunboat *Indianola* at the time of her capture by the rebel fleet on the 24th February last; was held at Vicksburg until the 1st April, and was then sent to our lines at New Orleans, under a flag of truce.

Lieutenant-Commander George Brown, with the remainder of the officers and men of the *Indianola*, are in Jackson, Miss., held as hostages, subject to such retaliation as may be by them, the rebels, deemed proper under the order of Acting Rear-Admiral Porter, threatening to hang any person caught firing upon unarmed transports.

At the suggestion of Lieutenant-Commander Brown, and as I am the first officer so situated as to communicate with the Navy Department, I subjoin a brief statement of the circumstances attending the loss of the vessel.

The *Indianola* ran the batteries at Vicksburg on the night of the 14th February, 1863. The night was intensely dark and we passed under nearly half their guns before we were discovered and fired upon. No shot struck the vessel.

We proceeded down the river, and on the morning of the 17th February, at Ellis Cliffs, we met Colonel Ellet in the *Era No. 5*, with such of the officers and men of the *Queen of the West* as had escaped at the time she was abandoned on Red River.

From him we first learned of the loss of the *Queen of the West*.

The two vessels proceeded together to the mouth of the Red River, where the *Indianola* supplied the *Era No. 5* with coal, provisions, and arms, and on the morning of the 19th February, the *Era No. 5* started up the Mississippi River to communicate with Acting Rear-Admiral Porter, report the loss of the *Queen of the West*, and ask for immediate assistance for the *Indianola*.

I have since learned from rebel sources, during my stay in Vicksburg, that the *Era No. 5* reached there on the morning of the 21st February. Of course this may or may not be true.

The *Indianola* remained at the mouth of Red River until the morning of the 21st February, when, learning that a rebel fleet was about ready to attack us, of which fleet the *Queen of the West* would be one, we started up the Mississippi River.

We called at two plantations and took on board enough of cotton to make bulwarks reaching from the casemate to the wheelhouses, and from the main nearly to the hurricane deck.

Thus protected, and having still in tow the two coal barges, with which I omitted to say we ran the batteries at Vicksburg, the *Indianola* proceeded on up the Mississippi River.

At noon on the 23d February we made out the smoke of vessels in pursuit. Half the men of each watch were kept constantly on deck, and we steamed on up the river, now hourly expecting to meet vessels coming down to our assistance. They never came.

We passed Grand Gulf on the afternoon of the 24th February, and on the evening of the same day were just above the head of upper Palmyra Island when, at 9 o'clock and 30 minutes p. m., the lookout on the wheelhouse discovered the lights of vessels in pursuit. They were then about 4 miles astern.

The ship was immediately cleared for action, and at 20 minutes before 10 o'clock p. m. she was turned about and headed downstream, when the fight immediately commenced.

The rebel fleet consisted of four vessels, the *Webb*, *Queen of the West*, *Dr. Beatty*, and *Grand Era*, the two former rams, and the latter cotton-clad and carrying soldiers for boarders.

The *Queen of the West* struck us first completely crushing through one of our coal barges, which was immediately cut loose and sunk. The other coal barge was also cut adrift.

The rebel rams both carried guns, from which they kept up a rapid fire, wisely, however, placing their main reliance on butting, as their shots did us no damage.

The *Dr. Beatty* also came up within range and gave us constant volleys of musketry.

The *Indianola* had thus far managed to receive all the blows from their rams on her bows.

The construction of her pilot house was such that in the night her pilots could see nothing, and the management of the vessel was therefore devolved entirely on Lieutenant-Commander Brown, who knew that everything depended upon protecting her vulnerable part from the rams.

To accomplish this he exposed himself everywhere. He stood upon the hurricane deck, swept by volleys of musketry, grape, and canister shot, looking out for the rams, giving orders to his pilots, and with his revolver firing upon the pilots of the enemy. He stood on his knees on the grating on the main deck to see to it that the engineer correctly understood the orders from the pilots. He went to the casemate repeatedly and ordered the fire to be reserved until the rams were close upon us and then fire low. He aimed and discharged one of our guns himself, but the working of our guns was of necessity left largely to his subordinate officers.

It would be perhaps too much to expect that young officers, in their first battle, in the horror and confusion of a night attack, and with such a multiplicity of assailants, should be cool and collected. Greater rapidity and precision of fire might possibly have varied the result.

The fight had now lasted about one hour. Our vessel had been struck on her bow by their rams five times, but was uninjured. The *Webb* now passed astern of us and, while the *Queen of the West* remained on our bow, succeeded in striking us on our stern and with such force that our rudder was carried away and a hole stove in our hull.

We had not men enough to man both our stern and casemated guns, but our guns' crew was now called away to work a stern gun.

The leak was partially stopped, and one stern gun had been once discharged when the *Webb* again struck us on our starboard quarter, just abaft the wheelhouse, this time carrying away the outboard bearing of the shaft and knocking a large hole into her side. The wheel dropped down; the vessel was no longer manageable; she was rapidly filling with water; the *Webb* was again ready to ram us and the *Dr. Beatty* now ranged up alongside to board, when at 7 minutes past 11 o'clock p. m., the fight having lasted one hour and twenty-seven minutes, and with $2\frac{1}{2}$ feet of water in her hold, the *Indianola*

was surrendered, in the language of Lieutenant-Commander Brown, a sinking ship to an overwhelming force.

The engagement terminated on the Louisiana side of the river, and in deep water. The *Webb* and *Dr. Beatty* immediately took us in tow and ran us across the river, when the vessel grounded and sunk on a sand bar, in 10 feet of water, opposite the head of lower Palmyra Island, and in about half an hour after the surrender took place.

The signal book was thrown overboard and did not fall into the enemy's hands.

Our loss was 1 man killed and 1 seriously wounded. He has since recovered.

Just at the close of the fight four of our men jumped overboard and swam ashore. Three of them were captured next day by the rebels, and one I have since learned made good his escape and reached the fleet above Vicksburg.

Some of our negroes also jumped overboard, but of their fate I have no knowledge.

The rebels' loss was 2 men killed and 3 wounded.

The *Queen of the West* was reported by the rebels to have received one shot through her hull. I did not see her by daylight, and therefore do not know how much injury she may have received.

The *Webb* considerably damaged her bow in striking us, but was otherwise uninjured.

The *Dr. Beatty* and *Grand Era* were not struck by our shot.

In conclusion, I ought to say that my duties calling me below deck during most of the engagement, I have relied upon the representations of Lieutenant-Commander Brown and other officers of the vessel for many of the statements embraced in this communication.

I was not held as a prisoner of war, and am therefore ready for immediate duty should the interests of the service demand it, but I have been and am still suffering from diarrhea and bronchitis, and would respectfully ask leave of absence for thirty days.

Awaiting your orders,

I am, very respectfully, your obedient servant,

H. M. MIXER,

Acting Assistant Surgeon, U. S. Navy, late of the Indianola.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant Hassler, U. S. Army, regarding the attack upon the dummy gunboat.

YOUNG'S POINT, LA., February 25, 1863—6 a. m.

SIR: I have the honor to report that the firing from the rebel batteries near the city at 12 p. m. was occasioned by a boat which is now below the mouth of canal, and proves to be a flatboat rigged up to represent a gunboat. She has a square turret forward, with a mock cannon projecting toward the bow from within. Smokestacks made of four barrels, wheelhouse, etc., covered all over with a thick

coat of tar. Has a hole just above the water line, at the bow, from a shot. Nothing else of interest.

Very respectfully, yours,

S. HASSLER,

Second Lieutenant, Thirty-seventh Ohio Volunteer Infantry.

P. B. STANBERRY,

Lieut. and Acting Assistant Adj. Gen., 2d Div., 15th A. C.

Order of Major-General Sherman, U. S. Army, to Colonel Woods, U. S. Army, for the destruction of the captured steamer *Era* No. 5.

HEADQUARTERS FIFTEENTH ARMY CORPS,
Camp near Vicksburg, February 27, 1863.

SIR: I have received your several communications, and have conferred with General Grant and Admiral Porter. The *Indianola* is lost, and there is no assurance that she is sunk or disabled beyond probability of repairs.

We know the enemy has two rams in good order, and may have any number of transports. This makes vigilance on your part necessary.

Admiral Porter has no gunboats or rams to go again below to encounter the enemy; therefore, the enemy has recovered the river below Vicksburg, and the *Era* is useless to us. You will, therefore, destroy her, not by fire, but in such a way as to leave no trace by which the enemy can guess where she is. Thus, let her machinery be detached, scattered, and sunk; pipes the same. By night tear her to pieces and use her cabin work for bivouac for your men. When stripped as well as possible, scuttle and sink her in deep water. Let the work be done so that when to-morrow dawns not a trace of her be left.

If the *Indianola* be not sunk I have no doubt we shall soon see her and her comrades—the *Webb* and *Queen City* [*Queen of the West*]. The admiral has sent for several rams, one of which (the *Monarch*) has arrived, and he feels no uneasiness about the fleet above Vicksburg.

I do believe the enemy may attempt a night move on our pickets, the motive being the capture of the *Era* and the battery. The only point where a landing could be made on the levee is near where the *Era* lies and a point above you, which I shall cause to be guarded by Stuart.

Should you want reinforcements at any time I will send them.

General Steele is present and reads this.

I am, etc.,

W. T. SHERMAN.

Colonel CHARLES R. WOODS,

Commanding Detachment near Biggs House.

[Telegram.]

BEFORE VICKSBURG, MISS.,

February 25, 1863—12.30 a. m.

(Via Memphis, Tenn., March 1).

The *Queen of the West* is now at Warrenton with the rebel flag flying. Distant firing was heard, lasting from 4 p. m. yesterday until

1 this morning. It is supposed to have been the *Queen* and *Indianola*. Apprehension is felt for the safety of the *Indianola*.

U. S. GRANT.

Major-General H. W. Halleck,
General-in-Chief.

[Telegram.]

BEFORE VICKSBURG, MISS.,
February 27, 1863—2.30 p. m.
(Via Memphis, Tenn., March 2.)

News just received that the *Queen of the West* and *Webb* attacked the *Indianola* about 35 miles below Vicksburg the night of the 24th, and after an engagement of about forty minutes captured her, with most of her crew. It is said the *Indianola* afterwards sank.

U. S. GRANT,
Major-General.

Major-General H. W. HALLECK,
General-in-Chief.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting newspaper clipping showing that the destruction of the U. S. S. *Indianola* by the Confederates was caused by the dummy monitor.

OFFICE OF THE U. S. MILITARY TELEGRAPH,
War Department.

The following telegram was received at Washington, 5 p. m., March 15, 1863, from U. S. Mississippi Squadron, Yazoo River, March 10, via Memphis 13th, via Louisville, dated March 13, 1863:

I have been pretty well assured for some time that the *Indianola* had been blown up in consequence of the appearance of a wooden imitation mortar, which enemy sunk with their batteries. The mortar was a valuable aid to us. It forced away the *Queen of the West* and caused the blowing up of the *Indianola*. The following is an account of the affair taken from the Vicksburg Whig of the 5th instant:

"*Destruction of the Indianola.*—We stated a day or two since that we would not then enlighten our readers in regard to a matter which was puzzling them very much. We allude to the loss of the gunboat *Indianola*, recently captured from the enemy. We were loath to acknowledge she had been destroyed, but such is the case.

"The Yankee barge sent down the river last week was reported to be an ironclad gunboat. The authorities, thinking that this monster would retake the *Indianola*, immediately issued an order to blow her up. The order was sent down by a courier to the officer in charge of the boat. A few hours afterwards another order was sent down countermanding the first, it being ascertained that the monstrous craft was only a coal boat. But before it reached the *Indianola* she had been blown to atoms; not even a gun was saved. Who is to blame for this piece [of] folly? This precipitancy? It would really seem we had no use for gunboats on the Mississippi, as a coal barge is magnified into a monster, and our authorities immediately order a boat—that would have been worth a small army to us—to be blown up."

D. D. PORTER,

Commanding Mississippi Squadron, Acting Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

ALEXANDRIA, *February 15, 1863.*

(Received at Richmond, February 22.)

The ram *Queen of the West* was captured at the fortifications below this point on the 14th with all her armament and supplies. Most of the crew and commanding officer escaped on another boat. The *De Soto*, a small boat, filled up with cotton, and the consort of the ram, was sunk in the same engagement.

R. TAYLOR, *Major-General.*

General S. COOPER.

Report of Lieutenant-Colonel Lovell, C. S. Army, appointed to command the C. S. ram William H. Webb.

JACKSON, MISS., *February 28, 1863.*

GENERAL: In compliance with Special Orders No. 35, dated Jackson, Miss., February 4, 1863, I proceeded with all possible dispatch to Trinity, La., at which point I arrived on the 8th instant and found that the *Webb* had left the day before for Alexandria, by command of General Taylor, to fit out at that place. I pushed on immediately, and arrived at the latter place on the evening of the 10th. I met General Taylor on my way up Red River and showed him my orders. He informed me that he had placed an officer in command of the *Webb*, and asked me to go and assist in getting her ready. I replied that I was ordered to take command, and unless allowed to do so would return. He then endorsed my orders to take command, which I did on the 11th instant.

I found that nothing had been done to the *Webb* except a little calking on the outside, and nothing at all to either of the other two boats which had been ordered to be fitted out. I had the greatest difficulty in getting carpenters to work on the vessels, although I offered them every inducement. I had the same difficulty with negroes. The committee who were building a raft in Red River furnished me with thirty; they lent twenty more, but would not allow them to go on board the *Grand Duke*, the other vessel being fitted out, she having had a case of smallpox on board some days previous. I was unable until the third day after I arrived to get the number of carpenters and negroes I required, Major E. Surget pressing the latter force.

At 1:30 Monday morning I received information from Major Surget that the enemy had attacked Fort Taylor, at Gordon's Landing, in Red River, and he requested me to go down with all possible dispatch and assist the fort. I reported the *Webb* ready by 7 in the morning. By 9 I received a detachment of about 100 officers and men and left Alexandria. The *Webb* was by no means properly protected, not having had sufficient time; the boilers, about 30 feet long and 4 feet above the water line, had no protection whatever, saving the sides of the vessel, which could easily be penetrated by a Minié ball. On my arrival at Fort Taylor I found that the *Queen of the West* had surrendered about 8 o'clock, having had one of her steam pipes cut; that the commanding officer and a number of the crew had escaped on the steamer *Era No. 5*, having first burned the steamer

De Soto. I pushed on with all speed after the *Era No. 5* and arrived in the Mississippi River about 9 o'clock in the evening. The fog at that time was so dense that we could make but little or no progress; finally it became so thick that we had to tie up. The pilots did everything in their power to make progress. We made only a few miles from 9 in the evening until 9 in the morning, when we started again. Had to work along very slowly, as the fog was still very thick. On my way down the Red River I captured 9 men belonging to the *Queen of the West*, one her second mate. He informed me that Colonel Ellet expected a powerful ironclad to meet him at the mouth of Red River, and that it was time for her to be along, at the same time advising me to keep a bright lookout for her.

I received information in the Mississippi River that another gunboat had passed Vicksburg on Friday night, 13th instant. Off Ellis Cliffs, about 5:15 in the evening, I saw two chimneys sticking up through the fog; supposing it to be the *Era No. 5*, pushed on; shortly afterwards I saw another pair of chimneys. I at once concluded they must be the gunboat and *Era No. 5*. An officer from aloft reported three steamers in sight. A number of officers were confident they saw three. From the information received, and the steamer appearing very low in the water in the fog, I was fully convinced she was an ironclad, as were all my officers. I supposed the steamers to be from 2 to 2½ miles from us; the captain of the *Webb*, an old pilot, thought about 1½ miles. It was impossible to tell on account of the fog. One of the vessels fired at us three times. We endeavored to reply, but our friction primers failed. I turned around and made all possible dispatch down the river, fearful that the fog would again rise and that the steamers *Louis d'Or* and *Grand Duke* would pass me and fall into the hands of the enemy, they following me up. I succeeded in turning them and other steamers back. I arrived at Fort Taylor Monday morning, the 18th instant; made a report to General Taylor, and asked him what disposition he wished made of the *Webb*, stating that I had done all I could under orders from you. I informed him that I should remain at Gordon's Landing, to assist the fort in case of an attack, until I learned his wishes. Immediately on receiving my communication General Taylor sent me orders to assume command of the forces at Fort Taylor, which I did. On his arrival I turned the *Webb* over to him. Shortly afterwards he relieved me by one of his staff officers, saying he did not feel authorized to detain me any longer than possible. I left as soon as possible for this place. Lieutenant J. H. Morrison rendered me great assistance. His ability and efficiency throughout contributed largely to further all my efforts, and I am greatly indebted to him for the willingness and promptitude with which he performed all the duties assigned to him by me, for which I take this occasion to return him my thanks.

I am, general, very respectfully, yours,

W. S. LOVELL,
Lieutenant-Colonel and Acting Assistant
Adjutant and Inspector General.

Lieutenant-General J. C. PEMBERTON,
Commanding Department of Mississippi
and Eastern Louisiana.

Reports of George W. Koontz, Confederate States Agent at Natchez.

NATCHEZ, *February 17, 1863.*

(Received February 19.)

The Yankee ironclad gunboat *Indianola* passed here Sunday at 3 p. m. She laid 10 miles below here yesterday morning. The *Queen of the West* and *De Soto* passed up Red River on Friday evening. On their way up, captured the steamboat *Era No. 5*. The *Queen of the West* attacked our batteries at Fort Taylor, but was very soon disabled by our guns, and got aground, when Colonel C. R. Ellet and many of the men abandoned her, floating off on cotton bales, and she is now supposed to be in our possession. Before the *Queen of the West* went up the Red River, she went down the Atchafalaya near Simmesport and destroyed five or six plantations. After Colonel Ellet and some of the men abandoned the *Queen of the West* they went on board *Era No. 5*, which lay 5 miles below the batteries, and came out of Red River, and yesterday morning gained the *Indianola*, 10 miles below here. This information I got from a white boy who was a prisoner on board. During the engagement the *De Soto* was destroyed in sight of our batteries by the enemy. The boy was brought up by the *Era*. I consider the information reliable. The *Indianola* has no doubt gone down. A courier has been sent to Alexandria.

GEORGE W. KOONTZ,
Government Agent.

Lieutenant-General PEMBERTON.

NATCHEZ, *February 18, 1863.*

(Received February 19.)

The following official report of the engagement on the Red River received from Alexandria to-day:

* * * * *

There has been nothing further heard from the *Indianola* since my dispatch of yesterday. This afternoon, at 4 o'clock, the *Era No. 5* passed up alone, with one tier of cotton on her and apparently very few men.

GEORGE W. KOONTZ,
Government Agent.

Lieutenant-General PEMBERTON.

Report of Major-General Taylor, C. S. Army, referring to the injuries sustained by the U. S. S. *Queen of the West* when captured.

HEADQUARTERS DISTRICT OF WESTERN LOUISIANA,
Alexandria, La., February 20, 1863.

GENERAL: I seize the first opportunity of advising you of the state of affairs here. Every facility was afforded to Lieutenant-Colonel [W. S.] Lovell to enable him to equip the *Webb* and *Grand Duke*. He will report to you in person. The cost of the *Grand Duke* will be paid, I suppose, by your department, as I will send the boat to you. The

federal ram *Queen of the West* was scarcely injured in her engagement with my battery on the Red River. Struck thirteen times; only one affecting her by cutting a steam pipe. She left here last night to attack the federal boat now lying at or near the mouth of Red River. One of my staff is in command, with orders to attack at all hazards. I confidently expect to hear of the capture or destruction of the enemy's boat. The *Queen of the West* will then proceed to Vicksburg, to attempt to destroy the enemy's battery, if it be not already removed. We must maintain our communications at any cost. You have doubtless learned from General Gardner that I have succeeded in throwing several cargoes of supplies into Port Hudson since the first boat passed Vicksburg. He was probably in great need of them. I have several boats loaded for him, which will go out, taking our gunboats. * * *

I am, very respectfully, your obedient servant,

R. TAYLOR.

Lieutenant-General J. C. PEMBERTON,
Commanding Department of Mississippi, etc.

[Telegram.]

JACKSON, *February 23, 1863.*

The *Indianola* passed up to Natchez at 3 o'clock this morning.

J. R. WADDY,
Assistant Adjutant-General.

Major-General STEVENSON,
Vicksburg,

[Telegram.]

JACKSON, *February 24, 1863.*

Indianola passed up by Rodney at 2.30, doing her best. Nothing of Confederate fleet yet.

J. C. PEMBERTON.

Major-General C. L. STEVENSON,
Vicksburg, Miss.

[Telegram.]

VICKSBURG, *February 25, 1863.*

Expedition, fitted up in Red River and Port Hudson, captured ironclad gunboat *Indianola* at 11 o'clock last night; is now sunk in the Mississippi; shows bow and upper works out near Mr. Joe Davis's plantation. Armament, two 11-inch forward, two 9-inch aft. Lieutenant Brown, U. S. Navy, commanding, with his officers and men, captured. Will do everything possible to raise and get her afloat immediately. There will probably be an attempt by other ironclads

to run down past our batteries to-night. Major J. L. Brent, of General Taylor's forces, commanded the expedition.

J. C. PEMBERTON,
Lieutenant-General, Commanding.

General S. COOPER,
Adjutant and Inspector General.

[Telegram.]

VICKSBURG, *February 25, 1863.*

I have the honor to report, after a severe and hot engagement, the capture of the Federal ironclad steamer *Indianola*, Lieutenant-Commander Brown, U. S. Navy, together with all her officers and crew, by the C. S. steamers *Queen of the West* and *Webb*, forming an expedition sent out by me for that purpose, under the command of Major J. L. Brent. The prize is a good deal damaged.

R. TAYLOR,
Major-General, Commanding.

General S. COOPER.

[Telegram.]

STEAMER DR. BEATTY,
Thirty miles below Vicksburg, February 25, 1863.

Last night, about 10 p. m., fell in with the U. S. ironclad gunboat *Indianola*, and after the rams *Queen of the West* and *Webb*, under Major Brent, had engaged her for an hour, I went alongside, when the commander, Lieutenant-Commander Brown, U. S. Navy, surrendered to me. As all credit is due to Major Brent, I have turned over to him, in a sinking condition, the prize, which we hope to save. Nobody but 5 hurt.

FREDERICK B. BRAND,
Lieutenant-Colonel, Commanding.

Lieutenant-General PEMBERTON.

Report of Major Brent, C. S. Army, commanding expedition for the capture of the U. S. steamers *Queen of the West* and *Indianola*.

FEBRUARY 25, 1863.

MAJOR: My last dispatch to you, exclusive of the telegraphic communication sent you last night, was from Natchez. The Federal ironclad *Indianola* had forty-eight hours' start of us at Acklin's Landing; at Natchez she was less than twenty-five hours in advance.

We left Natchez on the evening of the 23d, and I found that we could easily overhaul the enemy in the morning of the 24th, but I determined not to do so, in order to bring him to an engagement at night, considering for many reasons that this time was eminently advantageous to us. We reached Grand Gulf before sunset, and there learned that he was only about four hours in advance of us. As

we were running more than 2 miles to his 1, the time required to overtake him could easily be calculated, so I determined to overtake and bring him to action at 9 o'clock that evening. We came up with him about 9:40, just above New Carthage, near the foot of Palmyra Island, and I immediately signaled the *Webb* to prepare for action. Our order of approach was as follows: The *Queen of the West* about 500 yards in advance of the *Webb*, and the *Beatty*, Lieutenant-Colonel F. B. Brand commanding (who, I wrote you, had joined us with a force and steamer fitted out from Port Hudson), 2 miles in the rear, and lashed to my tender, the *Grand Era*. The moon was partially obscured by a veil of white clouds, and gave and permitted just sufficient light for us to see where to strike with our rams, and just sufficient obscurity to render uncertain the aim of the formidable artillery of the enemy. We first discovered him when about 1,000 yards distant, hugging the eastern bank of the Mississippi, with his head quartering across and down the river. Not an indication of life was given as we dashed on toward him—no light, no perceptible motion of his machinery was discernible. We had also obscured every light, and only the fires of the *Era* could be seen, 2 miles back, where she was towing the *Beatty*. The distance between him and us had diminished to about 500 yards. We could clearly distinguish the long black line of his two coal barges, which protected his sides from forward of his bow to nearly abreast of his wheels. The impatience of our men to open fire could be scarcely restrained, but I was too sensible of the vast advantage to be obtained by traversing the distance to be passed over without drawing the fire of his powerful guns. At last, when within about 150 yards of him, I authorized Captain James McCloskey to open fire, which he accordingly did with his two Parrott guns and one brass 12-pounder. At the second fire the 20-pounder Parrott gun was disabled by the blowing out of its vent piece. Our intention was to dash the bow of our boat in his larboard wheelhouse, just in the rear of the coal barge, but when about 150 yards from him he backed and interposed the barge between us and him. Our bow went crashing clear through the barge, and was not arrested until it shattered some of his timbers amidships and deeply indenting the iron plating of his hull. So tremendous had been the momentum of our attack that for nearly five minutes we could not disengage ourselves, but remained stuck fast. In this position our sharpshooters opened fire on every light and crevice that could be seen, but no living men were to be seen on the enemy's decks. While thus adhering to the enemy the *Webb* came dashing by us and plunged with terrific force just in the rear of his bow. Some few iron plates were loosened, but this blow of the *Webb* produced no serious external injury to the enemy. The prisoners since report that it disabled, by the jar, the starboard engine. Urged forward by the *Webb*, the *Indianola* swung away. One end of the coal barge that the *Queen* had cut in two sunk, and the other drifted down the current a little way and immediately sunk, and the *Queen*, finding herself free, immediately rounded upstream to add to the impetuosity of her next charge the additional power obtainable from the descending current of the river. As the *Webb* approached on her first charge the two XI-inch Dahlgren guns on the bow of the *Indianola* opened on her at 75 yards with solid shot, but fortunately she was untouched. The vigor of her onset pushed the enemy around, and, carrying her

forward, laid her across and under the very muzzle of these monstrous guns. Dashing safely around from this perilous position, the *Webb* swung on the starboard side of the enemy, between him and his coal barge, breaking the fastenings and setting the barge adrift.

The result of our first onset was to strip the *Indianola* of her coal barges, which protected her sides, and to injure her to some extent in her wheel, as was apparent from her subsequent want of rapidity and precision in her movements. As soon as the *Webb* swept away clear of the enemy, the *Queen of the West* swung round and again dashed upon him, who, this time with partial success, endeavored to break the force of the onset by presenting her bow to our blow; but his movements were too torpid and were not entirely successful, which tends to confirm the belief entertained by some that her machinery was injured by the first blow. The *Queen* struck a little in advance of amidships, but, as she was turning, the force of the blow glanced along his side and past his wheelhouse without inflicting any very serious damage. Just as the *Queen* swung clear of his stern he opened on her with his two aft IX-inch guns. One struck us on the shoulder and knocked off our cotton, and one on the starboard knocked away 10 or 12 bales of cotton, causing us to list over considerably, and another (a shell) entered our front porthole on the port side, passed out, and struck the chase of a brass 12-pounder gun, and exploded, killing 2 men, disabling 4, and disabling two pieces. This time the *Queen* swung around rapidly up the stream, and in a very brief interval again dashed on him, striking a little to the rear of his starboard wheelhouse, crushing through and shattering his framework and loosening some of his iron plates.

By this time the *Webb* had run upstream, turned, and came careering on, with a full head of steam, and struck him very nearly in the same place where the *Queen of the West* had before hit him. Through and through his timbers, crushing and dashing aside his iron plates, the sharp bow of the *Webb* penetrated as if it were going to pass entirely through the ship. As the *Webb* backed clear the *Indianola*, with all the speed she could raise, declined further fight, and ran down the river toward the bank, with the intention, as after appeared, of getting a line out, in order that the officers and crew might land and abandon their steamer, which was making water rapidly. In fact, a line was got out on land, but not fastened, and three of the crew effected their escape from the vessel, but were recaptured next day by the cavalry of Major Isaac F. Harrison. After the *Queen of the West* struck the *Indianola* the third time she was for some time almost unmanageable. She had listed so much over to the port side that one of her wheels was much the most raised out of the water. She was making water, and presented every appearance of sinking. Captain McCloskey righted her a little by throwing over cotton from his upper decks, and they were able to bring her round very slowly, but still she was brought up by her gallant commander for a further charge. While the *Webb* had her bow knocked off, her splendid machinery was unhurt, and she quickly and gallantly bore up for her third charge. When bearing down and approaching the enemy, Captain Charles J. Pierce reports that he was hailed from the deck, announcing the surrender, and begging to be towed ashore, as he was sinking. Captain Pierce represents that he placed a line on board and commenced towing the *Indianola*, when

the line parted. As the *Queen of the West* was running off from her last charge to make a circuit to obtain space to add increased momentum to her onset we encountered the *Dr. Beatty* (Lieutenant-Colonel Brand), who had cast off from the tender *Grand Era* and was hovering round to enter the fight when an opportunity offered.

The *Dr. Beatty* is a frail steamer, with but little power, and incapable of being used as a ram or of resisting the terrible fire to which we were exposed. She was crowded with nearly 250 gallant spirits, who volunteered from the forces at Port Hudson, and who had embarked in the *Beatty* with the resolution to fight the enemy by boarding her. We called out to them that the opportunity for boarding her had arrived, as it was apparent that the enemy was disabled and much demoralized. Lieutenant-Colonel Brand with his command gallantly bore away, approached the enemy, and gave, as I am informed by him, the command "Prepare to board," when he was greeted by a voice from the decks of the *Indianola*, announcing that she had surrendered and was in a sinking condition. Colonel Brand then boarded her upper deck and received the sword of Lieutenant-Commander Brown. This result must have been very gratifying to Colonel Brand, as it was obtained without the loss or injury of a single man of his command. Upon my reaching the deck, Colonel Brand most handsomely acknowledged that the capture was entirely due to the *Queen of the West* and the *Webb*. I have no doubt if it had been necessary that himself and his gallant command would have again demonstrated that nothing can resist the desperation of troops who regard not their own lives, but victory. I immediately appointed Lieutenant Handy, of the *Webb*, as prize master. We found our prize a most formidable monster, mounting two XI-inch guns forward and two IX-inch guns aft, and all protected by splendid iron casemates, utterly impervious except to the heaviest artillery at the very shortest range. Her propelling power consisted of side-wheels and two screw propellers. She was filled with a most valuable cargo, embracing supplies of every kind. The officers and crew, amounting to over 100, fell into our hands as prisoners. Nothing shows more clearly how well protected were her men than the fact that our artillery, though they frequently fired at the range of 20 and 30 yards, utterly failed to injure her. Lieutenant Handy, of the *Webb*, fired his 32-pounder rifled gun so close to the casemates of the enemy that it actually enveloped both portholes in flames, and yet no injury was sustained. Our skillful and courageous sharpshooters fired deliberately at every onset.

Notwithstanding all these circumstances, the enemy lost but 1 man killed and none wounded. The *Webb* had but 1 man wounded, while the *Queen of the West* had 2 killed and 4 wounded.

The fire of the enemy was terrific. Their huge shot and shell came whizzing by us, directed wide of the mark in every instance, except the two shots that struck the *Queen* and one that passed through the bulwarks of the *Webb*, while the far-darting flames of their enormous guns almost licking our bows, and the loud thunder of their reports (heard as far as Vicksburg, 30 miles off), added unusual sublimity to the scene. The *Queen of the West* has some appearance of protection for her men—how feeble was manifested by the injury inflicted by one shot alone; but the men on the *Webb* were utterly without protection. The boilers were rudely surrounded by cotton, but her walking

beams were entirely exposed. I think the annals of naval warfare may be safely challenged to produce an instance where a feeble craft was thrice precipitated upon the iron sides of a first-class war steamer, mounting as heavy an armament as is to be found in the Western waters.

The heroic gallantry of both captains in rushing their steamers against the ironclad enemy in face of and against the muzzles of IX-inch and XI-inch guns can not be overestimated.

I am much indebted for the success that crowns this expedition to the skill and gallantry of my officers.

Captain McCloskey, commanding the *Queen of the West*, combined with the courage of the soldier the skill and aptitude that characterizes the sailor of our Western waters. Taking his position in the front of the steamer, by word and example, he cheered the men on to their duty and rallied them when disheartened. I reserve to him the mention of the names of the officers and men under him who merit special mention, but I feel compelled in one case to specify an example of heroic courage and skill as exhibited by Sergeant Edward Langley, of the Third Maryland Artillery. He had on the *Queen* a detachment of 13 men of his artillery, and was placed in charge of the two Parrott guns. He himself took command of the 30-pounder gun in our bow, where he remained during the action, neither he nor his gallant comrades ever leaving their posts for a moment. While our bows were resting against the side of the *Indianola* he still manned and fired his gun, though he and his men were without the least covering or protection. In addition to this courage, the skill and judgment he showed in maneuvering his piece, mounted on wheels within a most contracted space, is deserving of equal commendation.

Lieutenant T. H. Handy, of the Crescent Artillery, commanded the troops on the *Webb*. He exhibited the greatest skill and courage in handling his command, and he himself in person manned and pointed his rifled 32-pounder gun. His report will disclose the names of such officers and men as merit special mention.

I learn from verbal report that Lieutenant H. A. Rice, of the Twenty-first [Thirty-first] Tennessee, on board of the *Webb*, served most efficiently and gallantly.

Acting Lieutenant Prather served his two fieldpieces, entirely unprotected, with most unshrinking courage, and was ably seconded by Mr. Charles Scholer, acting as captain of the guns.

Captain Charles J. Pierce, a civilian, commanded and controlled the movements of the *Webb*. It was he who selected the weak spots of the enemy, and with a steady hand and eye dashed the *Webb* against the *Indianola*.

Not only did the officers do their duty, but I have nothing but commendation for the private soldiers. Captain E. E. Carnes, and Lieutenant Rice's company, of the Twenty-first [Thirty-first] Tennessee, and the detachment of Lieutenant R. S. Dulin, adjutant of Major James Burnet's battalion of Texans, were in the expedition of the *Queen* and *Webb*, and under fire they, as well as their gallant officers, comported themselves with courage and discipline.

On taking possession, we found our prize rapidly making water which we could not arrest. Seeing that she would sink, I did not

wish that this should take place on the Western side of the river, and therefore made fast to her with two of the steamers and towed her over the river, when she sank in the water up to her gun deck, thus losing to us the greater part of the valuable stores that were in her hold.

Captain James W. Mangum, assistant adjutant-general of Brigadier-General J. C. Moore, being in Alexandria, accompanied the expedition as a volunteer and acted as my adjutant. He comported himself gallantly under fire, and throughout the expedition rendered me valuable service.

I herewith submit the report of Captain McCloskey, of the *Queen of the West*. He mentions favorably Captain Carnes and Lieutenant Henry Miller, of the Twenty-first [Thirty-first] Tennessee Volunteers; Lieutenant R. S. Dulin, adjutant of Major Burnet's battalion of Texans, and Captain T. H. Hutton, chief of artillery; Sergeant Edward Langley, acting as lieutenant in charge of the two Parrott guns and the volunteers; Captain C. H. White, slightly wounded, acting with great efficiency as ordnance officer; Captain Tank, Lieutenant Fisk, Lieutenant C. Stanmyer, and Lieutenant K. R. Hymans, quartermaster and commissary, who exhibited much energy. Lieutenants Stanmyer and Fisk were wounded at their pieces while gallantly acting as captains of artillery.

As I was on board the *Queen* during the action, the conduct of these gentlemen was under my own eye, and I cheerfully endorse the commendation of Captain McCloskey. Captain McCloskey also speaks highly of the intrepid promptness and skill of Pilots Z. Milligan, W. Melloy, Frank Fitrell, and N. Dunbar; also of the engineers (Messrs. J. R. Allyboy, E. Woods, J. Crawford, P. Montrose, and G. W. Daniel), and of the mate, Mr. W. H. Parker. Though the gentlemen were civilians, yet, knowing that the boat was well and skillfully handled, I have thought it a matter of justice to approve the endorsement of Captain McCloskey. He also speaks approvingly of the conduct of Assistant Surgeon Blanchard, who manifested much care and coolness, coming on the gun deck in the midst of the action and personally supervising the removal of the wounded.

Sergeant Magruder, of the Signal Corps, also deserves mention for having rendered very important services in the discharge of the responsible duties devolved upon him.

Captain Pierce, of the *Webb*, reports to me verbally that his pilots (Mr. Norman White, mate, and the Messrs. Elijah Trene, Frank Smith, Charles Oakey, and O. S. Burdett), and chief engineer (Hugh Derby), and the assistant engineers (George Marsh, Richard Stockton, J. E. Conklin, and William Kuvish), behaved themselves with the utmost gallantry and bravery, and discharged their duties with promptness and ability. I have no doubt that this is correct, from the skillful manner in which the *Webb* was handled while she was in action.

I am, major, yours, respectfully,

J. L. BRENT,
Major, Commanding Expedition.

Major E. SURGET,
Assistant Adjutant-General.

[Endorsement.]

HEADQUARTERS DISTRICT OF WESTERN LOUISIANA,
Alexandria, March 1, 1863.

Respectfully forwarded.

No more gallant feat has illustrated the war. Major J. L. Brent is my chief of ordnance. Captain James McCloskey is post quartermaster at this point. Mr. Charles J. Pierce is a Red River pilot. The expedition was fitted out by me with the utmost dispatch to destroy the *Indianola* before the enemy could pass another boat by Vicksburg or cut off our communication. Both the *Queen* and the *Webb* returned here much shattered by their terrible conflict. I shall use every effort to repair them at once and meet the enemy.

R. TAYLOR,
Major-General, Commanding.

Report of Lieutenant-Colonel Brand, C. S. Army, regarding the surrender of the U. S. S. *Indianola*.

ON BOARD C. S. GUNBOAT DR. BEATTY,
February 26, 1863.

SIR: On the morning of the 21st, while wooding at Morganzia, I received information that the Federal gunboat *Indianola* had left the mouth of Red River. I proceeded to the mouth of Red River; arrived at 3 p. m.; found a picket, with whom I established a code of signals for boats coming up the river. Ran up Red River as far as Black River, where I had to lie up until the fog cleared, which was about 8 a. m. on the 22d. Proceeded on up Red River; when within about 20 miles of the fortifications I met Major J. L. Brent, in command of the ram *Queen of the West* and the *Webb*, with the *Grand Era* as tender. I turned back, and proceeded down the river in company with them to find the enemy and attack him at night, as I knew their immense superiority of metal and power.

Went on up the Mississippi River to within 30 miles of Vicksburg, near the little town of Carthage, where we discovered our adversary close inshore, about 10 p. m., 24th instant. The *Queen of the West* and the *Webb* most gallantly charged upon her, their first and second rams doing but little damage. The third time they struck her; the *Webb* struck her at the back part of the starboard wheelhouse, cutting down below the water into the hull, making also a large hole in her own bow. The *Queen of the West* made another gallant charge, in the face of two 9-inch guns, at her stern, for the purpose of crushing her propellers and rudders, which broke down the whole of her stern. Major Brent then gave me notice (I being within 300 yards) that she was disabled. I immediately rushed up to board her. On running alongside, I grappled her, and, on giving the order to board, Lieutenant Brown, U. S. Navy, commanding ironclad gunboat *Indianola*, said he "was in a sinking condition." I asked if he surrendered. He replied, "I surrender." I then kept my boarders back, jumped on board myself, and received his sword. I then had her pushed into shore, where we found that they had cut all their pipes, and had blown the water and steam out of their boilers. I found her to be one of the most formidable ironclads in their Navy, protected in every

manner possible with thick heavy timber and heavy iron plates, mounting two XI-inch (completely casemated) Dahlgren guns forward, from which she had fired eleven shots at us. She had two IX-inch Dahlgren guns in her stern, from which she had fired six solid shots at us. Lieutenant Brown informs me that she would have been used as a ram had he thought we had the boldness to attack him at night.

Too much credit can not be awarded to Major Brent and his command for the gallant manner in which they behaved. I therefore turned the prize over to him, to have her taken up Red River, where she could be repaired and fitted out. After towing her down as far as his Excellency President Davis's plantation, we found that she made so much water that we were compelled to run her ashore, where she now lies in 10 feet water. I dispatched the *Queen of the West* to Warrenton to communicate to Major-General Stevenson, of Vicksburg, for assistance in the shape of pumps, etc.

I then started off in the *Grand Era* with the prisoners, numbering about 90, with 7 negroes; delivered them to Colonel Wirt Adams' command, to be forwarded to Jackson, Miss. On my return to join the squadron, met the *Queen of the West*, *Webb*, and *Dr. Beatty* in full retreat, having learned that the two gunboats expected by Lieutenant Brown, U. S. Navy, had passed Vicksburg, our rams leaking so much that it was impossible for us to make another attack. My port end was cut into by the *Queen of the West* by accident. I was obliged in consequence to leave about 70 bales of cotton on shore near where the *Indianola* had sunk.

The officers and men, one and all, deserve great praise for their coolness and promptitude with which they executed all commands, especially when I gave the order to board. I take pleasure in saying that I never saw men behave better under any circumstances.

The *West* had 2 killed and 3 wounded by a XI-inch shot striking her upper bulwarks. The *Webb* and *Beatty* had not a man hurt. The enemy had 1 killed and 1 wounded by our sharpshooters.

So well protected were the enemy by their iron that our 20, 30, and 32 pounders made very little indentation at a distance of 10 or 15 yards.

Some 40 or 50 of my men were detailed to work on the *Indianola*, who are now on board the *Webb*, having gotten on her during the stampede; also Surgeon Thad. J. Wetherly, Lieutenant S. M. Thomas (R. M. Boone's battery), and Lieutenant Frith (Miles' Legion). Sergeant-Major King, with 15 men, was detailed to carry dispatches to Warrenton in a boat. He has not yet returned. The detachment of the Signal Corps with me rendered me very efficient service, some of whom were on board the *West* and *Webb*.

I remain, sir, your most obedient servant,

FREDK. B. BRAND,
Lieutenant-Colonel, Commanding Expedition.

Major-General GARDNER.

[Telegram.]

JACKSON, February 27, 1863.

You must, if possible, blow up the *Indianola*. I wish to send General E. K. Smith 10-inch columbiad, now at Vicksburg, to Yazoo

City if possible. Can it be got there? If not, what other heavy guns can be sent and replaced by the 10-inch? Answer immediately.

J. C. PEMBERTON.

Major-General STEVENSON,
Vicksburg.

[Telegram.]

PORT HUDSON, LA., *February 28, 1863.*

Your cipher has been received. Will make the effort, but can not succeed at present. See my telegram of yesterday on the subject. The Confederates left two fieldpieces on [*Indianola*]* which I suspect were blown up.

C. L. STEVENSON.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, *February 28, 1863.*

Confederate fleet abandoned the *Indianola* on approach of what was supposed to be turreted ironclad. I am not satisfied that it was a gunboat, but have no definite intelligence yet. *Indianola* was blown up, by orders of General Stevenson, on the night of the 26th. I approve.

J. C. PEMBERTON.

General S. COOPER,
Richmond, Va.

Report of Major-General Taylor, C. S. Army, regarding the use of the sunken *Indianola* as a water battery.

HEADQUARTERS DISTRICT OF WESTERN LOUISIANA,
Alexandria, March 1, 1863.

GENERAL: I beg respectfully to add, in addition to the report of Major J. L. Brent, that the prize steamer *Indianola* was towed to a point where she sunk in shoal water with her gun decks above water. Her guns were traversed so as to bear, all of them, on the river, thus making her a powerful water battery. Our boats then returned to this point for necessary repairs.

Very respectfully, general, your obedient servant,

R. TAYLOR,
Major-General.

General S. COOPER,
Adjutant and Inspector General.

Report of Colonel Adams, Mississippi Cavalry, regarding the capture and destruction of the U. S. S. *Indianola*.

MARCH, 1, 1863.

MAJOR: I believe I am now in possession of all the facts relative to the capture and destruction of the Federal steamer *Indianola*.

* Illegible word.

From the moment the Federal flag was struck and our forces took possession of the vessel there appears to have been an utter want of authority, system, or plan. The vessel was towed or drifted down several miles, making water rapidly in her hold; not so much from injuries received as from four plug holes, opened by the Federal commander for the purpose of scuttling her. She lodged in front of Mr. Joe Davis's place.

The following morning (Wednesday) a detail was made of about 100 men, under command of a lieutenant, to go on board the prize and try to save her. They were furnished with two 6-pounder fieldpieces and about fifteen muskets or rifles. Meantime the *Queen of the West* was sent to Warrenton with dispatches and as a picket for the fleet. In a short time the *Queen of the West* came back in great haste, reporting a gunboat of the enemy approaching. All the vessels at once got underway in a panic, and proceeded down the river, abandoning without a word the working party and fieldpieces on the wreck. The Federal vessel did not approach nearer than $2\frac{1}{2}$ miles, and appeared very apprehensive of attack. The position of the *Indianola* was such that her two XI-inch Dahlgren guns commanded the river above, and the two IX-inch guns could also have been brought in battery. With the assistance of our two vessels, the *Queen of the West* and the *Webb*, there is scarcely a doubt that we could have saved the *Indianola*, and possibly have captured the other gunboat of the enemy. Major [Isaac F.] Harrison's command, nearly opposite, tendered their assistance.

The lieutenant commanding the working party made some effort to free the vessel of water, but finding himself abandoned by our fleet, and the enemy's gunboat lying above him, he, on Thursday night, burst three of the valuable guns on board, spiked the other, threw his fieldpieces overboard, blew up the vessel, and fled with his command. Many of them wandered about Palmyra Island, on which they were, and about 25 are supposed to have been captured by the crew of the last Federal gunboat. The others have been straggling into my camp for two or three days. With the exception of the wine and liquor stores of the *Indianola*, nothing was saved. The valuable armament, the large supplies of powder, shot, and shell, are all lost.

I shall to-day send Lieutenant-Colonel [Robert C.] Wood, with one squadron across Big Black, instructed to approach the wreck, if he possibly can from this side, drive off the Federals who may be lurking about it, and recover, if practicable, the two fieldpieces. There are bayous intervening, which may prevent his approaching the wreck.

* * * * *

remain, major, very respectfully, your obedient servant,

WIRT ADAMS,

Colonel, Commanding Cavalry Regiment.

Major J. J. REEVE,
Assistant Adjutant-General.

Order of Major-General Pemberton, C. S. Army, to Major-General Taylor, C. S. Army, congratulating him on capture of U. S. S. *Queen of the West* and sinking of U. S. S. *Indianola*.

HEADQUARTERS DEPT. MISSISSIPPI AND EASTERN LOUISIANA,
Jackson, March 2, 1863.

GENERAL: It gives me great pleasure to congratulate you on your brilliant success in capturing first the *Queen of the West* and after in sinking the *Indianola*. This last boat having been abandoned by your boats, and apprehensive that she might fall into the hands of the enemy, and blown up by order of Major-General Stevenson, in direct command of the troops at Vicksburg. As you are in command of all the operations on Red River, you can do this command, as well as myself, a great favor if you will take immediate steps to have forwarded all the beef possible, or bacon or salt pork. In this respect, general, no greater service can be done the country than in hurrying forward these supplies, and I wish to impress its vital importance upon you. As to the *Grand Duke*, Colonel [W. S.] Lovell informs me that he did not take possession of her, but, on the contrary, she was seized and fitted up by your order, and, therefore, I expect that all the expenses of repairs and fitting up will be defrayed out of your department.

J. C. PEMBERTON.

Major-General R. TAYLOR,
Commanding, etc.

[Telegram.]

No. 5.]

VICKSBURG, *March 4, 1863.*

The *Indianola* is not destroyed. We are at work to raise her. One XI-inch was burst; the others are not injured. The *Grand Era* is sent by Taylor to claim it. I have possession and will hold it. I will send *Paul Jones* to her as soon as possible. Have dispatched to Gardner for a part of the fleet. The report of the gunboats passing Vicksburg has run the whole fleet up Red River. The boat was a coal barge, which was taken by Major Isaac F. Harrison. I ask to keep the Navy prisoners until Admiral Porter withdraws his instructions.

C. L. STEVENSON,
Major-General.

Lieutenant-General PEMBERTON.

Order of Fleet Captain Pennock, U. S. Navy, to the commanding officer of the ram *Lioness*, to proceed to mouths of White and Yazoo rivers, towing coal barges.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 14, 1863.

SIR: You will proceed down the Mississippi River with the ram under your command and three coal barges in tow. On your arrival at White River you will report to the commanding naval officer at that point, and if the towboats *Bayard* and *W. H. Brown* have not

left any coal there since the 8th instant, you will leave two barges there and proceed to the mouth of the Yazoo, and on your arrival there will report to Acting Rear-Admiral D. D. Porter.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

COMMANDING OFFICER U. S. S. RAM LIONESS,

Cairo, Ill.

Report of Acting Master Wilson, U. S. Navy, commanding U. S. S. Duchess (Petrel), regarding convoy duty performed by that vessel.

U. S. S. DUCHESS, *February 14, 1863.*

SIR: I have the honor to report the arrival of the U. S. S. *Duchess* under my command, having left Cairo on Sunday afternoon, the 6th instant.

I convoyed the steamer *Bayard* from Island No. 10 (towing three coal barges) to about 12 miles below Helena, when we met the *Rattler*, under Commodore Smith, who ordered the *Bayard* to return to Helena.

From Ozark Island to this point we convoyed the steamer *Brown*, having coal barges in tow.

Herewith please find muster rolls of the officers and crew of the U. S. S. *Duchess*, quarter bills of the same, and an invoice of various stores received on board at Cairo.

The number of crew on sick list only two, unimportant cases.

We carried from Cairo to this point the following passengers, officers, viz: Thomas Burns, acting ensign; E. F. Brooks, acting ensign; Charles C. Briggs, acting master's mate; E. Napier, acting master's mate, and Dr. Bates.

I am, very respectfully, your obedient servant,

HENRY WILSON,

Acting Master, Commanding U. S. S. Duchess.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, off Vicksburg.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting papers in the case of the prize vessel U. S. S. New National.

No. 106.] U. S. MISSISSIPPI SQUADRON, *February 14, 1863.*

SIR: I have the honor to enclose herewith a decree issued by the United States district court for the southern district of Illinois, and the marshal's order for the delivery of the U. S. S. *New National*.

I also enclose my reply to the owner of the vessel, refusing to give her up, and stating my reasons therefor.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. MISSISSIPPI SQUADRON, *February 14, 1863.*

SIR: In answer to your communication, enclosing a decree of the district court of the United States for the southern district of Illinois and the order of D. L. Phillips, signing himself a marshal of said district, I decline surrendering the vessel *New National* until so instructed by the honorable Secretary of the Navy, that vessel being now an armed national vessel and in the Government employ, engaged in putting down rebellion. The above-mentioned *New National* is released only from a charge of violation of the revenue laws, with which I have nothing to do. She was condemned by a court of admiralty as a lawful prize to the naval forces at Memphis on the 6th of June, 1862.

I can not recognize the authority of the Secretary of the Treasury in this matter of delivering up; the issue must come up directly between Mr. Chase and the honorable Secretary of the Navy.

Satisfactory reasons have not been given in the document you have presented to me why the decision of an admiralty court should be set aside by an incompetent person, nor does such appear in the document.

The prize claimants will be notified to take such action as may be necessary to protect their interests, and those of the Navy, and the matter will all be referred to the Navy Department.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral,
Commanding Mississippi Squadron.

Captain P. C. MONTGOMERY,
Present.

Report of Lieutenant-Commander Pritchett, U. S. Navy, regarding the forwarding of cattle and supplies.

U. S. GUNBOAT TYLER, *February 15, 1863.*

SIR: I send per steamer *Champion* 40 head of cattle, 20 calves, about 100 bushels of corn, and a quantity of fodder.

The cattle are the best I could find in the country. I have obtained a quantity of chickens and eggs, which I will bring down in this vessel. I send you a couple of nice milch cows with calves, which I hope you will find suitable; also a nice black mare; she is small, but of very good stock. All the stock is driven so far back from the river that I am afraid to send my men after them. I have on board 120 bales of cotton and hope to obtain more, which I certainly should, but the roads are so very bad that it is almost impossible to haul it.

I shall return to the fleet very soon, as I am short of several kinds of provisions and small stores.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding orders to Acting Volunteer Lieutenant Glassford, U. S. Navy.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 15, 1863.

SIR: I have the honor to acknowledge the receipt of your order of 28th ultimo, directing Acting Volunteer Lieutenant H. A. Glassford to report to you for duty. As the *Springfield*, the gunboat detailed for the duty of guarding the magazine boat, was very much in want of a commanding officer, I had, previous to the receipt of the above order from you, ordered Mr. Glassford to the command of her, subject to your approval. Under these circumstances I thought that before delivering your order to him, I had better state the above facts, and await further instructions from you in the matter. I have the honor to be,

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Moore, U. S. Navy, commanding U. S. S. Prairie Bird, to proceed to assistance of the U. S. S. Juliet.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 15, 1863.

SIR: You will proceed down the Mississippi River with the vessel under your command and give all the aid and protection in your power to the U. S. gunboat *Juliet*, reported to be aground at or near Island No. 10. Having performed the duty assigned you, you will continue down the river with your vessel and report to Acting Rear-Admiral Porter, commanding Mississippi Squadron, at the mouth of the Yazoo River, or wherever you may meet with him.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master J. C. MOORE, U. S. Navy,
Commanding Gunboat Prairie Bird.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, regarding restriction of all trade below Helena.

FEBRUARY 15, 1863.

SIR: I wrote to Mr. Yeatman, the Treasury agent at Memphis, informing him that no trade will be allowed below Helena.

All vessels bringing permits from him up to the 15th of February will not be seized, but will be sent back without allowing them to take cotton.

All vessels within 15 miles of White River, above, to be seized for condemnation. No vessel to be allowed to trade below White River under any circumstances. All permits from me to be null and void after the 15th of this month. All vessels to be seized unless they have a permit from General Grant to take certain quantities of cotton from stated places, the number of bales to be stated.

In doubtful cases detain the vessels, taking copies of all their orders, permits, etc., sending them, the copies, to me and keeping the originals, making a minute of all the circumstances in the log book.

Respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFRIDGE,
Commanding U. S. S. Conestoga.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Ensign Wheelock, U. S. Navy, in charge of mortars.

FEBRUARY 15, 1863.

SIR: When the last of the mortars have come down, take passage with what men you have and report to me.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Acting Ensign E. W. WHEELOCK,
In charge of Mortars, Helena.

Report of Fleet Captain Pennock, U. S. Navy, requesting further instructions regarding the securing of a building for naval hospital.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 16, 1863.

SIR: I have the honor to inform you that Surgeon Grier has returned from Memphis, where he has been endeavoring to procure a suitable building for a naval hospital. He reports that the only building that he has been able to find at all fit for the purpose, not now taken possession of already, is the Gayoso Hotel. He further reports that on application being made to the commanding general for an order putting him in possession of that building, for the purpose above mentioned, he (the general) refused to give such an order except in a case of great emergency, giving as his reason the very great inconvenience to which many would be subjected on account of the hotel being closed.

I have the honor to await further instructions from you in regard to this matter, and am,

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, transmitting report regarding vessels purchased at Cincinnati.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 16, 1863.

SIR: I have the honor to enclose herewith a copy of the report of Acting Lieutenant Sanford to me, relative to two side-wheel boats purchased by him at Cincinnati.

I am happy to be able to inform you that the battery, anchors, chains, and half the plating, and other incombustible articles (together with 270 rounds of ammunition in a damaged state) of the *Glide* have been recovered.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 16, 1863.

SIR: I would report that I purchased the steam side-wheel ferry-boats *Covington No. 2* and *Queen City No. 3* at Cincinnati of Samuel Wiggins, esq., for \$19,000 and \$16,000, respectively.

These boats are well adapted for altering into light-draft gun-boats, are strong, sound, and swift, and will probably not draw more than 36 inches when fully prepared for service.

I would recommend that the battery of each should be two 30-pounder Parrotts forward, four 24-pounder Howitzers (broadside), and one 50-pounder Dahlgren (astern).

Mr. Joseph Brown not being in Cincinnati when I left, I can not say whether he will accept the contract of altering these vessels at the same rates as the stern-wheel boats.

If he does not, I would suggest that Mr. Morton be given the contract. He has great facilities and is in every way responsible.

Very respectfully, your obedient servant,

J. P. SANFORD,
Ordnance Officer, Mississippi Squadron.

Commander A. M. PENNOCK,
Fleet Captain and Commandant of Station, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, regarding the equipment of mortar boats.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 16, 1863.

SIR: I have the honor to inform you that four mortar boats arrived here to-day from St. Louis. They will be equipped and sent down to you without delay.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Letter from Halliday Brothers & Co. to Acting Rear-Admiral Porter, U. S. Navy, requesting the return of cotton to certain destitute owners.

OFFICE OF HALLIDAY BROTHERS & Co.,
Cairo, Ill., February 16, 1863.

SIR: We beg to remind you that Marcus A. and John L. Jones, late residents of Chicot County, Ark., having first procured your verbal permission to remove 23 bales of cotton on 3d instant, caused the same to be placed on board gunboat *Tyler* and reported to you, and it was afterwards by your order transferred to naval transport *New National*, and by her brought to this port and delivered to Captain Pennock, U. S. Navy, who, in the absence of your written instructions, does not feel at liberty to surrender the cotton to the owners, as was contemplated by you. One of the owners of the cotton was allowed to accompany it, with your verbal assurance that your official orders would place it at his command on arrival here. This, however, we presume you omitted to direct to be done, as Captain Pennock claims to have no authority from you for its delivery.

You will not fail to appreciate the disappointment of the owners, when we assure you that they are here in great destitution and distress, with a family of 10 persons and without a dollar in the world, and depending upon this remnant of their property to relieve them. It is a case appealing so directly to our sympathies that we could not refuse, at their urgent request, to call your attention to the facts, and ask you to direct that their property, against which there is not a pretext of complaint, be restored to them.

Respectfully,

HALLIDAY BROTHERS & Co.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, transmitting letter captured on the steamer White Cloud.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 17, 1863.

SIR: I have the honor to enclose herewith, copy of the letter to the rebel General Price, captured with others in a rebel mail, found on the steamer *White Cloud*. It was accidentally omitted in my communication of 16th instant.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

ST. LOUIS, February 9, 1863.

DEAR GENERAL: Through the courier, Mr. ———, I transmit you a few lines, giving as near as possible the expressions of the majority of the people of this city, and also of west, north, and northwest Missouri.

Having, in company with my quartermaster, visited (and in many cases revisited) all the principal points garrisoned and temporarily occupied by E. militia, think I am very well prepared to give you a clear summary of the sentiments, condition, and reliability of all Southern men, and hitherto conservatives, enrolled. Immediately after opening an encampment on Osage River, 36 miles above Warsaw, I was visited by a delegation respectively representing 21 military posts, resolving, in the event of a call being made upon them for active service, and their consolidation with the troops ordered against Vicksburg, to concentrate at any point designated by me and fight as long as there was a man left.

Not feeling authorized to act legitimately in the premises, I could not give definite answers to their propositions, but deciding upon the action already made by me in the case of recruiting partisan rangers, directed them to appoint three commissioners representing their wishes, and I should then assume the responsibility of receiving them into my encampment, and resist the enforcement of the order as long as a man would fight and ammunition hold out. It is, sir, the night and morning prayer of both men and women for your return to this State; and believe me, sir, 75,000 men and boys will rally around your standard the hour you reach the west bank of the Missouri River. So soon, sir, as you plant the ensign of liberty upon this once holy and consecrated soil (now polluted by the tread of ruffians and stained with the blood of her best citizens, the victims of a damnable and blood-thirsty soldiery) the uprising of her citizens will be so great as to chill the hearts of the traitors in arms against the rights of her people and her constituted authorities. No man will get their aid but you. No man can inspire them with that degree of enthusiasm to break the shackles and throw off the oppressive yoke but you. They have confidence in no man save Missouri's veteran chieftain, the old greylock champion of constitutional liberty and State rights. Such, sir, is the daily and hourly expression of old and young. St. Louis alone will give you an army of 8,000 men. Her resources are almost infinite, notwithstanding the horde of thieves and outlaws that have infested her broad and inviting streets. Her citizens are day by day engendering the most bitter and intense hatred against the North, and the diabolical, base, and fiendish army. Vassalage vile has chained her citizens, but, armed with the triple armor of right, they have no fears of the result. The day of retribution is not far distant when vengeance will be wreaked upon the heads of those who have proscribed the men and basely insulted the ladies. Epithets, sir, the most black and damning, will scarce do credit to their acts. I shall write again when practicable, and shall do all in my power until your advent into the country. To see you in this department, and with entire control of the army, has been the oft-repeated prayer of your humble servant and colaborer in the military field.

Believe me, sir, I am, very respectfully,

B. F. PARKER,

Colonel of Partisan Troops.

Major-General S. PRICE, C. S. Army.

P. S.—An instance of their brutality and inhumanity was plainly exhibited in the cases of ex-Mayor John M. Wymer and Brigadier-

General Emmet McDonald. The friends of the deceased soldiers got permission to bring their bodies to the city for interment. Two days after their remains were brought to the city the friends of each deceased were waited on with an order from the provost-marshal directing them to inter the bodies instantly, without the least ceremonies. Some male and female relatives remonstrated and urged with feelings of deep mortification the announcement of burial, time and place by publication. On the evening of the second day, while lying in state, Smithers, the undertaker, was ordered with wagons and men to the houses of deceased, and they were thus dragged forth ruthlessly and unceremoniously buried. May God Almighty pour curses upon their heads for violating and outraging the rights of the dead.

B. F. PARKER.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the straitened condition of the enemy at Port Hudson.

No. 115.] U. S. MISSISSIPPI SQUADRON, *February 17, 1863.*

SIR: I have reason to believe that the enemy's troops at Port Hudson are in a strait for want of provisions, and if pushed by General Banks' troops that fort will fall into our hands. It is situated in a swampy, muddy region 60 miles from any railroad, and the rains, which have exceeded anything I ever saw in my life, have rendered hauling by wagons impossible. Our vessels above them cut off all hope of supply or aid of any kind from Red River and they must, in a short time, make a retreat, leaving everything behind them. They have only 10,000 men. The rebel President ordered six months' provisions for that number of men. That would amount to 9,000 barrels of beef and 9,000 barrels of flour, to say nothing of other requisites. They could not raise that amount by land under the most favorable circumstances, and the *Queen of the West* destroyed over one month's provisions at one time. Their supply of salt is cut off entirely, and 600,000 blankets and many thousands of shoes on the way from Matamoras will not reach them and may fall into our hands, if our vessels are only cautious and prudent.

Our attempt to get into the Tallahatchie has gone on well. So far the light-drafts have got in some distance and with the aid of troops are removing the trees which the rebels felled across the stream. They contest our advance at every point, having ascertained almost immediately what we were up to through newspaper reporters. I think we will succeed though yet, and if we do, it places us in command of the heart of Mississippi.

I have the honor to be, very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Telegram.]

CAIRO, ILL., February 17, 1863.

The *Rowena* has arrived. Come quickly. Bring district attorney if possible. *White Cloud* on way up.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

D. L. PHILLIPS,
U. S. Marshal, Springfield, Ill.

[Telegram.]

CAIRO, ILL., February 17, 1863.

Is Captain Langthorne, commanding gunboat, at Memphis? Officer in charge of *Rowena* reports that Langthorne took her manifest and other papers. If so, send them up immediately.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master JOHN R. NEELD,
Commanding Navy Yard, Memphis, Tenn.

Order of Acting Master Langthorne, U. S. Navy, to Acting Master Moore, U. S. Navy, commanding U. S. S. *Prairie Bird*, regarding convoy of steamer *V. F. Wilson*.

U. S. S. CRICKET,
Memphis, Tenn., February 17, 1863.

SIR: You will remain at this port until the departure of the steamer *V. F. Wilson*, and convoy her to Helena, and do not lose sight of her, as she is loaded with stores, of which the fleet are in great need.

On your arrival at Helena you will report to Lieutenant-Commander Watson Smith, commanding First Division Light-Draft Steamers.

Very respectfully, your obedient servant,

A. R. LANGTHORNE,
Acting Master, U. S. Navy,
Commanding Cricket, Second Division.

Acting Master J. C. MOORE,
Commanding Gunboat *Prairie Bird*.

Report of Acting Volunteer Lieutenant Lord, U. S. Navy, appointed to command U. S. S. *Petrel*.

U. S. S. PETREL,
Yazoo River, February 17, 1863.

SIR: In obedience to your order, I assumed command of this vessel to-day.

Very respectfully, your most obedient servant,

GEO. P. LORD,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Smith, U. S. Navy, transmitting report regarding the capture of three men by the commanding officer of the U. S. S. Marmora, February 17, 1863.

U. S. S. RATTLER,
Yazoo Pass, Miss., February 20, 1863.

SIR: The accompanying letter from Acting Volunteer Lieutenant Getty, of the *Marmora*, announces the arrest of three men by him on the 17th instant, under circumstances explained. I send them to you by the *Curlew*, in compliance with General Order No. 2.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander, First Division Light-Draft Steamers.
Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. GUNBOAT MARMORA,
Mississippi River, February 18, 1863.

SIR: When steaming up this river on the 17th instant I captured three white men in a skiff a few miles above the mouth of White River. They give their names, respectively, as James Hill, David Cease, and Andrew J. Elliot, of Bolivar County, Miss. When captured they were steering up the river, and assigned as the reason for being found in the skiff that they had borrowed it to bury a brother of one of the parties. They had no weapons at the time. I deemed it necessary to arrest them, subject to your order. They are on board this vessel.

Respectfully, your obedient servant,

ROBT. GETTY,
Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander WATSON SMITH, U. S. Navy.

Order of Lieutenant-Commander Smith, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, to command the U. S. S. Forest Rose.

U. S. S. RATTLER,
Helena, Ark., February 18, 1863.

SIR: You are hereby detached from the *Baron De Kalb* and will assume command of the U. S. light-draft steamer *Forest Rose*.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander, Senior Officer Present.
Acting Volunteer Lieutenant JOHN V. JOHNSTON, U. S. Navy.

Report of Fleet Captain Pennock, U. S. Navy, regarding the requiring of provisions for troops detailed for duty on board the gunboats.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 18, 1863.

SIR: I have the honor to report to you that the stores required by Major —— for the use of the regiment detailed for duty on the gunboats have been boxed up by Mr. Watson, to be forwarded by first opportunity. I am informed by the inspector in charge, etc., that the receipt of the army officers would not be sufficient for his protection, and I have therefore made the requisition myself for the use of the squadron. They will be consigned to Paymaster Sells, of the *Black Hawk*, in order that he may receipt for them to Mr. Watson, and to be issued by him at your order. I trust that my course in this matter will meet with your approval.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

The requisition seemed to me to be very small, but being assured by the major that it was sufficient, I have not exceeded it. The major did not leave his name with me, and left here before I was able to procure it of him.

Report of the commandant of navy yard, Memphis, regarding the shipping of provisions and the destruction of steamer Hercules.

U. S. NAVY YARD,
Memphis, Tenn., February 18, 1863.

SIR: Enclosed please find invoice and bill of lading of provisions shipped this day on the steamer *V. F. Wilson*, as per your order of the 9th instant. The gunboat *Prairie Bird* will convoy her down.

We have been waiting for a piece of timber for a bridge tree for the steamer *Sovereign*; will have her completed in about three days.

The steamer *Hercules* landed at a point on the Arkansas shore just above this place on account of the fog yesterday afternoon. She was set on fire by the rebels and burned to the water's edge. One of the deck hands was killed and the remainder of the crew taken prisoners. She had seven barges of coal in tow. Six were saved, one sunk. It belonged to the army.

Very respectfully, your obedient servant,

G. B. SIMONDS,
Commandant of Navy Yard, Memphis, Tenn.

Acting Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Brigadier-General Ellet, commanding Marine Brigade, regarding general matters.

FEBRUARY 18, 1863.

DEAR GENERAL: An officer on General Sherman's staff (his adjutant), Major J. H. Hammond, is anxious to join your command, to be attached to the cavalry, and I am anxious that you should have him. He is the man of all others that I would choose for such a position. His long experience as adjutant on General Sherman's staff will be of value to you. He is one of the best cavalry officers in the Army and is brave and fearless to a fault. What more can I say of him? It will be doing me a great favor and supplying yourself with an adjutant such as you will meet with nowhere else. What better could you do than give him command of the cavalry? If you can do so, you will lay me under great obligations, for I am a great admirer of the major's. I admire bravery whenever it is connected with judgment; that is the reason I shove your nephew into all kinds of scrapes. He is having a very good time below and playing the mischief with rebel property. I sent the ironclad *Indianola* down to help him, and not let him be overpowered and outnumbered. There are three of our vessels there now, and between them I think they will wind up Port Hudson. When shall I see you and the brigade? What I would give to have you here now! There is a glorious chance for you to operate in parties consisting of two or three thousand men and three or four fieldpieces. Let me know about what time I may expect you here. I intend to make a depot of coal at White River, and our operations for the present will be between this and that place. If you have any coal to send down and will leave it at White River, a gunboat there will look out for it.

I remain, respectfully and truly,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General ALFRED W. ELLET,

Commanding Mississippi Marine Brigade.

P. S.—Hammond's rank is lieutenant-colonel. He has just been promoted.

Report of Acting Master Brown, U. S. Navy, commanding U. S. S. Forest Rose, regarding the capture of three men.

U. S. GUNBOAT FOREST ROSE,

Helena, February 18, 1863.

SIR: On the morning of the 16th, at the foot of Whisky Chute, Walnut Bend, I picked up a man giving his name as John McGonnegal, in an eight-oared boat, which he said he cut adrift from the wharf boat at Memphis, and was going to cut wood for a man back of Austria [Australia], Miss., at \$1 per cord. He had a carpetbag with him, containing one pair of soldier's pants and two pairs of citizen's old pants. He says he has been a deckhand on the steamboat *Pike*; left her two weeks ago. Does not belong to any place, but all along the river.

A little below Commerce I picked up two men in a skiff, giving their names as W. H. Graham and J. H. Kendall, of Memphis, bound to Helena. They had no passes, but said they had destroyed them the night previous, being nearly captured by guerrillas. They state that another was with them, by the name of Richardson, but they landed to get something to eat and a party of guerrillas took them and kept them as prisoners over night, and took from Mr. Richardson \$75,000 which he had to purchase cotton with, and he had remained to try and get his money. When I arrived opposite Buck Island I was fired into by guerrillas. I landed and destroyed everything. The negroes then informed me that they had a quantity of quinine and morphine in the boat, which the guerrillas took, and that the other man had stayed there to try and get his money for it.

Very respectfully, your obedient servant,

GEO. W. BROWN,
Acting Master, Commanding.

Lieutenant-Commander WATSON SMITH,
Commanding First Division, Light-Draft Flotilla.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding cotton, coal, and other matters.

U. S. GUNBOAT CONESTOGA,
Mississippi River, February 19, 1863.

SIR: I have the honor to acknowledge the receipt of dispatches by steamer *Brown*.

I shall collect all the cotton I can. I am at present loading a barge at Bolivar with 60 bales.

I have been five weeks under steam, and our boilers require cleaning badly. Will you give me permission to detain a gunboat, or shall I go ahead and "blow out?"

We have now 30,000 bushels of coal at White River, the tow brought by the *Lioness*.

I shall send the seized steamers to Cairo to-morrow, as soon as I can communicate with Captain Bishop.

There will be a brigade of troops here to-morrow, and we hope to clean out this rebel battery, which is encamped about 5 miles from Bolivar. I have watched them closely, and they have only been once on the river.

I received Acting Master Sebastian's appointment. He has not been abroad since I am in command. We have our complement of masters. I will forward it to him.

All quiet in this vicinity.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID J. PORTER,
Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, relative to the seizure of the steamers W. A. Knapp, Home, Rowena, and White Cloud.

No. 22.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 19, 1863.

SIR: I have the honor to enclose herewith several copies relative to the seizure of the steamboats *W. A. Knapp*, *Home*, and *Rowena*, showing the causes of such seizure, viz, for being engaged in insurrectionary traffic and giving aid and comfort to the enemy.

The first two (the *Knapp* and *Home*) I have turned over to the United States marshal for the southern district of Illinois, together with everything on board, having proper inventories made out, and taking receipts therefor.

The *Rowena* arrived here from Memphis day before yesterday in charge (as she now is) of an officer of the gunboat *New Era*. I reported the fact of her arrival immediately to the marshal of said district by telegraph, requesting him, together with the district attorney, to come to Cairo as soon as possible to take proper legal measures in regard to her and the *White Cloud*, mentioned in my communication No. 21.

I have already reported a portion of the facts relative to the above seizures to Admiral Porter, in the expectation that he would inform the Department, should he deem it proper. On further consideration I have thought it my duty to make a communication also, owing to the length of time which must necessarily elapse before a dispatch can be sent to the fleet and an answer returned to this station. I enclose a telegram (copy) sent by me to the Department this noon.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

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

[Enclosures—Telegrams.]

CAIRO, ILL., February 19, 1863.

Steamers *Rowena*, *White Cloud*, and *Knapp* have been seized as prizes by gunboat *New Era* at or near Island No. 10 for carrying contraband goods, such as quinine and morphine in large quantities, arms, Confederate uniforms, army blankets, and other general merchandise contraband of war. *White Cloud* had on board a large rebel mail, containing important information. Steamer *Home* was seized by Admiral Porter and sent up here from below. Have turned all property except *White Cloud* over to United States marshal of southern district of Illinois, and telegraphed to him and district attorney to come here immediately to take proper legal measures. Will write by mail.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

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

CAIRO, ILL., *February 19, 1863.*

The prize *Rowena* is here. *White Cloud* hourly expected. I understand United States Marshal Phillips is absent. Can not you come immediately to take necessary legal measures in regard to them? It is important.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

L. WELDON, Esq.,
Springfield, Ill.

CAIRO, ILL., *February 19, 1863.*

I wish to know what has become of goods and other property landed from *Rowena*. Answer by telegraph.

Send me as soon as possible an inventory of all property landed. It should not have been taken out of her. You will be held responsible for it.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Captain LANGTHORNE,
Commanding Gunboat Cricket, Memphis, Tenn.

Report of Acting Lieutenant Woodworth, U. S. Navy, regarding the delivery of intercepted mail captured on steamer White Cloud.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 19, 1863.

SIR: Agreeable to your instructions, I proceeded to St. Louis and called immediately on General Curtis, showing him my orders, and delivering to him the intercepted mail captured on board steamer *White Cloud* February 13.

The general proceeded to examine the contents of several of the most important letters, and, finding that it would require much time and labor to examine them all, requested me to leave them with him, which I did. I called again on the general next morning, when he informed me that he had not yet completed the investigation, but had so far discovered information of very great importance contained in the intercepted letters. He desired me to remain for several days in St. Louis to appear against such parties as he intended to arrest for holding treasonable correspondence with the enemy. The general also requested that the letters should be left in his custody, as they were evidence against the writer, should he or she be arrested.

Feeling anxious to return to my vessel, I informed the general that if my presence was again necessary in St. Louis a telegram to your care would bring me in twelve hours.

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

SELIM E. WOODWORTH,
Acting Lieutenant, U. S. Navy,
Commanding U. S. Gunboat General Sterling Price.

Captain A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant of the Station.

Report of Lieutenant Prichett, U. S. Navy, commanding U. S. S. Tyler, regarding seizure of cotton by that vessel.

U. S. GUNBOAT TYLER,
Yazoo River, February 19, 1863.

SIR: I have to report that, on the 13th instant, I discovered secreted in the outhouses and woods on the plantation of Dr. Duncan (now residing in Natchez) 70 bales of cotton, which I seized and put on board this vessel. On the 14th instant I found on the plantation of Mr. Pringle 22 bales, which I also seized. On the 15th instant I found secreted in the gin house and in the woods on the plantation of Mr. Stephen Duncan 28 bales, which I seized and took on board. The above-mentioned cotton I seized as a prize to the United States Government, the owners being secessionists. Total number of bales on board, 120. Enclosed I send a list of the officers and crew of this vessel.

Very respectfully, your obedient servant,

JAS. M. PRICHETT,
Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Shaw, U. S. Navy, commanding U. S. S. Juliet, regarding expedition to Cairo, Ill., for delivery of contrabands and prisoners.

ON BOARD GUNBOAT JULIET,
Mississippi River, February 20, 1863.

SIR: I have the honor to report that, in accordance with your order, I left the mouth of Yazoo River for Cairo at 5:40 p. m. on February 1, with 211 contrabands and 4 rebel prisoners, the latter sent on board from gunboat *Mound City* to be delivered to the provost-marshal at Cairo. It being foggy at the time I left, I had to come to a few miles above the mouth of Yazoo. The fog lifted, however, in a few hours, when I proceeded as far as Judge Griffen's plantation at Point Chicot, arriving there at 12 o'clock p. m., February 3. Not finding Dimond, whom I was ordered to arrest, he having left the day previous, I steamed up to the plantation of R. and D. Sessions and Seabrook's. The wind blowing very hard at the time, I could not land, and so went some few miles above, where I joined the gunboat *Tyler*. Captain Prichett got underway and we returned to R. Sessions' plantation, who came on board at the request of Captain Prichett and was immediately put under arrest. I then took 18 men from the *Juliet* and the *Tyler* and went to the house of Mr. Seabrook, but he fled on our approach and we were unable to arrest him. I demanded from his wife all the articles taken from the *Sallie Wood*, when she pointed out the bell, part of the chain cable, two trunks, one silk dress, a navy shoulder strap, some navy buttons, and a wreath. The bell was much damaged and the chain worth but little, so I left them. We then arrested Long, who is still on board. This occupied us until 9 o'clock of the 4th instant, when I left the *Tyler* and steamed on my upward trip. At 12 the same day I reached Point Comfort,

where I landed to arrest a man by the name of Whitehead, said to be one of the accomplices in the destruction of the *Sallie Wood*. As soon as we landed he mounted his horse and fled. On searching his premises I found a steam gauge belonging to the burned steamer, worth some \$20. I then steamed on to Helena, arriving at 12 p. m. of the 6th, and at 4 o'clock again started up. I reached Memphis at 2 o'clock a. m. on the 7th. Here I coaled, delivered dispatches to commander of navy station, and proceeded on. At 10 a. m. parted fore and aft hogchain, which detained us several hours for temporary repairs. Owing to this accident we had to steam slowly, and in consequence of delays, head winds, and fog did not reach Cairo until 2 o'clock p. m. of the 9th. I immediately reported to Captain Pennock, who ordered me to lay at anchor in the stream until next morning, when he would receive the contrabands; but, owing to the impossibility of obtaining quarters for them, I was compelled to keep them on board until 2 o'clock of the 11th instant. I then proceeded directly to coal, which consumed the remainder of the day. On the morning of the 12th I dropped down to the Government wharf boat and took on stores, ammunition, etc. I then received orders from Captain Pennock to wait until the next day, February 13, to take to the fleet Paymaster Dunn, sundry officers, and nine carpenters. At 12 m. left Cairo for fleet. Having thus far been delayed five days beyond the date allowed me to report on, I was determined to strain every point to make up for lost time, but unfortunately at 8 o'clock the same evening, some 20 miles below Island No. 10, the night being very dark, my pilot mistook the regular crossing and ran my boat aground. I immediately set my spars and all hands worked incessantly for twenty-four hours; but notwithstanding the assistance of the transports *Hillman* and *New National*, our efforts to float her proved in vain. On announcing this to my passengers Fleet Paymaster Dunn removed his safe and dispatches to yourself on board the *New National* and returned to Cairo.

As the *Juliet's* stern lay facing the shore, which was only 300 yards distant, I sent some of my officers on shore on the morning of the 15th to reconnoiter and to arrest all persons who might be living along the bank of the river. On their return they reported fresh tracks of horses, and found one horse at a squatter's house lying on the ground evidently tired from overriding. As my boat was wholly unprotected at the stern, I had a platform built and transported one of my port broadside guns abaft of my cabin. This gave me the command of the river bank for a mile up and down. I kept my men at quarters all night, firing a gun every change of watch. The river during the night having taken a sudden rise, I was enabled by daylight to haul her off, and once more (after having thrown over about 300 bushels of coal) I got her afloat and headed her downstream, reaching Memphis at 11 a. m. of the 17th. I put off freight for navy yard, and rounded out, reaching Helena at 9 o'clock a. m. on the 18th. Coaled and took on Captain Brown, of the *Forest Rose*, three prisoners; left at 1 o'clock p. m. The wind blowing a severe gale, was obliged to come to a short distance below Napoleon until 7 o'clock p. m. Steaming down, was ordered by Captain Selfridge, of the *Conestoga*, to land. He placed on board the *Juliet* a sick man from his crew for hospital *Red Rover*. Four contrabands claimed protection at this point, and I lost nearly two hours in getting my

boat headed downstream. Landed at R. Sessions' plantation at 11 p. m. for the purpose of taking on board the man Hill. He not being there, I made no further stops. At 2 o'clock this day I arrived in sight of the flagship.

Thus, after a long and unsatisfactory trip of nineteen days, caused by unforeseen circumstances, I am again waiting further orders.

Very respectfully, your obedient servant,

ED. SHAW,

Acting Volunteer Lieutenant.

Acting Rear-Admiral DAVID D. PORTER.

Report of Acting Rear Admiral Porter, U. S. Navy, regarding seizure of cotton.

No. 118.]

U. S. FLAGSHIP BLACK HAWK,
Yazoo River, Mississippi, February 20, 1863.

SIR: I have the honor to report the seizure of the following amounts of cotton by the U. S. gunboat *Tyler*, Captain James M. Prichett, under the confiscation act:

February 13, 70 bales, formerly belonging to Dr. Duncan; February 14, 22 bales, formerly belonging to Mr. Pringle; February 15, 28 bales, formerly belonging to S. Duncan—making a total of 120 bales.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, requesting that certain officers be added to his command.

No. 119.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, February 20, 1863.

SIR: There are two vessels here sadly in want of naval commanders—the *Benton* and the *Pittsburg*. The *Benton* has been vacant since the death of Lieutenant-Commander Gwin; the *Pittsburg* has a volunteer lieutenant, who is one of the best of that class of officers out here, but the vessel, on inspection, has been found deficient in the requisites for an engagement. She would be worth little to me in battle under present circumstances.

Lieutenant-Commander Phythian is anxious to come here, and if the Department would permit me to name Lieutenant-Commander Frank Ramsay for one of the vessels (provided Commander Fairfax is not coming here), I would esteem it a favor.

I have the honor to be, very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Sutherland, commanding U. S. ram Monarch, regarding cotton.

MISSISSIPPI RIVER RAM FLEET,
Cypress Bend, February 20, 1863.

SIR: I have only obtained 3 bales of cotton since you gave me permission to get it.

As soon as I am relieved of the cares of the expedition under General Burbridge I will load my boat with it.

I have now on board the *Monarch* 42 bales, most of which was taken by Colonel Ellet.

I am, very respectfully, your obedient servant,
E. W. SUTHERLAND,
Captain, Commanding *Monarch*.

Rear-Admiral DAVID D. PORTER.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding the arrest of a conscript soldier.

U. S. S. CONESTOGA,
Mississippi River, February 20, 1863.

SIR: I send you a conscript soldier, David D. Ayres, who delivered himself up to the ram *Lioness* near Napoleon.

He represents himself as being from New Jersey, and was on his way to join his regiment at Port Hudson.

He seems well acquainted with the country about Arkansas and Little Rock, and possesses a good deal of information.

He had some private letters about him, which, however, contain little or no information. All quiet.

Very respectfully, your obedient servant,
THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report regarding submarine firing apparatus ordered for U. S. S. Ozark.

No. 121.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, February 23, 1863.

SIR: I have the honor to enclose herewith a communication from Commodore Hull, at St. Louis, in relation to Mr. Whitaker's apparatus, and beg that the Department will state what disposition is now to be made of it.

I am, very respectfully, your obedient servant,
DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Endorsement.]

Unless Admiral Porter can try this machine on some of the vessels he is purchasing, there are no others on which it can be used.

J. L.

[Enclosure.]

ST. LOUIS, Mo., *February 11, 1863.*

SIR: The Bureau of Construction having ordered that Mr. Whitaker's apparatus for submarine firing is not to be put in the *Ozark*, I have accordingly directed him to suspend further work on it in connection with that vessel. She will be launched in a few days and brought to this place for her machinery.

I am, very respectfully, your obedient servant,

J. B. HULL,

Commodore, Superintending.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Master Hentig, U. S. Navy, making accusations of illegal operations in cotton.

U. S. S. CURLEW, *February 23, 1863.*

SIR: I have the honor to report that on the 17th day of this present month, while lying at anchor with this ship off the city of Memphis, one Simonds, a master, now in the service of the United States and at present in command of the mortar fleet lying off the city, did approach, and with a bribe of money, attempt to swerve me from my duty by soliciting me to assist him in the purchase and loading of cotton under the cover of the guns of this vessel, contrary to the general orders.

Captain Langthorne, in command of the U. S. S. *Cricket*, and Dr. McIlhenny, the surgeon of this ship, were both present during the interview.

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

GEO. HENTIG,

Commanding U. S. S. Curlew.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Colonel Ellet, commanding Ram Fleet, regarding the ram Switzerland.

U. S. MISSISSIPPI SQUADRON,

Yazoo River, February 24, 1863.

SIR: Proceed up the river until you meet the *Switzerland*. Take her and supply yourself with enough rebel cotton to properly protect her machinery.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Colonel CHARLES R. ELLET,

Commanding Mississippi Ram Fleet.

Order of Lieutenant-Commander Smith, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy to proceed to duty on U. S. S. Baron De Kalb.

U. S. S. RATTLER,
Moon Lake, February 24, 1863.

SIR: The admiral having restored Acting Master George W. Brown to the command of the *Forest Rose*, you are hereby detached from that vessel and will report to Lieutenant-Commander John G. Walker for duty on board the *Baron De Kalb*. Deliver to Acting Master Brown any instructions or orders that you may have received during his absence from the vessel.

Respectfully, yours,

WATSON SMITH,
Lieutenant-Commander, First Division Light-Draft Steamers.
Acting Volunteer Lieutenant J. V. JOHNSTON, U. S. Navy.

Report of Acting Rear-Admiral Porter, U. S. Navy, requesting authority to convene courts-martial.

No. 124.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, February 24, 1863.

SIR: I am very much embarrassed for want of authority to order courts-martial in this squadron. In fact, under the present arrangement an officer or man may commit any offense and not be tried for it, for he will have to be kept in confinement until the Department is heard from. The witnesses in the meantime may have gone up or down the river, and no chance of getting them together again without detaching a vessel for a length of time from public service.

I have now eleven cases that should receive the severest punishment the law could inflict.

First, Isaiah Reeder, pilot of the *Queen of the West*, who refused duty when she was fitted to run the batteries at Vicksburg, and endeavored to persuade the crew to leave the vessel, using the most seditious language. The evidence against him is absent; some of them captives.

James Montgomery, pilot of the *Queen*, who, without doubt, treacherously ran her on shore when she was lost and proclaimed himself a secessionist. He also ran the *New Era No. 5* on shore under what he supposed to be a battery.

R. H. Smith, commanding a tug, attempted to run away with her and deliver her up at Vicksburg.

Two ensigns for sleeping on their watch when the vessel was on guard duty. One mate for desertion. One ensign for repeated disturbances on board ship; and three or four seamen for positive refusal to do any more duty under the flag.

I can only keep these persons in confinement until such time as the vessels to which they are attached come into port, and when ordered by the Department to try them, when so useful are the services of every vessel that I can not detain them until I hear from the Department.

Surrounded as we are by traitors, it requires the most summary justice to be dealt out without loss of time. Officers can desert or be treacherous and hope to escape by the law's delay.

If the President will consider this within the waters of an enemy and authorize me to act as on a foreign station, I will promise the Department that not another act of treachery, desertion, or insubordination shall occur in this squadron.

We are fighting for our national existence against a foe that knows no honor; a foe who surrounds us with spies and creatures who can destroy one of our vessels without fear of immediate punishment; and one who deals with those of ours who refuse to serve him without any mercy.

This matter deserves the serious attention of the Government, and I hope the Department will excuse me for so earnestly urging it.

I am very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Telegram.]

CAIRO, ILL., *February 24, 1863.*

We have large quantity of coal to send to fleet. We want three more towboats. Can not procure any here. The admiral is urgent in his orders to have this coal sent immediately.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Paymaster W. B. BOGGS,

Burnet House, Cincinnati, Ohio.

Order of the Secretary of the Navy to Commodore Hull, U. S. Navy, urging the completion of vessels under construction.

NAVY DEPARTMENT, *February 24, 1863.*

SIR: Your weekly report of the 18th instant has been received.

As the vessels constructing under supervision are wanted at as early a date as possible, the Department would urge upon you the necessity of hurrying up the contractors in every possible way, so that the Government may soon have the services of these important vessels.

I am, respectfully,

GIDEON WELLES.

Commodore J. B. HULL,
St. Louis.

Report of Lieutenant Wilson, U. S. Navy, commanding U. S. S. Mound City, regarding soldiers detailed for duty on that vessel.

U. S. GUNBOAT MOUND CITY,
Mississippi River, February 24, 1863.

SIR: I have the satisfaction of reporting that the soldiers detailed to this vessel from the Fifty-eighth Ohio Volunteers have conducted

themselves like soldiers. They seem to take considerable interest in the drills. They have already acquired a considerable degree of proficiency in the working of the great guns. The only fault I have to find is in the want of uniform dress.

I never received the order with reference to making reports on these soldiers till day before yesterday.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

*Treasury regulations—Agreement between General Grant and
Admiral Porter, February 24, 1863.*

For the purpose of more effectually preventing all commercial intercourse between insurrectionary and loyal States, and of securing consistent, uniform, and efficient action in conducting trade with any places or sections in insurrectionary States opened to trade pursuant to law, the following rules shall be observed throughout the States of Arkansas, Louisiana, Mississippi, and Alabama:

First. No place or section in the said States shall be regarded as possessed and controlled by the forces of the United States until after the general commanding the department in which such place or section is situated, and the naval officer commanding the Mississippi Squadron concurring, shall so declare it in writing to the Secretary of the Treasury.

Second. No goods, wares, or merchandise (except sutler's supplies, and other supplies for the exclusive use of the army and navy) shall be permitted by any military, naval, or civil officer to go to any place or section in the States above named, until after such place or section shall be in manner aforesaid declared as possessed and controlled by the forces of the United States.

Third. No cotton or other productions of the States aforesaid shall be permitted by any military, naval, or civil officer to go from any place or section in the States above named until after such place or section shall be declared in manner aforesaid as possessed and controlled by the forces of the United States.

Fourth. After declaration as aforesaid, all commercial intercourse with any place or section so declared as possessed and controlled by the forces of the United States shall be conducted exclusively under the regulations of the Secretary of the Treasury, and no military or naval officer shall permit or prohibit any trade with or transportation to or from any such place or section, except when requested to aid in preventing "violations of the conditions of any clearance or permit granted under said regulations, and in cases of unlawful traffic," or "unless absolutely necessary to the successful execution of military or naval plans or movements," in such place or section.

Fifth. No place or section in the States aforesaid south of Helena shall be regarded as possessed and controlled by the forces of the

United States until after declaration made as aforesaid. Places and sections in said States north of Helena and within the military lines of the United States Army shall be so regarded, and trade therewith shall be conducted under regulations of the Secretary of the Treasury.

Sixth. All military and naval orders heretofore issued and conflicting herewith shall be revoked.

I hereby approve the within rules, and recommend their adoption so far as regards the Department of the Tennessee.

Dated near Vicksburg, February 24, 1863.

U. S. GRANT,
Major-General, Commanding Department of Tennessee.
DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, to proceed to Yazoo River.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, February 25, 1863.

SIR: Proceed to this place without one moment's delay. Run carefully. It is of the utmost importance that you get here without fail. Wait for nothing.

Very respectfully,
DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding JOSHUA BISHOP, U. S. Navy,
Commanding General Bragg.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding orders for the U. S. S. Petrel.

U. S. S. CONESTOGA, February 26, 1863.

SIR: I have ordered the *Petrel* to convoy the *Lioness* to Yazoo Pass. The orders of the *Lioness* read as finding the *Petrel* off the mouth of the pass, whereas Captain Lord has orders to remain at White River to protect the coal barges.

I am a little in doubt, but obey the tenor of the order by dispatching her as above.

In the meanwhile I shall remain at this point until she returns.

All quiet. I finished cleaning boilers this afternoon, and am all ready again.

Very respectfully, your obedient servant,
THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of the commandant of navy yard, Memphis, regarding repairs to the U. S. S. Sovereign.

U. S. NAVY YARD,
Memphis, Tenn., February 26, 1863.

SIR: We have the *Sovereign* repaired so that she can propel herself, and will leave in the morning. The work on the boat has been delayed on account of not getting the timber. The parties supplying the same were disappointed with help. No one works here that is not actually obliged to. We have also been delayed on account of our workmen not getting their pay, and it has rained most of the time for the last ten days. Hope the above reasons may satisfy you that the detention has not been so much the fault of the officers as unavoidable circumstances. The boat requires a large amount of repairs; what we have done to her has necessarily been patching. She is very rotten, and, I think, is not fit for the service she is in; would make a better boat for a receiving ship or stationary storeship. I would particularly call your attention to the unseaworthiness of the boat.

We have received money, and our men have been paid off. We are getting into better shape now to do work. Can get lumber near Memphis, but it takes a long time to get it delivered. Shall keep a sufficient quantity of the different sizes on hand to do ordinary repairs, and hope that all small jobs that come to the yard hereafter we shall be able to turn them off with dispatch.

I will give you a copy of inventory of yard soon.

By consulting the major-general commanding and the quartermaster I learn that there has been only a small portion of the buildings turned over to the navy, and those verbally. I will send you a diagram of the yard and buildings in a day or two, giving the ones the army claim and those occupied by the navy.

Very respectfully, your obedient servant,

G. B. SIMONDS,
*Acting Master and Commanding U. S. Navy Yard,
 Memphis, Tenn.*

Acting Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

Letter from Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding coal.

U. S. MISSISSIPPI SQUADRON,
Black Hawk, February 26, 1863.

DEAR GREER: The admiral says he wants you to keep your eye on the coal barges that they do not sink. I send you a tug to report to you for duty. Mr. Tubbs is the person who has charge of the coal. If you tell him (he is on the *Red Rover*) and furnish the men, he will do the rest.

The ram *Queen* has vanished below, chased by Bache's monitor. Everything is quiet, apparently, our way.

Yours, truly,

BREESE.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, announcing a change of signals.

U. S. MISSISSIPPI SQUADRON, *February 26, 1863.*

ADMIRAL: I have changed the signals to the following: One rocket will indicate the presence in sight of a rebel boat; two guns the presence of more than one. The same signals, with the addition of a single gun, that they are passing upstream above Warrenton; and rapid firing, that they are passing the batteries. Three rockets will indicate that the rebel boats have turned back, and followed by a single gun afterwards, that they have come to anchor below. Entire silence after three rockets will indicate that they have passed out of sight.

Respectfully, etc.,

U. S. GRANT,
Major-General.

[Endorsement.]

A tug will be on picket some mile and a half below the canal, on the left bank of the river. Her signal on discovering a vessel coming up the river is three whistles and then three more. A red light to be displayed by all our vessels, and should the enemy display a red light also, to deceive us, our countersign is "red light," that is, a vessel on being hailed, if a friend, will answer, "Red light."

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

MARCH 3, 1863.

Instructions of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, commanding U. S. S. General Bragg, in case of attack.

U. S. MISSISSIPPI SQUADRON, *February 27, 1863.*

SIR: If the rams should make any attempt to come up here, the *Sampson* and *Monarch* will both attack the *Webb*.

The *Sampson* will strike her full force on the wheel, the *Monarch* will strike her 40 feet forward of the wheel, and both at the same time, if possible.

The *Mound City* and *Cincinnati* will attack the nearest vessel to them, pointing two of their bow guns at the water line and one at the boilers, or halfway up.

They will load after the first fire with shell, and do not fire toward the transports, unless close to the enemy.

Attack to the best advantage, but not until the enemy is within 800 yards.

This ship will take the *Queen of the West* until our other rams come down.

Each vessel of ours will carry a red light, and the answer to a hail will be "Red light."

The *Black Hawk* will show three lights.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant JOSHUA BISHOP,
Commanding General Bragg.

[Endorsement.]

The tug *Pansy* is about 2 miles below, and in the event of any vessel coming up the river will give the alarm—three whistles, a pause, and then three more. A red light will be displayed by our vessels, and in the event of the rebels hoisting the same, "Red light" is the countersign by which we recognize our vessels; that is, reply "Red light" to a hail from our vessels. Should the rams come up to-night you will attack the *Queen of the West*.

By order of admiral:

K. R. BREESE, *Lieutenant-Commander*.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, granting authority to convene courts-martial.

NAVY DEPARTMENT, *February 27, 1863.*

SIR: In conformity with the eleventh article, section 1 of the act for the better government of the navy, approved July 17, 1862, you are authorized by the President of the United States to convene general courts-martial whenever you shall deem it necessary for the trial of persons serving in the Mississippi Squadron under your command.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, regarding work on vessels-purchased and under construction.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 27, 1863.

SIR: I have the honor to transmit herewith copies of two letters from Master Carpenter Kendall, bearing date the 25th and 27th instant, relative to the two purchased ferryboats bought by Captain Sanford, and mentioning the *Champion No. 4* as a suitable boat for naval purposes.

Captain Phelps leaves Sunday morning for the purpose of examining her and other boats, and will attend to the purchase of all boats that can be procured at not too exorbitant rates.

I have also delivered to Captain Phelps your instructions in regard to Mr. Laning, and the examination which he is to make into the *Choctaw* and *Lafayette* matter.

The report of the board appointed to examine into the cause of the fire by which the *Glide* was consumed will be completed and sent to you by next opportunity. The *Brown*, I regret to inform you, has broken down. I ordered a survey on her, and it will take from two to three weeks to make the repairs.

I send you by this opportunity Mr. Faulkner's report relative to the Memphis navy yard.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosures.]

CINCINNATI, *February 25, 1863.*

SIR: The steamer *Champion No. 4* is a very suitable steamer for our purposes, as she is a small side-wheel steamer 150 feet long, 30-foot beam, 4 foot depth of hold. She has two engines, with 15-inch cylinders and 5-foot stroke. She is a 24-foot water wheel, with 6 feet length of bucket. She is 2 years and 2 months old, and is sound and in good condition.

She has a large roomy deck forward of the boilers and engines and a large deck room aft. She has a large hurricane roof over the boiler deck, but has no cabin or cabin outfit. She can be bought for \$16,000 cash, or its equivalent, and I think she is cheap compared with other steamers. The owners are anxious to know if we want her, as they will send her to Nashville with a tow of coal if we do not want her.

Very respectfully, your obedient servant,

CHARLES F. KENDALL,
Master Carpenter, Mississippi Squadron.

Captain A. M. PENNOCK, U. S. Navy,
Commander of U. S. Naval Station, Cairo, Ill.

CINCINNATI, *February 23, 1863.*

We have got the first one of the last two boats that Captain Sanford purchased very far advanced toward a gunboat, and I think you will be much better pleased with them than with the stern-wheel boats. These boats have a gun deck forward of the boilers and engines, 50 feet long by 40 feet wide, with plenty of room to mount two 24-pounder guns on each side and two 30-pounder Parrott guns in the bow ports. Aft of the boilers and engine is a large deck, 35 feet long by 40 wide, with room for two Parrott guns, armory, dispensary, galley, and gangway stairs. In the hold there are two magazines, bread room, shell room, yeoman's, boatswain's, sailmaker's, and carpenter's rooms, and eight general store rooms and two coal bunkers (capacity 2,000 bushels). The casemates are much heavier than on the stern-wheel boats, oak stanchions 5 inches square, with 2½ and 3 inch planks. They will draw 30 inches when finished and with coal on board. Captain Brown, the contractor, commenced on them with a large force the day after getting possession of them, and we are working nights and Sundays on them, and if we get the iron as fast as the woodwork, we shall soon have one of them ready. When Captain S. was here, he wished to have the casemates go around the bow, in an angular circle, but the difficulty in getting

the iron cut, shaped, and bent renders it impossible to do them in that way, and the time it would take is a great objection. The forward casemate is built across the bow on an angle of 51 degrees, similar to the other boats, the upper deck forward of the cabin is built heavy and strong enough to carry 12-pounders on wheels and large enough to accommodate 50 or 100 men under a roof. Spar deck has hammock nettings 3 feet high all around the front, and 40 feet down each side. I am certain that these boats will give much better satisfaction and be a great deal more serviceable than the others.

Very respectfully, your obedient servant,

CHAS. F. KENDALL,
Master Carpenter, Mississippi Squadron.

Commander A. M. PENNOCK,
Fleet Captain and Commandant of Station, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 27, 1863.

SIR: I have the honor to acknowledge the receipt of your communications up to and including the 16th instant.

I send dispatches, letters from the Department, and others by the U. S. gunboat *Lafayette*, Captain Walke, commanding.

The IX-inch guns for the *Pittsburg*, *Carondelet*, and *Mound City* will be sent down as soon as possible.

Acting Ensign Alpheus Amis has not arrived here yet, or if he has it has not been reported to me.

Your telegrams to Professor Bache and to the honorable Secretary of the Navy, announcing that the *Indianola* has passed the batteries at Vicksburg, were both sent on receipt.

I was obliged to place the cotton you sent by the *New National* on board of Williamson's wharf boat for storage, not having any room on this boat, which is stored from floor to roof.

The captain of the *Home* has not been paid anything for towage. That vessel, as I believe I have mentioned in a previous letter, has been seized and turned over to the United States marshal with everything on board.

Please send me a full set of your general orders, as mine has never been complete.

Mr. Faulkner informs me that he has engaged, and will send down in the *General Lyon* (which leaves early in the morning under convoy of the *Lafayette*) 3 boiler makers and 3 helpers, 1 coppersmith and 2 helpers, 1 tinsmith, whose tools will follow him, 1 sheet-iron worker and two helpers, 1 blacksmith and one helper. The rest of the men required by you will be sent as soon as they can be obtained.

The *Curlew*, *Prairie Bird*, and *Petrel* have been sent down in obedience to your instructions.

The *Ike Hammitt* leaves to-morrow under convoy of the *Lafayette* with three barges of coal.

I have ordered 5 ensigns, 1 master, and 9 master's mates to *Lafayette*, more than her complement. A part are intended for distribution among the squadron.

Mr. Rowe has arrived from Memphis and been placed in close confinement on board the *Clara Dolsen*.

The medical survey was held on Acting First Assistant Engineer Michael Kelly, and it was recommended by the board that he remain for a while in Cairo to recover his health. He has recovered, and joined his vessel a few days since.

The *De Soto* (*General Lyon*) is filled up with ordnance and other stores. I send down in her Acting Ensign Charles H. Amerman, Acting Master's Mate John W. Lalor, Acting Master's Mate Charles Smith, Acting Master's Mate Jacob J. Drew, who are ordered to assist in taking charge of 50 men sent down in that vessel. Acting Ensign Thomas M. Farrell I have ordered to report to the commanding officer of the receiving ship for quarters. I will inform you how he is disposed of in my next.

I have also ordered six men to take passage for the fleet in the *Lafayette*, to be distributed as you may direct. I have the honor to be,

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Report of Fleet Captain Pennock, U. S. Navy, regarding general matters.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 27, 1863.

MY DEAR ADMIRAL: I sent you by the *Curllew* one pair boots and shoes for your protégé Jeff Davis, one churn, two pounds of black tea, and one bag of meal. Tell Breese that that was a curiously shaped foot that he sent, and I am afraid that the shoes will not fit. I have not yet expended all the funds sent me. Can I send you anything else from here that will add to your comfort? Let me know, and I will do it with pleasure. The *Price* is getting on finely, and will, in a few days, I hope, leave here to join you. She will have three IX-inch guns aft and one forward.

Woodworth is filling up with tongued and grooved lumber (which seems to be most required) and lots of other things. She (the *Price*) has great capacity for carrying. He has been of great service to me, as also has Mr. Dahlgren, his former executive officer on the *Glide*, and I do not know how I shall do without them when they leave me. Not having anyone here acquainted with the detail of the service, and so many prizes arriving to look after, and a little law to read in regard to them, I am busy from morning till a late hour of the night. I wish I had a first-rate officer to assist me here, one who has judgment and discretion.

The *Eastport* is on the ways and the planking, etc., is being gotten out for her, but the water is so high that we can not work on the bottom, bad luck to it, but as you say the only way is to go at it again; better luck next time.

I am very anxious that the light-draft gunboats be purchased as soon as possible. I know you want to get them. I should like to have two or three, so as to keep gunboats up both Tennessee and Cumberland rivers at same time. Our line of convoy up the Cumberland is sometimes 4 or 5 miles in length. All of Rosecrans' supplies are sent up that way. Do let me have one of the ferryboats now fitting out. They will carry a heavy battery; just what I want.

The *Indianola* running the batteries, and your sending down a barge of coal on its own hook, was admirably done.

I have reported all vessels captured to the Secretary of the Navy for the reason that I thought he should receive the information immediately, so as to fend off certain efforts which, I understood, would be made to have them released before adjudication.

I send a letter for Mrs. Duncan in your dispatches. Will you have it left at her house if consistent with your views?

Do you not think it would be advisable to turn over all the cotton and other property captured to the United States marshal, for it must necessarily be placed in the hands of the court for adjudication; at least I think so.

I have told Phelps that he must purchase a nice side-wheel steamer and fit her up for your use, and to drive ahead in purchasing and fitting up others.

The *Curlew* was fitted up for the Coast Survey. Do you wish another fitted up for that purpose?

I shall endeavor to get the coal down as fast as possible. To enable me to do so, I shall use some of the captured boats.

I have directed Mr. Gilman to keep one month's provision on this boat for 50 men. I sometimes imagine myself being towed up or down the river in this Noah's Ark. She is filled up with all sorts of things. There is so much smuggling going on that it is necessary to stop all trade between St. Louis, Cincinnati, and Memphis, except at military posts. This will put an end to all permits from custom-houses, except to those places. I hope you will give the order. I have myself informed the collector here that no boats will be permitted to land at Hale's Point or Tiptonville. Hardly a boat passes which does not give aid and comfort to the enemy. I am informed that many contraband goods are being landed at Commerce, Mo. As soon as I can get another gunboat I will keep one in that neighborhood.

I will use my utmost endeavors to carry out all your instructions to the letter. Give my love to Breese, and tell him that I will write him as soon as I have time.

Walke leaves here early in the morning. It is now 11.30 p. m., and wishing you every success, I am,

Very truly, your friend,

A. M. PENNOCK.

Acting Rear-Admiral D. D. PORTER.

Letter from Fleet Captain Pennock, U. S. Navy, to Lieutenant-Commander Badger, U. S. Navy, regarding ordnance stores and fittings for vessels under construction.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., February 27, 1863.

SIR: I have received your letter of the 23d instant, enclosing copy of a communication from the Bureau of Ordnance, with the endorsement of the Assistant Secretary of the Navy, directing you to consult me and take my views in the matter therein referred to.

I can not agree with Commodore Hull and yourself that the gunboats building at St. Louis should receive their ordnance stores and be fitted in detail at Cairo, and that the guns only should be put on board at St. Louis. When the first eight of the ironclad gunboats, including the *Benton*, were building at that city, not only the equipments, but nearly everything else required for the ordnance department, even to making the tanks for the magazines, were prepared there, where we found facilities for the work and a large storehouse for its accommodation. A guard was not deemed necessary for its protection, notwithstanding at that time (sixteen months ago) St. Louis was considered by many as by no means secure from attack.

We are at the present time much straitened for storeroom, and can not find space to take care of the ordnance stores absolutely necessary for the squadron; hence it will still more embarrass us to receive the equipments of the vessels building at St. Louis.

As an evidence of the limited storage space for our ordnance stores here, I will state to you that nineteen cars loaded with ammunition, etc., are now standing on the railroad track, which we are unable to discharge.

Referring to that part of your letter which relates to paying current expenses or bills, I should think that there would be no difficulty in arranging that matter.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander OSCAR C. BADGER, U. S. Navy,
Assistant Inspector Ordnance, St. Louis, Mo.

Report of Captain Sutherland, commanding U. S. ram Monarch.

U. S. RAM MONARCH, February 27, 1863.

SIR: I will report with my vessel at 5 o'clock this evening.

Very respectfully, your obedient servant,

E. W. SUTHERLAND,
Captain, Commanding Monarch.

Acting Rear-Admiral DAVID D. PORTER.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the disposition of vessels under his command.

No. 128.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, February 28, 1863.

SIR: I have the honor to make the following report of the present disposition of the squadron under my command:

The *Black Hawk*, *Benton*, *Louisville*, *Cincinnati*, *Carondelet*, *Pittsburg*, *Sampson*, *Judge Torrence*, and *Great Western* (last two are powder boats), *Juliet*, *Curlew*, and *Red Rover*, in the Yazoo River. The *Mound City*, guard ship below the canal.

The *Linden* is at Lake Providence covering the troops.

The ram *Monarch*, at Greenville.

The *Switzerland*, at Cypress Bend, 30 miles above.

The *Bragg*, at the mouth of Arkansas River.

The *Conestoga*, at the mouth of the White River, and the *Prairie Bird*, above White River protecting coal depot.

The *Tyler* is cruising between Memphis, Helena, and White River.

The *Rattler*, *Baron De Kalb*, *Chillicothe*, *Marmora*, *Signal*, *Romeo*, *Petrel*, *Forest Rose*, and rams *Fulton* and *Lioness* form an expedition under Lieutenant-Commander Watson Smith and are now in the lake, inside of the old Yazoo Pass, leading into the Tallahatchie.

The *Cricket* is guard vessel at Memphis, and the *New Era* at Island No. 10.

The *Lafayette* and *Eastport* are fitting out at Cairo, and the store-ship *Sovereign* repairing at Memphis.

The *General Price* is at Cairo fitting out; the *Little Rebel*, at Cairo, is guard vessel.

The *New National* and *De Soto* carrying stores.

The *Lewington*, *Robb*, *St. Clair*, *General Pillow*, *Brilliant*, *Silver Lake*, and *Fairplay* are in Cumberland River, convoying stores for the army.

The *Tuscumbia* will be ready for service in three or four weeks.

This composes all the vessels in the squadron, with the exception of the *Indianola*, which, when last heard from, was at the mouth of Red River.

I have the honor to be, very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, ILL., March 1, 1863.

Dispatch just received from Admiral Porter. Hurry down, for he needs you.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Captain HENRY WALKE,

Commanding Lafayette, Memphis, Tenn.

Report of Lieutenant-Commander Selfridge, U. S. Navy, giving information obtained from deserters.

U. S. S. CONESTOGA,

Off Napoleon, March 1, 1863.

SIR: Two deserters from Hindman's army at Pine Bluff came on board last night.

They estimate the total efficient force in Arkansas as not exceeding 15,000; that from the difficulty in obtaining subsistence it was determined to withdraw the major part of the army across the Mississippi.

These men had been employed as teamsters about headquarters of their regiment. The route originally intended was to take the troops down the Washita [Ouachita] to Monroe, and thence to Vicksburg.

As this avenue is now closed, I am half inclined to believe they may try to carry them across in this vicinity. The *Prairie Bird*, at White River, would not be much of an obstacle, as I could not assist her in time if they come down the Arkansas; whether I would be able to beat them off remains to be seen. I shall ram them, rather than trust to the uncertainty of disabling them with my guns.

One of these deserters states that about a week ago he heard some of the officers talk about fitting up a steamer with cotton bales, but did not know whether anything had been done toward it.

We are all anxious to know the fate of the *Indianola*, and I trust her loss will be but a temporary inconvenience.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,

Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

Letter from Joseph Brown to Acting Rear-Admiral Porter, U. S. Navy, regarding the completion of the U. S. S. Tuscumbia.

CINCINNATI, March 1, 1863.

DEAR SIR: The *Tuscumbia* got off last evening at 5 o'clock from New Albany amid the cheers of ten thousand people, and I trust she will soon be with you and that she will be of great value to you; and this winds up the contract for the three vessels, the first of which I had none of my own way, the second a little more, and the third and last a little more; but, sir, I will never again work under such men as were sent to superintend me; and now Mr. Hartt refuses to recommend that I be paid for deepening the holds, because I did not consult him before doing so. Now, let us see. The contract depth of the *Indianola* was for 6 feet, and she draws 6½ feet, so that she would have been 6 inches under water. I deepened her hold 2 feet 3 inches and not 1 foot, as stated in your letter, and you see how she stands out of the water.

I have deepened the hold of the *Tuscumbia* 3 feet 10 inches and yet, when she is running upstream full speed, the water is ready to wash her decks; and what would have been the case if I had not deepened her? Why, just as you stated in that good letter of yours, a perfect failure of both—yes, all three vessels.

Now, sir, I know I have no right to cast my burdens upon you who have a world of your own, but if you do not help me through this difficulty I shall be a ruined man.

I have not got a cent yet on the *Mary Miller*, *Duchess*, or *Florence*, nor do I hear a word from Mr. Boggs on the subject, though I have forwarded the triplicates long ago.

I am more than half done with the ferryboats; they require much, but will be just the thing when done. Now, admiral, help me, for God's sake. I have written to Captain Pennock to know if I shall furnish the two vessels with bedding, thinking he may have plenty at Cairo. All else, I presume, I shall have to put on board here, as it can not be got down the river.

I wish I could see you an hour, but I suppose I can not.

The Government have only paid me about half on the *Tuscumbia*, and I am largely in debt. It makes me feel like going back into the woods and living on corn bread, rather than be harassed to death.

Heaven prosper the right.

Yours, etc.,

JOSEPH BROWN.

Admiral PORTER.

I gave Captain Shirk a table outfit.

[Telegram.]

NAVY DEPARTMENT, *March 2, 1863.*

If the *Tuscumbia* is at Cairo, use every exertion to get her down to Vicksburg. If any of the new vessels come down, push them forward to Vicksburg.

GIDEON WELLES.

Captain PENNOCK,
Commanding Naval Station, Cairo, Ill.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, regarding seizure of cotton.

U. S. MISSISSIPPI SQUADRON,
Near Vicksburg, March 2, 1863.

SIR: Mrs. Twiddy, at Wilson and Mitchell's Landing, Bolivar, has 130 bales of cotton which she is desirous of sending to Cairo. This cotton must be seized the same as all other cotton and turned over to the civil authorities at Cairo, and, after it has been sold, Mrs. Twiddy can, by proving her loyalty to the Government, receive the value for it. She has also permission to go up to Cairo herself and take all her effects. If it is necessary, a gunboat will protect herself and property.

When she is ready to go she will hoist a white flag, but you had better run down there occasionally and see how she is getting on.

You will make a full report to me of all the particulars of this case; number of bales, what was done with them, etc.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander THOS. O. SELFRIDGE, U. S. Navy,
Commanding Conestoga.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding conditions in the vicinity of Vicksburg.

U. S. MISSISSIPPI SQUADRON, *March 2, 1863.*

SIR: I can obtain no information yet whether the *Indianola* was sunk or is in the hands of the enemy. Some say she was sunk; some that she was not. We assume here that she is in the hands of the enemy, and take our precautions accordingly. We do know from a flag of truce "that nobody was hurt on board of her." We have the best assurances from spies that in consequence of the vessels getting below, and the danger of our getting up Black River into the rear of Vicksburg, that the rebels are removing all military stores in Mississippi to east Alabama; that all sick and wounded are being removed from Vicksburg; and that everything in the shape of Government property has been taken away from the country bordering on the Yazoo and adjacent streams, and all prominent points, such as Jackson, Grenada, Columbus, etc. West Mississippi is entirely stripped of stock and provisions, and everything indicates a getting ready for a quick move. The great stock of cars and engines at Meridian are being taken east and south. The enclosed letter will give you the particulars.

Our expedition across to the Tallahatchie, through Yazoo Pass, is succeeding, and we have 10 vessels, at last accounts, within a short distance of the Tallahatchie. Officers and men, assisted by the troops, working with a determination that nothing can conquer, and driving the enemy before them. There are but few troops in Vicksburg at this moment, and matters look prosperous.

I have the honor to be, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Surgeon Pinkney, U. S. Navy, regarding building secured for use as a hospital at Memphis.

MEMPHIS, *March 2, 1863.*

DEAR ADMIRAL: After a most fatiguing time I have succeeded in getting possession of the Commercial Hotel for the accommodation of the navy. It is admirably located and well adapted for hospital purposes. I shall proceed to Cairo in the steamer of tomorrow and order Dr. Grier with all the hospital property to Memphis. I have directed Dr. Simmonds to direct a painter to examine the building, and will take the requisition to Cairo for paint. I shall have the building placed in proper order, and reserve for officers' quarters the necessary furniture.

Yours, truly,

N. PINKNEY.

Acting Rear-Admiral D. D. PORTER,
Mississippi Squadron.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Volunteer Lieutenant Glassford, U. S. Navy, regarding transfer of command.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., March 2, 1863.

SIR: You are hereby detached from the U. S. gunboat *Springfield*, and will proceed by the first opportunity to assume command of the U. S. gunboat *New Era*, at or near the Island No. 10, Mississippi River, relieving Acting Ensign W. C. Hanford, who has been condemned by a board of medical survey.

Respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commanding Post.

Acting Volunteer Lieutenant H. A. GLASSFORD, U. S. Navy,
Commanding U. S. Gunboat Springfield, Cairo, Ill.

Mr. Hanford will hand over to you all instructions which he has received from the admiral.

A strict compliance with them is indispensably necessary.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Letter from the Secretary of War to the Secretary of the Navy, transmitting papers regarding seizures of boats carrying Government freight.

WAR DEPARTMENT,
Washington City, March 2, 1863.

SIR: I have the honor to transmit herewith copies of a letter from A. Reeder & Co. to Colonel Robert Allen, chief quartermaster of the Department of the Missouri, in reference to the seizure by the Western Flotilla of boats employed in transporting Government freight to our Western armies, and endorsements thereon by Captain Parsons, Colonel Allen, and the Quartermaster-General, together with a draft of instructions prepared by the Quartermaster-General, and believed by him to be sufficient, if issued by proper authority, to prevent future difficulty in the matter.

I would respectfully invite your attention to these papers, and request, if these instructions meet with your approval, that they may be issued by you to the proper officers serving with the Western Flotilla.

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

EDWIN M. STANTON,
Secretary of War.

HON. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

It has been suggested by the Secretary of the Treasury that there may be some enactments on the subject of traffic, etc., on the rivers

which may dispose of this whole subject. If not, some plan must be devised whereby the officers shall not be burdened with the duties herein imposed; cargoes can not be searched to detect contraband, etc.

W.

[Enclosure.]

St. Louis, *February 20, 1863.*

SIR: The undersigned, contractors for transporting all Government freight on the Mississippi River below St. Louis, beg leave to state that soon after entering into said contract, some fifty steamboats belonging to this port were ordered into special service connected with the army movements against Vicksburg, leaving about half the requisite tonnage for carrying out our contract. But owing to the ample supplies you had sent forward with the army and the hearty cooperation of your department, giving us all the aid you could and allowing the use of towboats and barges, we have so far met the pressing wants of the army.

The long detention of the boats at Vicksburg, and the delay in the completion of the new boats building for our service, is beginning to embarrass us for want of tonnage, and within the last week this embarrassment has been increased by the seizure of two boats by the Western Flotilla charged with violating the revenue laws. The boats after seizure were sent to Memphis in charge of a prize crew, the Government freight discharged, and the boats brought back to Cairo and there held for the action of the district court for southern Illinois, and the officers being held in custody to be used as witnesses, the naval commander at Cairo claiming to hold the boats as prizes of war, and as such taking possession of everything and holding the property under the rules adopted in cases of war between independent nations.

Now, if this practice is to continue we can not comply with our contract. It is impossible for us to prevent attempts being made to violate the revenue laws by shippers and passengers. First, they impose on the custom-house officers and get permits, and we, acting on the faith of their papers, allow the shipments to be made. Yet we do not ask to have our boats exempt from penalties which the revenue laws impose, but if every boat that some navy officer decides forfeited is to be tied up at Cairo, you can readily perceive that we will soon be left without boats and the army without supplies.

Now, what we want is that an order be obtained that in cases where contraband is found on any steamboat carrying Government freight, that the contraband can be taken out and the boat permitted to make her trip and return to St. Louis, where our boats belong, and let the offense be reported to the custom-house or law officers at St. Louis, where, if the boat is seized, we can bond her out and continue her in the Government service.

Unless some such plan can be adopted, we will fail to make good our contract, and you will be embarrassed in supplying the army.

We have had to contend against the advance in price of wages and fuel, against scarcity of steamboat tonnage, and a combination among steamboat owners to break us down because our contract was

so low, and yet we have kept on, but we can not contend against the Navy and go on without boats.

Respectfully,

A. REEDER & Co.

Colonel ROBERT ALLEN,
Chief Quartermaster, St. Louis, Mo.

[First endorsement.]

I am fully satisfied that the memorial asks no more than what is absolutely important for carrying forward Government freight. The public service is now suffering from want of the two boats named herein. If boats are to be seized and permanently tied up, the whole operations may be stopped for want of transportation. The boats violating Treasury orders should be sent to St. Louis on completion of trip and the owners allowed to bond them. If this can not be done there should be some way devised that they may continue in service.

Respectfully returned.

CHARLES PARSONS,
*Captain and Assistant Quartermaster,
in charge of transportation Department of the Missouri.*

[Second endorsement.]

QUARTERMASTER-GENERAL'S OFFICE,
Washington, February 27, 1863.

Respectfully referred to the Secretary of War for his consideration, with the recommendation that the Secretary of the Navy be requested to give such instructions as will meet the difficulties and remove the obstructions to the public service herein reported.

Respectfully,

M. C. MEIGS,
Quartermaster-General.

[Third endorsement.]

Referred back to the Quartermaster-General, with directions to specify what instructions are, in his opinion, required to correct the evil complained of by his subordinates.

EDWIN M. STANTON,
Secretary of War.

FEBRUARY 27, 1863.

[Fourth endorsement.]

QUARTERMASTER-GENERAL'S OFFICE, *February 28, 1863.*

Respectfully returned with a draft of instructions which if issued by the proper authority will, it is thought, prevent any further difficulty from this source in supplying the army.

Respectfully,

M. C. MEIGS,
Quartermaster-General.

[Subenclosure.]

*Copy of draft of instructions.*QUARTERMASTER-GENERAL'S OFFICE, *February 28, 1863.*

That in all cases where steamboats engaged in carrying Government property for the army on the Mississippi River shall be found by an officer of the Western Flotilla to have contraband or other goods on board without lawful permit, or to be in any way offending against the revenue or nonintercourse laws, the officer making the examination shall not arrest the boat, but may take possession of the contraband property, or turn it over to the revenue aid on board, as he shall think best, and then allow the boat to proceed to her destination with instructions to return to St. Louis without unreasonable delay; and the officer of the flotilla shall report the facts to the custom-house officer at St. Louis, or to the district attorney at that place, as may be most appropriate, so that proper proceedings may be had against the offending steamboat upon her return.

If any of the officers or crew of said steamboat are connected with such violation of the revenue or nonintercourse acts, so as to be liable for a criminal or military offense, the officer of the flotilla making the examination may arrest such offender or offenders and hold them in custody, to be tried for the offense, but will allow all officers and crew not criminally implicated to proceed with the boat on her voyage, so as to prevent any delay in the delivery of supplies to the army.

Official copy.

GEO. D. RUGGLES,
Assistant Adjutant-General.

WAR DEPARTMENT, *March 3, 1863.*

Report of Captain Walke, U. S. Navy, announcing arrival at Yazoo River from Cairo, Ill.

U. S. S. LAFAYETTE,
Yazoo River, March 3, 1863.

SIR: I respectfully report my arrival at this place, four days from Cairo. On the way down we met the *V. F. Wilson* above Memphis and received your dispatch to Commander Pennock to send the *Lafayette* to the Yazoo immediately, etc. I therefore continued on my way here with all speed day and night. We passed the *Conestoga* at White River; *Forest Rose*, opposite Napoleon; *No. 4*, Lieutenant-Commanding Shaw, and *Cricket* near Lake Providence, and communicated with their commanding officers. All well.

I convoyed the *General Lyon*, with four mortar boats, and the *Ike Hammitt*, with three coal barges. We have sixteen mechanics (and one foreman) at work finishing this vessel.

I herewith enclose a list of the officers and crew of this vessel.

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

H. WALKE,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron.

Night orders for the Yazoo River.

The ironclads in the Yazoo will keep a bright lookout in front or up the river and show no lights. They will open fire with solid shot on any steamer they may see coming down, supposed to be an enemy, and we have no vessels above.

The bow guns must be worked as long as an enemy is forward of the beam, and every port guarded against boarding, hatches fastened down, sides kept well greased, and as little light as possible shown about the deck. If the enemy should get past the ironclads (which I deem impossible), the rams will run into them with all their force; those ironclads that are able will grapple them fast, and, when well secured, let go their anchor, and do all they can to capture and destroy. A bright lookout is the main object, and do not let an enemy get too near.

Strict watch to be kept during the night and in fogs. No lights to be shown, no bells to be struck, and no "all's well." Each night one of the vessels will keep a rowboat out 400 yards ahead with muffled oars. In case of the approach of a vessel down the river, firing of muskets will be the signal, if close to, or the boat, if she has time, will return and report.

No boat, night or day, will be permitted to pass up or down without being called alongside and examined, and authority for passing being required.

A boat that does not answer the first hail, at night, will be fired into with ball, and any boat belonging to the enemy attempting to come into, or pass our lines for the purpose of spying or for our destruction, will be brought to and all persons in said boat will be shot on the spot. Persons deserting to us from the enemy will easily be known; they will go to the first ship to surrender themselves. Each vessel also will keep six lookouts on the upper deck with loaded muskets, and the officer of the deck will keep his watch where he can see all around.

The guard ship will have a guard boat out in fogs or after dark, and the guard officer will be sent to the flagship for orders at sunset.

One of the vessels below will do guard duty also, and will be designated daily by me.

The commanding officer of the guard vessel will have all floating objects, logs, etc., carefully examined before they get near the vessels, to see if they have wires or torpedoes attached to them.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

[Telegram.]

CAIRO, Ill., *March 3, 1863.*

Tuscumbia arrived this morning; not prepared to go down. Will work day and night to get her off.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.
HON. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

ST. LOUIS, *March 3, 1863—3:30 p. m.*

SIR: The only vessel that can be fitted for immediate service is the *Tuscumbia*, now at Cairo, nearly completed.

The work on the others will be hastened as much as possible.

Respectfully,

J. B. HULL,
Commodore, Superintending.

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

Unofficial letter from Commander Woodworth, U. S. Navy, to the Assistant Secretary of the Navy, regarding the need of experienced officers for new vessels.

U. S. S. GENERAL STERLING PRICE,
Cairo, Ill., March 3, 1863.

MY DEAR FOX: You must pardon the liberty I take in addressing you privately and confidentially on a subject that is of the utmost importance to the success of the naval operations on these Western waters.

There are so few regular officers of the Navy attached to the fleet that one regularly educated in the service can scarcely conceive that this squadron is a part of the Regular Navy.

Most of the commanders of the first-class gunboats are young men, filled with zeal and loyalty, but the want of experience and the crude material with which they have to work, in the way of petty officers and crews, render most of the commands very inefficient.

My late command, the *Glide*, which was so unfortunately burned about a month ago, had a crew consisting of contrabands, with the exception of but eight white men, and many other vessels of the same class are now not much better manned.

The class of officers (with the exception of the few regulars) are not much better. They are not wanting in loyalty or devotion to the cause, but they are so perfectly ignorant of simple rudiments of the profession that it is impossible to have an efficient vessel wherewith to engage the enemy without an opportunity of some instruction.

Vessels are now completed to proceed without delay (as soon as they are equipped) to engage the enemy, without an hour's instruction after receiving their appointments and orders to sail.

I would recommend that some warrant officers and some petty officers, having experience in their respective branches of their profession, be immediately ordered to this squadron.

I find it impossible to find a sufficient number of men to fill the position of petty officers, particularly gunners, gunner's mates, and boatswain's mates, to equip the vessels to which I am now assigned, and but few vessels in this squadron have a crew as efficient as I now have on board the *Sterling Price*, consisting of 35 men, and I require at least 100 to complete my complement, and will be compelled to have recourse to contrabands.

Trusting that you will not consider this communication in any other light than one of my well wishes for the success of the Mississippi Squadron,

I remain, truly, yours,
SELIM E. WOODWORTH,
Commanding General Sterling Price.

Report of Fleet Captain Pennock, U. S. Navy, transmitting table giving the tonnage of vessels of the Mississippi Squadron.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., March 3, 1863.

SIR: I have the honor to transmit herewith a table* containing the tonnage of the vessels of the Mississippi Squadron (with the exception of six), as requested in your letter of the 16th January, 1863. I have been unable to furnish it before now, having been compelled to send to Cincinnati and Pittsburg for the tonnage of the light-draft vessels. Mr. Boggs could not give it to me, as he had forwarded the papers in which the information was contained to Washington.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

I will procure the tonnage of the other six vessels as soon as possible.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, to report for duty.

BLACKHAWK, *March 3, 1863.*

DEAR BISHOP: The admiral wishes you to take in two months' full supply of provisions (20 soldiers will be given you) and fill up with coal ready for a start. Having done so, report to him.

Yours, truly,

K. R. BREESE,
Lieutenant-Commander.

General instructions from Acting Rear-Admiral Porter, U. S. Navy, to Fleet Captain Pennock, U. S. Navy.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, March 4, 1863.

SIR: Now that I have the *Lafayette*, I don't want the 100-pounder rifle guns sent down. Keep the other two for the *Eastport*. Let me know if any others come along, and I will dispose of them. I am going to send up all the 32-pounders I can spare, and you can put them on the ferryboats. Buy more of that class of vessels when you

can find them of good power; don't wait for my approval when you find a good vessel, but go ahead. The *Springfield* will do to lie at Island No. 10, if you have a good reliable man in her who will carry out my orders in letter and spirit, and you can take the *New Era* for the upper rivers, where it is important at this moment to cut off the passage of the rebels above the Mussel Shoals, if it is possible to get there.

The rebels are making two moves, one from Mississippi to south-east Alabama with all their stores, the other in Tennessee to attack Rosecrans. It is important to cut off all crossings and destroy all boats.

I shall want about 20 good bullocks a week, sent to me for the use of the squadron. Send with each bullock a bale of hay, and have rough troughs put up, that they may have plenty of water. If Mr. Boggs can't attend to this promptly, purchase whenever you can, and send them down.

The army get cattle by the hundreds, while the quartermasters supply them without being told to do so. I find that I have to keep urging the paymasters to send supplies, which they would never do if I did not indicate every article. I will do so hereafter if that is necessary.

I wish you would send down by every opportunity chickens and eggs for the hospital ship. I have managed to keep them supplied so far by foraging, but the soldiers have cleaned everything out on this river.

We have 150 sick and wounded. Allow about a half a chicken per day for each man, or about 4 dozen chickens and 16 dozen of eggs per day. Vegetables in abundance.

I have received the report of Lieutenant-Commander Fitch in relation to his doings.

I am glad to see that you anticipated me, and none too soon. The reports should be directed to me, through you; the Department requires this, and you can forward the originals to the Department by authority of, etc.

I have good reasons for this, which I will tell you some of these days. The copies forward to me, and so with all reports relating to the movements of divisions; also telegraph to the Department the first news of naval successes.

I see we have to look out for ourselves in naval matters; the army will give us no credit. I send you a letter for Captain Phelps. Send him up to St. Louis whenever you can, and let him get that *Choctaw* out of the hands of the Israelites. If she has steam and guns, and casemates plated, let us have her here. I must have something to make up for the loss of the *Indianola*. I want the ram power, and don't care about the iron. I intend to take half of it off as soon as I get hold of her.

It is time to be getting more stores to Memphis. I find that a very convenient place to supply from. There is a little on hand there, but not more than enough for one or two vessels.

Give the new gunboats (the ferryboats) to two of the best men in the upper fleet. Jason Goudy and Hurd, I think, will do best.

I approve of the appointment of Farral to the *New Era*.

I have not received any report from any of the upper vessels about the contrabands. Please attend to this, as the Department seems to be very particular. Send me a list of them; also those you have employed on the station. I keep a register of them.

Don't forget that we have a good magazine at St. Louis, where you can send extra ordnance stores.

All cotton seized will be handed over to the marshal, and you will be governed by sections 7 and 8 of the confiscation act, which I enclose herewith. All persons holding office or having held office or aiding or abetting the Confederacy come within the act of confiscation.

I will send the names of all parties from whom the cotton has been seized, except in cases where it has been picked up on the river banks without ownership.

You will please make me a monthly return of cotton received at Cairo, stating the names of persons seized from, to see if it agrees with mine.

See that prize lists are always sent to Washington when vessels are captured, headed "Mississippi Squadron, Acting Rear-Admiral David D. Porter."

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain A. M. PENNOCK, U. S. Navy,
Fleet Captain and Commandant of Station, Cairo.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding signals for vessels on picket duty.

MARCH 3, 1863.

A tug will be on picket some $1\frac{1}{2}$ miles below the canal, on the left bank of the river. Her signal on the discovery of a vessel coming up the river is three whistles, and then three more.

A red light is to be displayed by all our vessels, and should the enemy display a red light also, to deceive us, our countersign will be "Red light;" that is, a vessel on being hailed, if a friend, will answer "Red light."

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

[Telegram.]

CAIRO, ILL., March 4, 1863.

Telegram from J. A. Scudder, St. Louis, that *Rowena* has been bonded. I have been under the necessity of taking her into the service of the United States, and have placed officers and crew on board of her.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

D. L. PHILLIPS,
U. S. Marshal, Springfield, Ill.

Report of the Quartermaster-General, U. S. Army, regarding expenditures for the construction of gunboats Choctaw and Fort Henry.

QUARTERMASTER-GENERAL'S OFFICE,
Washington City, March 6, 1863.

SIR: I have the honor to submit for your information a statement of the action of this Department relating to disbursements on account of the construction of the gunboats *Choctaw* and *Fort Henry*, with a request that it may be referred to the Secretary of the Navy in order that the *Fort Henry* may be taken by the Navy in her present condition, or that money may be transferred by the Navy Department to the War Department for the purpose of completing her. The *Choctaw* has already been completed, turned over to the Navy, and is now probably at Vicksburg, having left St. Louis some time since to report to Rear-Admiral Porter. This vessel, I am informed, is the most powerful gunboat in our service on the Western waters, being ironclad and armed with 2 Parrott, 1 100-pounder rifles, 2 9-inch Dahlgrens, 2 24-pounders, and with heavy platforms amidships for two 12-inch mortars. She is also fitted with a beak to be used as a ram, and her speed is estimated at 10 miles per hour.

The unfinished *Fort Henry* is a similar vessel, as I am informed by Colonel Robert Allen, chief quartermaster, St. Louis.

The first intimation received by the Quartermaster-General that Colonel Allen, quartermaster at St. Louis, was making disbursements on account of steam rams was by a telegram from that officer dated October 3, 1862, in which enquiry was made whether it was obligatory upon him to continue payments on account of the *Choctaw* and *Fort Henry*, stating that \$150,000 would be required to complete them. In reply, he was called upon to report by what authority he was making disbursements on account of these vessels.

On the 15th of October, 1862, Colonel Allen transmitted a copy of General Halleck's order, directing him, through Captain W. D. Porter, U. S. Navy, to purchase two boats, and to supply all necessary means for fitting them out, it being proposed that they should be so altered as to serve the double purpose of gunboats and rams.

A copy of a letter from Rear-Admiral Porter to the Secretary of the Navy, furnished to this office, dated October 14, 1862, sets forth that, upon examination, he found the two rams, *Fort Henry* and *Choctaw*, could then be finished in a month, and for that purpose \$50,000 would be required for each ram. In this letter Rear-Admiral Porter stated that the original appropriation was exhausted, and enclosed a copy of the act of Congress of July 16, 1862, under which he thought the boats might be completed.

On the 17th of October, 1862, a remittance of \$100,000, the sum named by Rear-Admiral Porter, was asked to be remitted to Colonel Allen to complete these vessels. The requisition for this amount laid in the Treasury until the 21st of November. By Colonel Allen's acknowledgment he received a draft for it on the 24th of November.

On the 12th of February, 1863, Colonel Allen reported that the \$100,000 he had received on account of steam rams was expended; that it would require \$150,000 more to complete them, and enquired whether he should continue to pay on their account.

Enquiry was made of Colonel Allen on the 23d of February, whether he was certain \$150,000 would complete these boats, and he

was informed that when the call for \$100,000 was made, it was with the expectation that that sum would finish the *Choctaw* and *Fort Henry*; that Rear-Admiral Porter had so reported to the Secretary of the Navy, and was called on to explain why it was that so large a sum was required for them in addition.

Colonel Allen replied that the officer in charge of the construction of these rams estimated the entire cost of the two at \$450,000; that \$263,000 have already been authorized and expended, leaving to be supplied \$187,000; that the original estimate was too small, and that the advance in the price of materials had added largely to the cost.

This Department has no more money applicable to the construction of gunboats, and not more than enough to keep up the present fleet of rams. The *Choctaw* and *Fort Henry* will be turned over to the Navy as gunboats, though they have thus far been constructed, partly at least, from the appropriation for steam rams. They will be armed, fitted, and manned by the Navy, and are proper vessels to be added to the gunboat fleet.

All of which is respectfully submitted for your consideration in connection with a reference of the subject to the Navy Department therein requested.

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

M. C. MEIGS,
Quartermaster-General.

Hon. EDWIN M. STANTON,
Secretary of War.

[Endorsement.]

Respectfully referred to the Secretary of the Navy, in accordance with the request of the Quartermaster-General.

EDWIN M. STANTON,
Secretary of War.

WAR DEPARTMENT, *March 10, 1863.*

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding men for that vessel.

U. S. MISSISSIPPI SQUADRON, *March 6, 1863.*

SIR: I have applied to General Grant for soldiers for your vessel, about forty in all, or a small company.

As soon as you get them on board you will come up here and fill up with coal and provisions without delay. If the soldiers have not come, call on General Grant and ask about them, and if they are not coming soon, you will have to leave without them.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant Commanding JOSHUA BISHOP, U. S. Navy,
Commanding General Bragg.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Lafayette, giving measurement and tonnage of that vessel.

U. S. S. LAFAYETTE,
Yazoo River, March 6, 1863.

SIR: Agreeable to your instructions, I herewith report the measurement and tonnage of this vessel to be as follows:

Tonnage, 1,193; length over all, 280 feet; extreme breadth of beam, 45 feet; depth of hold, 9 feet; height of spar deck, 11 feet.

Very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from the Secretary of the Navy to the Secretary of War, responding to letter regarding seizures of boats carrying Government freight.

NAVY DEPARTMENT, March 7, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 2d instant and its enclosures, in reference to seizure by the vessels of the Mississippi Squadron of steamers engaged in carrying freight for the Quartermaster's Department.

To issue to the officers of the naval vessels the instructions embraced in the draft accompanying your letter would be attended with many embarrassments. The proposed duty belongs to the revenue rather than the naval service.

Some plan should be devised whereby the officers of the Navy shall not be burdened with the duties which these instructions would impose and to guard against an increasing abuse. Cargoes can not be searched and overhauled for the purpose of being satisfied of their character, and to detect and detain only articles that are contraband, releasing the residue.

It would be better that the boats which carry army supplies should take no freight on private account.

I am, respectfully, etc.,

GIDEON WELLES,
[Secretary of the Navy.]

Hon E. M. STANTON,
Secretary of War.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, for the protection of passing steamers at certain points on the river.

U. S. MISSISSIPPI SQUADRON, March 7, 1863.

SIR: Proceed up river and report to Lieutenant-Commander Thomas O. Selfridge, convoying the *General Lyon* and *Ike Hammitt* up past Napoleon. Be close to them as they pass Greenville, Cypress

Bend, and Napoleon. You will drive off all transports from the banks who are not authorized by General Grant to be there, and if the soldiers are about pillaging, force them to go on board their transports. If you find any vessels with cotton on board without authority from General Grant, take it and forward it to Cairo, making a return of the same.

The *Curlew* is going to drop down to Duncanson [Duncan plant or Duncansby Landing?]. In consequence you will say to Captain Selfridge that the *Prairie Bird* must cover Greenville. You must all be on the alert and moving about all the time at the troublesome points. Deliver Captain Hentig's orders to him.

I am very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding JOSHUA BISHOP, U. S. Navy,
Commanding General Bragg.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, to furnish list of officers and men on that vessel.

U. S. MISSISSIPPI SQUADRON, *March 7, 1863.*

SIR: Send in without delay a complete list of the commissioned, noncommissioned officers, and soldiers lately transferred from the Army on board your vessel. Give the names, rank, and the company and regiment to which they belong.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant Commanding JOSHUA BISHOP, U. S. Navy,
Commanding U. S. S. General Bragg.

Letter from Fleet Captain Pennoch, U. S. Navy, to Commodore Hull, U. S. Navy, regarding temporary appointment of engineers.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., March 7, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 4th instant.

I regret very much that I have no engineers that I can send for the *Osage* and *Neosho*, as suggested by you.

Knowing, however, the desire of the Department and Admiral Porter that those vessels be commissioned as soon as possible, as their services are urgently required, I would suggest that if it will expedite matters Chief Engineer Shock select engineers who are "morally, mentally, physically, and professionally qualified" to be ap-

pointed, and I will give them temporary appointments, subject to the approval of Acting Rear-Admiral Porter.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Commodore J. B. HULL, U. S. Navy,
St. Louis Mo.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding captured cotton.

U. S. FLAGSHIP BLACK HAWK, *March 7, 1863.*

SIR: In the last twenty days I have sent to Cairo 388 bales of captured cotton, valued at \$139,000, and have on hand from the *Era No. 5* and other sources 259 bales, valued at \$91,000; \$230,000 in all. This cotton has been turned over to the marshal at Cairo. In the Army all cotton seized is sent to Memphis and sold by the quartermaster for the use of the Army. If our paymaster at Cairo had the authority to sell the cotton, much of which has no ownership, he could easily keep the fleet supplied with funds.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Telegram.]

CAIRO, ILL., *March 7, 1863.*

Shall I return to Rogers the \$11,000 of Confederate States notes, seized with other Southern funds, as mentioned in my telegrams of 15th and 21st ultimo, provided he complies with the requirements of your letter of 24th ultimo?

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

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

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant Bishop, U. S. Navy, transmitting regulations regarding trade.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, March 7, 1863.

SIR: You will be governed by the enclosed regulations of the Treasury in allowing vessels to trade on the river.

Allow no cotton to pass up the river unless the vessel has a permit from General Grant for the use of the Government.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant Commanding JOSHUA BISHOP, U. S. Navy,
Commanding General Bragg.

Order of Acting Rear-Admiral Porter, U. S. Navy, regarding movements of ironclads and mortars.

To the officers commanding the vessels above:

The current is increasing so rapidly that the rafts above must come down; the ironclads will haul close into the bank and tie up, and every vessel will keep axes on their boats, and at the first sight of a large raft all boats will repair without further orders to cut it to pieces and let it drift clear of the vessels. The mortar boats will be removed and fastened securely to the trees on the left side going up. Torpedoes or suspicious objects will be guided into mid-channel and left to drift down clear of all the vessels. The *Champion* will remove the mortars to-morrow. All vessels will be tied up at the bank.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

YAZOO RIVER, *March 8, 1863.*

Instructions of Fleet Captain Pennock, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, regarding affairs in the Tennessee River.

MARCH 9, 1863.

SIR: I send you extracts from a communication just received from Admiral Porter, which you will carry out to the utmost extent of your ability.

You will have to keep a good watch soon on the Tennessee River. The enemy's plan is to fall back on Tennessee with all the forces they can raise, and deal Rosecrans a crushing blow. Now we must keep all the vessels you can spare up the Tennessee as high as they can go. The chance is the enemy will cross over somewhere as high up as Decatur. At all events get all the information you can, and be ready to meet them.

In relation to the Tennessee River, it is necessary to have for the present two light-draft gunboats there, with good men to command.

I do not think the rebels will attempt to cross into Tennessee if we have two boats at Decatur, another at Waterloo. Both these points command important railroads.

I mean Decatur in Alabama, not in Tennessee. The rebel army is stationed at Stevenson, just above Decatur, and going too high up might get the gunboats in trouble. The time has come when we must begin to drive the rebels off the banks of the Tennessee.

I will send you the *Springfield*, which you must dispose of to the best advantage. Other boats will be sent as fast as I can procure them.

Engage some six or eight Cumberland and Tennessee River pilots.

Conform to the general orders of the admiral about correspondence. Make all your reports to Admiral Porter, forwarding them through me.

Communicate freely, giving all the information that you can possibly obtain.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Lieutenant-Commander LE ROY FITCH,

Executive Officer Light Draft Flotilla, Commanding Lexington.

Letter from Special Agent Yeatman, to Acting Rear-Admiral Porter, U. S. Navy, regarding trade regulations.

MEMPHIS, March 9, 1863.

SIR: Your favor of the 23d ultimo received, enclosing regulations from the Treasury Department. Those regulations were gotten up by the board of special agents of the Treasury Department on the 23d December last, forwarded to the honorable Secretary for approval, and published at the time, and have governed our actions ever since. Red tape has just got it through.

You will observe that all trade was prohibited below Helena, consequently no clearances granted below that point. I am verbally instructed by the Secretary to seize boats and their cargoes who go below Helena to trade or bring up cargoes of cotton, etc., not having been cleared by the board of trade at Helena or custom-house at this point.

Boats for military or naval purposes are to be permitted or cleared, but to be seized if they go into trading for freighting on private account.

Yours, very respectfully, etc.,

TH. H. YEATMAN,

Special Agent Treasury Department.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding the fleet surgeon.

NAVY DEPARTMENT, March 9, 1863.

SIR: It is desirable that the fleet surgeon of the Mississippi Squadron should accompany the flagship.

I am, respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, regarding the appointment of Acting Lieutenant Woodworth to take charge of all prizes.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., March 9, 1863.

SIR: I have the honor to enclose herewith copies of two letters addressed by me to Paymasters Boggs and Gilman relative to taking charge of, etc., all prizes that have arrived or may arrive at this station, as I could not give them the required attention without detriment to my other public duties.

I trust that my course will meet with your approval.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosures.]

MARCH 3, 1863.

SIR: In consequence of the arrival of numerous naval prizes at this station, I am unable to give as much of my personal attention as is required to the proceedings necessary to be gone through with for their proper adjudication in the United States courts without detriment to my other public duties.

I have therefore directed Acting Lieutenant Woodworth to take charge of all prizes that have arrived or may arrive, to have a correct inventory taken of everything on board, ready to make the necessary transfers to the United States marshal of the said prizes, and all property or papers found on board in their original condition, when he will report to me that such transfer is ready to be made.

I desire to associate you with him in this duty. Should he be ordered away, you will continue to act alone in the premises in his place, and according to the above instructions.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Paymaster A. H. GILMAN, U. S. Navy,
U. S. Naval Station, Cairo, Ill.

MARCH 5, 1863.

SIR: In consequence of the arrival of numerous naval prizes at this station, I am unable to give as much of personal attention as is required to the proceedings necessary to be gone through with for their proper adjudication in the United States courts without detriment to my other public duties.

I have therefore directed Acting Lieutenant Woodworth to take charge of all prizes that have arrived or may arrive, to have an inventory taken of everything on board [ready] to make the necessary transfers to the United States marshal of said prizes, and all property and papers found on board in their original condition, when he will report to me that such transfer is ready to be made.

I have associated Paymaster A. H. Gilman with Captain Woodworth in the above duty, with instructions to continue to act alone in the premises, and in his place, should he be ordered away.

That event will occur in a short time, as his vessel is nearly ready for sea, and I desire to associate you also with Paymaster Gilman (at his request) in this duty, in accordance with the directions above contained, after Captain Woodworth's departure.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Paymaster W. B. BOGGS, U. S. Navy,
U. S. N. Station, Cairo, Ill.

Report of Fleet Captain Pennock, U. S. Navy, regarding the purchase of steamer Champion No. 2.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., March 10, 1863.

SIR: I have the honor to report to you that the *Champion No. 4* has been purchased by Lieutenant-Commander Phelps at Cincinnati for alteration into a gunboat. She will be fitted up as directed by you with all possible dispatch.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding general matters.

U. S. S. CONESTOGA,
Off Napoleon, March 10, 1863.

SIR: I have the honor to acknowledge the receipt of your communications by gunboats *Cricket*, *Juliet*, and *General Lyon*, as also the notices to be distributed to transports.

Though you have twice mentioned having enclosed a form for making the return of cotton captured, I have not received them. I delay, therefore, in sending an account until I can do so in the form you wish. The whole amount sent to Cairo from the *Conestoga* is 132 bales, and I shall have some 30 more bales by the time the next steamer arrives from below.

I have examined the wharfboat at Napoleon, and find her in a tolerably serviceable condition. She is all afloat, but will require calking after she is towed to the fleet.

I was up through the cut-off one day last week, returning by way of the Arkansas. Saw nothing but a party of some forty cavalry that I dispersed with a few shells.

The river banks are now so overflowed that the guerrillas can give us but little trouble. The command of Colonel [S. W.] Fer-

guson that fired from Boliver, some weeks ago, is now in the vicinity of Greenville.

I shall cut some 40 feet of levee at Bolivar this week; have not had the opportunity to do it before.

The *Curllew* came up for coal last Saturday; she returned on Sunday to her station.

The *Prairie Bird* has gone, as you directed, to Greenville. The *Juliet* is guarding coal barges. The *Bragg* and myself cruising in the vicinity of the two rivers.

I inspected the *Juliet*, but did not find her in a very proficient state. Five minutes getting cleared for action, and then only one side cast loose. One gun without a crew, though there were three or four supernumerary white men and about fifteen contrabands without stations. Small-arms men know but little of manual, etc.; found they had been in the habit of using an ordinary lantern in the magazine.

Captain Bishop inspected the *Prairie Bird* yesterday before she went below. Considering the short time in commission, and the inferiority of her crew, the majority blacks, she performed very well. I have directed both of the captains of these light-drafts to drill their crews constantly.

Have had no further information of the movements of the enemy up the river other than the report of a contraband who escaped from Pine Bluff that there was a large force of negroes at that point, constructing a fort similar to the one at the Post [of Arkansas]; that they had two old 24's mounted there, and that a large force had moved down the river to Jordan's plantation, some 30 miles above the Post [of Arkansas].

I enclose a letter from Captain Brennand. Both parties seem to have got excited on their subject of rank. As far as I have been able to judge, he is one of the most capable of our volunteer officers. I ordered him to send the contrabands to Memphis, to shift for themselves, by the first opportunity. The gunboats have more than they can accommodate, and there is no place to put them.

I have had the incendiary balls prepared, and have directed the other vessels to do the same.

I remain sir, very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Commodore Hull, U. S. Navy, to Acting Gunner Ellis, U. S. Navy, regarding duty.

ST. LOUIS, Mo., March 11, 1863.

SIR: Your services being no longer required at New Albany, you will proceed to St. Louis and report to me for duty.

Respectfully,

J. B. HULL,
Commodore, Superintending.

Acting Gunner L. K. ELLIS, U. S. Navy,
New Albany, Ind.

[Telegram.]

CINCINNATI, *March 11, 1863.*

Bought stern-wheeler *Argosy*. She left last night for Cairo. Splendid boat. Offered *Emma Duncan* for \$39,000. Boats are very dear; have gone up, as all other things have. Will buy *Emma* if don't hear from you. * * *

J. P. SANFORD,
Commander, U. S. Navy.

Captain PENNOCK.

[Telegram.]

COLUMBUS, *March 11, 1863.*

I just received information from Captain Glassford, commanding U. S. gunboat *New Era*, that the scouts of Colonel Hughes, commanding at New Madrid, had discovered Marmaduke, with a strong force, in the neighborhood of Bloomfield, apparently threatening Cape Girardeau.

ASBOTH, *Brigadier-General.*

Captain A. M. PENNOCK,
Commanding Naval Station, Cairo, Ill.

[Telegram.]

CAIRO, ILL., *March 11, 1863.*

Don't wait for iron for boats. Plunk them so that they will resist rifle balls. Rough work will do. No matter about paint. Rough accommodation will answer. Put the armament on board complete, with ordnance stores. Use any guns you can get hold of. Put all the men you can muster on board and let me have the boats. The case is urgent. Get Cumberland and Tennessee pilots. Work day and night. Answer.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Commander J. P. SANFORD, U. S. Navy,
Burnet House, Cincinnati, Ohio.

Order of Captain Selfridge, U. S. Navy, to Lieutenant Bishop, U. S. Navy, referring to the proposed cutting of levee at Bolivar, Miss.

CONESTOGA, *March 12, 1862.*

DEAR BISHOP: I want you to come down before daylight to-morrow morning; you will find me abreast of Napoleon, [Ark.].

Have your contrabands ready to come abroad with all the picks and shovels you have.

I am going down to cut the levee at Bolivar, [Miss.], and drown out Mrs. Monley and old Topp.

Yours, truly,

SELFRIDGE.

Report of Acting Volunteer Lieutenant Glassford, U. S. Navy, regarding the disposition of steamer Ruth, seized by order of Brigadier-General Asboth, U. S. Army.

U. S. GUNBOAT NEW ERA,
Island No. 10, March 12, 1863.

SIR: I have the honor to report that this morning the steamer *Ruth* was brought alongside to be overhauled. I found her under seizure by General Asboth, commanding district of Columbus, Ky., who had detained her at Columbus seventeen or eighteen hours. Arrested the captain, clerk, mate, and Government aid; put her in command of one of the passengers, with a lieutenant and guard of 25 men, ordering her to Memphis to report to General Hurlbut. The information upon which this was done was furnished by two detectives, who had discovered contraband goods on board and suspected the presence of a rebel mail. The case was one not provided for in any general orders in my hands, and I felt very much perplexed. Finally, after consulting senior officers of this vessel, I determined to seize the steamer as prize to the *New Era*, and put on board of her Mr. Doss, one of my pilots, as prize master, with orders to take her to Memphis and there to report to Captain Langthorne, or the senior naval officer of the station, for advice and direction. My object in taking this step was to protect the interests of the naval service if possible. If it was unnecessary or impolitic to take it, it can easily be retraced and no injury result to either service.

I will communicate the facts to Fleet Captain Pennock by first upwardbound steamer, and trust that I have done no wrong in disposing of the case in the manner above stated.

Very respectfully, your most obedient servant,

H. A. GLASSFORD,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.

Acting Rear-Admiral D. D. Porter, U. S. Navy,
Commanding Mississippi Squadron.

I have just learned that the gentleman placed in command is connected with one of the Chicago newspapers.

[Endorsement.]

You have done wrong. The vessel had a guard on her already, and was no prize to the Navy.

[Telegram.]

CAIRO, March 12, 1863.

Necessity compels the *Tuscumbia* to be sent up the Tennessee to drive the rebels out of Fort Heiman. She will be absent two or three days. Say so to the admiral.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Captain WOODWORTH,
*U. S. S. General Price,
Care Commanding Officer, Navy Yard, Memphis.*

[Telegram.]

CINCINNATI, *March 12, 1863.*

Have bought *Emma Duncan*; ordered her to Cairo; she is coming down Cumberland.

If it is imperative to buy boats, will have to pay exorbitant prices. Individuals are buying at same rates and paying cash. But one gun arrived here; nothing of the others. Will have to order Parrott 32-pounders and 8-inch. Give me exact number of 24-pounders howitzers on hand. *Thompson*, bought by *Brown*, ordered here. Have your telegram.

J. P. SANFORD,
Ordnance Officer.

Captain A. M. PENNOCK.

Order of the Chief of Bureau of Construction and Repair to Commodore Hull, U. S. Navy, regarding the acceptance of the gunboat Tuscumbia.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION, ETC.,
March 13, 1863.

SIR: Yours of the 7th concerning the gunboat *Tuscumbia* is received. If she is in all respects as therein represented she may, when completed, be transferred to the Mississippi Squadron, as recommended.

Respectfully, your obedient servant,

JOHN LENTHALL,
Chief of Bureau.

Commodore J. B. HULL, U. S. Navy.
St. Louis, Mo.

[Telegram.]

CAIRO, ILL., *March 13, 1863.*

On hand here 43 24-pounder howitzers, 1 32-pounder of 33 hundredweight, and 5 32-pounders of 42' hundredweight, which admiral says can be used for ferryboats.

A. M. PENNOCK,
Fleet Captain, etc.

Commander J. P. SANFORD,
Burnet House, Cincinnati, Ohio.

[Telegram.]

CAIRO, ILL., *March 13, 1863.*

Lieutenant Sanford is absent on duty. He has not been able to procure safe storage for the ordnance stores. It is impossible to find such a place here. Forty-one cars now on track loaded.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

JOHN A. DAHLGREN,
Chief of Bureau Ordnance. Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the purchase of steamer Champion.

MISSISSIPPI SQUADRON,
Yazoo River, March 14, 1863.

SIR: I have the honor to inform you that another steamboat has been purchased, and is fitting out with all dispatch for duty in the Cumberland River.

She is called the *Champion*.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral.

[Hon. GIDEON WELLES.]

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the purchase of ferryboats Covington and Queen City.

MISSISSIPPI SQUADRON,
Yazoo River, March 14, 1863.

SIR: I have the honor to inform you that two large ferryboats have been purchased for the Navy; will be heavily armed and detailed for duty in the Cumberland River. They are named the *Covington* and *Queen City*.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral,
Commanding Mississippi Squadron.

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

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding cotton and other matters.

U. S. S. CONESTOGA,
Off White River, March 14, [1863].

SIR: The steamer *Niagara* passed up two days ago with 233 bales of cotton from Lake Providence; one permit for 68 bales, belonging to the Rev. A. Hagaman, signed by Rawlins, adjutant-general, by order of General Grant; one for 105 bales, belonging to M. A. Dickens, signed by John A. Rawlins, adjutant-general, by order of General Grant; one for 60 bales, belonging to the Misses Boswell, signed by General Grant.

I was up through the cut-off on Wednesday; saw nothing but a few cavalry.

I have three men whose times have expired over a month. As their cases are precisely similar to that of Jephtha Parks (seaman), whom you have ordered to be discharged, I shall act upon the same authority in discharging them.

The officer and prize crew whom I sent up in the *Evansville* and *Rose Hambleton* some three weeks ago are still detained on those

steamers at Cairo. We greatly need their services. I therefore respectfully request that you will give the necessary orders to return them to the *Conestoga*, as their services will not be required as witnesses.

The 84 bales of cotton sent up as freight on the *Rose Hambleton*, belonging to the *Conestoga*, is still on board of her.

There are some 30 bales at this point now waiting shipment.

I am only waiting for the required form to send you a list of all cotton captured.

I cut 50 feet of the levee at Bolivar on Friday. The water is pouring through very rapidly.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting general report of Fleet Captain Pennock, making reference to shortage of officers and men for the new vessels.

U. S. FLAGSHIP BLACK HAWK, *March 14, 1863.*

SIR: I enclose you a letter from Captain Pennock, showing you the difficulty of manning the vessels. It has been for no want of intention that more vessels have not been sent up the Tennessee and Cumberland. We gave all we could spare. The entire Mississippi banks have been alive with guerrillas, and we have successfully guarded every point and driven them; and my object is to keep them away. As fast as the vessels are bought and fitted they are now sent to the Cumberland and Tennessee. We are doing all we can for General Rosecrans, and will, as we have heretofore done, keep him supplied. The only trouble is want of men. We can get the vessels faster than we can get crews.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Enclosure.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., March 9, 1863.

SIR: I have the honor to acknowledge the receipt, this morning, of your communication of the 28th ultimo. I enclose herewith a copy of a letter which I have sent to-night to Lieutenant-Commander Fitch. I will reinforce him as soon as I can get the boats and men to man them. We have not a single man left, available, on board the receiving ship.

Lieutenant-Commanders Phelps and Shirk inform me that at no stage of water can our gunboats be got up to Decatur. They can hardly get above Florence at high water.

I am making every effort to have purchased and fitted the new light-draft gunboats. Lieutenant-Commander Phelps and Lieutenant Sanford, in addition to their other duties, are detailed for this purpose. The latter has gone to Cincinnati, and the former to St. Louis. What am I to do for want of men to man them? I am anxious to carry out your instructions, and those of the honorable Secretary of the Navy, and will cheerfully labor night and day to do so.

I think (if it meets with your views) that the upper fleet should be divided into two parts—one for the Cumberland River and the other for the Tennessee—Lieutenant-Commander Fitch commanding the former, and a commissioned officer of the Navy, of experience and judgment, the latter; both of whom are to make their reports to you, sending them through me, so that I can take such action as the ample authority that you have given me will enable me to.

I am at a loss whom to appoint to command the light-draft boats. I have no officers of sufficient experience here. I hope that the honorable Secretary of the Navy will comply with my request, contained in my telegram of the 7th instant.

I am informed that the two ferryboats will be finished in eight or ten days. I trust before that time I may have officers and men to man them.

I left on Saturday night for Smithland (and returned this morning) to have a personal interview with Lieutenant-Commander Fitch. I have no doubt that he has done everything in his power, notwithstanding there has been a complaint of a want of cooperation. I have directed him to make a full statement of all his operations, and the circumstances attending them. He, too, is short of men. I have also directed him to assume the command of the *Lewington* himself, and to have everything in conformity to your orders carried out to the extent of his ability.

The *Price* will leave to-morrow. She will convoy two steamers with coal.

The *New National* is loading with shell and the guns and ordnance stores required by you. I hope to get her ready to leave with the _____.

Captain Woodworth, as well as Lieutenant-Commander Shirk, have afforded me every assistance here, and have been untiring in their exertions to get their vessels ready. I feel much the necessary absence of Lieutenant-Commander Phelps and the ordnance officer, Lieutenant Sanford. I will do all I can to perform their duties here, as well as my own.

I will send the calkers as soon as possible. I am sorry to say we can not spare the hospital barge yet.

The smallpox is on board the *Silver Lake*, now at Smithland, and the fleet surgeon and myself both think that it may be necessary to send the barge to Paducah, to receive on board all patients sick with contagious diseases from the fleet above and from this station, as there is no other place where they can be made comfortable. The fleet surgeon accompanied me to Smithland and returned with me.

I have detached Acting Volunteer Lieutenant Commanding Gregory from the *Little Rebel* and ordered him to the *Springfield*, which vessel I have ordered to join Lieutenant-Commander Fitch. She is slow, but will do something. I shall get along as best I can with the *Little Rebel* at this station.

Will you please send up the papers necessary to file informations against the steamers *Rose Hambleton* and *Evansville* in the United States district court, if it is your wish that such informations be filed.

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

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy.

Commanding Mississippi Squadron.

Joint expedition to Steele's Bayou, Miss., for the purpose of opening an entrance into Yazoo River, March 14-27, 1863.

Detailed report of Acting Rear-Admiral Porter, U. S. Navy.

MISSISSIPPI SQUADRON,
Yazoo River, March 26, 1863.

SIR: Since my last communication with the Department I have been absent on an expedition into the enemy's country, or that part which he professes to hold.

I have for some time past been under the impression that by cutting our way through the woods (which are all under water) that I could find an entrance into the Yazoo River, and thus get into the rear of Vicksburg without loss of life or vessels.

In consequence of this idea, and from information obtained from a negro, I made a reconnoissance with Lieutenant Commanding Murphy.

We started up Steele's Bayou, which at low stages of water is nothing but a ditch, following it for about 30 miles. This part of the route was perfectly practicable; the creek, though very narrow, having 5 fathoms of water in it. Black Bayou seemed to oppose our further progress, but on a closer examination we found that by removing the trees we could heave the vessels around the bends, which were very short and left us not a foot to spare.

All we could hear of the route in advance was very favorable. Having obtained as pilot a man well acquainted with the country, I determined to start immediately, having made arrangements with General Grant by which the army could cooperate with us.

On the 14th I started with the *Louisville*, Lieutenant Commanding Owen; *Cincinnati*, Lieutenant Commanding Bache; *Carondelet*, Lieutenant Commanding Murphy; *Mound City*, Lieutenant Commanding Wilson; *Pittsburg*, Lieutenant Commanding Hoel; 4 mortars and 4 tugs.

The expedition went along finely until it reached Black Bayou, a place about 4 miles long leading into Deer Creek. Here the crews of the vessels had to go to work to clear the way, pulling up trees by the roots or pushing them over with the ironclads, and cutting away the branches above. It was terrible work, but in twenty-four hours we succeeded in getting through these 4 miles and found ourselves in Deer Creek, where we were told there would be no more difficulties.

General Sherman had arrived up with a small portion of his command, and as he had only 12 miles to march to Rolling Fork (where we would meet with no further difficulties), while I had to go 32 miles by water, I determined to push on. I found the channel much narrower than I expected, filled with small willows, through which we could scarce make our way, and the branches much overhanging. Still we made at first about a mile an hour, being assured by the pilot that we would find it better as we advanced—it certainly could not get worse.

We had succeeded in getting well into the heart of the country before we were discovered. No one would believe that anything in the shape of a vessel could get through Black Bayou, or anywhere on the route. Still, however, as we molested no one, the inhabitants looked on in wonder and astonishment, and the negroes flocked in hundreds down to the banks of the creek to see the novel sight. Soon we were discovered by the Government agent, who immediately began to apply the torch to the cotton—public and private. All along, as far as the eye could see, there was nothing but cotton fires burning up, and many dwellings consuming with it. The only persons who saved their cotton were those who would not obey the order to burn. They felt confident [that] we were not going to molest private property, and their confidence saved them their cotton, which is still in their possession.

It was melancholy to see such fanatical destruction; but as we abstained from anything of the kind ourselves it placed the two parties in strong contrast before the people of the country, and there were many remarks made not at all complimentary to the Confederate Government.

Finding that our presence was discovered, I pushed on the vessels as fast as the obstacles would permit, not making more than half a mile an hour. We were passing through a beautiful country filled with live stock of all kinds, and containing large granaries of corn belonging to the Confederate Government. The people were more than surprised at the presence of such an expedition, having supposed themselves far removed from the horrors of war, and there was a good deal of change of opinion on the part of some who never supposed they would be under the protection of the American flag once more.

After very great labor we arrived within 7 miles of the Rolling Fork, where everything would be plain sailing before us. We were here informed that some Confederate agents and some of the citizens were forcing the negroes to cut down trees in our path. I immediately pushed on the tug *Thistle*, which had a boat howitzer on her, and she succeeded in reaching the first tree before it was cut down. She proceeded on under charge of Lieutenant Commanding Murphy, while I followed on the *Carondelet*, the leading ship. The enemy succeeded at last in getting a large tree down, which stopped the progress of the tug, and then the negroes, with muskets at their breasts, were made to ply their axes until the creek was supposed to be sealed against our further advance.

The labor of clearing out these obstructions was very great, but there is nothing that can not be overcome by perseverance. The character of the American sailors for endurance was particularly

manifested on this occasion, as they worked night and day, without eating or sleeping, until the labor was accomplished.

I hoped by this time to have seen something of our Army coming on, but they had their difficulties to contend with as well as ourselves, and did not reach us in time. The transportation could not be procured at a moment's notice, and we had gone on faster than they expected.

When within 3 miles of Rolling Fork we discovered smoke in the direction of Yazoo River, and I was informed that the enemy were already landing troops to dispute our passage. I did not mind the troops so much as the timber they would cut in Rolling Fork.

I immediately sent on Lieutenant Commanding Murphy with two boat howitzers and 300 men to hold Rolling Fork until we could cover it with our guns, which he did, occupying also an Indian mound some 60 feet high, which commanded the whole country.

After working all night and clearing out the obstructions, which were terrible, we succeeded in getting within 800 yards of the end of this troublesome creek. We had only two or three large trees to remove, and one apparently short and easy lane of willows to work through. The men being much worn-out, we rested at sunset.

In the morning we commenced with renewed vigor to work ahead through the willows, but our progress was very slow. The lithe trees defied our utmost efforts to get by them, and we had to go to work and pull them up separately, or cut them off under water, which was a most tedious job. In the meantime the enemy had collected and landed about 800 men and 7 pieces of artillery (from 20 to 30 pounders), which were firing on our fieldpieces from time to time, the latter not having range enough to reach them.

I was also informed that the enemy were cutting down trees in our rear to prevent communication by water, and also prevent our escape. This looked unpleasant. I knew that 5,000 men had embarked at Haynes' Bluff for this place immediately they heard that we were attempting to go through that way, and as our troops had not come up I considered it unwise to risk the least thing; at all events, never to let my communication be closed behind me. I was somewhat strengthened in my determination to advance no farther until reinforced by land forces when the enemy at sunset opened on us a cross fire with six or seven rifled guns, planted somewhere off in the woods where we could see nothing but the smoke. It did not take us long to dislodge them, though a large part of the crew being on shore at the time, we could not fire over them or until they got on board.

I saw at once the difficulties we had to encounter, with a constant fire on our working parties and no prospect at present of the troops getting along. I had received a letter from General Sherman, informing me of the difficulties in getting forward his men, he doing his utmost, I knew, to expedite matters.

The news of the falling trees in our rear was brought infrequently by negroes who were pressed into the service for cutting them, and I hesitated no longer what to do. We dropped down again, unshipped our rudders, and let the vessels rebound from tree to tree.

As we left the enemy took possession of the Indian mound, and in the morning opened fire on the *Carondelet*, Lieutenant Murphy,

and *Cincinnati*, Lieutenant Bache. These two ships soon silenced the batteries, and we were no longer annoyed.

The sharpshooters hung about us, firing from behind trees and rifle pits, but with due precaution we had very few hurt; only 5 wounded by rifle balls, and they were hurt by being imprudent.

On the 21st we fell in with Colonel Smith, commanding Eighth Missouri and other parts of regiments. We were quite pleased to see him, as I never knew before how much the comfort and safety of ironclads, situated as we were, depended on the soldiers. I had already sent out behind a force of 300 men to stop the felling of trees in our rear, which Colonel Smith now took charge of. The enemy had already felled over forty heavy trees, which Lieutenant-Commander Owen, in the *Louisville*, working night and day, cleared away almost fast enough to permit us to meet with no delay.

Colonel Smith's force was not enough to justify my making another effort to get through. He had no artillery and would frequently have to leave the vessels in following the road.

On the 22d we came to a bend in the river where the enemy supposed they had blockaded us completely, having cut a number of trees all together and so intertwined that it seemed impossible to move them. The *Louisville* was at work at them pulling them up, when we discovered about 3,000 rebels attempting to pass the edge of the woods to our rear, while the negroes reported artillery coming up on our quarter.

We were all ready for them, and when the artillery opened on us we opened such a fire on them that they scarcely waited to hitch up their horses. At the same time the rebel soldiers fell in with Colonel Smith's troops, and after a short skirmish fled before the fire of our soldiers. After this we were troubled no more, and dropped down quietly until we fell in with General Sherman, who, hearing the firing, was hurrying up to our support. I do not know when I felt more pleased to see that gallant officer, for without the assistance of the troops we could not, without great loss, have performed the arduous work of clearing out the obstructions. We might now have retraced our steps, but we were all worn-out. The officers and men had for six days and nights been constantly at work, or sleeping at the guns. We had lost our coal barge, and the provision vessel could not get through, being too high for such purposes.

Taking everything into consideration, I thought it best to undertake nothing further without being better prepared, and we finally, on the 24th, arrived at Hill's plantation, the place we started from on the 16th.

Altogether this has been a most novel expedition. Never did those people expect to see ironclads floating where the keel of a flat boat never passed.

Though nothing has resulted from it more than annoying the enemy and causing him to expend his resources, it has been of great service to the crews and given me an insight into the character of the commanders and officers of the expedition. I must say that they deserve my warmest commendation for the perseverance and coolness they exhibited during the arduous undertaking. As to the ironclads themselves, I beg leave to withdraw everything I may have

said to their disparagement, for I never yet saw vessels so well adapted to knocking down trees, hauling them up by the roots, or demolishing bridges. We necessarily destroyed all that came in our way, and it has cut off for the present all the means of transporting provisions to Vicksburg.

We destroyed a large amount of Confederate corn and captured a large number of mules, horses, and cattle. The rebels themselves burnt over 20,000 bales of cotton, and we burned all that we found marked "C. S. A.," having taken on our decks and on the mortar boats enough to pay for the building of a good gunboat.

The soldiers enjoyed the excursion amazingly, the fine country through which we traveled being quite different from the swamp where they have spent the winter. Had we succeeded entirely it would have been a severe blow to this part of the country, but it was not to be, and we must console ourselves with the damage we did the enemy and the moral effect of penetrating into a country deemed inaccessible. There will be no more planting in these regions for a long time to come. The able-bodied negroes left with our army, carrying with them all the stores laid up by their masters—for whom they showed little affection—for harder times.

I regret to say that we lost one officer, Henry Sullivan, acting third assistant engineer of the tug *Dahlia*, who was struck by a rifle shot and died of his wounds. Only two were severely wounded.

The boats of some of the vessels were badly damaged—which was about the only serious injury—in crashing through the trees.

We performed a distance of 70 miles each way, making 140 miles of the most severe labor officers and men ever went through. We found our new mortar boats, though badly built, well adapted for this kind of business and very useful in clearing the woods of sharpshooters.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Additional and confidential.]

I look upon it as a great misfortune that this expedition did not get through, for it would have been a most perfect surprise; would have thrown into our hands every vessel in the Yazoo and every granary from which the rebels could draw a supply.

The great difficulty seems to have been for want of more promptness in moving the troops, or rather, I should say, want of means for the moving of troops; for there was never yet any two men who would labor harder than Generals Grant and Sherman to forward an expedition for the overthrow of Vicksburg.

At one time I felt most uncomfortable, finding the enemy increasing in strength in front of me, cutting down trees behind me, and, in front, a chance of blocking up the feeders of the canal and letting the water out, and not a soldier of ours in sight, or (by the answers I received to my communication) any prospect of any coming in time to prevent a landing of the enemy. I never knew how helpless a

thing an ironclad could be when unsupported by troops. Our guns were 3 feet below the level, the woods stood just far enough back to enable the sharpshooters to pick off our men without our being able to bother them except with the mortars, which kept them off.

When the army did come up it was without provisions, and we had to subsist them, partly. They left their artillery at Hill's Landing to protect that place, and I felt uneasy about them whenever they would get away from the guns of the ironclad. Under the circumstances, I could not afford to risk a single vessel, and therefore abandoned the expedition. I knew the difficulties to be overcome ahead after we were once discovered, and the impossibility of doing anything with the want of preparation on the part of the army to follow this matter up. The army officers worked like horses to enable them to accomplish what was desired, but they were behind time and that ended the matter. No other general could have done better or as well as Sherman, but he had not the means for this peculiar kind of transportation.

With the end of this expedition ends all my hopes of getting into Vicksburg in this direction. Had we been successful, we could have made a sure thing of it, provided the army had been pushed on in sufficient numbers. It is not likely that they would have been, want of a certain kind of transportation being felt.

All we can do here now is to harass the enemy by keeping his troops moving to and fro. They will never again be caught by surprise, for after this attempt they will guard every ditch leading into the Yazoo.

As to any harm the gunboats can do Vicksburg, it is not to be taken into consideration at all. The batteries at that place could destroy four times the number we have here and not receive any damage in return.

There is but one thing now to be done, and that is to start an army of 150,000 men from Memphis, via Grenada, and let them go supplied with everything required to take Vicksburg. Let all minor considerations give way to this and Vicksburg will be ours. Had General Grant not turned back when on the way to Grenada he would have been in Vicksburg before this.

Admiral Farragut's vessels can cut off the supplies at Port Hudson and Red River, if he confines them solely to that business. It is the only way in the world of their getting supplies; but if he risks his vessels by trying to recapture the *Queen of the West* or the *Webb* he might as well not attempt the blockade.

The Yazoo Pass expedition at first bid fair to do well, but I am afraid it will not amount to much; merely a kind of duel between batteries and ironclads, in which shell and powder are expended without any use.

Though I feel relieved to get back safe with all the vessels, yet, sir, I see the misfortune of not having succeeded. It would have been a splendid performance.

Now we must console ourselves with the damage we did the enemy in having his cotton burned and his corn and live stock destroyed. The demoralization of the negroes was complete, and I much fear that terrible scenes will be enacted in the district through which we went. The slave there has been told that he is free, and more than

any place that I have seen do the slaves seem determined to maintain what, to them, seems a most precious boon. I do not blame them, for slavery exists in the worst form in the valley of the Mississippi. Excuse me, sir, for sending you so long a communication.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Major-General Grant, U. S. Army, to Major-General McPherson, U. S. Army, referring to a reconnoissance in Steele's Bayou and to the importance of the expedition.

- BEFORE VICKSBURG, *March 16, 1863.*

I returned this morning from a reconnoissance some 30 miles up Steele's Bayou. Admiral Porter and myself went in a large gunboat, preceded by four of the old "turtles."

These boats are pushing on with all dispatch to get into the Yazoo. It is important that a force should get in there with all dispatch. I have information direct from Vicksburg and the Yazoo River, both from persons who have been there and from late papers, that our gunboats had been down to Greenwood and exchanged a few shots with the fort at that place. The enemy have sent up reinforcements from Vicksburg and some more guns. If we can get our boats in the rear of them in time, it will so confuse the enemy as to save Ross's force. If they do not, I shall feel restless for his fate until I know that Quinby has reached him. Quinby will have the most abundant force for that route with his division and that of John E. Smith. I am now almost sorry that I directed the latter to join him. It seems impossible to get steamers of the class we want. I sent long enough since for them to have received them from Pittsburg, if necessary.

The route through Bayou Maçon may prove a good thing for us yet in some operation. But this one, to get all our forces in one place, and that where it will be in striking distance of the enemy's lines of communication north, is the most important until firm foothold is secured on the side with the enemy. It may be several days before I will move Logan. His freight had better be kept aboard, but the men might stay on shore as much as possible.

U. S. GRANT.

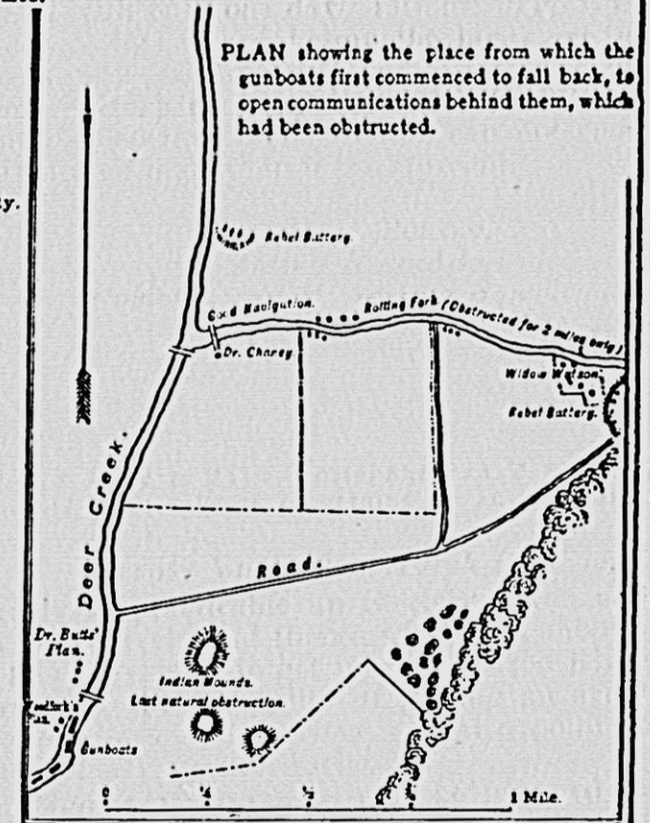
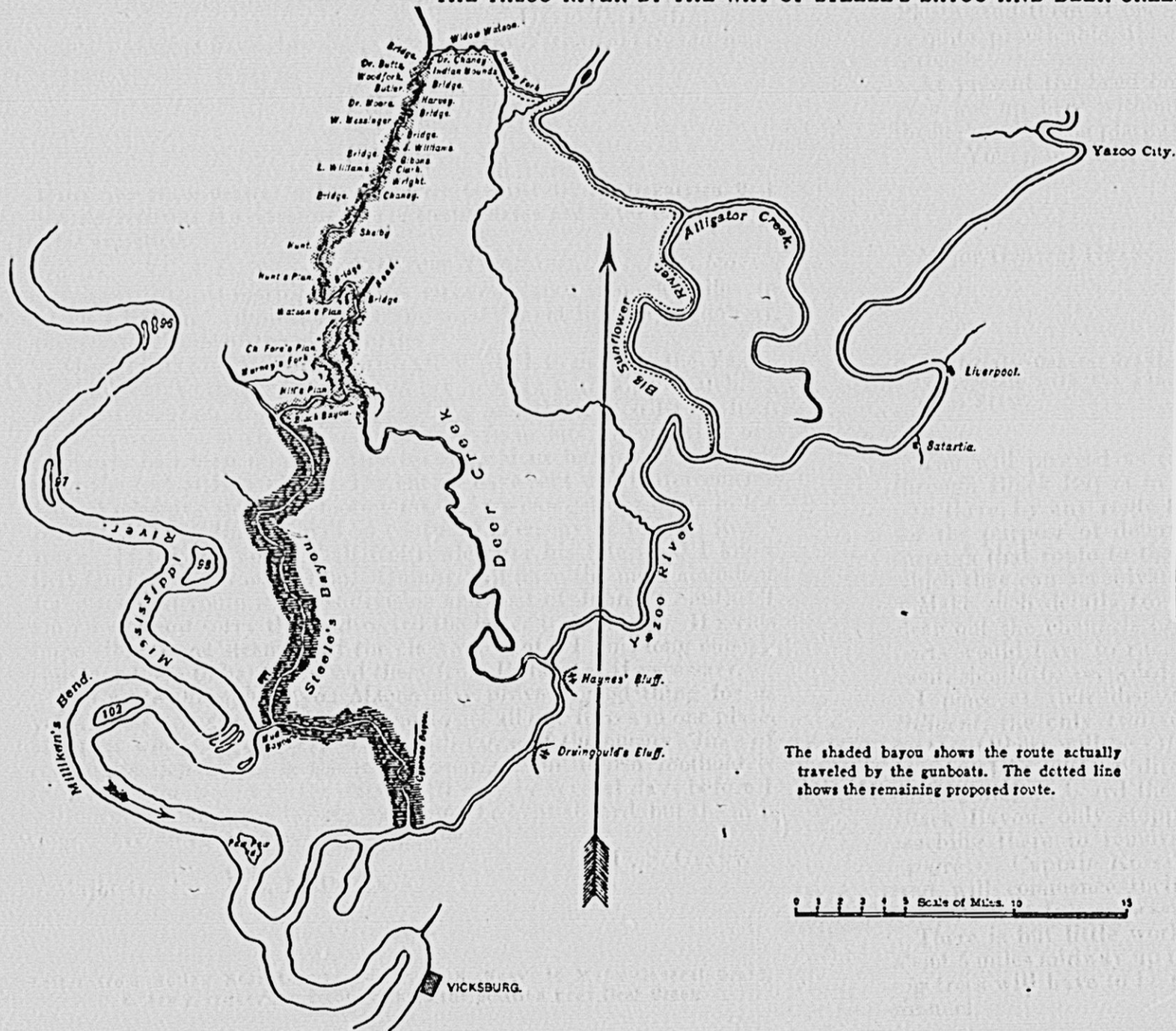
Major-General J. B. McPHERSON.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, requesting troops to hold the position near Deer Creek.

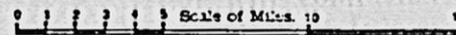
U. S. S. GENERAL STERLING PRICE,
Steele's Bayou, March 16, 1863.

GENERAL: The boats ahead got up before me, and imprudently went in before the bayou was clear. The work has not been very

MAP SHOWING THE ROUTE OF THE LATE EXPEDITION, COMMANDED BY REAR ADMIRAL PORTER, U. S. NAVY, IN ATTEMPTING TO GET INTO THE YAZOO RIVER BY THE WAY OF STEELE'S BAYOU AND DEER CREEK.



The shaded bayou shows the route actually traveled by the gunboats. The dotted line shows the remaining proposed route.



hard, and we are within a quarter of a mile of Deer Creek, but it is indispensable that we should have at least 3,000 troops at once to hold our present position.

If the enemy should throw in troops, they could stop our work and put us in a pretty tight place. I shall be glad to see the soldiers. Please send them at once, if with only one day's rations. The work is quite practicable, though it looks hard before the boats can go through.

At present the head boat is stuck between the trees. The *Champion* got up here without the mortars. The *Benton* can not come through unless the place is cleared more than it is at present.

Yours, in haste,

D. D. PORTER,
Acting Rear-Admiral,
Commanding Mississippi Squadron.

Major-General GRANT.

Order of Major-General Grant, U. S. Army, to Major-General Sherman, U. S. Army, to cooperate with the gunboats in Deer Creek in opening an entrance into Yazoo River.

BEFORE VICKSBURG, *March 16, 1863.*

You will proceed as early as practicable up Steele's Bayou and through Black Bayou to Deer Creek, and thence with the gunboats now there, by any route they may take, to get into the Yazoo River for the purpose of determining the feasibility of getting an army through that route to the east bank of that river, and at a point at which they can act advantageously against Vicksburg.

Make such details from your army corps as may be required to clear out the channels of the various bayous through which transports would have to run, and to hold such points as, in your judgment, should be occupied.

I place at your disposal to-day the steamers *Silver Wave* and *Diligent*, the only two suitable for the present navigation of this route. Others will be supplied you as fast as required and they can be got. I have given directions, and you may repeat them, that the party going on board the steamer *Diligent* push on until they reach Black Bayou, only stopping sufficiently long at any point before reaching there to remove such obstructions as prevent their own progress. Captain Kossak will go with this party. The other boat load will commence their work in Steele's Bayou, and make the navigation as free as possible all the way through.

There is but little work to be done in Steele's Bayou, except for about 5 miles midway up the bayou. In this portion many overhanging trees will have to be removed, and should be dragged out of the channel.

U. S. GRANT.

Major-General W. T. SHERMAN,
Commanding Fifteenth Army Corps.

Order of Major-General Sherman, U. S. Army, to Lieutenant-Colonel Coleman, U. S. Army, to clear Steele's Bayou for the passage of boats.

CAMP BEFORE VICKSBURG, *March 16, 1863.*

SIR: You will take command of your regiment and a detail of 50 men from the pioneer party, provided with ten days' provisions, and proceed on the steamboat *Diligent* up to the *Magnolia*, and report in person to General Grant, showing him these instructions; thence over to the mouth of the Yazoo, to the flagship *Black Hawk*, where Captain Breese, U. S. Navy, will give you a guide; thence proceed up the Yazoo to the mouth of Steele's Bayou, which you will remember as directly opposite the ruins of the Johnson plantation, where we landed on the 26th of December last.

This bayou leads in a north—a little west—direction to a large bayou, also [called] Steele's Bayou, but there are submerged trees which you will please remove, so as to make this bayou navigable to good-sized boats. The water is represented as very deep, and the trees only obstruct navigation by coming in contact with the chimneys and cabins of the boats. In about 12 or 15 miles you will come out in a wide channel, after which you will follow the admiral, who is already beyond that point. I will in person follow and pass you, and there will be frequent communication with you. Take at least 300 axes and a keg of spikes, so as to make rafts on which the men are to stand whilst cutting away the tree tops.

Captain Smith, on board the *Dacotah*, will fill all your wants; if not, you can get them [supplied] at General Grant's boat, the *Magnolia*, or of the admiral. You will also need a coil of rope to heave away the chopped trees and limbs. Take a look at the map before you start, and understand the object to be to prepare the lower end of Steele's Bayou for the passage of boats into the main channel, and then to overtake me and the admiral high up.

I am, etc.,

W. T. SHERMAN.

Lieutenant-Colonel COLEMAN,
Commanding Eighth Missouri Infantry.

Order of Major-General Sherman, U. S. Army, to the commanding officer of detachment on board steamer *Silver Wave*, to assist in the clearing of Steele's Bayou.

HEADQUARTERS FIFTEENTH ARMY CORPS,
Camp before Vicksburg, March 16, 1863.

SIR: You will proceed up the Yazoo about 12 miles to the ruins of Johnson's plantation, directly opposite which comes in Steele's Bayou. Enter that bayou, which is now full and deep, and proceed to clear it of the limbs of overhanging trees, or of trees which obstruct it for the navigation of steamboats of ordinary size and draft.

This bayou in about 12 miles comes into another large bayou, also called Steele's Bayou, and the latter is wide and deep and needs no clearing. You will clear out the first reach, say of 12 miles, so that a fleet of boats can pass through it.

A detail of 50 pioneers will be on board the *Silver Wave*, under your orders, and they will have 300 axes, saws, and all the tools necessary for the successful accomplishment of this work.

Admiral Porter has already passed through this bayou and is now at a point beyond, working his way through to the Yazoo, and it is of vast importance that this part of the channel be cleared as fast as possible; therefore use all dispatch.

Report the progress of your work by all passing boats to me, who will be in advance, with Admiral Porter, and to General Grant, who will be at Young's Point.

I enclose with this a sketch * showing what part is reserved for you.

The Eighth Missouri, in the steamer *Diligent*, will pass through this same reach, and work at another point higher up, near Deer Creek. At all turn-offs a boat will be left to point the way.

I am, etc.,

W. T. SHERMAN.

THE OFFICER IN COMMAND OF DETACHMENTS ON BOARD SILVER WAVE.

Report of Major-General Sherman, U. S. Army, referring to the progress of the gunboats and plan of operations.

HEADQUARTERS,

Deer Creek, March 16, 1863.

DEAR SIR: I came up Steele's Bayou and overtook the fleet of iron-clads just before they reached Deer Creek. Four of them have gone up Deer Creek to Rolling Fork Cut-off, thence into the Sunflower, thence into Yazoo, just below Yazoo City. The *Louisville* remains here, but goes up the moment I can get a guard through to this point. Deer Creek is not as large nor has it as much current as I expected, but the water is deep and narrow. The ironclads push their way along unharmed, but the trees and overhanging limbs tear the wooden boats all to pieces. I found the *Diligent* nearly up to the fleet, and they have been at work to-day, but most of the time were engaged in collecting rafts whereon to stand whilst cutting trees. I don't think that any boat can as yet come through this Black Bayou, but I will push the work.

There is no high land here, nor is the route practicable for troops unless the admiral cleans out the Yazoo and secures the mouth of Deer Creek, when I might use Deer Creek as the route for a diverting force. The main attack on Haynes' Bluff must be in larger boats, directly up the main Yazoo. None but my small boats can navigate Deer Creek. I don't think we can make a lodgment on high land by this route, on account of the difficulty of navigation.

The admiral wants me to hold this place secure for him whilst he operates above, and I will undertake it. We are only 25 miles by land from Haynes' Bluff, but I don't apprehend they will do worse than send a party up to ascertain our strength and purposes. One

*Not found.

brigade (Giles A. Smith's) is as much as should be sent here till the trees are cut away.

The plantation here is not more than 3 feet above water, and is the same kind of ground we have on the Mississippi.

I send the *Diligent* back, having landed the Eighth Missouri here and arranged for bringing it through the bayou in a coal barge towed by a tug.

Colonel Ihrie will describe the topographical features of this locality.

Yours, truly,

W. T. SHERMAN,
Major-General, Commanding.

Major-General U. S. GRANT.

Report of Major-General Grant, U. S. Army, regarding cooperative movement to Deer Creek.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Before Vicksburg, March 17, 1863.

GENERAL: * * *

To hem in the enemy on the Yazoo, Admiral Porter has gone into Deer Creek by the way of Steele's Bayou and Little Black Bayou. From there he can get into the Yazoo, either by running up Deer Creek to Rolling Fork, thence through the fork and down the Big Sunflower, all of which are navigable, or down Deer Creek to the Yazoo.

Admiral Porter and myself went up Steele's Bayou to Little Black Bayou on the 15th. With the exception of overhanging trees in some places the navigation was good for the gunboat *General Price*. I am having these obstructions removed. We were preceded by four of the old ironclads, that found no difficulty in the navigation. I returned in the evening for the purpose of hurrying up men and means for clearing the channel. I also sent Sherman to make a reconnoissance in company with the gunboats, with a view of effecting a landing with troops on high ground on the east bank of the Yazoo, from which to act against Haynes' Bluff.

Last night I received a dispatch from Admiral Porter saying that the ironclads had pushed into Black Bayou, and had reached to within a quarter of a mile of Deer Creek, where they had become entangled in the timber, and could not move until it was cut out, and asking me for a force of 3,000 men to act with him. Fortunately I had already sent all that the boats at hand suitable for that navigation and immediately available could carry. I am now sending the remainder of Sherman's old division, and will push troops through, if Sherman reports favorably, as fast as our means will admit. These troops go up the Mississippi River in large transports about 30 miles, and to where Steele's Bayou comes within 1 mile of the Mississippi. The small-class boats can ferry them from that point, and thus save the distance from the mouth of the Yazoo to, and also the most difficult part of the navigation in, Steele's Bayou.

There is evident indication of considerable excitement in Vicksburg. I think they are removing many of their troops, but can not

satisfy myself to what point. Some we know have gone up the Yazoo, and it may be that others are going to Port Hudson. I have no means of learning anything from below, except what is occasionally learned through Southern papers.

U. S. GRANT,
Major-General.

Major-General H. W. HALLECK,
General-in-Chief, Washington, D. C.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price, regarding the cause of delay in relieving the U. S. S. Louisville, as requested.

U. S. S. GENERAL STERLING PRICE,
Entrance Black Bayou, March 18, 1863.

SIR: I received a communication last evening from General Sherman, requesting me to come up with the *Price* to relieve the *Louisville*, but as the boiler makers were at work repairing our boilers, and the pioneers had not yet rendered the bayou sufficiently practicable to attempt its passage with the *Price*, I have dispatched on the coal barge with the tug the balance of the Missouri regiment to enable him to hold the point he now occupies until the *Linden* arrives.

The *Diligent* has been ordered to return to the mouth of the Yazoo for reinforcement of troops. I have sent instructions by her to the captain of the *Linden* to bring the other coal barge as he comes up, and will immediately dispatch her from this point, as you have directed.

I shall not attempt Black Bayou with the *Price* until I am satisfied that I can effect the passage without obstructing the bayou, which would render all communication by water impossible.

I will also direct the *Champion* to repair to this point, where we will all remain until further orders.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commanding U. S. S. General Price.

Acting Rear-Admiral D. D. PORTER.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price, waiting for orders at the entrance to Black Bayou.

U. S. S. GENERAL STERLING PRICE,
Entrance Black Bayou, March 19, 1863.

SIR: Having completed the repairs to my boilers, and there being no further need of the boiler makers at this point, I will dispatch them by first conveyance to the fleet below.

Throughout all last night heavy guns were heard in the direction of Vicksburg, at intervals of about ten or fifteen minutes.

No signs of the *Linden* yet, nor the troops. I will keep the *Pocahontas* and *Champion* at this point until further orders from you.

Very respectfully,

SELIM E. WOODWORTH,
Commanding U. S. S. General Price.

Acting Rear-Admiral D. D. PORTER.

Report of Commander Woodworth, U. S. Navy, regarding affairs in Black Bayou.

U. S. S. GENERAL STERLING PRICE,
Black Bayou, March 20, 1863.

SIR: Mr. Guild arrived here last night with a communication from you to General Sherman, who had gone below to hurry up the troops.

Deeming the dispatch of importance, I recommended Mr. Guild to proceed down the bayou after him, and fortunately he did, as the tug on which General Sherman left here lost her rudder, and he returned here this morning en route for Hill's plantation, having started up the balance of Stuart's division.

The *Eagle* reached this point at dark last evening with a working party, but got stuck in Black Bayou, about half a mile above the *Price*, and only started again this morning.

The *Linden* has not yet come to hand, but I expect her soon with a transport with troops. As soon as the tug *Fern* comes up I shall have her hoisted out and her rudder repaired, and use her to transport the troops up to Hill's in a coal barge, without risking the chances of obstructing the bayou with transports.

I do not deem it prudent to attempt Black Bayou with the *Price* yet, but I do consider it all important that the Black Bayou should be held from Hill's to this point, as we have information that a force of the enemy is hourly expected at a plantation a short distance above this point on Steele's Bayou, who may attempt to obstruct this bayou and cut off all communication.

Truly, yours,

SELIM E. WOODWORTH,
Commanding U. S. S. General Price.

Acting Rear-Admiral D. D. PORTER.

P. S.—The *Linden* has just come to hand. Captain Smith says he could not bring up the coal barges. I will dispatch him again down the bayou for a second attempt to bring them up. * * *

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Sherman, U. S. Army, requesting cooperation in defending his position in Deer Creek.

DEER CREEK, *March 19, 1863.*

We are within $1\frac{1}{2}$ miles of Rolling Fork, having undergone an immensity of labor. Had the way been as good as represented to me, I should have been in Yazoo City by this time; but we have been delayed by obstructions which I did not mind much, and the little willows, which grow so thick that we stuck fast hundreds of times.

I beg that you will shove up troops to us at once. I am holding the mouth of Rolling Fork against [Wirt] Adams' troops, which have attacked our 200 men. We have only two pieces of artillery; they have six, and 200 men. We should take possession here at once with the army. There is everything here the heart of a soldier could desire; everything in abundance. Please send; it takes all my men to defend the position I have taken. I think the distance is only 14 miles by land. I shall look for these reinforcements. I send you a dispatch from Captain Murphy. Please send on troops.

I think a large force will be used to block us up here. We must have every soldier to hold the country, or they will do it. Our difficulties increase.

Truly, yours, etc.,

DAVID D. PORTER,
Acting Rear-Admiral.

General [SHERMAN].

P. S.—I think 10,000 troops could be transported here rapidly from abreast of Island 93, below Bunch's Bend, Mississippi River. We will require that many here before we get through with this matter.

[Endorsement.]

MARCH 21—8 A. M.

Received midnight March 19-20; answered March 20, describing state of facts at the moment. All the country but Deer Creek and Mississippi levees under water. Sixth and Eighth Missouri and One hundred and sixteenth Illinois are up. Balance of Stuart's division at Muddy Bayou.

W. T. SHERMAN,
Major-General, Commanding.

Letter from Major-General Sherman, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding the progress in transporting troops and the difficulty in reaching Hill's plantation.

HEADQUARTERS BLACK FORK [BAYOU],
Friday Morning, March 20, 1863.

DEAR ADMIRAL: Your letter of March 19 reached me last night about midnight at the hands of your secretary, Mr. Guild, who met me coming up from Mud Bayou in the *Fern* with a crippled rudder. I immediately shifted to the tug *Dahlia*, and in the night she carried away her smoke pipe and we did not reach the *Price*, lying where you left her, where I now am writing, till 7 a. m. The Eighth Missouri is at Hill's plantation, Deer Creek. Two regiments, about 1,000 men, are on the *Silver Wave*, which lay at anchor about 10 miles below this last night, and ought to be here in an hour. The *Eagle* is south in Black Bayou, about a mile from this boat, and the *Linden*, gunboat, is near the *Silver Wave*. These, with the exception of the *Price*, the *Champion*, and *Pocahontas*, are the only boats in the bayou (Steele's). I have a large working party clearing out Black Bayou, but boats experience great difficulty in getting through to Hill's plantation. I will do all that mortal can to push troops through to Hill's, but as to our getting the number of men you ask up to Rolling Fork is a simple impossibility. How many I can send up or bring up will depend on the ability of boats to carry them through Black Bayou. I left the *Fern* with a crippled rudder last night, and the best I can expect of her is to reach the *Silver Wave* in the night, so as to come to-day. I will use her as soon as repaired to carry men through to Hill's, and dispatch the *Silver Wave* back to Mud Bayou as fast as possible to bring up reinforcements from Stewart's [David Stuart] division, all of which is there; its strength I will confide to your secretary. I will send down your letter to General Grant, that he may act accordingly.

The arrival below Vicksburg of two of Admiral Farragut's ships will probably influence both you and the Confederates in Vicksburg. I have no doubt ere you receive this you will have seen the Rolling Fork Bayou, and can from appearance judge of its fitness for your purposes and whether it can be obstructed by the felling of trees. I made a trip up Steele's Bayou to opposite and beyond Tallulah. All the country is under water, and no troops can come through there. I saw the road to which you alluded, but its bridge lay a wreck, scattered around in the timber, and the road itself had 8 or 10 feet water, too much for our troops to travel in. We must first reach Hill's or Fore's plantation and march up along the bayou, whose road can not be much less than the length of the bayou. If troops must collect their supplies as they march, their progress must be slow, but from the present appearances of things I do not expect to have a force even approximating that you name through Black Bayou in a week. I surely understood you wanted that point held beyond peradventure. The boats below us encounter so much trouble that their movements are very slow. I mention these facts that you may not expect too much from this quarter. The only possible way for troops to reach you is by Black Bayou, and this process is too slow, but it can not be helped. Mississippi boats are not adapted to the navigation of these crooked wooded streams, and men can not march, for the whole country is submerged.

I hope you will communicate with me again before you expect troops to reach the vicinity of Rolling Fork, and let me know if there are any side bayous which they would have to cross in marching up from Fore's plantation.

Yours, truly,

Admiral D. D. PORTER.

W. T. SHERMAN,
Major-General, Fifteenth Army Corps.

General Order.

MARCH 21.

In case the order is given to destroy the ships, every precaution must be made to build a fire that will certainly ignite, using all the incendiary stuff, turpentine, oil, camphene, coal oil, etc. The magazine must be left open, with powder open and spread about, so that an explosion will be certain. The machinery must be broken, guns loaded with shell, run in, pointed through the deck, and primed. Every arrangement must be on hand to fire the ships, tugs, and mortar boats, and the commanders will themselves apply the match, having removed the sick and wounded back to the edge of the woods. The signal for firing the ships will be a number of rockets or blue lights or Coston signals, and orders will also be sent to avoid mistakes. Before the men leave the ship they must arm themselves with muskets, pistols, or pikes, and form together back in the edge of the woods, where we will try and retreat to the place we started from. The tugs must be kept close to the steamers.

Have the men supplied with one day's provisions, cut up into pieces, so they can carry it.

DAVID D. PORTER.

General Order.

MARCH 21, 1863.

Every man and officer must be kept below, ports kept down, and guns loaded with grape and canister, and only fired when an attempt is made to board us or rush upon us. Have all the ports blockaded with hammocks, after ones let down. Put all hands on half rations. No lights at night except one light on the after part of the gun deck. No hammocks to be piped down. Men to sleep at the guns, everything ready to repel boarders. Everything outside to be covered thick with slush, save our shot for the artillery. Sharpshooters to fire only from the pilot house, where they must be kept and relieved at all times. Every precaution must be taken to defend the vessels to the last, and when we can do no better we will blow them up. When we arrive at the barricade very low steam must be kept, except on the head vessel, which must be kept moving back and forth, endeavoring to break up the coal barge. Pass the order for no one to go on the mortars. No one must go on deck day or night.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of Major-General Grant, U. S. Army, to Major-General Sherman, U. S. Army, to guard the gunboats and return with them.

BEFORE VICKSBURG, *March 22, 1863.*

Your report and also Admiral Porter's were received yesterday. As the admiral called for more troops to protect him, I immediately ordered McPherson to send down one division of his command.

I regret that the chances look so gloomy for getting through to the Yazoo by that route. I had made so much calculation upon the expedition down Yazoo Pass, and now again by the route proposed by Admiral Porter, that I have really made but little calculation upon reaching Vicksburg by any other than Haynes' Bluff.

As soon as the admiral can get his gunboats back for service I will concentrate all my forces and make a strike. Finding that we fail in reaching the east bank of the Yazoo upon the route you have gone there is nothing further to do with troops where you are than to guard the gunboats and return when they do. What difficulty is there in reaching the Yazoo by going down Deer Creek?

U. S. GRANT.

Major-General WILLIAM T. SHERMAN,
Commanding Fifteenth Army Corps.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding the forwarding of troops by way of Eagle Bend.

BEFORE VICKSBURG, *March 23, 1863.*

SIR: Troops were promptly sent to Eagle Bend, on the Mississippi River, just where the bayou makes for the river to Steele's Bayou, and have made a good road across. It is not practicable to keep a

large force on the land there, but there will be constantly as many as the boat suitable for navigating Steele's Bayou can ferry. I have no more boats of the class required here to send.

* * * * *

I will heartily cooperate with you in the present enterprise so long as you deem it advisable to push it. Troops may have seemed slow in reaching you after your call, but all was due to the natural obstacles in the way of their reaching you earlier. I sent them promptly to Eagle Bend, having no more transports suitable to the navigation of the bayou, but the land from the Mississippi to Steele's Bayou was found covered with water, and had to be bridged. This was done and there is no difficulty in getting them up there.

Please let me hear from you by Major Bowers, of my staff, who bears this.

U. S. GRANT.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, ILL., *March 24, 1863.*

Just received communication from Lieutenant-Commander K. R. Breese, dated *Black Hawk*, March 19. The admiral has got through Steele's and Black bayous with five ironclads and the *Price*, and into Deer Creek, making all haste for Yazoo. Doubtless he is there now. General Sherman and troops are following up.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

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

Report of Major-General Sherman, U. S. Army, regarding the movement of troops under his command.

HEADQUARTERS FIFTEENTH ARMY CORPS,
Camp before Vicksburg, March 29, 1863.

SIR: I had the honor to report to you the result of my observations on the projected route to the Yazoo; by way of Steele's Bayou, up to the 21st of March. On that day I was at Hill's plantation, on Deer Creek, where Black Bayou enters it, and had sent forward to Admiral Porter all the troops then with me, viz, the Sixth and Eighth Missouri and One hundred and twenty-seventh Illinois, under the command of Colonel Giles A. Smith, with orders to march up the east bank of Deer Creek to the vicinity of Rolling Fork, and there report to Admiral Porter.

At that time the admiral had advanced up Deer Creek with five ironclads, but before reaching Rolling Fork had found the creek so full of growing trees and willows that his progress was slower than he had calculated, and the enemy had begun further to obstruct his

progress by felling trees in the channel and firing from ambush on his working parties when exposed on the decks or on the banks of the stream. I had, at his call, sent forward every man then with me, and had put in motion all my steamboats to bring forward more troops from Eagle Bend.

By night three steamboat loads had arrived at the foot of Black Bayou, and were transferred to the first visible ground above water, at a point on the south shore of Black Bayou, about $1\frac{1}{2}$ miles from its mouth and $2\frac{1}{2}$ miles from Hill's plantation. I conducted them through the dense canebrake, by lighted candles, up to the plantation that night, and on the next morning (March 22), without means of transportation or other facilities save what we carried on our persons, we marched over the same road which had been traveled by Colonel Smith.

These troops were the battalion of Thirteenth Regulars and the One hundred and thirteenth Illinois Infantry, being the remainder of Colonel Giles A. Smith's brigade, and the Eighty-third Indiana, One hundred and sixteenth Illinois, Fifty-fourth and Fifty-seventh Ohio, commanded by the senior officer present, Lieutenant-Colonel Rice of the Fifty-seventh Ohio.

Having reason to believe, from the sound of artillery in the direction of the fleet, the enemy to be in force near the gunboats, we hastened forward, and shortly after noon came to a detachment of the Eighth Missouri, stationed at Indian Mound, to prevent the enemy from felling the trees in Deer Creek to the rear of the fleet, and about 3 p. m. our advance guard, under command of Captain Edward C. Washington, came in contact with the enemy.

Our arrival was very opportune, and the two leading battalions pushed the enemy along the swamp in rear of the plantation fields that bordered Deer Creek for about 2 miles, and until they were to the north and rear of the gunboat fleet. In person I pushed along the bayou road until I met Colonel Smith coming down to interpose between this same party and his outlying detachment.

As soon as possible I communicated with the admiral, and learned that he had found the route far more difficult than he had been led to believe, and, owing to natural and artificial obstacles to his advance, he had abandoned the attempt to reach the Yazoo, and at the time of my meeting him was in the act of backing down Deer Creek. I accordingly made the necessary dispositions to cover his boats while engaged in this slow and tedious process.

The progress was slow, consuming all the 22d, 23d, and part of the 24th of March, when the fleet again reached Black Bayou, at Hill's plantation. Not a shot was fired at the gunboats after we drove the enemy back on first encountering him. The enemy hung upon the rear of our column, but would not come within reach.

We remained at Hill's plantation all of the 25th, during which day the enemy appeared at Fore's plantation, about 3 miles above Hill's, displaying three regiments of infantry and some cavalry.

I endeavored to draw them within range, but they came no nearer. Admiral Porter left the fleet at that point on the morning of the 25th, and I proposed to remain some days, but on the morning of the 26th I received General Grant's note of March 22, and a note addressed to the admiral by his flag-captain, [K. Randolph] Breese, which the admiral had sent up to me, urging the immediate return

to the mouth of the Yazoo of the fleet for certain reasons therein set forth; and having sent scouts well to the front, I concluded that the enemy had no design to come nearer than Watson's, 5 miles above. I determined to return. Accordingly, at noon that day pickets were drawn in, all the men and working parties were embarked on the gunboats and transports, and we returned to our original camps, reaching them in the night of March 27th.

I now enclose a map * made by Lieutenant Pitzman, topographical engineer, showing the route as traveled. Hence to the mouth of Cypress Bayou (12 miles) the navigation is good. Thence up Cypress 5 miles, also good. Thence 7 miles to Muddy Bayou, channel deep but crooked; boats experienced much trouble from short bends and overhanging trees. Thence 20 miles up Steele's Bayou, good navigation for small-boats. Thence 4 miles through Black Bayou, navigation has been much improved by our pioneers, but is still impracticable to any save iron boats; wooden boats would be torn all to pieces. Thence 30 miles up Deer Creek, water deep but channel narrow, crooked, and filled with young willows, which bind the boats and make navigation difficult, and the banks along the whole length are lined with heavy trees and overhanging branches that tear down chimneys and carry away pilot houses, stanchions, and all woodwork.

I did not see the Rolling Fork, but without hesitation I pronounce Black Bayou and Deer Creek useless to us as a military channel.

All the country along Steele's Bayou and Black Bayou is under water, but along Deer Creek are many fine plantations, well stocked with mules, cattle, sheep, hogs, corn, and cotton.

Our expedition being chiefly for reconnoissance and partially to protect the gunboats, we went no farther than these objects required.

* * * * *

I feel assured Admiral Porter will admit we rendered him and his fleet good service, as without our presence it would have cost him many valuable lives to have extricated his boats, while the banks of Deer Creek were lined by the enemy's sharpshooters, against whom his heavy ordnance could not well be brought to bear.

* * * * *

I am, very respectfully, your obedient servant,

W. T. SHERMAN,

Major-General, Commanding Fifteenth Army Corps.

Colonel JOHN A. RAWLINS,

Assistant Adjutant-General, Department of the Tennessee

Interesting extracts from the private journal of an officer of the Cincinnati.

[Newspaper extract.]

The detailed and lengthy journal of one of the officers of the Cincinnati having come into our possession, we have culled the annexed therefrom:

Sunday, March 15.—At 9:30 a. m. entered among the willows in Steele's Bayou. The bottoms on both sides are inundated for a long

* Not found.

distance. Our decks are covered with limbs broken from trees by the pressure of our boats in crushing their way along. At 11 a tug was sent in advance, and the use of axes to cut away the timber was commenced. At 12:30 our main flagstaff was broken down. The bottoms along our pathway abound in wild eglantine, briar, and grape vines, the bushes and trees being covered with them; the cypress is very numerous. At 1:30 we came in sight of the Mississippi River and Island 100, 100 miles above Vicksburg, and were within three-quarters of a mile of Old River. We entered Muddy Bayou at twenty-five minutes before 2. This bayou is wider and freer from projecting trees than Steele's; the trees along the banks are covered with Spanish moss. The bloom of the cypress is beautiful. We have made 28 miles to-day and are within $3\frac{1}{2}$ miles of Black Bayou.

Monday, March 16.—We entered Black Bayou at half past 6; found the water very black, and that we had literally to cut our way through about the same variety of timber, but of much more dense growth. The first dry land seen in our vicinity since we left the Yazoo is now on our right; it is mostly covered with a fine growth of cane. The trees meet over our heads, and there is great danger of knocking down the chimneys at every revolution of our wheels. We are knocking down trees (by the concussion of the boats simply) which are 2 feet in diameter. The timber is mostly cypress, and much larger than before. A foraging expedition of our men has just brought in from a plantation a mile distant chickens, hams, eggs, butter, bed quilts, etc. Have several times pushed out the *Carondelet* when wedged fast between trees. We came 10 miles to-day, and are now 20 miles from the Yazoo. Shall lie all night at Hill's plantation; he has three closely adjacent here.

Tuesday, March 17.—Yesterday (say the negroes) the rebels hereabouts saw the smoke of our chimneys and fled, leaving all their negroes and most of their valuables. The negroes say the whites had no idea of our coming. This morning at 6 o'clock we resumed our work, much the same as yesterday, making but slow progress. Carts and plows with mules are to be seen scattered here and there, just as they were left yesterday. At 10 a. m. we passed through an artificial water course upon Hill's plantation, upon one side of which was the mansion and upon the other the negro quarters. Here a letter was found, dated Vicksburg, February 14, stating that the price of flour there at that time was \$100 per barrel, and of coffee, \$4.50 per pound.

On the next plantation (Fore's) many of the negroes plowing and driving mules were women. One of our contrabands called to one of them, asking her if "she would fight for freedom." She answered quickly, "Yes, bress de Lord, I's ready; jest took me 'long, see if I don't fight." "Not now, but we'll all soon be free." Another responded, "Glory to the good Lord." And the first speaker shouted, "Do took me 'long now, I does hate to see ye go widout me. I'se 'fraid neber see ye 'gain." A very fat old woman shouted, "Glory to de good Lord;" another turning to her said, "Hold yer tongue, how you know?" The fat woman answered, "Oh you wicked nigger hasn't I dun tole ye long ago dat de Lord told me so?" "How you know was de Lord?" was the next question. "Caus I seed him; he's de same Lord dat led de children of Israel fru de fiery furnace and de Red Sea and kep Danel sure in de lion's den. You wicked niggers,

tole you long ago de Lord and de Abolishuns done set de darkeys free. Glory to de good Lord." And thus we left her shouting.

There was upon this plantation cotton and every kind of fresh provision of which we were destitute, but our men were not allowed to touch anything. Little keel boats had been running part way into this bayou, getting butter, eggs, bacon, beef, etc., for the rebel army at Vicksburg. At 3:30 o'clock the tugs came up with the mortars. We were then $3\frac{1}{2}$ miles from Fore's plantation; there the canebrakes abounded. At 5:30 we passed Watson's, a large farm, where there were plenty of negroes and a large steam sawmill.

Wednesday, March 18.—We passed Dr. Moore's, a large plantation. Here the negroes had turkeys and chickens to sell, at \$4 each for the former and 50 cents for the latter. Our boys traded with them tobacco at \$20 per pound. Heavy oak timber is plenty here; the creek is more clear and the shores are higher. During the morning the negroes followed us for miles, begging for biscuit and tobacco, which they eagerly eat, even when they had to pick it out of the backwater. We passed Williams' plantation and reached George Messenger's, where we took 12 negroes, who parted with their relatives and friends without a tear, others begging to be taken also. Our stanchions upon one side were nearly all broken down this afternoon. At 5 o'clock a negro driver rode up to the vicinity of the ship and demanded four of the negroes upon our ship, whom he claimed. Our captain told him to get a written order from the admiral for them. At 6 o'clock, at Mrs. Messenger's plantation, a tree knocked off 6 feet of our port smokestack, and at 7 we got aground.

Thursday, March 19.—All at work cutting through the willows, the negroes helping us eagerly, notwithstanding that the whites had told them that we would work and starve them to death. The negro driver returned this morning, when we were at Woolfolk's (having passed Butler's), and saw the admiral, but failed to get his men. Here we were impeded by large felled trees. At 2 p. m. we had passed George Moore's and Powers' plantations, and were within 2 miles of Rolling Fork. Brisk firing is now going on. One of our small boats is crushed by a tree. Our sailors who have been out foraging come in with turkeys, chickens, and ducks.

Friday, March 20.—Firing again at 8:30 o'clock. Progress again checked by felled timber. Rebels are shooting 12-pound Parrott shell. At 1 they are driven off. Most of our men have been out on picket duty for the last thirty-six hours. At 6 p. m. the rebels opened fire again, and at 7 were put to flight. We made $1\frac{1}{4}$ miles to-day. At 9 o'clock, expecting and prepared for boarders. The firing continued until a late hour, and, no land forces coming up, we backed down.

Saturday, March 21.—The enemy followed us closely, and at 6 firing commenced and continued briskly for some time. The negroes at Butler's plantation came to the ship and told us that the rebels were cutting timber in our rear, and had been at it all night. The admiral was probably apprised of this the evening before. We also learned that Mrs. Messenger (formerly of Springfield, Ohio) would not permit her negroes to assist in opposing us; that they had taken vengeance by burning her cotton and selling her furniture, and had a "blow-out" with the proceeds. They stigmatized her as a Yankee, and her relatives by marriage (though the rankest rebels in the country) could do nothing for her. At 8:30 a. m. the rebels are trying

to flank us, deploying with sharpshooters, etc. At 9:20 Mr. Pearce, our first officer, was wounded (he was on duty shortly after). James Gill was also wounded. We burned the buildings on Dr. Moore's plantation. The firing ceased at 10:10. At 3 p. m. news has just reached us by negroes shouting, "Your folks is coming," that Colonel Smith is close at hand. At 8 p. m. three rebel prisoners are brought in. They say the soldiers of the Confederate army have been living on corn bread and molasses for four months. The coal barge which was sunk in our path for nearly two days is now being removed. The rebels have been meantime intrenching themselves and planting 20-pounders in good positions to annoy us.

Sunday, March 22.—Three o'clock a. m. started downstream, the Eighth Missouri nobly aiding us, marching overland. Yesterday we killed many of the rebels; several wounded on our side by small arms. At 10 o'clock to-day the rebels commenced firing again with small arms. At 1 p. m. news came that 5,000 rebel cavalry and infantry are within 3 miles of us. Active preparations for defense are made. We are now opposite Egremont's plantation, 14 miles above Hill's plantation. At twenty-five minutes before 2 o'clock there is firing on both sides, as General Sherman came up—and coming on board the *Cincinnati*, was received with three hearty cheers. The rebels have just been scattered by our fire, and are running like frightened sheep. At 6 o'clock the Eighth Missouri are camped near to us, on the right of Deer Creek.

Monday, March 23.—Rain all night and this morning. We have not been annoyed by the rebels since their skedaddle of yesterday, mentioned above. We took on 15 negroes yesterday. To-day obstructions have detained us very much; at 12 o'clock we had not made 3 miles. Toward evening we reached Colonel Hunt's plantation, 7 miles above Black Bayou, a beautiful place, much of it just cleared. The negro quarters are in the form of a crescent facing the bayou, with the mansion in the center—being a two-story frame building.

Tuesday, March 24.—Rained all night; still raining hard this morning; Sherman's soldiers in bad plight, and presenting a ludicrous appearance, covered with cotton, adhering to their hair and clothes from planks of a cotton gin upon which they had slept the night before; still they were generally cheerful as larks. We took on board a few of them who were sick and exhausted. For the first time our boys took on board a quantity of cotton, some sixty-odd bales, and a box of medicine, from Fore's plantation. The cotton averages 450 pounds to the bale. The rebels follow and shoot at us. The negroes, too, are following closer to us than the whites, and they form a motley group indeed, of all ages and sexes, the lame, the halt, and the blind, as well as the stalwart and active. They are in all kinds of vehicles that can be conceived of, and on horses, mules, and afoot, in high glee—"going to freedom, sure," they say. Their antics and expressions are most amusing. Some shout to the animals they are driving, "Go 'long, dar, old fool hoss, don't know nothing; your's gwine to freedom, too." The cotton gins and outhouses on Fore's plantation (4 miles above Black Bayou) are still burning. The gunboats are now turned around, bows downstream, and their speed is increased. At half-past 7 p. m. we reached Hill's plantation, and stayed over night.

Wednesday, March 25.—The Union troops are strewed all along the bank, cooking, jumping, wrestling, and upon mules' backs (*in puris naturalibus*), forcing the animals to swim the creek, and endeavoring to climb a steep bank upon the opposite side; some twenty of them have already tried this feat and failed, still others try. Received orders to take on each of the gunboats 250 soldiers for transportation to the Mississippi. The soldiers are now slaughtering beef and mutton and cooking for their rations on the trip. At half-past 6 p. m. the pickets are fired on; two regiments fall into line; after a brief skirmish the enemy flee.

Thursday, March 26.—The night was cool and clear; men slept on gun decks, with the ports open, and had a good night's rest. G. W. Searles, of Company E (Captain Trumbull), One hundred and thirtieth Illinois, died on our ship and was buried this morning on the plantation. At 9 a. m. the soldiers embarked on the gunboats. The negroes are bringing on board cotton in sacks. At half-past 1 p. m. left Hill's.

Friday, March 27.—Make good headway this morning; passed Muddy Bayou at half-past 9 a. m.; entered the Yazoo at ten minutes past 4 p. m. and arrived at the mouth of the Yazoo at half-past 5 p. m. The *Cincinnati* has had her usual fortune—more unlucky in the damages received by the ship, and very lucky as to the amount of injuries received by her crew.

[Telegram.]

JACKSON, *March 19, 1863—4 p. m.*

The following telegram, 12 o'clock last night:

Several gunboats have gone up Steele's Bayou, thence through Black Bayou to Deer Creek. The citizens of Vicksburg and of that section told me it was absolutely impracticable. I will send at once a force to Rolling Fork and place a battery at Deer Creek.

C. L. STEVENSON, *Major-General.*

General Loring reports, 9 o'clock last night, all quiet to-day. No movement that we could discover. Have taken every step to annoy transports. *Hartford* and *Monongahela* passed Grand Gulf going up, 7 a. m. to-day. Were struck repeatedly by 10-pounder Parrotts. Hope to have naval guns in position to-morrow. Dredging boat showed itself 400 yards from mouth of canal; three shells drove it back; has not appeared since. Nothing important from Port Hudson.

J. C. PEMBERTON.

President JEFFERSON DAVIS.

[Telegram.]

JACKSON, *March 19, 1863.*

The *Anna Perette* left Big Black Bridge yesterday morning at 8 o'clock with heavy guns.

J. C. PEMBERTON.

General BOWEN,
Grand Gulf, via Port Gibson.

[Telegram.]

GRAND GULF, *March 19, 1863.*

Paul Jones is at Allen's Mills in a disabled condition. *Anna Perette* reported there. I must try and run guns down; they can not be hauled over the hills.

JNO. S. BOWEN.

Major J. J. REEVE,
Assistant Adjutant-General.

[Telegram.]

JACKSON, *March 19, 1863.*

I have no more heavy guns that I can send. Enemy's gunboats have passed through Steele's Bayou, Black Bayou, and into Deer Creek. General Stevenson must establish a battery there. You must hold the position you have selected. Everything that can be done shall be to support and aid you.

J. C. PEMBERTON.

General LORING,
Fort Pemberton, via Grenada.

[Telegram.]

JACKSON, *March 19, 1863.*

Two cotton-clad boats must be sent at once to the mouth of Deer Creek. At special request of Colonel [T. N.] Waul, an artillery company was attached to his command. Can spare no more. Train some of your men to the guns.

J. C. PEMBERTON.

General W. W. LORING,
Fort Pemberton.

[Telegram.]

JACKSON, *March 19, 1863.*

Hurry up boats. They must capture the enemy's boats. They can do it by boarding. Hurry them down with a boarding force.

J. C. PEMBERTON.

Major-General LORING,
Through General George, Grenada.

[Telegram.]

VICKSBURG, *March 19, 1863.*

Scouts from Deer Creek confirm report of yesterday. The gunboats are advancing slowly. Apprehending that such a movement might be made, I sent three days ago 250 men to Rolling Fork. I believe that they, and probably Ferguson, with his artillery, are there

to-day. I sent General Featherston with three regiments and a section of artillery. I sent a reliable officer last night to reconnoiter thoroughly. If they reach Rolling Fork before us, they may have command of Yazoo. I suggest that all spare boats be sent down and placed between our batteries at Snyder's and Haynes' Bluff, where they will be safe.

C. L. STEVENSON.

Lieutenant-General J. C. PEMBERTON.

[Telegram.]

JACKSON, *March 19, 1863.*

I have ordered two of the cotton boats to the mouth of Deer Creek.
J. C. PEMBERTON.

Major-General STEVENSON,
Vicksburg, Miss.

Report of Brigadier-General Featherston, C. S. Army, regarding engagement with the enemy at Deer Creek.

DEER CREEK, *March 20, 1863.*

SIR: We arrived here to-day. The enemy are said to have one division here and five gunboats. We see the boats. We attacked them this evening and drove them back $1\frac{1}{2}$ miles. The enemy are at the junction of Deer Creek and Rolling Fork. We intend to take the boats to-night or early in the morning. Porter is here. You had better send me all the balance of my brigade. We want Deer Creek blocked or obstructed, so as to prevent them from getting in our rear. We fear nothing but an attack from the rear. We will hold them in check and drive them back, but do not like the idea of their getting in our rear.

Very respectfully,

W. S. FEATHERSTON,
Brigadier-General, Commanding.

Major-General MAURY.

Saturday, March 21, 1863.—The enemy are certainly reinforcing heavily. Commodore Porter is here. Sherman is just below. They have nine boats here. Four thousand are on the march from below by land. I send you a dispatch captured last night. I submit these facts for your consideration.

W. S. FEATHERSTON,
Brigadier-General, Commanding.

Generals MAURY, STEVENSON, and HÉBERT.

[Enclosure.]

FRIDAY EVENING.

DEAR ADMIRAL: I have about 1,000 men here now, and think with good luck and hard work I may have another 1,000 to-morrow in the night, and will push until I get all of Stuart's division up. I send you three Southern papers of very late dates, giving the names of the vessels which have passed Port Hudson on their way up, and

which are referred to in Grant's letter to me as being below Warrenton. The gunboat *Linden* was sent back by Captain Woodworth for the coal barge. Work on the Black Bayou progressing well, but the crooks and turns are so short that boats can not navigate it with speed. Please write me by bearer, and give a receipt for the papers, as I have promised to pay him \$50 if he reaches you and returns safely. I have no doubt your channel will be obstructed, but no large force can assail you. Nothing from below to-day. Scouts and spies are feeling up their way from Haynes' Bluff, but I will watch them.

Yours,

SHERMAN.

Admiral DAVID D. PORTER.

Report of Major-General Maury, C. S. Army, regarding the repulse of the enemy by the forces under Featherston and Ferguson.

HEADQUARTERS MAURY'S DIVISION,
Vicksburg, March 27, 1863.

MAJOR: I have the honor to report that the expedition under General Sherman and Admiral Porter, which endeavored to penetrate by way of Steele's Bayou, Black Bayou, Deer Creek, Rolling Fork, and Sunflower River into Yazoo River, has been defeated and driven back. Colonel Ferguson now occupies Black Bayou, and has established communication with General Lee at Lower Deer Creek.

So soon as I was informed of this movement of the enemy I ordered General Featherston to proceed with a portion of his brigade to reinforce Colonel Ferguson, and to assume command of his forces. I also gladly availed myself of General Lee's offer to conduct a force from Haynes' Bluff up Lower Deer Creek, and ordered him to attack, if possible, the enemy on Black Bayou. These measures have resulted in the complete defeat of the enemy.

I can not too highly commend Colonel Ferguson's energy and daring. To his prompt soldiership we are indebted for the arrest of the progress of the expedition until such reinforcements came to him as have enabled us to defeat it. He has been in the advance all the time, continually pressing the enemy back. His only fear has been lest the enemy should escape.

It is again my pleasure to call to your favorable notice Brigadier-General S. D. Lee, who volunteered to conduct a force by Lower Deer Creek to Black Bayou, and has been most energetically overcoming the difficulties of that route. The enemy retreated before General Lee could reach him.

Not having yet received General Featherston's complete report of his operations, I have nothing more to add at this time.

Very respectfully, major, your obedient servant,

DABNEY H. MAURY,
Major-General.

Major [J. J.] REEVE,
Assistant Adjutant-General.

Report of Major-General Stevenson, C. S. Army, regarding the repulse of the enemy at Deer Creek.

HEADQUARTERS SECOND DISTRICT,
DEPARTMENT MISSISSIPPI AND EAST LOUISIANA,
Vicksburg, March 29, 1863.

MAJOR: I have the honor to report that on the evening of the 20th instant I received information that the enemy were endeavoring to turn my right by an expedition which, entering Steele's, passed into Black Bayou and Deer Creek, and was at the time that the intelligence reached me within 20 miles of Rolling Fork, through which they expected to make their way into the Sunflower River and thence into the Yazoo.

The expedition consisted of 5 ironclad boats, 3 armed stern-wheel boats, 4 transports, 3 tugs, and 9 barges, all heavily laden with troops. The importance attached to it may be estimated by the fact that the boats were commanded by Acting Rear-Admiral Porter and the troops by General Sherman.

Some time before I had sent off sharpshooters under command of Major H. W. Bridges, with orders to report to Colonel Ferguson, and cooperate with him in protecting the country drained by Deer Creek and the Sunflower from the raids of the enemy. This command reported to him on the 16th instant.

As soon as possible after the receipt of the intelligence I directed Major-General Maury, commanding the right wing, to send Brigadier-General Featherston's brigade to Rolling Fork to check their further advance, and immediately afterwards to dispatch a force under Brigadier-General Lee, with orders to make their way up Deer Creek, fortify and obstruct it at the high ground at Hardee's, and cut off, if possible, the retreat of the enemy.

The attack made upon them by our forces in front was successful. They were repulsed in confusion, with a loss of some camp and garrison equipage and several fine barges on the first day, and, being closely followed up subsequently, were steadily driven back, and, at last, completely foiled, relinquished their attempt, and, returning, resumed their former position in front of the city on the evening of the 27th instant.

The damage done their boats was so great that it could easily be discovered from the lookout station at this point.

I regret that not even the energy of General Lee, who generously volunteered for the occasion, could overcome the difficulties in his way in time to intercept their retreat. Had it been possible he would have done it.

* * * * *

C. L. STEVENSON,
Major-General, Commanding.

Major R. W. MEMMINGER,
A. A. G. Department of Mississippi and E. La., Jackson.

Extracts from report of Brigadier-General Featherston, C. S. Army, regarding the repulse of the enemy at Deer Creek.

HEADQUARTERS FEATHERSTON'S BRIGADE,
Near Fort Pemberton, Miss., April 3, 1863.

MAJOR: In obedience to orders I submit the following report of troops under my command on Rolling Fork and Deer Creek:

* * * * *

On Friday night, [March 20], after the first engagement, the cavalry was sent several miles below to fell trees into the stream to prevent the escape of the boats, but were driven from their work at an early hour by a body of the enemy's infantry without having accomplished much. The cavalry did that night capture a negro, bearer of a dispatch from General Sherman to Admiral Porter, which was sent to you at Vicksburg. The capture of the gunboats could only have been accomplished by the presence of a land force strong enough to have moved a part of it boldly to the rear of the boats, and taken a position where the succoring land force of the enemy might have been held firmly in check, while the remaining part might have felled trees and otherwise obstructed the stream in rear of the boats, annoying them with sharpshooters and compelled their surrender from absolute stress and calamity of situation after their ammunition and perhaps provisions should have been exhausted. The entire force under my command up to Monday did not exceed 1,300 effective men, and at no time during the seven days did it exceed 2,500 men. The visionary absurdity of the over-sanguine expectations of capturing gunboats entertained by some military men becomes apparent when it is considered that from 12 to 15 feet depth of water, with a width of from 6 to 10 feet, is always interposed between the assailants and the object assailed, and the boats well nigh incapable of entrance when boarded, and each arranged with reference to the protection of the other. This entire expedition was full of hardships to the troops, who endured them with patience and fortitude, and were always cool and spirited in the presence of the enemy.

* * * * *

A shot from our artillery, whose firing was admirable, crippled the United States tug, and took off the leg of the engineer, whose grave we found marked "Engineer United States tug *Dahlia*; died March 22, 1863." The success of the expedition consists in turning and driving back the enemy, who, in a very short time, would have been through Rolling Fork into Sunflower River, and had the uncontested control of the Yazoo waters.

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

W. S. FEATHERSTON,
Brigadier-General, Commanding.

Major D. W. FLOWERREE,
Assistant Adjutant-General, General Maury's Division.

Report of Lieutenant-Commander Pattison, U. S. Navy, on assuming command of navy yard at Memphis, Tenn.

U. S. NAVY YARD, MEMPHIS, *March 15, 1863.*

SIR: I arrived here on the 12th instant and assumed command of the navy yard. After ascertaining the position of affairs here, I called upon Major-General Hurlbut, and read to him your instructions. He said he would call upon me the following day and see what could be done. The next day he came to the yard, in company with Captain [A. R.] Eddy, the quartermaster, and agreed to send the regiment now quartered in the yard outside; remove all the army wagons, horses, grain, ammunition, etc.; place a company of regulars under my command, and remove all the sick from the hospital. The shops now occupied by the army for repairing wagons, etc., he said he must keep possession of. I proposed running a rough board fence from the water to the yard wall, thereby entirely cutting off the army from that portion of the yard occupied by the navy. The general agreed to this, and with your permission I will have the fence erected; without it it will be impossible to keep out of the yard army wagons, soldiers, and citizens. I have given strict orders not to allow smoking in the yard; nevertheless, I see persons passing the sentries with cigars and pipes in their mouths. I have found the sentries asleep as early as 9 o'clock p. m. These matters, I [hope] will be regulated when the guard is placed under my orders. The yard is in a very dirty condition. As soon as the army vacates, and the fence erected, I will place a few carts and laborers at work and get the yard in order. The hospital I found in a very filthy condition. I am having it thoroughly cleaned and whitewashed. From what I can learn, the houses on a line with the commandant's house were erected by private individuals, under a lease of the land for twenty-nine years from the city of Memphis. I have seen one of the deeds, and think this property had better be let alone for the present, as it is outside of the present yard, although within the limits of the original navy-yard wall. Were the property taken, I think just claims to a large amount would be presented against the Government.

Mr. Apperly is getting the machinery in the several shops in good running order. He appears to be an attentive and industrious officer. The Commercial Hotel of this place has just been vacated and turned over for Dr. Pinkney's hospital. I shall afford him every facility in my power in getting the house ready to receive the sick. As yet I am occupying only one room as an office in the commandant's house. At Cairo I could only obtain a dozen wood-bottom kitchen chairs, an old steamboat dining table, one bed, and an old worn-out sofa. If you can send me some furniture, crockery, glass, etc., it will be very acceptable.

There is a large building in the yard close to the hospital and near our shops which was used by Fenton & Co. as a cotton-seed oil factory. It is in a very filthy condition. It will cost considerable money to clean it out and whitewash it. I will send you a plan of the yard that I am now having made in a few days. There is a building in the yard used last year as an ice house by the army, capable of holding a thousand tons of ice. I am storing all the

sawdust made in the yard, so that in case you desired to store ice here for the squadron I would have the sawdust on hand to pack it with. There is nothing in the yard that I would recommend to be sold for the present. There is a large quantity of old iron here, but Mr. Apperly informs me he can use it to the advantage of the Government.

Respectfully, your obedient servant,

T. PATTISON,
Commanding Navy Yard.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

*Report of Acting Volunteer Lieutenant Langthorne, U. S. Navy,
regarding a search of the steamers Delta and Forest Queen.*

U. S. S. CRICKET,
Off Memphis, Tenn., March 15, 1863.

SIR: Yesterday, while on a scout down the river looking for some boats that I was informed were doing a contraband business, I was hailed by the steamers *Delta* and *Forest Queen*. I sent on board an officer and a guard and had them strictly searched and found nothing but the stores that would be necessary for the boat's use. I made enquiry what their business was laying there. They informed me that they had some cotton on the bank which they were guarding to prevent it from being burned, and they asked me to protect them in taking it on board, as that was the tenor of their clearance from the custom-house. I told them that I could not do so unless they turned their cotton over to the Government. They said that they were willing to do so, and would wait for any orders you might send to me on the subject. I have, with the permission of Lieutenant-Commander Pattison, landed the cotton inside the limits of the navy yard, and wait your decision whether these parties can have their cotton or not; and, if not, whether I shall send it to Cairo.

Very respectfully, your obedient servant,

A. R. LANGTHORNE,
*Acting Volunteer Lieutenant, U. S. Navy,
Commanding Cricket.*

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, March 16, 1863.

Polar Star here. Will leave for fleet in an hour.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

J. E. CHAMBERLAIN,
St. Louis.

[Telegram.]

CAIRO, ILL., *March 16, 1863.*

Telegram of 15th instant received. I informed the Bureau by telegram of 13th instant that there was no place in Cairo where so large a quantity of ordnance stores, now here, can be stored in safety. At present Cairo is, with the exception of the levée, but little more than mud and water. The only thing that can be done is to purchase good barges and cover them in, when they can be procured, and put everything afloat. [Not complete.]

[A. M. PENNOCK.]

JNO. A. DAHLGREN,
Chief of Bureau of Ordnance, Washington, D. C.

Letter of commendation from Lieutenant-Commander Greer, U. S. Navy, to Acting Gunner Beaufort, U. S. Navy.

U. S. S. BENTON,
Mouth of Yazoo River, March 18, 1863.

SIR: It is with the greatest pleasure I bear record to the very efficient and faithful manner in which you performed your duties as gunner while under my command on board the *Carondelet*. You have my best wishes for your future welfare.

Respectfully,

JAS. A. GREER,
Lieutenant-Commander.

Mr. F. BEAUFORT,
U. S. S. Carondelet.

Letter from Lieutenant-Colonel Hammond, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, making reference to the reported withdrawal of a Confederate force from Vicksburg to operate in the Yazoo River.

TWENTY MILES BELOW HELENA,
Steamer Florence, March 18, 1863.

MY DEAR SIR: I arrived at Skipwith Landing at a little after midnight and delivered your dispatches to First Master Hentig. As the *Chancellor* and another boat loaded with troops were just passing, he prepared to go up and cover their landing at a point about 50 miles above, and then return and place his boat at the disposal of Mrs. Duncan.

* * * * *

Mr. Hentig gave me two envelopes (they looked as though they came from your headquarters) for Captain Selfridge, at White River. The *Conestoga* had gone down the river to Greenville, but I left them with the commander of the *Juliet*, who promised to deliver them as soon as possible.

Please remember me to Captain Breese and Mr. Guild.

Sincerely, your obedient servant and friend,

J. H. HAMMOND,
Assistant Adjutant-General.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

I have learned from a source entirely worthy of attention that the enemy has withdrawn a force sufficiently large to seriously diminish that in Vicksburg, and concentrated on the Yazoo, in order to crush the expedition at one blow. Moreover, they are in great fear that you will get boats into the Black, as the railroad bridge is easily assailable with shell, and they have only earthworks to protect it. They care nothing about our operations before Vicksburg, their fears being of our landing in force near Yazoo City.

This I think worth considering.

J. H. HAMMOND,
Assistant Adjutant-General.

[Telegram.]

CAIRO, ILL., *March 19, 1863.*

Admiral Porter orders that pipes of all steamers purchased hereafter be fitted with hinges, that they may be lowered when necessary.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant-Commander S. L. PHELPS,
Care Commodore Hull, U. S. Navy, St. Louis, Mo.

Report of Acting Volunteer Lieutenant Glassford, U. S. Navy, regarding trade regulations.

U. S. GUNBOAT NEW ERA,
Island No. 10, March 19, 1863.

SIR: I have the honor to acknowledge receipt of your order of February 25 containing copy of Treasury order. Both will be obeyed.

I observe no directions are given in regard to ascending vessels, the order being restricted to vessels "coming down from St. Louis, Cairo, etc." It is possible steamers from Memphis may take on freight under this order at intermediate landings without permits, and thus deprive the Government of its legitimate revenue.

I will feel obliged if you will furnish me with a list of what is contraband of war, none being on board this vessel; also what constitutes rebel money. At present I seize all Confederate scrip, funds of banks chartered in Georgia, Alabama, and South Carolina, States not occupied by our forces.

I understand that prizes are still to be forwarded to Cairo to Captain Pennock, and full reports to you.

Your obedient servant,

H. A. GLASSFORD,

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

Acting Rear-Admiral DAVID D. PORTER,
Mississippi Squadron.

Semimonthly report of Acting Volunteer Lieutenant Glassford, U. S. Navy, commanding U. S. S. New Era, stationed at Island No. 10, transmitting return of seizures.

MARCH 19, 1863.

SIR: I have the honor to report that I assumed the command of this vessel and station on the 4th instant.

My crew having had no fresh provisions for some time, on the 5th instant I ran down to New Madrid and made an arrangement with the post commissary for a supply twice a week. I have already thrice obtained fresh beef and some potatoes under this arrangement. My last run down was not successful in obtaining any.

On the 10th instant, about 2 o'clock p. m., heard some rather heavy firing in the direction of New Madrid and went there at once, ready for action and fully confident that Jeff. Thompson, who was reported to be in the neighborhood, had made an attack. Found everything quiet at New Madrid, and three days after was told the firing had taken place somewhere this side of Union City, and the engagement had resulted favorably for our forces.

I have up to this present overhauled all downward-bound vessels and all skiffs without exception, save those exclusively employed by Government, and one small steam tug or canal boat, which ran down behind the island during the night in a fog.

Such seizures and arrests as have been made at this station since I reached it are grouped together in accompanying tabular return.

The health of my crew is excellent, two only being on the list, both not seriously ill.

I have, with the valuable cooperation of Acting Master Bunnr, executive officer, imposed a better discipline upon the vessel; have restationed the men and practiced them regularly at the guns and with small arms. I am glad to be able to report very good order and efficiency already obtained throughout the vessel.

The vessel is deficient in much of her equipment, for which requisitions have been made upon Captain Pennock; part has been filed, the remainder will come in time; meanwhile all I can do with the means at my disposal is being done to remedy defects and weaknesses.

Respectfully, your obedient servant,

H. A. GLASSFORD,

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

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Mississippi Squadron.

[Enclosure.]

Seizures and arrests made at Island No. 10.

U. S. GUNBOAT NEW ERA,
Island No. 10, March 19, 1863.

March 7.—C. D. Stoener arrested on board *Mary E. Forsyth* with counterfeit money and broken bank notes, etc., in possession. Sent to provost-marshal at Memphis, Tenn., in charge of revenue aid and reported to the admiral same day.

March 12.—Steamer *Ruth*, under seizure by General Asboth; seized upon the information of persons on board, and an officer put in charge, with orders to take her to Memphis. This step was taken to protect the Navy, and if the charges against the vessel proved sound, to make certain of her condemnation. Reported to the admiral same day.

March 13.—Mr. Reeder, pilot, attached to flagship *Black Hawk*, arrested for expressing disloyal sentiments. Sent to Captain Pennock in charge of an officer. Reported to the admiral March 14, 1863.

March 15.—Fourteen thousand dollars in currency of banks of the States of Georgia, Alabama, and South Carolina seized on the *Belle Memphis*, and \$9,081 in Confederate notes found on board. Sent to Captain Pennock in charge of Acting Assistant Paymaster Purdy. The seizure of the currency, \$14,000, was made upon the instructions of Commander Woodworth and was reported to the admiral March 15.

March 17.—Express chest and freight seized on board the *Rose Hambleton*. Sent in charge of an officer to Memphis to the senior naval officer there, the officer to deliver the key placed under seal and receive the orders of the officer to whom he would report. This course was followed to obtain the benefit of that officer's experience, and the seizure was made because \$6,000 in Southern funds were found in the chest. Reported to the admiral same day.

March 18.—Two thousand three hundred and ninety dollars Southern funds seized on *Lady Franklin*, property of W. J. Johnston, Memphis, and 2 boxes furs, 2 bags cotton, and 2 beef hides seized on board the *Sunny Side*, unaccompanied by permit. Sent to Captain Pennock. Report to admiral herewith, including four other small seizures of cy. [sic].

March 19.—Several revolvers and dirks, seized from parties not possessed of permits to carry them, are in my possession; the owners' names upon them, and an entry made in log of each seizure, great and small.

H. A. GLASSFORD,
Acting Volunteer Lieutenant, U. S. Navy, Commanding.
Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Mississippi Squadron.

Additional report of Acting Volunteer Lieutenant Glassford, U. S. Navy, regarding seizures.

U. S. GUNBOAT NEW ERA,
Island No. 10, March 19, 1863.

SIR: I this day forward to Fleet Captain Pennock, at Cairo, the following Southern, or rebel, money seized at this station:

\$4 from A. M. Boyd, Memphis, Tenn.

\$5 from passenger, name unknown.

\$120 from W. Weil, of New York, March 16, on board steamer *Mary E. Forsyth*.

\$27 from W. C. Newell, St. Louis, March 16, on board steamer *Nebraska*.

\$2,390 from W. J. Johnston, Memphis, Tenn., March 18, on board steamer *Lady Franklin*.

Also the undermentioned goods, seized on board the steamer *Sunny Side*, not being accompanied by permit: 2 boxes furs, 2 bags cotton, 2 beef hides, and 1 small box containing a bottle of nitric acid, which was found on board this vessel in one of the staterooms. I have no record of its seizure and do not know whom it belongs to.

Respectfully, your obedient servant,

H. A. GLASSFORD,

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

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Mississippi Squadron, Vicksburg.

Report of Lieutenant-Commander Breese, U. S. Navy, giving general information.

U. S. MISSISSIPPI SQUADRON, *March 19, 1863.*

DEAR SIR: The *Diligent* has just arrived, giving us the good news of your being in Deer Creek.

You left no orders about the *Linden*, and I wrote to Captain Walke that I thought it was your intention to have her follow you. He said I might send her. I have done so, and told her to take up the coal barge, which Colonel Ihrie has just thought of to tell me was your order.

If you want any good news put through straight to Washington, if you think right, send it to me and I'll be bound the old *Black Hawk* will get to the telegraph first. I am going to fill up with coal enough for Memphis in anticipation of this. The rebels have a very heavy gun planted opposite the canal and fire from it every ten minutes during the night, as they think to stop the dredgers. No *Tuscumbia* yet. The *J. J. Roe* left Helena day before yesterday, but saw nothing of her. No news except the good from you. I send the latest papers I can get hold of. Rumors of a fight at Port Hudson. This morning guns were heard at about New Carthage. I send Smith's mail separate from the vessels which accompanied you. It is directed to him. Should any Regular Navy [officer] come here have you any objections to my installing him here and joining you as aid, or anything else?

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

Admiral D. D. PORTER.

General report of Lieutenant-Commander Breese, U. S. Navy, making reference to Yazoo Pass expedition.

U. S. MISSISSIPPI SQUADRON, *March 21, [1863]—11 p. m.*

DEAR SIR: The *Marmora* has just arrived and brings the accompanying dispatches from Smith, which I opened to find out his wants (Captain Getty stating that they wanted almost everything).

The only requisitions received are for ordnance for 8-inch and 11-inch guns, 30-pounder Parrott, and mortar ammunition. I will have it prepared, send what I can in the *Marmora*, and the rest in anything I can get. A bundle of spikes from Foster I retain as too heavy for transportation. General Grant sent me General Sherman's letter of yesterday, enclosing one of yours to General Sherman. I am so sorry to find that you have met with any obstacles. General Sherman seems to think it impossible for much navigation of the bayou and Deer Creek at present. Would it not be a good plan to send the *Pocahontas* (she has Smith's stores on board) back to go up this way? Smith's vessels had only thirteen days' provisions on the 16th, and short of coal. I shall make the *Marmora* take a barge or two if she can, and the vessel I get to take the ordnance some also.

Smith wants five ensigns and eight mates. I will do what I can that way for him. He also wants surgeons. Three arrived by the *Polar Star*. One belonging to the *Louisville*, I send to you; one to Smith, and the other to the *Red Rover*. I will get Smith some provisions, coal, and ordnance the best way I can, trusting it may turn out right and meet your approbation. I send you Smith's letter to me; it is a great pity he is so sick. I trust, however, you will be up with him before he gets any more debilitated. If you think it necessary or well, or anything else, I would most willingly relieve him, although I know I couldn't do so well as he, yet I could do my best; however, I hope you'll see him yourself. Captain Getty states the fort is said to be made of cotton bales 15 deep, covered over with earth; that they have a raft above it, and their transports could be seen below, and that it was supposed that they did not intend, or rather expect, to remain there very long. Since their fort has turned out so well, perhaps they will stay as long as they can. No news from Vicksburg. Farragut shelled the batteries of Warrenton this afternoon, and there is a very large fire there now.

The rebels have a heavy gun which commands the canal, and the executive officer of the *Lafayette* told me this morning that last night they threw a shot completely over them, it striking in the river.

March 22, 8 a. m.—I send you Admiral Farragut's note to me. I invited him over here to stay, telling him that you would really expect him to make your headquarters his, and indeed I made it as polite as I knew how. I only this morning got his note. His coal the army sent down last night. I do not know whether it reached or not, but will find out. I have just returned from General Grant. He is to order General Prentiss to send provisions and coal down for Smith and to forward to him the ammunition I send up, which I do to-day by the *Continental*. The *Marmora's* boilers are let down, just discovered. I have everybody at work upon her that can, and I hope to have her ready by to-night or to-morrow morning. The *Hartford* is blazing away at Warrenton, from which I suppose she has got her coal and is going down again. Mr. Fendall has made a chart of rebel fort at Greenwood. From what information we can get, the general idea is taken from army plan. If you can only get into the Yazoo, you will bag the whole party of transports or make them destroy them. I send you an investigation I ordered, which will show for itself. I restored to duty Mr. Mead after the finding, with a lecture, etc.

I hope you will not think I am wrong in opening your letters from Smith, and, believe me, I should not have done it without orders except in such an instance where I was certain he was in want and that you would wish me to do all I could. Please send me word if you wish, under similar circumstances, I should act in the same way.

I send this by Mr. Wardrop. Mr. [E. W.] Clark is extremely ill on board the hospital ship.

I send Smith two ensigns and two master's mates; all I can raise.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

Admiral D. D. PORTER.

Ellet Brigade has just arrived and gone down toward the canal. I will send you the mail if I can get it.

[Telegram.]

CAIRO, ILL., *March 21, 1863.*

Launch the *Choctaw*. Get the turret guns in and the two light Parrott guns aft. Finish iron on turret and pilot house as quickly as possible. Get the vessel ready to go down river latter part of next week.

S. L. PHELPS.

Lieutenant JAMES LANING,
Planters House, St. Louis, Mo.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, for the restoration of the steamer New National to her owners.

NAVY DEPARTMENT, *March 21, 1863.*

SIR: In the case of the steamer *New National*, seized at Memphis, Tenn., in June, 1862, the forfeiture has been remitted by the Secretary of the Treasury, and the U. S. district court for the southern district of Illinois has accordingly declared its decree of condemnation "vacated," and directed the vessel to be restored to the proper claimant.

You will, therefore, after transferring the officers and crew and removing the public property, deliver the vessel, her "engine, tackle, and furniture," to the order of the marshal of the court.

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, ILL., *March 22, 1863.*

Let me have the boats as soon as possible. Time is everything. Phelps leaves to-night for Cincinnati.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Commander J. P. SANFORD,

U. S. Naval Rendezvous, Cincinnati, Ohio.

Report of Acting Master Hentig, U. S. Navy, commanding U. S. S. Curlew, regarding departure from Skipwith Landing.

U. S. S. CURLEW, *March 23, 1863.*

SIR: I have the honor to report that to-day at noon I sailed for Cairo from Skipwith Landing with Mrs. Duncan and suite on board. I shall collect the mails from the different gunboats on the river, and return with the mails from Cairo (according to your instructions) with all possible dispatch.

Very respectfully, your obedient servant,

GEO. HENTIG,
Commanding.

Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, off Vicksburg.

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding expedition to New Madrid.

U. S. S. CONESTOGA,
Off White River, March 23, 1863.

SIR: I received your orders at 10 o'clock last Wednesday to go to New Madrid.

Got underway immediately, and return to this point Saturday evening, making the trip in three days and a half.

Found all quiet at New Madrid and in no fears of an attack. Jeff. Thompson had been in the neighborhood, but his forces were not estimated at over 500 men. The post is commanded by Colonel Hughes, Thirty-eighth Iowa, who seems a capable and resolute officer. He has his own regiment and the Twenty-third Iowa, a total effective force of 1,400 men. There is a strong earthwork of moderate dimensions, a deep ditch all around. They have four guns mounted on the land side, two 24s and two long 12s, also a battery of 10-pounder Parrott guns for use with the regiment.

Five thousand men without siege guns could not attack the place with any chance of success. In addition, some 15 miles back there is a deep swamp, that can only be crossed in canoes and skiffs.

On our way up, discovered that our boilers were getting defective, which compelled me to carry less steam.

I blew the boilers out at New Madrid to enable the engineer to make a critical examination. He reports them in a bad state. The defects are all in the sheets put in at Memphis. Some nine rivet holes cracked, others showing signs of giving way; one of the plates scaled so as to have a small hole through it. He reports to me that it will not be safe to carry a greater pressure than 120 pounds, and that they should not be used more than three or four weeks.

We have never carried more than the usual running pressure of 140 pounds, and I attribute the defect to the different degrees of expansion in the old and new iron.

Mr. Cook, the chief engineer, is, I think, a faithful man, and his reports to be relied upon. Just at this time, when you require the service of every gunboat, I regret extremely to be obliged to report my command in a disabled state.

All has been quiet here in my absence.

Congress has passed a law which does away with the cotton speculators. Will you please to give me instructions if I shall carry out its detail at this point?

I enclose a copy of the bill of complaint against the cotton steamers.

The officer and prize crew sent up in charge have returned on board.

I remain, very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, ILL., *March 24, 1863.*

Will you authorize D. L. Phillips, United States marshal southern district of Illinois, by telegraph, to receive prize steamer *Evansville*? Answer immediately. I have had her ready to turn over to him for some days.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

L. WELDON, Esq.,
U. S. District Attorney, Springfield, Ill.

[Telegram.]

CAIRO, ILL., *March 24, 1863.*

Just received communication from Lieutenant-Commander K. R. Breese, dated *Black Hawk*, March 20. The *Hartford* is below Warrenton. Admiral Farragut's secretary came on board this morning, en route to Admiral Porter. It will take him a week at least to communicate and get back. He says that the *Hartford* passed the fort, the others were repulsed, and one they saw in flames. It is believed that the *Mississippi* was the ship destroyed.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

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

Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding cotton, and referring to the cutting of the levee at Bolivar.

U. S. S. CONESTOGA,
Off White River, March 24, 1863.

SIR: In the past two days 582 bales of cotton have passed up on the steamers *Tigress* and *Continental*.

Of this amount, 345 bales belonged to Government, consigned to Captain Eddy, quartermaster at Memphis, and Major Allen, quartermaster at St. Louis; 238 bales to W. C. Wagley, whose permit and contract I enclose; 9 bales to Mrs. S. A. Johnson, who accompanies it, with the permission of General McPherson.

All is quiet. The *Bragg* is engaged taking off Mrs. Twiddy's cotton and effects.

The levee at Bolivar is cut in two places.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Instructions of Acting Rear-Admiral Porter, U. S. Navy, to Brigadier-General Ellet, commanding Marine Brigade, regarding operations at Greenville and in the White and Arkansas rivers.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, March 26, 1863.

SIR: The moment you are ready you will proceed with your brigade to Greenville and take possession of that village, land your men, horses, and artillery, and be prepared to chase [S. W.] Ferguson's party out of that county. I send you a chart of the country thereabouts, which you will please make additions to as you go along. Ferguson is a wary fellow, but his men want nerve, and if you once get sight of him and can ride at him with your cavalry he won't stop to inquire who you are.

I hope you will not permit your men to pillage or enter houses. If [hungry] you will have to forage, but let it be done by an authorized officer.

Rebel cotton (especially marked C. S. A.) is good prize; take it when you can find it, making distinction between rebels and those claiming to be loyal. Please make a return to me of all cotton captured, in the following form:

Name of owner.	Date of seizure.	Number of bales.
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Please communicate with me frequently in relation to all matters connected with the expedition.

In case of your taking any prisoners, you will not parole them, either officers or men.

In case you should get short of coal, the commanding officer at White River will supply you and take care of your coal barges for you. In case of your getting hard pushed, you can get assistance by sending to Captain Selfridge, at White River.

It will be well to embark your troops suddenly at Greenville, [push] up the White River, go into the Arkansas by the Cut-off, and land about 2 miles above the Cut-off, or where the road is (Colonel Ellet knows the place). By coming back on the road with your cavalry and infantry you will likely capture a party of guerrillas and some guns known to be there. Whenever you hear of a musket fired at a transport, dash in there and clean them out; take every musket you can find. In an organization like the Mississippi Brigade the important object is to make continual dashes into the enemy's country, then disappear, to turn up somewhere else. In this way the guerrillas will soon disappear, especially when they find that their style of warfare is not looked upon as civilized. Keeping your men concentrated on board the vessels, it will be easier to maintain that discipline without which nothing of importance can be done. And it is to be hoped that the men of your command will be models of discipline. You have a fine opportunity of adding to the laurels you have already won in this war. It will afford me always great pleasure to give you credit for whatever may be done by the brigade. You will have a chance of replenishing your stock of horses, which I hope you won't hesitate to do, in those parts of the country where rebels abound. At the same time give protection to the Union people.

Captain Selfridge, of the *Conestoga*, can give you a deal of information in relation to the movements of guerrillas. Consult with him freely. Let me know by transports coming down when you change your position that I may know where to communicate with you.

I remain, very respectfully, etc.,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

General A. [W.] ELLET,

Commanding Mississippi Marine Brigade.

Report of Acting Volunteer Lieutenant Getty, U. S. Navy, commanding U. S. S. Marmora, referring to operations connected with Yazoo Pass expedition.

U. S. GUNBOAT MARMORA,

Helena, Ark., March 27, 1863.

SIR: I have finally arrived at this place, having consumed fifty-three hours in the trip, which was nearly twice as long as it would have taken had my boilers been in order. I have had an interview with General Prentiss, and he informs me that the whole of the ammunition brought up by the steamer *Continental*, in two hours after her arrival here had been reshipped on the steamer *Charles Bowen*, and sent through the pass. The latter boat is very fast. General Prentiss also shipped the same day by the *Dacotah* 20,000 rations for the Navy, also four 30-pounder Parrott guns, with ammunition complete.

I shall take a coal barge with me to the fleet. My boilers will have to be calked here, but I think and hope they will hold out until I join the fleet.

The *Rattler* passed this place on the 25th on her way to Cairo. Lieutenant-Commander Smith was on board and was very sick; he was on his way home. The *Petrel* also went up the Mississippi on the 26th, but how far and for what purpose I have been unable to learn. General Prentiss has been cutting the levees as per orders, and I suppose will drown the rebels out down at the battery. There is nothing of moment here from above. I met the *New National* yesterday and took the mail and packages from her for the fleet (Yazoo Pass).

There have been two small transports sunk in the pass since I left it. The general says, however, they are not in the way of navigation, except in getting the coal barge round.

His (Prentiss's) plan is to make every transport carry about 5,000 bushels coal to the fleet, thereby avoiding the risk attending the barges, as well as consumption of time. He believes I shall experience much trouble in going down with the barge. I told him my orders were to tow one down, and that I was going to try and do so if I sunk both barge and boat in the attempt.

Very respectfully, your obedient servant,

ROBT. GETTY,

Acting Volunteer Lieutenant, Commanding.

Lieutenant-Commander K. R. BREESE,

Commanding Flagship Black Hawk.

N. B.—I have just learned from an army officer, who was serving temporarily on the *Rattler* whilst she was in the pass, that our entire fleet had returned to the Coldwater stream, to await reinforcements. This retreat was deemed necessary at the time, as it was learned that the rebel General Tilghman, with 10,000 men, was about to flank the position of our forces and get in their rear.

From the same source I learn that Commander Smith has taken the *Rattler* to Cincinnati.

Report of Acting Rear-Admiral Porter, U. S. Navy, acknowledging order for court of enquiry on the loss of U. S. steamers Queen of the West and Indianola.

MISSISSIPPI SQUADRON,
Yazoo River, March 28, 1863.

SIR: Your order in relation to holding a court of enquiry on the loss of the *Indianola* and *Queen of the West* has been received and will be obeyed when an opportunity occurs to get together the witnesses and persons interested.

The *Lancaster* was a plain case. She was struck with a shot and tumbled to pieces. General Ellet knew as well as anyone that she was a rotten, unserviceable vessel, and would have sunk had she attempted to run into anything. It was, on the whole, a fortunate thing she was sunk. I had sent her up the river to pump out and

look after coal barges. She was rigged up a little and palmed off on Admiral Farragut as a good vessel.

The *Switzerland*, the other vessel that passed the batteries, is very strong and serviceable, and the admiral has now force enough to seal every point on the Mississippi. If he will be satisfied with that, and do nothing else, he will do more harm to the South than in any other way. I have supplied him with coal and provisions for two months.

I have the honor to be, very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding proposed operations on the Indianola.

U. S. MISSISSIPPI SQUADRON,
Mouth of the Yazoo, March 28, 1863.

SIR: I learn from the officers of the *Hartford* that the *Indianola* lies somewhat out of the water, though much shattered. Still, at low water, she will be high and dry. I suggested to Admiral Farragut that it would be better to blow her more to pieces to make matters certain. The admiral promises to haul her into deeper water, and also to endeavor to recover her guns.

The water has to fall 11 feet before she can be worked at, by which time we will take the vessel, or what is left of her, in hand.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, requesting leave of absence for Lieutenant-Commander Watson Smith, U. S. Navy.

No. 152.]

MISSISSIPPI SQUADRON,
Yazoo River, March 28, 1863.

SIR: I have the honor to enclose herewith a letter from Acting Assistant Surgeon Willson, in the case of Lieutenant-Commander Watson Smith. At last accounts he was in a very precarious condition, and I would respectfully request that a leave of absence until he recovers his health be sent to his home in Trenton, N. J.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

CAIRO, ILL., *March 29, 1863.*

The instructions of the Bureau have been carried out as far as possible.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

J. A. DAHLGREN,
Chief of Bureau of Ordnance, Washington, D. C.

[Telegram.]

CAIRO, ILL., *March 29, 1863.*

We have light-draft boats here ready for service and no new men to man them. Their services are much needed. Can't something be done to supply men?

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

A. H. FOOTE,
*Chief of Bureau of Equipment and Recruiting,
Washington, D. C.*

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, urging the cooperation of gunboats at Warrenton and Grand Gulf.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Before Vicksburg, March 29, 1863.

ADMIRAL: I am about occupying New Carthage with troops, and opening the bayous from here to that place sufficiently for the passage of flats, a number of which I have ordered from St. Louis. With this passage open I can run the blockade with steamers sufficient to land troops, with the aid of flats, either at Grand Gulf or Warrenton, whichever seems most promising. Under these circumstances is it not absolutely essential that Warrenton and Grand Gulf should be so controlled by gunboats as to prevent further fortifications?

It looks to me, admiral, as a matter of vast importance that one or two vessels should be put below Vicksburg, both to cut off the enemy's intercourse with the west bank of the river entirely and to insure a landing on the east bank for our forces if wanted.

Will you be good enough, admiral, to give this your early consideration, and let me know your determination. Without the aid of gunboats it will hardly be worth while to send troops to New Carthage or to open the passage from here there; preparatory surveys for doing this are now being made.

I am, admiral, very respectfully, your obedient servant,
U. S. GRANT,
Major-General.

Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, responding to request for cooperation of gunboats below Vicksburg.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, March 29, 1863.

GENERAL: I am ready to cooperate with you in the matter of landing troops on the other side, but you must recollect that when these gunboats once go below we give up all hopes of ever getting them up again. If it is your intention to occupy Grand Gulf in force it will be necessary to have vessels there to protect the troops or quiet the fortifications now there. If I do send vessels below it will be the best vessels I have, and there will be nothing left to attack Haynes' Bluff, in case it should be deemed necessary to try it. It will require some little preparation to send these vessels below. Coal and provisions are wanted; they can not well do without.

With the force Farragut now has he can easily dispense with one vessel to patrol the coast as far as Grand Gulf while we are preparing this thing. I will come over and see you. I have been quite unwell all night, and not able to move about much. Before making a gunboat move I should like to get the vessels back from the Yazoo Pass expedition.

Very truly, yours,

DAVID D. PORTER.

Major-General U. S. GRANT,
Commanding Department of the Tennessee.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding Fleet Surgeon Pinkney, U. S. Navy.

MISSISSIPPI SQUADRON,
Yazoo River, March 30, 1863.

SIR: Your communication in relation to the fleet surgeon accompanying the flagship has been received and will be conformed to.

Surgeon Pinkney, owing to the shortness of assistant surgeons, has been temporarily employed on board the hospital ship, where he has been of great service in organizing his department. His presence has been absolutely necessary there, many cases occurring where his great experience as a surgeon enabled him to save life in more than one instance. The hospital ship always accompanies the flagship, and the fleet surgeon has always been within a moment's call. If the Department feels any uneasiness about the little peculiarities of the fleet surgeon, they need do so no longer, for a more zealous, devoted officer to the profession, and to the country, does not exist anywhere.

I remain, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding cotton captured in Deer Creek.

No. 159.]

MISSISSIPPI SQUADRON,
Yazoo River, March 30, 1863.

SIR: I have the honor to inform you that I have this day sent up to Cairo 179 bales of cotton, marked C. S. A., captured by the expedition up Deer Creek.

I remain, sir, very respectfully, your obedient servant,
DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Acting Rear-Admiral Porter, U. S. Navy, acknowledging order for the restoration of the seized steamer New National to her owners.

No. 160.]

U. S. MISSISSIPPI SQUADRON,
Mouth of the Yazoo, March 30, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of March 21, in relation to the *New National*, and shall carry out the order; but I beg leave to explain to the Department that the *New National* was indicted on two counts—for violating the revenue laws and for being employed in the Confederate service, and being a regular prize to the vessel belonging to the Navy.

To have this vessel returned to them so easily would more than meet the most sanguine expectations of the claimants, and would also be a precedent for the delivery up of every vessel the Navy has captured during this war.

I request that the Department will permit me to take further steps in this matter before delivering up the *New National*. She has been fitted up at great expense as a store vessel or gunboat, and is one of the best vessels on the river.

The public interests would suffer by surrendering her so suddenly. If the Department will permit me to delay this matter for a short time I think the case will take a different turn.

I have the honor to remain very respectfully, your obedient servant,
DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the action of the U. S. S. Tuscomb under fire at Haynes' Bluff, Yazoo River, April 1, 1863.

MISSISSIPPI SQUADRON,
Yazoo River, April 6, 1863.

SIR: I have the honor to enclose herewith a survey on the U. S. S. *Tuscomb*, called for by the commander.

On the 1st of April I proceeded up the Yazoo River on the *Tuscumbia* with Generals Grant and Sherman for the purpose of examining the fortifications at Haynes' Bluff and ascertain the practicability of effecting a landing with a large force. For the purpose it was necessary to place the *Tuscumbia* under fire, and we proceeded close up to the forts. The guns were trained on those places where we supposed the concealed batteries were planted; but the enemy would not gratify our curiosity, evidently wishing to tempt us to get among the torpedoes. We fired only five times with the *Tuscumbia's* guns at moderate range without reply from them, and after gaining all the information required returned down the river. It was after this the discovery was made that the deck had dropped down and that the bottom was rising up, as was the case with the *Eastport*.

This convinces me that some plan will have to be adopted by which these mistakes can not possibly occur. The *Tuscumbia*, to all appearances, is as strong as wood and iron can make her, but if she drops her deck owing to the firing of five guns I do not know what she will do in action.

I shall endeavor to make her work by strengthening her with the means I have at this place, but at present she is useless to us.

I anticipate nothing better from other vessels that are coming.

There is only one principle which will answer for the hull of an ironclad for this river, and that is the Ericsson plan.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Brown, U. S. Navy, commanding U. S. S. Forest Rose, regarding expedition for capture of guerrilla party at Smith's plantation.

U. S. GUNBOAT FOREST ROSE, April 2, 1863.

SIR: On the morning of the 29th ultimo, while lying at Sharkey's Landing, a negro came in and informed that a party of eight or ten men were assembled at Smith's plantation, near by, for the purpose of organizing a guerrilla party to operate against our transports. I determined to break it up at once. Early on the morning of the 30th I took a party of soldiers from my vessel and proceeded to the place. On our approach, some three or four shots were fired at us without doing any injury. We captured 5 prisoners. The remainder of the party succeeded in making their escape; how many I do not know. The following arms were captured: 2 rifles, 2 double-barreled shotguns, 1 single-barreled shotgun, 2 revolvers, 3 pistols, 1 saber, 3 powderflasks, 1 shot pouch, 2 cartridge boxes, 3 bullet molds, 1 bowie knife, about 1 pound powder and 3 pounds buckshot and balls.

I also took one horse; and the prisoners are as follows: Greenwood Sharkey, Syd Smith, James O. Abbott, William C. Dollen, and Anderson Robbins.

GEO. W. BROWN,
Acting Master, Commanding.

Lieutenant-Commander JAMES P. FOSTER,
Comdg. Gunboats, Yazoo Expedition.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding operations against Vicksburg.

BEFORE VICKSBURG, April 2, 1863.

After the reconnoissance of yesterday, I am satisfied that an attack upon Haynes' Bluff, would be attended with immense sacrifice of life, if not with defeat. This, then, closes out the last hope of turning the enemy by the right. I have sent troops through from Milliken's Bend to New Carthage, to garrison and hold the whole route and make the wagon road good. At Richmond a number of boats were secured, which can aid in carrying subsistence from that point to New Carthage, and will also answer for ferrying any intermediate bayous. In addition to this I have a large force working on a canal from the river to Willow Bayou, and in clearing this latter out. With this done there will be good water communication from here to Carthage for barges and tugs. I have sent to St. Louis and Chicago for barges and tugs, and ordered all empty barges here to be fitted up for the transportation of troops and artillery. With these appliances I intend to be able to move 20,000 men at one time. To-morrow I shall have work commenced to prepare at least six steamers to run the blockade.

Having, then, fully determined upon operating from New Carthage, either by the way of Grand Gulf or Warrenton, I am of the same opinion as when I addressed you a few days since; that is, that it is important to prevent the enemy from further fortifying either of these places.

I am satisfied that one army corps, with the aid of two gunboats, can take and hold Grand Gulf until such time as I might be able to get my whole army there and make provision for supplying them. If necessary, therefore, I would send this number of troops as soon as the necessity for them was demonstrated. I would, admiral, therefore renew my request to prepare for running the blockade at as early a day as possible.

I shall go up to Milliken's Bend to-morrow, but will be over to see you on this subject the day following.

U. S. GRANT.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

P. S.—I would respectfully suggest if it would not be well to send to Memphis for all the spare small boats belonging to your branch of service not otherwise in use.

[Telegram.]

CAIRO, ILL., April 2, 1863.

When will *Queen City* be ready, and other boats being fitted out at Cincinnati? No time must be lost in getting them ready.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Master A. S. BOWEN,
U. S. Naval Rendezvous, Cincinnati, Ohio.

Order of the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, urging the occupation of the river between Vicksburg and Port Hudson.

Confidential.]

NAVY DEPARTMENT, April 2, 1863.

SIR: The Department is acquainted with your withdrawal from the Yazoo, by telegraph from General Grant, under date of the 25th ultimo. Nothing definite or positive has been heard from the Yazoo Pass expedition since it started. The Richmond papers announce that two of the rams attempted to pass the Vicksburg batteries in daylight and that one was sunk. It remains for your dispatches to inform the Department whether additional disgrace and disaster is to attach to the Navy from recklessness and disobedience of orders on the part of those not under the naval articles of war.

Rear-Admiral Farragut is below Vicksburg, after a successful and gallant passage of the Port Hudson batteries. The occupation of the river between Vicksburg and Port Hudson is the severest blow that can be struck upon the enemy, is worth all the risk encountered by Rear-Admiral Farragut, and, in the opinion of this Department, is of far greater importance than the flanking expeditions which thus far have prevented the consummation of this most desirable object.

I desire that you will consult with Rear-Admiral Farragut and decide how this object can best be obtained.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Report of Acting Rear-Admiral Porter, U. S. Navy, making complaint of the conduct of Brigadier-General Ellet, commanding Mississippi Marine Brigade.

MISSISSIPPI SQUADRON,
Yazoo River, April 2, 1863.

SIR: The Marine Brigade, under command of General Ellet, has arrived at this place.

The first act of his, before reporting to me in obedience to the President's order, was to send off two of the rams in an unprepared state, when one was lost and the second disabled.

His second act was to forbid the commander of the *Switzerland* to obey my orders, when I instructed him to report to Admiral Faragut, and not to run the batteries at Warrenton in the daytime.

His third act was to write me a disrespectful letter, informing me that he assumed all the responsibility of Colonel Ellet's conduct, and that he would permit no officer of his to obey any order unless it came through an officer of the brigade.

I saw from the first that the course of General Ellet was adverse to harmonious action; that he was determined to assume authority and disregard my orders. I gave him instructions to repair without delay to Greenville to cut off some guerrillas that were there. He went only as far as Milliken's Bend (50 miles this side his station), where he delayed until I ordered him to return without delay to this place.

I enclose all the correspondence relating to this matter from my first intercourse with him. I felt it due to my position to suspend him from his command.

There was no other course left for me to pursue, unless it was to persuade General Ellet into a proper course, or submit quietly to his assumption of authority.

No doubt great efforts will be made by General Ellet and his friends to have my action disapproved, but I trust to the justice of the Department to have me sustained in the course I have pursued, wherein I have been actuated only by motives of public interest.

The time has passed when a marine brigade would be of any service on this river, the guerrilla warfare having been put a stop to by the watchfulness of the gunboats.

As General Grant is the commander in chief of the Army of the Mississippi, and is here, it is not right to have a military force acting independently of him. I have already proposed to him that he should employ the Marine Brigade under his directions, as it was very near interfering with some movements he was making.

The movements of the army here are also much crippled for want of boats to transport troops. The Marine Brigade has attached to it seven or eight of the largest boats on this river, while it has but very few men to transport.

I recommend that the Marine Brigade be merged into the army under General Grant, as no longer being needed on this river. It can not exist as a separate army corps, because within the limits of General Grant's command, and I am convinced that it is for the entire interests of the nation that the brigade be abolished and attached to the army, where it can be made useful and be kept under military rule.

I should not mind encountering any difficulties connected with the command of this brigade, did I not see that I should be hampered with it at every step and be prevented from performing important duties that are of more consideration than the employment of the brigade.

With little or no knowledge of military matters, and with the disposition shown by General Ellet to assume authority not belonging

to him, the career of the Marine Brigade would soon end, and it would diminish as rapidly as the Ram Fleet has.

Some few of these vessels still remain; they have never been transferred to the Navy by the War Department. I beg that the Department will have this order issued and let the navy here be entirely independent of any other organization.

The Department can imagine my embarrassment when associated with persons who are thinking more of their own personal aggrandizement than they do of this Union.

I respectfully enclose all the correspondence relating to this matter. I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, above Vicksburg, March 23, 1863.

GENERAL ORDERS, }
No. 4. }

No officer of the Mississippi Marine Brigade will, upon any occasion whatever, move his boat—unless in cases where the actual safety of the boat requires it—without first obtaining the sanction of the general commanding, and in his absence of the highest officer of this command present.

By command of Brigadier-General A. W. Ellet.

W. D. CRANDALL,

Captain, Assistant Adjutant-General.

MISSISSIPPI SQUADRON,
Yazoo River, April 2, 1863.

GENERAL: I have received your communication of the 31st of March, in which you say that you assume all the responsibility attached to Lieutenant-Colonel Ellet's course, etc., and further informing me that while you retain command of the Marine Brigade no subordinate officer will be permitted to execute any order not transmitted through the proper channel. No one, sir, recognizes the propriety of transmitting orders through the proper channel [more] than I do, and as regards the rule you have adopted, except in cases where the public interests are likely to suffer, it is a rule recognized by myself in my intercourse with the different divisions comprising this squadron, and which I do not think you have reason to complain of not being followed.

Permit me to say, though, that I consider you have raised a very unnecessary difficulty in the case of Lieutenant-Colonel Ellet, to whom I sent orders for his guidance while absent from the fleet. Under the circumstances, I became his immediate commander, as you were some distance up the river, no other officer here, and the public interests would have suffered from having to send an order through you. I merely make this explanation to show you how precipitate you were to raise a point of controversy, and also to show that there was no

order of mine that ever came in conflict with the general orders of the Marine Brigade.

Your first step in entering the limits of my command, and before you had reported to me in obedience to the order of the President of the United States, was to assume the direction of the movements of vessels; while at that moment I was in communication with Admiral Farragut, and a tug from the flagship was bringing me dispatches daily, you were doing what no other division of the squadron had a right to do without specific orders from me. I alone have the right to regulate the movements of vessels from these headquarters, and no officer of division can exercise such right excepting I am not within reach and a matter of absolute necessity occurs, which was not the case here.

Your assuming the responsibility of the act of Lieutenant-Colonel Ellet (viz, a refusal to obey an order to report to Admiral Farragut and not to pass the batteries in the daytime) places you in such antagonism to my authority that I am forced, much to my regret, to suspend you from your command until the Government can take such steps in the matter as they may think proper.

I see no prospect of having any harmony of action with your command while you seem to be under impressions adverse to military and naval discipline.

Your determination that no order of mine should be obeyed unless coming through you or officers of the brigade would in certain cases defeat any enterprise that could be started. It would have been better had you not prematurely stated what was your determination in this matter, or waited until I had invaded what you may have considered your rights.

Your approval of the conduct of Lieutenant-Colonel Ellet in refusing to obey my orders convinces me that the public interests were secondary to an unnecessary form, and that an officer and vessel belonging to my command were sent off by an officer of division without my knowing even what orders the commander was acting under. I only know that he has refused obedience to my orders.

Whatever calamity occurs to that vessel by the commander's course, you and he will have to bear all the responsibility.

In consequence of these complaints, you will consider yourself suspended from command of the Marine Brigade and Ram Fleet, and will inform me who is the next officer in command.

Very respectfully, your obedient servant,

D. D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General A. W. ELLET,

Commanding Marine Brigade, Mississippi Squadron.

Report of Acting Volunteer Lieutenant Glassford, U. S. Navy, commanding U. S. S. New Era, regarding complaint of his conduct in command of station at Island No. 10.

U. S. GUNBOAT NEW ERA,
Island No. 10, April 3, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of 30th ultimo.

When I reached this station I found certain forms observed on board this vessel; steamers were brought to alongside, staterooms, luggage, and persons of passengers rigidly examined. This course had been commenced by Acting Master Planner and continued by Acting Ensign Hanford, my own immediate predecessor. On the 6th ultimo I had the honor to report to you and then mentioned that certain orders in the series were absent. Supposing these missing orders, or some of them, to direct the action of my predecessors, I concluded it to be my duty to continue the practice inaugurated before I assumed this command.

Fully appreciating the disagreeableness of the duty to myself, my officers, and the passengers, I selected certain officers as boarding officers, keeping in view their fitness for the service, and as I had learned that outrages had been committed on board of steamers in the past, and that charges of theft by the crew had been made, I prohibited any others from going on board except the usual guard, and the men composing it were searched at the gangway before the steamers were permitted to leave.

Seizures of whatever nature are entered upon the ship's log, and names and dates affixed to articles and money taken from passengers, so as to render identification easy.

Your order of February 25, received by me March 19 and acknowledged same day, seems to warrant the course heretofore pursued at this station. The following is to be seized: Munitions of war, rebel letters, rebel soldiers' clothing, rebel money, etc. I respectfully submit that, as letters and money are generally carried upon the persons of travelers or in their luggage, no interruption of the practice of their being smuggled through the lines can take place unless the most rigid scrutiny of both is observed.

That a change for the better has obtained upon this vessel, in her discipline, cleanliness, condition, and also in the manner in which the duty of examining steamers is performed, I think I can honestly claim; all manifestations of rudeness or irregularity upon the part of officers and men, and particularly on that of the boarding party, is put down and the greatest delicacy enjoined, and I have reason to believe has been observed during the past month.

That complaints will be made against any system which involves the examination of persons and property is natural and to be expected, but not from loyal men who are certain to see its propriety and willingly submit to its requirements for the general good.

That I have misunderstood your order is plain, since the receipt of yours of the 30th ultimo, and the practice prohibited therein has ceased.

I regret that you should have any grounds of censure against me, and more especially for maltreating passengers "and doing other things unbecoming an officer." What Mr. Doss (pilot) may have done when away from this vessel I am not responsible for, except in so far as he had warrant from me in his written orders. I never sent him away but once.

The censure quoted above is a grave one, and extremely mortifying to me. I have been in the service of the country since October, 1861, in this service since February, 1862, and have sought to merit the good opinion of my superiors. That I have succeeded somewhat is

proved by the fact that I have twice been honored by promotion. It is, therefore, natural that I should chafe under any charge of conduct "unbecoming an officer." I may make mistakes; all men are liable to do so, but I do not believe it possible that I should so far forget what is due to my past life, in and out of service, as to do anything to earn the complaint which called forth the severe reproof I have had the honor to own.

If this complaint is founded in truth, the reproof is undoubtedly merited, and I am willing, indeed anxious, that the opportunity of a test should be afforded.

If not improper, I would respectfully ask for a copy of the complaint referred to.

I am, sir, respectfully, your obedient servant,

H. A. GLASSFORD,

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

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron, Vicksburg.

Report of Lieutenant-Commander Selfridge, U. S. Navy, requesting permission to cut the levee between Arkansas River and Jefferson Lake.

U. S. S. CONESTOGA,

Off Arkansas River, April 4, 1863.

SIR: I have the honor to forward report of target practice, and also the total amount of cotton taken by the *Conestoga*.

I did not receive your dispatch to assist the *Cincinnati* until some hours after she had left White River, as Captain Bache did not leave it as he passed me.

My boilers were in such a condition that I can be of little use in towing, and the *Juliet* has no power; consequently I dispatched the *Bragg*, with orders to tow the *Cincinnati* nearly to Memphis.

I inspected the *Juliet* a second time, and found her greatly improved. I think now she will compare favorably with any of her class.

On a reconnoissance through the Cut-off the other day, some 6 miles below on the Arkansas, I surprised a picket station of four Texan cavalry. Before I could round to to bring my guns to bear, they escaped to the bush. Captured all their equipments, four shot-guns, two horses, etc.

On the Arkansas, some 8 miles below the Cut-off, Lake Jefferson heads up close to the river, so as to be only separated from it by the levee itself. Should this be cut, it will overflow the country between the Arkansas and Cypress Bend. The guerrillas will be very troublesome in that section as soon as the river falls, and, to keep them out, I should strongly advise to cut it. Have I your permission to do so?

General Price is in Little Rock. He is said to be preparing to invade Missouri. The rebels have constructed a fort at Chalk Bluff, 10 miles above Pine Bluff, represented as stronger than the Post [of Arkansas]. They have five heavy guns mounted upon it.

I have a vacancy for second assistant engineer and one more than the allowance of third assistants. Third Assistant Engineer Charles

Tistadt has been performing the duty of second assistant for some months, and I would respectfully recommend him for promotion. James O'Neil has been doing the duty of third assistant for many months, but has never received his appointment in the Navy. I cheerfully recommend him for the position.

I have two master's mates, Samuel J. Deknight and J. C. Pettersson, who have applied for promotions to ensigns. They are both seafaring men of considerable experience in the flotilla, and worthy of the appointments. There is a vacancy for ensign aboard.

All quiet in this vicinity.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Instructions from the Secretary of the Treasury to David G. Barnitz, esq., agent to receive captured or abandoned property.

TREASURY DEPARTMENT, April 4, 1863.

SIR:

* * * * *

And in addition to the said general duties you are appointed an agent to receive and collect abandoned or captured property, including all cotton, tobacco, and other merchandise and property seized under military or naval orders, or abandoned by the owners in the States of Tennessee, Arkansas, Louisiana, Mississippi, and Alabama, excepting arms, ordnance, ships, steamboats, or other water craft and their furniture, forage, munitions of war, and military supplies, necessary in military and naval operations.

You will be diligent in your efforts to acquire possession of all property, with the above-named exceptions, captured or seized by the military or naval forces of the United States within the States named, and will give your receipts in duplicate therefor to the respective officers from whom it shall be received in the following form:

"Received of _____, _____ bales of cotton (or hogsheads of tobacco, or sugar, or other property, as the case may be, briefly describing it), estimated (insert weight or value, or both, of each parcel, and the aggregate), captured by the forces of the United States (or seized under military orders) and claimed to be the property of _____, which property I have received as special agent of the Treasury Department, appointed in pursuance of certain acts of Congress approved July 13, 1861, May 20, 1862, and March 12, 1863, the said property to be transported and disposed of under the regulations of the Secretary of the Treasury, prescribed in pursuance of the authority conferred on him by the said acts."

* * * * *

Very respectfully,

S. P. CHASE,
Secretary of the Treasury.

DAVID G. BARNITZ, Esq.,
Cincinnati, Ohio.

Order of Fleet Captain Pennock, U. S. Navy, to Lieutenant-Commander Badger, U. S. Navy, to report for duty at Cairo, Ill.

OFFICE OF MISSISSIPPI SQUADRON,
Cairo, Ill., April 5, 1863.

SIR: Your communication of 3d instant to Acting Rear-Admiral Porter, enclosing a copy of an order from the honorable Secretary of the Navy to you of 30th ultimo, has been received at this office and opened by me in accordance with his directions.

You will be pleased to report to me for duty in charge of ordnance, without delay, as your services here in such capacity are immediately required.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Lieutenant-Commander O. C. BADGER, U. S. Navy,

St. Louis. Mo.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report of the operations of the Marine Brigade in the Tennessee and Mississippi rivers from April 5 to May 29, 1863.

No. 63.]

U. S. MISSISSIPPI SQUADRON,

Flagship Black Hawk, near Vicksburg, June 18, 1863.

SIR: I have the honor to enclose Brigadier-General A. W. Ellet's report of the movements of the Marine Brigade from April 5 to 29th of May, inclusive.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

HEADQUARTERS M. M. BRIGADE, FLAGSHIP AUTOCRAT.

ADMIRAL: I have the honor to report that, agreeable to your order, received at Greenville, Miss., on the 5th of April, I immediately got underway and proceeded as rapidly as possible to the Tennessee. The difficulty of obtaining coal caused me several days' detention at Cairo, Ill. I left Cairo the morning of the 14th; reached Fort Henry on the following day.

Here I met Colonel Streight and his command, which, after one day's delay, was ready to accompany me. I found at Waverly Landing a gunboat waiting for us, which continued to accompany us until we arrived at Eastport, without any enemy being visible.

From Eastport, opened communication with General Dodge, who requested I should drop my fleet down to Savannah and make a demonstration from that place to attract the enemy's attention while he advanced against Tuscumbia.

At Savannah I disembarked my cavalry under the command of Major Hubbard, with orders to proceed eastward to Craven's Mill,

a point 18 miles from Savannah, where the rebel Colonel Cox, with his regiment, made their headquarters, and to burn the mill and stores, etc., at that point. The march was effected in the night, the orders executed to the letter.

A large amount of flour, meal, and bacon was destroyed, several of Colonel Cox's pickets captured, and the major returned without any loss.

From Savannah to Clifton we burned several mills and large amount of lumber. I stopped repeatedly and pushed my command back in the interior from various points.

Finally, the water becoming so low as to create apprehensions for the safety of my boats, I determined to drop below Duck River Shoals for their security. On the morning of the 26th of April, some 3 miles below the mouth of Duck River, we were attacked by a regiment of Colonel Woodward's command, 700 strong, with 2 pieces of artillery. The attack was very fierce, but lasted only a few moments. The enemy had evidently mistaken us for unarmed boats, and were unprepared for the resistance they met with. We repulsed them with severe loss. We effected a landing as quickly as possible (the nature of the banks causing considerable detention) and pursued their retreat some 12 miles.

We found the commanding officer, Major White, of the Sixth Texas rangers, lying mortally wounded in a house 4 miles from the battle ground, left by his men in their precipitate retreat.

The enemy abandoned their dead, 8 in number, and we buried them. Their wounded they succeeded in carrying off with them, owing to the necessary delay occasioned in landing my troops, from the unfavorable condition of the river banks, and the narrowness of the river at the spot.

Our loss was 2 killed and several wounded, only one seriously. We remained until the next day at this place, then proceeded to Fort Henry.

We remained at Fort Henry three days for the purpose of mustering the command and to coal the boats, and then proceeded again up the river. We found the water too low to ascend above Reynoldsburg, and were obliged to return.

On the 7th of May we left the river. We destroyed a great many flats and ferryboats and brought out a great many Union refugees, flying from the effects of the rebellion.

I arrived at Cairo on the 8th of May, and immediately proceeded to repair damage my boats had sustained in the tortuous navigation of the Tennessee River. Being unable to obtain any instructions from you, I telegraphed to the Department at Washington, and was ordered to proceed down the Mississippi River, as the Tennessee was too low for my boats to act longer there.

On the 16th of May I left Cairo, stopping frequently to exercise my horses and drill my men. On the 22d of May I left Memphis. About 35 miles above Helena my commissary and quartermaster boat was fired into from the Mississippi side, about 6 miles above Austin. She was at the time some distance in the rear of the fleet. I received the report late at night after the fleet had come to anchor, and made immediate arrangements to return in the morning and punish the perpetrators of the outrage. I landed at Austin before sunrise; could learn nothing from the inhabitants of the existence

of any enemy near there. I discovered the wreck of a small trading boat that had recently been burned, and finally learned from an old negro that some rebels had just left the place upon our approach; that they had burned the boat the night before, captured the crew, and carried off the freight in wagons.

I immediately ordered the cavalry in pursuit, the infantry to follow as rapidly as possible.

Major Hubbard came upon the enemy about 8 miles out, near 1,000 strong, with 2 pieces of artillery. He was surrounded and his retreat was cut off, but was able to find a position where, by dismounting his men, he repelled the enemy's repeated charges upon his little band of less than 200 men, and maintained his position until relieved by the arrival of the infantry.

Our loss was 2 killed and 19 wounded, mostly very slight wounds. We found 5 of the enemy dead on the field, obtained 22 stand of arms, captured 1 wagon and team and 3 prisoners, besides several horses and mules.

I burned the town of Austin. By searching the houses we found that a lively trade of smuggling goods was carried on at this place. Whisky, salt, molasses, fish, dry goods, and medicines in large quantities and unbroken packages were discovered.

As the fire progressed the discharge of firearms from the houses was constant and rapid, notwithstanding we had searched them all. Two heavy explosions of powder also occurred.

We returned to Helena the same evening. On the following day I received a request from General Prentiss that I should remain with my command before Helena, as the place was threatened with an attack, until he could find something of the enemy's purpose. On the 26th of May we left Helena, and hearing of no enemy, proceeded slowly down the river and arrived above Vicksburg on the morning of the 29th of May.

Very respectfully, your obedient servant,

ALFRED W. ELLET.

D. D. PORTER,
Acting Rear-Admiral.

Report of Fleet Captain Pennock, U. S. Navy, requesting the services of an ordnance officer.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., April 6, 1863.

SIR: I respectfully and earnestly request that an ordnance officer be attached exclusively to this station.

The duties of taking proper care of so large a quantity of ordnance stores as are now here, of arming and equipping promptly the light-draft gunboats, and of filling requisitions from the squadron below are as much as one officer, with his proper assistants, can possibly attend to. I have the honor to be,

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

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

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the disposition of the vessels of his command.

MISSISSIPPI SQUADRON,
Yazoo River, April 6, 1863.

SIR: I have the honor to make the following report of the disposition of the vessels of this squadron.

The *Black Hawk*, *Lafayette*, *Tuscumbia*, *Benton*, *Pittsburg*, *Louisville*, *General Price*, *Red Rover*, *Sovereign*, *Great Western*, *Judge Torrence*, and *Sampson* are at this place.

The *Carondelet* and *Mound City* are at the canal, acting as guard vessels.

The *Linden* and *Cricket* are at Memphis. The *Tyler* and *Curlew* are patrolling the river between here and Cairo.

The *Bragg*, *Conestoga*, and *Prairie Bird* are at mouth of White River. The *Juliet* is at mouth of Arkansas River.

The ram *Switzerland* is below Vicksburg.

The *Baron De Kalb*, *Chillicothe*, *Marmora*, *Signal*, *Romeo*, *Forest Rose*, and rams *Fulton* and *Lioness* are the gunboats attending the Yazoo Pass expedition.

The *New Era* is at Island No. 10. The *Lexington*, *Robb*, *St. Clair*, *General Pillow*, *Brilliant*, *Silver Lake*, and *Fairplay* are conveying stores for the army on the Tennessee River.

The *Covington*, *Queen City*, *Argosy*, and *Emma Duncan* are fitting out for service on the Tennessee River. The *General Lyon* is employed in carrying stores.

The *Eastport*, *Rattler*, *Cincinnati*, *Little Rebel*, *Springfield*, *Clara Dolsen*, and *Abraham* are at Cairo.

The Marine Brigade, under General Ellet, has been ordered up Tennessee River to guard that line.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the return to her owners of the seized vessel New National.

MISSISSIPPI SQUADRON,
Yazoo River, April 6, 1863.

SIR: Agreeable to your order I have turned the *New National* over to the owner, but was obliged to charter her at \$50 per day until I can make other arrangements.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Unofficial letter from the Assistant Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, referring to recent disasters on the Western waters.

NAVY DEPARTMENT, April 6, 1863.

DEAR PORTER: I have been wanting to write to you for some weeks, but have so much to say as to lead me constantly to defer the matter until I have so much on hand that it can not be communicated in a letter. The Tribune says that the eighty-six years that the Navy has been in existence have not recorded so many disasters as have taken place within the last year. Having protested in Cabinet meeting against this same fleet under soldiers and as at present organized, I was prepared for trouble, though not on such a large scale. Brown, however, seems to have capped the climax, and the impression seems to be from those who are acquainted with his father, that he has acted treacherously. Then comes up a little enquiry from the West as to Watson Smith's capacity. I do not know him nor what he has been about, except that he has failed; but the President constantly predicted that he should be perfectly satisfied if they got out of that pass safe. The man who has shown in all previous responsibility the most brains, does not seem to have charge of any expeditions. I mean Phelps.

The President thinks it very important to keep a force below Vicksburg, and I sent him your dispatches showing that to have been your original idea.

He approves of Farragut's passage of the batteries, and consents to the loss of the *Mississippi* for the brief stoppage it makes of supplies. What I fear is that while Farragut is in the river, Buchanan will be out of Mobile and attack our fleet with his ironclads. I fear disaster there every day, and I hope you can arrange it so as to get him out safely and as early as possible.

Charleston will probably be attacked this week, and if we are successful, they will lose heart all round; otherwise, look out. We have lost our best vessels without much of a fight, captured by soldiers; their Navy seems to be outdone by horse marines. We were repulsed at Port Hudson, but our people redeemed the affair by heroic courage and endurance. The people, however, will have nothing but success, and they are right. The old cry is commencing against Mr. Welles for not giving it to them.

Truly, yours,

G. V. Fox.

Acting Rear-Admiral D. D. Porter.

P. S.—We are likely to have some trouble because you do not send prizes to the judge, as required by law. The marshal has nothing to do with the matter.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding the forwarding to the prize court of all papers found on captured vessels.

NAVY DEPARTMENT, April 7, 1863.

SIR: The Department finds it necessary to call your particular attention to the 5th section of the act of July 17, 1862, "for the better government of the Navy," etc., which requires that the com-

manding officer of every vessel, or the senior officer of all vessels of the Navy, which shall capture or seize upon any vessel or vessels as a prize, shall carefully preserve all the papers and writings found on board, and transmit the whole of the originals unmutilated to the judge of the district to which such prize is ordered to proceed, with the necessary witnesses and the report of the circumstances attending the capture, stating the names of vessels claiming a share thereof.

You will observe that the papers, report of the capture, etc., are required to be sent to the judge, and not the attorney of the district to which the prize is ordered to proceed.

The Department understands that in several cases of prizes sent to Cairo, judicial proceedings have not been instituted on account of the alleged absence of the necessary papers or evidence, and claimants of the captured property are demanding its release on the ground of the delay in proceeding to adjudication.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding the landing of cotton.

GENERAL ORDER }
No. 41. }

U. S. MISSISSIPPI SQUADRON,
Yazoo River, April 7, 1863.

No cotton captured by Government vessels must be landed anywhere except at the wharf boat at Cairo, or, in case of distress, at the navy yard at Memphis, and placed under the charge of the naval officer commanding.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

General order of Acting Rear-Admiral Porter, U. S. Navy, regarding the disposition of property captured on shore.

GENERAL ORDER }
No. 42. }

U. S. MISSISSIPPI SQUADRON,
Yazoo River, April 7, 1863.

All officers under my command will abstain from taking on board or seizing any abandoned cotton, tobacco, rice, or other articles found along the shore.

Agents of the Treasury are appointed for this purpose, whose duty it will be to look after such matters.

Officers will confine themselves to seizing rebel property afloat, or cotton, tobacco, and rice carried in merchant vessels contrary to law.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

[Telegram].

Washington, D. C., April 7, 1863.

Did Badger get his telegraphic order to meet Dahlgren at Cincinnati? Order him to go at once and inform him by telegraph.

H. A. WISE,
Assistant to Bureau.

Commodore J. B. HULL, U. S. Navy.

Letter from Chief Engineer Shock, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, regarding engineers for the new iron-clads Osage and Neosho.

Private.]

ST. LOUIS, MO., *April 7, 1863.*

DEAR SIR: I accidentally met Mr. Walker, an acting chief engineer of the Western Flotilla, who informs me that he thought there were some five or six assistant engineers in the squadron that could be spared; if so, may I beg that they be sent to this point to take charge of the *Osage*.

I have authority from the Bureau to nominate assistant engineers to the Department, both for the *Osage* and *Neosho*, the first two of our turreted ironclads, but up to the present time I have not succeeded in getting one.

I have labored assiduously to get these boats to your squadron, and am in hopes to leave here in the first one (the *Osage*) in about fifteen days.

I have had the engine department ready for several days, excepting the turret, which I am in hopes to complete by the 15th.

Everything is being done to avoid a detention at Cairo. It is my purpose to go down the river for the purpose of instructing the engineers in working the turret and testing the machinery generally.

I think we will have the *Neosho* ready in about three weeks after the *Osage* joins you.

I have advertised for engineers and send herewith a copy of the advertisement.

The proposed complement of engineers for the *Osage* and *Neosho* is, for each, 1 first assistant, 2 second assistants, and 2 third assistants.

I am, very respectfully, your obedient servant,

WM. H. SHOCK,
Chief Engineer, U. S. Navy.

Admiral PORTER, U. S. Navy,
Commanding Western Flotilla.

Order of Lieutenant-Commander Pattison, U. S. Navy, to Acting Ensign Morehead, U. S. Navy, commanding U. S. S. Cricket.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Memphis, April 7, 1863.

SIR: You will proceed without delay with U. S. S. *Cricket* under your command to the lower fleet and report in person to Acting Rear-Admiral Porter, commanding Mississippi Squadron.

Respectfully, your obedient servant,

T. PATTISON,
Commanding Navy Yard.

J. W. MOREHEAD,
Acting Ensign, in Command.

Report of Acting Rear-Admiral Porter, U. S. Navy, requesting the appointment of Alfred Phelps as acting master.

No. 173.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, April 7, 1863.

SIR: In answer to your communication of March 27, 1863, enquiring whether Alfred Phelps was an original appointment or a promotion, I beg leave to inform you that Mr. Phelps has been connected with the squadron for over a year; that he has acted in the capacity of paymaster, but has performed the duties of watch officer; he has an excellent reputation, and is perfectly qualified to perform the duties of acting master. I am much in want of that class of officers, and respectfully request that the Department will appoint Mr. Phelps. I have the honor to remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

[HON. GIDEON WELLES.]

Report of Acting Rear-Admiral Porter, U. S. Navy, requesting a change of name for a vessel.

MISSISSIPPI SQUADRON,
Yazoo River, April 7, 1863.

SIR: I beg leave to recommend that the name of the steamer *Emma Duncan* be changed to *Hastings*.

I remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Report of Fleet Captain Pennock, U. S. Navy, acknowledging Department's dispatches for Admirals Farragut and Porter.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., April 7, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 2d instant, enclosing important dispatches from the Department for Admirals Farragut and Porter.

I have carried out the instructions therein contained by delivering them to Fleet Surgeon N. Pinkney, who will leave for the squadron to-morrow at noon in the U. S. S. *General Lyon* and deliver them in person.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

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

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding general conditions about Vicksburg.

MISSISSIPPI SQUADRON,
Yazoo River, April 7, 1863.

SIR: There is nothing new at this point with the exception that General Steele's division has been sent up to take possession of the country through which we lately took the gunboats. When that is secured we can reach the Yazoo when we please, provided the water keeps up.

I am preparing to pass the batteries of Vicksburg with most of the fleet. General Grant is marching his army below, and we are going to endeavor to turn Vicksburg and get to Jackson by a very practicable route. If General Grant can raise 60,000 men, which he says he can do, he can not fail.

The enemy, owing to our late raids on them, have much reduced their force at Vicksburg. They are cut off from all supplies from below; so is Port Hudson.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Telegram.]

CAIRO, ILL., April 8, 1863.

An emergency has occurred. Can gunboat *Cincinnati* go upon the ways or into dock at St. Louis immediately? Please answer.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Commodore J. B. HULL,
St. Louis, Mo.

[Telegram.]

ST. LOUIS, Mo., *April 9, 1863.*

The *Cincinnati* can be taken on the ways about the 16th. Shall I engage them?

J. B. HULL, *Commodore.*

Captain A. M. PENNOCK,
Cairo.

[Telegram.]

CAIRO, ILL., *April 9, 1863.*

Please engage the ways. Will send *Cincinnati* up.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Commodore J. B. HULL, U. S. Navy.

Letter from Charles A. Dana to Acting Rear-Admiral Porter, U. S. Navy, requesting an interview as special commissioner of the War Department.

HEADQUARTERS OF GENERAL GRANT, *April 9, 1863.*

DEAR SIR: I am here as a special commissioner of the War Department, and shall probably remain for several weeks. I desire very greatly to have the opportunity of some conversation with you upon the general situation of affairs, and will come on board your flagship whenever it may be convenient for you to receive me for the purpose.

I am, with great respect, your obedient servant,

CHARLES A. DANA.

Admiral PORTER.

Order of Lieutenant-Commander Selfridge, U. S. Navy, to Lieutenant Bishop, U. S. Navy, to send boat expedition to the new Cut-off in Arkansas River.

CONESTOGA, *April 9, 1863.*

DEAR BISHOP: I send you by the *Juliet* a man by the name of Moore. Take him down to Napoleon, [Ark.], to-morrow, and let him search there for his family. Give him all necessary protection, and put him, or them, on the first transport going up. He is the Government detective at Helena.

Whilst you are at Napoleon, send a boat up the Arkansas as far as the new Cut-off; examine the two shores closely, and destroy any skiffs or canoes; also send a boat in, round back of the town, to do the same. I shall not probably be down before Monday.

Yours, truly,

SELFRIDGE.

Send word by Captain Shaw if you have anything new. It turns out that Carlisle is a cotton buyer. You are unfortunate.

General Order of Acting Rear-Admiral Porter, U. S. Navy, requesting names of those entitled to receive medals of honor.

U. S. MISSISSIPPI SQUADRON, April 10, 1863.

GENERAL ORDER }
No. 43. }

The commanders of all vessels in this squadron will make out and send in to me as soon as possible a list of those men who have particularly distinguished themselves in action and by continued good conduct on this river during the war.

The information must be explicit as regards names, time, and place, as it is to be forwarded to the Navy Department, who contemplate rewarding the above men by medals of honor for so distinguishing themselves.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

General Order of Acting Rear-Admiral Porter, U. S. Navy, restricting commanders of vessels to seizures afloat only.

U. S. MISSISSIPPI SQUADRON, April 10, 1863.

GENERAL ORDER }
No. 44. }

No commander will permit anyone under his command to land for the purpose of taking property of any description from plantations along the river within the limits of this squadron.

The duties of commanders will be confined to seizing rebel property afloat.

No person will be allowed to pillage, burn, or destroy (unless from military necessity, which must be shown) under penalty of the severest punishment.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, desiring reinforcements in view of expected attack on naval forces off White River.

U. S. S. CONESTOGA,
Off White River, April 10, 1863.

SIR: I have direct intelligence that an attack is imminent at any moment upon our naval forces at this point.

They have defended four river steamers with cotton bales, and have some 2,000 men ready to embark upon them.

You may depend upon me, sir, that there will [be] no surrender, no matter what the odds; but my boilers are in a very bad condition, and I think we ought to have reinforcements.

I should have sent the *General Lyon* to Helena for some of the Yazoo Pass expedition, but Dr. Pinkney informs me he has too valuable dispatches to be detained. In haste,

Very respectfully, your obedient servant,
THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, giving fuller details of expected attack on naval force under his command.

U. S. S. CONESTOGA,
Off. Arkansas River, April 11, 1863.

SIR: I wrote you a hurried dispatch yesterday by the *General Lyon*, of the contemplated attack upon this portion of the squadron. I have not since obtained any further intelligence. The names of the two [four] boats spoken of as prepared with cotton bales are the *Cheney*, *St. Francis No. 3*, *Golden Age*, and *Bracelet*, manned with 2,000 men.

The intelligence comes by negroes through two different sources. Also a Government detective from Helena tells me that the fitting out of the *Pontchartrain* was talked of at Little Rock. These negroes said this attack had been the talk along the river for a week past, and that the attack was to be principally against this boat, as she was thought to be more easily captured.

I have given you all the intelligence I have, and therefore you are the best judge whether I require reinforcements. The mouths of these two rivers are so far apart that the *Bragg* or myself must sustain the attack single handed, as we could not reach the other in time.

The Yazoo Pass expedition is just passing. I have taken the responsibility to detain the *Signal* until Captain Foster passes in the *Petrel*.

I remain, very respectfully, your obedient servant,
THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

If you could spare me one of the stern-wheel rams it would be very acceptable.

General Order of Acting Rear-Admiral Porter, U. S. Navy, regarding the painting of the light-draft gunboats.

GENERAL ORDER }
No. 46. }

U. S. MISSISSIPPI SQUADRON,
Yazoo River, April 11, 1863.

The commanders of light drafts will at once paint the hull and casemates of their vessels black, leaving the cabins a buff color.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding late disastrous operations.

MISSISSIPPI SQUADRON,
Yazoo River, April 11, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 3d [2d?] instant. I have already informed you of the cause of the disaster to the ram *Lancaster*, in relation to which I had nothing to do, being absent at the moment, and being unwilling at any time to send down that class of vessels, unless at night and properly prepared.

I am sorry the Department is not satisfied with the operations here, but you will please remember, sir, that I was ordered to cooperate with the army, and sagacious officers deem these flanking movements of great importance. Vicksburg can not hold out a day with the loss of Yazoo River, while she can hold out for some time while we control the Mississippi. No one is more aware than I am of the importance of having possession of the mouth of Red River, and no one has been more anxious than myself to have it brought about, but I could not, without charge of further recklessness, send any vessel that I have had here below Vicksburg. Not one of them could return past Fort Adams, Cole's Creek, Ellis Cliffs, and Rodney without towage, on account of the tremendous currents at those points. I had the *Lafayette* sent down here with her mechanics on board, and with her iron plating not put on. We have been working night and day on her to have one vessel that could be depended upon. When she is ready she will go below with some others.

If the Department will read over my instructions to the officers whom I sent below in charge of the vessels that were lost, it will perceive that every precaution was taken to insure success in the blockade of the Mississippi, and that I was not at all responsible for any disaster that has so far occurred in this squadron.

While it is my desire to carry out the wishes of the Department in relation to all matters connected with operations here, still I must act in accordance with my judgment and a more full knowledge of affairs than the Department could possibly have.

The flanking operations spoken of by the Department have not in any way interfered with any other movements, as the vessels were of a class that could not be sent below without a certain kind of support; that support was not here. I think that the vessels left, and comprising the Ram Fleet, should be turned over entirely to the Navy, to have naval officers on board, and the present officers to be attached to the Marine Brigade or to be got rid of.

Whatever disaster may happen to those vessels is attached to the Navy, while any success is appropriated by the Ellet Ram Fleet.

I have sent them all up Tennessee River, where their operations will be mostly confined to land.

I have informed the Department of all the movements on the Yazoo that came to my notice and sent the reports of commanders.

The Yazoo Pass expedition has done harm to the enemy, though not as successful as I intended it to be. It caused the enemy to sink the *Star of the West*, *Magnolia*, and *Natchez*, three of their best vessels. The squadron chased the steamer *Thirty-fifth Parallel* on shore, where she was burned, with 3,000 bales of cotton.

One steamer transport was sunk by our shells, and one other, I believe, destroyed to avoid falling into our hands.

The fort (Pemberton) was silenced at one time by our gunboats, and remained so for a day. The army did not think themselves strong enough to attempt the assault, waited for reinforcements, and lost their chance.

I beg leave to enclose a communication I wrote to Admiral Farragut in relation to operations below. I had no other means of conferring with him except by writing, as he laid too far off.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting list of vessels added to the fleet in Tennessee and Cumberland rivers.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, April 11, 1863.

SIR: I have the honor to enclose herewith a list of vessels lately purchased, which are to be added to the upper fleet in the Tennessee and Cumberland rivers.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Tons.	Name.	Description.	Remarks.
219	Argosy	Stern wheel ..	Finished at Cairo. Left to join upper fleet April 3, 1863.
293	Emma Duncan (now Hastings).	Side wheel ...	Unfinished at Cairo.
207½	Key West No. 3.....	Stern wheel ..	Do.
224	Covington.....	Side wheel ...	Finished and on duty. Left to join upper fleet February 5, 1863.
236½	Silver Cloud.....	Stern wheel ..	Unfinished at Cairo.
	Queen City	Side wheel ...	Finished. Leave for upper fleet as soon as stores and coal in.
	Naumkeag	Stern wheel ..	Unfinished at Cincinnati, Ohio.
286	Thompson, J	Side wheel ...	Do.
	Kenwood	Stern wheel ..	Was on the stocks at Cincinnati, Ohio. Launched April 3, 1863.
	Fanny Barker.....	.....do	Unfinished at Cincinnati, Ohio.
	Exchange.....	.....do	Do.
	Champion.....	Side wheel ...	Do.

Report of Acting Volunteer Lieutenant Hoel, U. S. Navy, regarding an examination of the wreck of the U. S. S. Indianola.

U. S. GUNBOAT PITTSBURG,
Mississippi River, April 11, 1863.

SIR: In accordance with your instructions I made as thorough an examination of the wreck of the U. S. gunboat *Indianola* as circumstances would admit.

She lays sunk in 9 feet of water, and in a straight position on the bottom, immediately opposite Jo. Davis's (brother of Jeff. Davis) plantation. Her forecastle is about 1 foot under water, and her afterguard 2. The enemy have succeeded in removing one of the two 11-inch guns composing her turret battery; the other was burst and pieces of it scattered over her deck. Her after battery, consisting of two 9-inch guns, has been removed, and one of them secured by the enemy; the other was, I learn, lost overboard in their endeavor to place it on a steamboat, and not since by them recovered; this I was informed of by one of Jo. Davis's negroes, but after a careful search have not been able to ascertain its position, and conclude it was sunk deeply in the sand.

The woodwork has been burned off the wreck above water, and, from appearance, I conclude her turret has been blown apart, as the four sections of which it was composed are entirely disconnected and lying in different parts of the vessel's deck. As near as I have been able to ascertain, her hull is sound. I succeeded in fishing from the magazine a slow match which had been fired and placed in it, but from some cause extinguished, there remaining about half a fathom, thus proving that no explosion took place in her magazine, and if her hull be injured, it must have been by other means. The engines still remain undisturbed in the hold, and where the wreck now lays for six months in the year is a dry sand bar, and probably in the course of two months the river will have fallen sufficiently low as to leave it entirely exposed. But little of the iron from the turret or casemate has been removed by the enemy.

The wreck as it lays, with proper facilities, could be raised with but little difficulty.

Very respectfully, your obedient servant,

W. R. HOEL,

Acting Volunteer Lieutenant, Commanding.

DAVID D. PORTER,

*Acting Rear-Admiral, Commanding Mississippi Squadron,
Off Palmyra Island, Mississippi River.*

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding cotton captured by the vessels of the Yazoo Pass expedition.

MISSISSIPPI SQUADRON,
Yazoo River, April 12, 1863.

SIR: Agreeable to general orders, I have the honor to report 558 bales of cotton captured by the vessels comprising the Yazoo Pass

expedition, 125 of which have been sent to the army quartermaster for defenses; the rest, 433 bales, sent to Cairo.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding proposed operations of the Army and Navy, below and above Vicksburg.

Confidential.]

MISSISSIPPI SQUADRON,
Yazoo River, April 12, 1863.

SIR: I wrote you a short time since that some vessels of the squadron would go below Vicksburg. I have been endeavoring since I came here to get the batteries of these vessels changed, and have succeeded at last in getting three 11-inch guns placed in the bow of each one. This makes them much more effective.

It is General Grant's purpose to march an army across to [New?] Carthage, which is about 20 miles below Vicksburg, in Louisiana, where the *Indianola* sunk and was blown up. He is building a road for artillery and clearing out a bayou 40 feet wide and 10 feet deep, to pass the provisions through. From [New?] Carthage to Grand Gulf is 20 miles. He proposes to embark his army at [New?] Carthage, seize Grand Gulf under fire of the gunboats, and make it the base of his operations. With a superior force there will be no difficulty in getting into Vicksburg, which is 45 miles by land, and good roads. If it ends in an inland siege, Vicksburg will still have the Yazoo to get provisions by, which will explain to the Department the object of the flanking expeditions, which it does not seem to think favorably of.

The squadron will pass the batteries and engage them while the transports go by in the smoke, passing down, of course, at night.

General Grant is sanguine, and if he has what he thinks he has—75,000 men here and at Memphis—he may likely get to Vicksburg. At all events we can get General Banks above Port Hudson by starving the garrison of that place out. In this operation I act in obedience to the orders of the Department to cooperate with the army, and shall do my best to make them successful.

In anticipation of going below, I have made every arrangement to keep the enemy in check everywhere above. The rebel General Hindman has fitted out five steamers away up the Arkansas River, packed them with cotton, and with 2,000 men is going to attack our fleet in the Arkansas and White rivers.

I have placed eight vessels carrying 50 guns at the junction of White and Arkansas rivers to stop this affair, and only hope that the attempt may be made to attack us. Every point on the Mississippi is guarded or patrolled where there is a likelihood of a guerilla. The river from Cairo to Vicksburg is as quiet as in time of peace.

I have and shall still continue to reinforce the vessels in the upper rivers—Tennessee and Cumberland—as the necessity for them diminishes below. There are now (or will be soon) 23 vessels in the Tennessee River (including the Marine Brigade), 14 of which carry in all 97 guns, many of them of heavy caliber.

The Cumberland River will be reinforced in like manner, as I can spare the light-drafts from below.

Now, that we are getting a fair quantity of vessels, I shall be able, by drawing first from one division, then from another, to satisfy all demands.

I have every reason to be pleased with the cooperation of the officers commanding divisions and their attention to general orders.

Now that everything is systematized all along the rivers and in the different divisions, my labors are comparatively light.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the deficiency of men for the squadron.

No. 185.]

MISSISSIPPI SQUADRON,
Yazoo River, April 12, 1863.

SIR: I have the honor to inform you that this squadron is getting short of men, the time of many having expired. I have been filling up deficiencies from the army. General Grant has supplied me with 800 soldiers, who are now very efficient. About 600 contrabands are employed in the place of discharged men, and we man the guns with them.

The men sent from the North are light built (mostly boys).

We are much in need of more experienced men for petty officers.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

General order of Acting Rear-Admiral Porter, U. S. Navy, calling attention of commanding officers to the regulations of the Treasury Department regarding trade.

GENERAL ORDERS, }
No. 47. }

U. S. MISSISSIPPI SQUADRON,
Yazoo River, April 15, 1863.

The commanders of all vessels in the Mississippi Squadron are directed to conform strictly to the orders of March 31, 1863, issued by the Secretary of the Treasury, regulating trade. No officer must

interfere with the purchase, sale, or transportation of goods or merchandise, which shall be conducted under the regulation of the Treasury Department, by Treasury agents, or other authorized officers of the Treasury Department, and any officer will give such aid in carrying out the provisions of the said act, and in enforcing due observance of the said regulations of the Secretary of the Treasury, as can be given without manifest injury to the public service.

It is further ordered that any officer who may have in his possession any property belonging to the insurrectionary States not required for military purposes shall turn it over to a Treasury agent, taking duplicate receipts for the same. All papers, receipts, and vouchers relating to such property should be turned over to the Treasury agent, or any document showing the right to possession of such property by the individuals from whom it was taken.

No officer will take on board his vessel any cotton, tobacco, goods, or merchandise, unless necessary for military purposes, or ordered to do so by me. Nor will they interfere with the trade upon these rivers, unless it may be to prevent the violation of the regulations aforesaid.

Every commander will furnish himself with a copy of the regulations of the Treasury of March 31, conform strictly to them himself, and make all others under him do the same.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Order of the Secretary of the Navy to Fleet Captain Pennock, U. S. Navy, regarding the release of the Steamer Rowena.

NAVY DEPARTMENT, *April 15, 1863.*

SIR: An application has been made to the Department in behalf of the owners of the steamer *Rowena*, referred to in your letter of February 19.

The seizure of this vessel is not regarded as having been made under the prize law. The Department directs, therefore, that the property be delivered to the proper claimant, upon the presentation of proof that the Secretary of the Treasury has authorized the release. But if the vessel is needed for the service of the squadron and can be had on reasonable terms, you are authorized to retain her, and will inform the Department.

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

Captain A. M. Pennock,
Commandant Naval Station, Cairo, Ill.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Forest Rose, regarding arrival of flag of truce.

U. S. GUNBOAT FOREST ROSE, *April 15, 1863.*

SIR: At 12 m. a flag of truce made its appearance at the point. I went out to meet it. Major N. G. Watts and Major F. W. Headley were in the boat, and said they expected to have met General Grant and General Sherman in regard to the exchanging of pris-

oners. They reported all quiet at Charleston. - Our fleet left, with the exception of the *Ironsides* and a few light steamers. Also, that Van Dorn had had a fight and a whipping at Franklin. They think that Admiral Farragut is in a tight place, being without coal. I only obtained one paper, which I sent to you by General Grant, who came alongside about 2 o'clock and immediately left for the flagship.

Very respectfully, your obedient servant,

GEO. W. BROWN,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Ensign Wheelock, U. S. Navy, regarding cotton turned over to the Navy by the captain of steamer Brazil.

HELENA, ARK., April 16, 1863.

SIR: Yours of the 13th is now before me, in answer to which the captain of the steamer *Brazil* informed me that he had some cotton to turn over to the Navy, requesting that I would give him an order where to put it. I had two orders written, retaining one myself, handing the other to the captain. After the cotton was put on the mortar boats I noticed for the first time that the captain was slightly inebriated, which aroused my suspicion that something was wrong, yet I felt pretty safe so far as I was concerned, for I had the order written subject to the order of the naval commander, also taking care to retain a duplicate. About 11 o'clock the steamer returned for the cotton, by an order from the chief quartermaster. The Treasury Department never having had anything to do with it, I concluded to go up with the cotton myself, and see what was the matter. Arriving at the wharf boat, I found Major-General Prentiss, Commander Foster, of the *Chillicothe*, [and] Quartermaster Hatch waiting to investigate the case. The captain of the *Brazil* was sent for and examined by Commander Foster, who, after reading the order, and hearing the captain's statement, fully exonerated [him] from any blame, so if I have erred it was from judgment, not from any intention to do wrong. Hoping this explanation will be satisfactory,

I remain, with due respect, your obedient servant,

E. W. WHEELOCK,

Acting Ensign, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the observance of law in relation to prizes.

U. S. MISSISSIPPI SQUADRON,

Flagship Black Hawk, Yazoo River, April 16, 1863.

SIR: Your letter in relation to observing the requirements of law in relation to prizes captured has been received.

I have particularly instructed the commanders of all vessels in this matter, and believe that the law has been complied with as far as possible. In many instances there is not a paper to be found on board, the entire proceeding being fraudulent. In such cases, the only thing to be done is to file a bill of complaint and state the circumstances.

All captured vessels are directed to report at Cairo to Captain Pennock, who is directed to deliver them over to the proper authority. The practice differs here somewhat from the marine admiralty court. But the marshal of the district, claiming to act by orders of the judge, has always taken possession of the vessels and property.

I will endeavor to have these matters conducted according to the law and customs here.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to the Secretary of War, regarding the proposal to merge the Marine Brigade into the Army.

NAVY DEPARTMENT, April 16, 1863.

SIR: I have the honor to transmit for your perusal dispatch No. 163,* received from Acting Rear-Admiral David D. Porter, commanding the Mississippi Squadron, in reference to his having suspended Brigadier-General A. W. Ellet from the command of the Marine Brigade and Ram Fleet, and enclosing copy of the correspondence which passed between them, and which explains the causes that led to Acting Rear-Admiral Porter's action.

The Department would respectfully invite your attention to Admiral Porter's suggestions respecting the merging of the Marine Brigade into the Army and severing its connection with the Navy on the Western waters, or its entire abolishment.

The return of the dispatch and enclosures as soon as you have finished with them is requested.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

HON. E. M. STANTON,

Secretary of War.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting report of Lieutenant-Commander Selfridge, U. S. Navy, referring to the opening of the Cut-off and acknowledging reinforcements.

MISSISSIPPI SQUADRON,

Yazoo River, April 16, 1863.

SIR: I have the honor to enclose a letter from Lieutenant-Commander Thomas O. Selfridge, which is interesting from the fact that

* See page 522.

it shows how easily cut-offs are made in the Mississippi when conducted with ordinary intelligence. I send a diagram which will explain the operation.

We have been threatened for some time past with an attack from the Arkansas rebels in steamers. Every provision was made to meet it. Lieutenant-Commander Selfridge saw the difficulty in defending the mouths of White and Arkansas rivers while kept so far apart by a useless neck of land and proposed to me to cut it. I ordered him to do so, and he passed through with his vessel twenty-four hours after he cut the bend, this saving a distance of over 10 miles.

The mouths of Arkansas and White River are now brought close together, and a small force can defend both.

One of the worst points for guerrillas is also cut off, as these pests of the human race could, from the isthmus, attack a vessel on one side and be ready to meet her on the other as she came around; the distance being 10 miles around and half a mile across.

Captain Selfridge deserves credit for cutting this new river route. Had the Vicksburg Canal (which was first proposed by Captain Alden, U. S. Navy, and myself to General Butler) been cut originally in the right place, we would have had a good ship channel, well clear of Vicksburg; as it is it amounted to nothing.

By looking at the map you will perceive that the two necks are very similar in conformation.

I have force enough at Arkansas and White River to prevent any attack.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

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

[Enclosures.]

U. S. S. CONESTOGA,
Off Arkansas River, April 14, 1863.

SIR: I have the honor to report the arrival of the *Curlew*, *Cricket*, *Rattler*, and *Prairie Bird*, also the ram. Permit me to thank you for the strong reinforcements you have sent.

If you are willing, I should prefer to meet an attack in the Mississippi rather than the Arkansas, as the latter river is falling fast, and it gives me so much more room to ram the steamers.

The Cut-off above Alexander's, made on Saturday last, I passed through on Sunday; the first steamer through. It shortens the distance between the two rivers at least 10 miles and enables me to concentrate our strength very completely. I enclose diagram of the different stations.

Though my information of an intended attack was entirely through the negroes, it came in so many different ways that I think confidence could be placed in their statements. Since, though, I have learned through a prisoner, and also some women that came last Saturday from Pine Bluff, that the Arkansas River is too low for steamers to get out. I do not think, therefore, that an attack can be made until

a rise of the river, or will be made with the present imposing force. Should they attempt it, there will be none go back.

I have moved the coal barges to a point about a mile below White River, a more secure position—more easily defended.

The force I now have I consider more than sufficient for this point, if you wish any of the light-drafts sent elsewhere. I shall give them all an inspection and report the result.

Learning that there were United States arms at McGehee's place, Carson's Landing, I sent the *Juliet* up, which captured two men, Alex Smith and I. N. Crow. These men have been employed hunting runaway negroes, and acknowledge to have shot some who attempted to escape. They are notorious rascals, and Smith was concerned in the burning of the *Lake City*. I found at McGehee's a United States Belgian rifle, sword bayonet, with complete equipments marked "U. S.," and a hunting rifle. Smith's story is that he purchased them from two of our deserters; the negroes say he robbed them of them.

I have these two in double irons on the *Bragg*. My intention was, if it met your approval, to punish them for their villainy and send them beyond the lines.

I was up through the Cut-off into the Arkansas yesterday on a reconnoissance. I captured a prisoner, Cornelius Jones, private Twenty-first Texas. He was employed as a mail or dispatch carrier. He had on, at the time, a Federal uniform, and attempted to pass himself off as a citizen. He says that all the pickets on the river had been drawn in. His regiment had gone to Batesville, Ark.

From all I can learn there is some secret move on hand amongst their forces.

What disposition shall I make of him?

I have sent the *Signal* to Memphis for provisions and for some little repairs that can be made during the short time she is there.

I have sent word to the *Chillicothe* to remain at Helena until she receives your orders.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

General Prentiss, at Helena, wishes all the negroes he can get, as he is forming them into regiments. Am I authorized to send up such as present themselves?

Passage of Vicksburg batteries by the fleet under Acting Rear-Admiral Porter, U. S. Navy, April 16, 17, 1863.

[Telegram.]

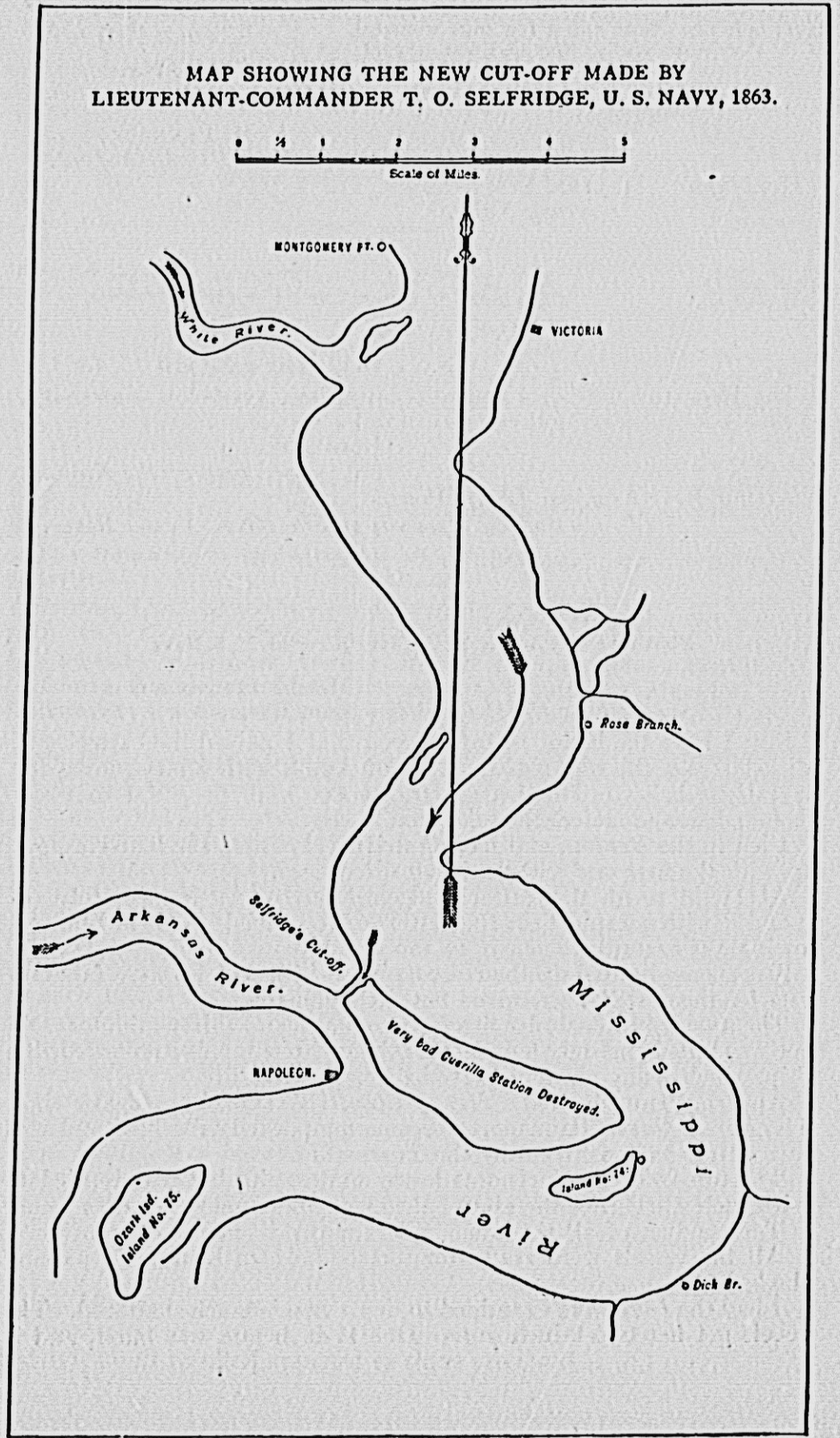
CAIRO, [ILL.], April 21, 1863—9.45 p. m.

Message just received, 9:30 p. m., from squadron, as follows:

U. S. MISSISSIPPI SQUADRON, April 17, 1863.

SIR: I have the honor to report that with the vessels detailed for the purpose, I ran the batteries of Vicksburg last night, fighting them as I went. The only

MAP SHOWING THE NEW CUT-OFF MADE BY
LIEUTENANT-COMMANDER T. O. SELFRIDGE, U. S. NAVY, 1863.



damage, the destruction by fire of the transport *Henry Clay*. Our loss is very light; only one officer and a few men wounded.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

A. M. PENNOCK,
Fleet Captain and Commandant.

HON. GIDEON WELLES,
Secretary Navy.

[Telegram in cipher.]

NAVY DEPARTMENT, *April 15, 1863.*

The Department wishes you to occupy the river below Vicksburg, so that Admiral Farragut can return to his station.

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Yazoo River.

First report of Acting Rear-Admiral Porter, U. S. Navy.

MISSISSIPPI SQUADRON,
New Carthage, Mississippi River, April 17, 1863.

SIR: I have the honor to inform you that I passed the batteries at Vicksburg on the night of the 16th of April, with a large force for operations below. Three army transports were prepared to resist shot and accompanied the squadron.

I led in the *Benton*, and having drifted down on the batteries, got up with the first one without being discovered.

At 11:16 p. m. the batteries opened on us, we immediately responded with a rapid fire; the vessels of the squadron all in line following our example.

The enemy lighted up the river on both sides, and we were fair targets for them, still we received but little damage.

The squadron was under fire for two hours and thirty minutes. No one was killed and only 8 wounded; the greatest number on board this ship, which, being ahead, received a concentrated fire.

An army transport, the *Henry Clay*, was sunk by a heavy shot. The *Forest Queen* (transport) became temporarily disabled and was turned into safe quarters by the *Tuscumbia*.

The fire from the forts was heavy and rapid, but was replied to with such spirit that the aim of the enemy was not so good as usual.

The conduct of all the commanders met my entire approbation.

All the vessels were ready for service half an hour after passing the batteries.

I had the *Indianola* examined to-day. She is much shattered. The rebels got her two 9-inch guns. One 11-inch gun was burst, and is

lying on deck; the other fell overboard, and now lies alongside in 9 feet [of] water.

I remain, sir, very respectfully, your obedient servant,
 DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Detailed report of Acting Rear-Admiral Porter, U. S. Navy, transmitting copy of preparatory orders to, and reports of, commanding officers of the fleet.

MISSISSIPPI SQUADRON,
Flagship Benton, New Carthage, Miss., April 19, 1863.

SIR: Being anxious to send back dispatches by General Grant, I wrote you a short report. I omitted to state the number and names of the vessels composing this expedition as my letter would go through the Memphis post-office (and as I have no great confidence in that department), I omitted names and numbers from prudential motives.

The following is the order in which the vessels started, 50 yards apart:

Benton, Lieutenant-Commander Greer; *Lafayette*, Captain Walke, with the *General Price* lashed on starboard side; *Louisville*, Lieutenant-Commander Owen; *Mound City*, Lieutenant Wilson; *Pittsburg*, Lieutenant Hoel; *Carondelet*, Lieutenant Murphy; and *Tuscumbia*, Lieutenant-Commander Shirk; also the tug *Ivy*, lashed to the *Benton*.

The three army transports were in the rear of the above-mentioned vessels, and the *Tuscumbia* was placed astern of all to see that the transports did not turn back. This duty Lieutenant-Commander Shirk performed handsomely.

Two of the transports, when the firing became heavy, attempted to run upstream, but Lieutenant-Commander Shirk drove them back and stayed behind them until the *Forest Queen* was disabled; he then took her in tow and placed her out of reach of the enemy's shot. All the vessels, except the *Benton*, took in tow coal barges containing each 10,000 bushels of coal, and all except the *Lafayette* brought them safely past the batteries. Having the *Price* alongside, the *Lafayette* did not manage very well, and the coal barge got adrift, but was afterwards picked up at [New?] Carthage. The *Louisville*, Lieutenant-Commander Owen, lost hers in the m el e, but picked it up again while under fire.

The *Benton* was beautifully handled by her pilot, Mr. Williams, who was also in the *Essex* when she ran the batteries. He kept the vessel's guns bearing on the town and water batteries all the time while drifting down. The guns of the *Benton* fired over 80 shell, well directed, to the town and batteries.

The *Pittsburg*, Lieutenant Hoel; *Tuscumbia*, Lieutenant-Commander Shirk; and *Mound City*, Lieutenant Wilson, were more fortunate than the others in not turning around as they came by, although no ill results happened to those vessels that did turn.

The pilots were deceived by a large fire started on the side opposite to Vicksburg by the rebels for the purpose of showing the vessels more plainly, fires being started on both sides of the river at once.

Altogether we were very fortunate; the vessels had some narrow escapes, but were saved in most instances by the precautions taken to protect them.

They were covered with heavy logs and bales of wet hay, which were found to be an excellent defense.

I can not speak in too high terms of the conduct of all the commanders. They carried out my orders to the best of their ability, having great difficulties to contend with—strong currents and dangerous eddies, glaring fires in every direction, that bothered the pilots, smoke almost enveloping the squadron, and a very heavy fire on vessels that were fair targets for the enemy.

I have no cause to be dissatisfied with the result; no one was killed, only one or two badly wounded, and only 12 casualties in all. Most of the wounded are walking about.

The shot the enemy fired was of the heaviest caliber, and some of excellent pattern; they came on board, but did no material damage beyond smashing the bulwarks.

I am in hopes soon to have some of our monitors down here, and if they are properly built we can silence some of the batteries at Vicksburg.

I am happy to inform you that no lives were lost on the transport *Henry Clay*, which was burned and sunk passing the batteries. We picked most of the crew up and others got away in the yawl.

I enclose reports of the commanders of the different vessels, and also copy of general order issued in reference to the running of the batteries. I have the honor to remain,

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—As the number of the last dispatch from the Yazoo River has been forgotten, I have commenced to number them anew.

General order of Acting Rear-Admiral Porter, U. S. Navy, preparatory to running the batteries.

Strictly confidential.]

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, April 10, 1863.

SIR: You will prepare your vessel for passing the batteries at Vicksburg, taking every precaution possible to protect the hull and machinery against any accidental shot.

When the vessels do move, it will be at night and in the following order: *Benton, Lafayette, Price, Louisville, Mound City, Pittsburg, Carondelet*; other vessels that may arrive hereafter, and army transports, passing as fast as they can. Every vessel will take in tow a coal barge, to be carried on the starboard side. No lights will be

shown in any part of the ships. All ports will be covered up until such time as the vessels open fire, which they will do when their broadsides bear upon the town, or when it can be safely done without interfering with the pilot or endangering the other vessels. Before starting, the hour of departure will be given, and every vessel will have her fires well ignited, so that they will show as little smoke as possible.

On approaching the batteries, every vessel will exhaust in the wheel, so as to make but little noise.

If any vessel should receive such damage as to cause her to be in a sinking condition, the best plan will be to land her on the island below the canal. The vessels must not crowd each other, nor fire their bow guns when abreast of the town or batteries; 50 yards is the closest they should be to each other. After rounding the point below, and being clear of the shoal water, hug the shore enough (on the side opposite Vicksburg) to get into the shade of the trees and hide the hulls of the vessels. The crew must work the guns without light on the decks, and all the guns must be set for about 900 yards, which will reach light fieldpieces and infantry. Fire shell, and sometimes grape. Don't fire after passing the town and main batteries; the lower batteries are not worth noticing. When arrived below Warrenton, the flagship *Benton* will burn a Coston signal, when each vessel will hoist a red light, that I may know who is missing.

The sterns of the vessels must be protected securely against raking shot.

The coal barges must be so arranged that they can be easily cut adrift.

No vessel must run directly astern of the other, so that in case of the headmost vessel stopping the sternmost one won't run into her.

In case any vessel should ground under the enemy's batteries at Vicksburg, with no prospect of getting off, she must be set fire to, thoroughly and completely destroyed.

Avoid running on the sunken levees opposite Vicksburg.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Commanders of Benton, Lafayette, Price, Louisville, Mound City, Pittsburg, Carondelet, and Tuscombina.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. *Benton*, transmitting report of casualties.

U. S. S. BENTON,

New Carthage, La., April 17, 1863.

SIR: I respectfully submit the following:

This vessel, bearing your flag, got underway from our anchorage near the mouth of the Yazoo yesterday evening at 9:15 and slowly steamed down toward Vicksburg. At 11:10 the enemy opened fire upon us with musketry from the upper batteries. At 11:16 the batteries opened upon us, firing slowly at first, but continuing to fire more rapidly as we passed by. At 11:23 we opened upon the batteries and town with the forward and port batteries. We passed

within 40 yards of the town and could hear the rattling of falling walls after our fires. At 11:52 the enemy ceased firing upon us. At 1:15 a. m. we passed Warrenton, not a shot being fired at us. At 2:10 came to anchor 12 miles above New Carthage.

We expended the following projectiles: 18 9-inch 5-second shell; 3 9-inch shrapnel; 16 5-second 42-pounder rifle shell; 2 32-pounder 5-second shell; 23 stands 32-pounder grape; a total of 81 shots.

The damages sustained were as follows: One 32-pounder round shot passed through the corner of the broadside and after casemate, grazed the combings of the pitman hole, and struck the cylinder timber and entered about 4 inches, glanced back and into a stateroom.

A large rifle shot struck the port casemate about 6 inches above the upper after corner of No. 8 port, passing through the 2½-inch iron, splintering the wood all the way through and knocking off the plank on the inside 6 feet in length and 6 feet wide.

Another shot struck the forward side of No. 7 port, shattering the casemate, and then glanced up and tore away the hammock nettings about the gangway.

A 10-inch solid round shot struck the port casemate about 4 feet from the spar deck and about 6 inches from the angle of the forward casemate, passing through the light iron and shattering the casemate from top to bottom and 6 feet fore and aft.

Another struck a chain cable which was suspended over the casemate, cutting the chain. All the damages were on the port side.

The casualties were 1 officer, Acting Ensign E. C. Brennen, and 4 men wounded.

Enclosed I send the assistant surgeon's report. I desire to call your attention to the good conduct of Mr. Brennen until he fell at his post.

I am, very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. GUNBOAT BENTON,
Mississippi Squadron, April 17, 1863.

SIR: I have to report the following casualties on board this vessel while passing the batteries in front of Vicksburg, April 17, 1863.

Edward C. Brennen, acting ensign, flesh wound in right thigh;

Charles Doss, seaman, left leg shot away; amputation performed below kneejoint;

William N. Taylor, landsman, wound from musket ball in left groin; severe, but not considered dangerous;

Charles Hillyer, private, Company F, Fifty-eighth Ohio Volunteers, contused wound from splinter; slight.

The above are the only accidents which incapacitate any of the crew for duty.

I am, very respectfully, your obedient servant,

NEWTON L. BATES,
Assistant Surgeon, U. S. Navy.

Lieutenant-Commander JAMES A. GREER, U. S. Navy,
Commanding U. S. Gunboat Benton.

Report of Captain Walke, U. S. Navy, commanding U. S. S. *Lafayette*.

U. S. GUNBOAT *LAFAYETTE*,
Diamond Island Bend, below Vicksburg, April 17, 1863.

SIR: I have, most respectfully, to report that, in obedience to your order of the 10th instant, the gunboat *Lafayette*, now under my command, passed the batteries at Vicksburg last night, accompanying you with the following portions of your fleet, viz, *Benton* (flag), *Lafayette* (towing a coal barge and the *General Price*), *Louisville*, *Mound City*, *Pittsburg*, *Carondelet*, and three transports, namely, *Forest Queen*, *Henry Clay*, and *Silver Wave*, all of which passed safely down to this point with but trifling injury, except the transport *Henry Clay*, which caught fire and was burned, and the *Forest Queen*, which received a shot between wind and water and was obliged to come to below Vicksburg.

The *Lafayette* received nine effective round and rifle cannon shot through her casemates while closely engaged with the rebel batteries. She was struck first in the port waist with a 100-pounder rifle shot, which passed through obliquely from forward aft to the starboard casemate. The second, a 32-pounder, struck upon the same plate at right angles, passing through and breaking up on the ironwork and our stern capstan over the boilers.

The third, a 100-pounder rifle, through the port wheelhouse, port pitman, and through the cylinder timbers and starboard side. Fourth, a 100-pounder rifle, through the lower edge of the iron plating forward of the port wheelhouse amidships, into the sponson a few feet short of the port cylinder in a direct line. Fifth, a 32-pounder, on port side abaft the wheelhouse, through plating. Sixth, a 32-pounder, on the port bow through plating; broken. Seventh, a glance shot on the starboard bow port. Eighth, a glance shot on hog chain, bending in and through the upper pilot house. Ninth, grapeshot, through smoke pipe, barge, and mainmast, slightly injured by shell. In consequence of the difficulty in seeing our position while passing in the smoke, fire, and noise, with the coal barge and *Price* alongside, she being reported on fire twice, the *Lafayette* came near running into the bank under the batteries at Vicksburg, which enabled the enemy to take unerring aim for the short time we were there. We returned the fire at the same time, but the fighting bolts of our 24-pounder howitzers broke adrift.

The safety of the vessel being paramount to all other advantages that could be derived from random shot, with the *Louisville* afoul of us, and the other gunboats passing us, I discontinued our firing after one or two rounds. The coal barge was sunk by a shot in her bow.

The *Price* cast off after we passed the batteries, and we arrived safely to this place without the loss of a man killed or wounded.

We left the Yazoo River at 9:30 p. m. and arrived here at 1:30 a. m., being under fire one hour and twenty minutes.

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

H. WALKE,
 Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
 Commanding Mississippi Squadron.

Carpenter's report of damage to U. S. gunboat Lafayette.

First shot struck the starboard forward port door, glanced off with but little damage; also shot struck casemate forward on port side, passing through the iron plating, lodging in casemate; also one shot struck about 20 feet aft on port-side casemate, glancing off with but little damage; also two shot passed through upper edge of casemate on port side, passing through iron plating and 3 inches of plank, cutting off three carlines and passing through the port and starboard bulkheads over boilers, lodging against the inside of starboard casemating. Also shot struck the lower edge of casemate about 20 feet forward of wheel, on port side, and lodged. Also one shot passed through both bulkheads and pitman, cutting through a stringer running fore and aft on port side, passing through officers' quarters, and through engine timbers and inside casemate on starboard side under the shaft. Also one shot passed through the forward and starboard side of upper pilot house. Also one shot struck on port side just aft of wheel, passing through iron plating, lodging in casemate.

CLARK M. UNDERWOOD,
Carpenter.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville, transmitting report of injuries to vessel.

U. S. S. LOUISVILLE,
Off New Carthage, La., April 17, 1863.

SIR: I have the honor to report the safe arrival of this vessel below the Vicksburg and Warrenton batteries.

We were struck but four times, no shot doing any damage whatever.

In consequence of being misled by the bright light on the right-hand shore, I was compelled to make two full turns in the river abreast the light, and could fire but 6 shots.

I enclose reports of the gunner and carpenter.

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

E. K. OWEN,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. GUNBOAT LOUISVILLE,
Mississippi River, 5 miles below Warrenton, April 17, 1863.

SIR: I have the honor to report the condition of this vessel since passing the batteries at Vicksburg and Warrenton. Received 3 shots as follows: 1 on starboard side, between Nos. 3 and 4 guns, carrying away hammock rail; 1 through starboard smokestack; 1 carried away the stanchion on the quarter-deck, all doing very little damage.

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

D. H. CURRY,
Acting Carpenter.

Lieutenant-Commander E. K. OWEN, U. S. Navy,
Commanding U. S. G. B. Louisville.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. *General Price*.

[U. S. S. GENERAL PRICE],
Mississippi Squadron, New Carthage, April 17, 1863.

SIR: I have the honor to report my safe arrival at this place with the U. S. S. *General Price*, having passed the batteries at Vicksburg without the loss of a man, and but 3 slightly wounded. The *Price* is badly cut up in her upper works, particularly the wardroom and steerage, two 7½-inch rifle shells having exploded inside, destroying the officers' quarters and setting the vessel on fire twice. We were struck by 13 different shot and shell and many musket balls.

While drifting down river to enable the *Lafayette* to fire her guns, the *Louisville* ran into my quarter and stove one of my boats, at the same time obliged me to cast off from the *Lafayette* and make the rest of the trip alone, the coal barge between us being stove by a shell bursting in it.

I have the honor to be, very respectfully, your obedient servant,
 SELIM E. WOODWORTH,
Commanding U. S. S. Price.

Admiral D. D. PORTER,
Commanding.

Report of Lieutenant Wilson, U. S. Navy, commanding U. S. S. *Mound City*, transmitting report of casualties.

U. S. GUNBOAT MOUND CITY,
New Carthage, Miss., April 17, 1863.

SIR: I have the honor to report that this vessel got underway about 9 o'clock last evening, and took her position in line for passing and fighting the Vicksburg batteries.

After passing the upper end of the canal, we merely drifted down the river, and at 11 p. m. turned the right-hand point just above Vicksburg, which brought us in full view of the batteries.

We continued drifting down, never turning a wheel, and when nearly abreast of the heaviest battery in the heart of the city, a huge bonfire was kindled on the opposite point making it almost as light as day. At this time I was obliged to pass the *Lafayette*, *Price*, and *Louisville* in order to keep from turning round or becoming unmanageable, as they appeared to be.

While we were in the vicinity of this light, we were made a splendid target for the enemy, who availed himself of the opportunity by sending a 10-inch shot through both casemates, passing out through the iron on the starboard side, wounding 4 men. Besides this we were struck four times while abreast these batteries, but sustained no injury from them.

As soon as we were able to bring our port broadside guns to bear, we put 5-second shell into their batteries, and when nearest the city gave them grape, and all, I think, with good effect; for we passed so slowly and leisurely that we could not help getting good aim.

At 12:50 we were struck on the port quarter by a random shot from the Warrenton batteries, which did no harm.

We did not throw away any ammunition on this place, as it was too small an affair.

The officers and men behaved splendidly.

I herewith enclose the surgeon's report.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. MOUND CITY,
Mississippi River, April 17, [1863].

SIR: The following casualties occurred on board this vessel while passing the batteries of Vicksburg:

John Kelly, ship's painter, wounded; James Denty, coxswain first cutter, wounded; Swain Anderson, seaman, slightly wounded; Adam Isenberger, private Company B, Fifty-eighth Regiment Ohio Volunteers, slightly wounded.

Very respectfully,

THOMAS RICE,
Acting Assistant Surgeon, U. S. Navy.

Lieutenant BYRON WILSON,
Commanding U. S. S. Mound City.

Report of Acting Volunteer Lieutenant Hoel, U. S. Navy, commanding U. S. S. Pittsburg.

JAMES PLANTATION, MISSISSIPPI RIVER, *April 17, 1863.*

SIR: In running past the batteries at Vicksburg and Warrenton last night I have the gratification to report no casualties occurred on board this vessel; neither did she receive any serious damage from the enemy's fire. She was struck but seven times, five of the shot passing through her upper works; the other two struck in the logs, which I had triced up (by your order) on the port quarter for the protection of the magazine. One of the shot struck immediately at the water line, and had it not been for the logs would, undoubtedly, have passed into the magazine. On the passage past the batteries I fired forty-three rounds of 5-second and 10-second shells and one stand of grape.

I have the satisfaction to report that both officers and men behaved gallantly, and that I feel proud to have the honor of commanding them.

Most respectfully, your obedient servant,

W. R. HOEL,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Lieutenant Murphy, U. S. Navy, commanding U. S. S. Carondelet, transmitting reports of executive officer, assistant surgeon, acting chief engineer, and pilots of that vessel.

U. S. GUNBOAT CARONDELET,
Abreast of Ion Plantation, Mississippi River, April 17, 1863.

ADMIRAL: I have the honor to report the successful passage of this vessel by the Vicksburg and Warrenton batteries last night, in compliance with your written instructions of the 10th instant, and to enclose herewith copies of the statements of the several subordinate officers, from which you will be enabled to gather in detail the slight disasters and casualties of the occasion.

Opposite to the burning house on the right bank we were compelled to make a turn in the river, and although we were exposed to a heavy concentrated fire for nearly an hour, I attribute to this fortunate pirouette the destruction of the enemy's ranges at us.

Abreast of the Warrenton battery we responded to three shots. During the engagement the two 8-inch guns and the rifled 42-pounder of the port battery were the only ones used.

These were in charge of Acting Ensign Charles H. Amerman, and were well served.

The coal barge which was assigned to our care was towed safely and is now moored to the bank without leak or damage.

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

JOHN MCLEOD MURPHY,
Acting Lieutenant, U. S. Navy, Commanding.

Acting Rear-Admiral DAVID D. PORTER,
Commanding U. S. Mississippi Squadron.

[Enclosures.]

U. S. S. CARONDELET, *April 17, 1863.*

SIR: In obedience to your instructions, I beg leave to report the damages to the *Carondelet* in passing the Vicksburg batteries.

At the bend of the river, opposite the upper battery, a rifle percussion shell struck the iron plates on the port side, bending two of them and cutting down a stanchion on deck. Pieces of the shell entered the port and slightly wounded 4 men.

At the lower end of the upper batteries an 8-inch round shot struck the signal locker, passing through it, and destroying numerals 6 and 7, thence through the wheelhouse into the water.

Respectfully, your obedient servant,

OLIVER DONALDSON,
Acting Ensign and Executive Officer.

JOHN MCLEOD MURPHY,
Lieutenant, Commanding.

U. S. GUNBOAT CARONDELET,
Mississippi River, Below Vicksburg, April 17, 1863.

SIR: In obedience to your instructions, I report the list of men that were wounded while passing the batteries at Vicksburg last night, and the injuries they sustained:

John Dorman, seaman, wounded in the right cheek slightly;

George Fisher, seaman, in the right cheek slightly;
 John Fallon, seaman, in the groin slightly;
 Roy Cutler, seaman, in the neck slightly.
 Respectfully,

D. R. BANNAN,
Assistant Surgeon.

JOHN MCLEOD MURPHY,
Lieutenant, Commanding.

U. S. S. CARONDELET, *April 17, 1863.*

SIR: In obedience to your instructions, I respectfully report the damages in the engineer department of this vessel while running the batteries of Vicksburg, as follows:

One wheel arm cut off by a cannon ball.

Respectfully, your obedient servant,

C. H. CAVEN,
Acting Chief Engineer.

JNO. MCLEOD MURPHY,
Lieutenant, Commanding.

U. S. S. CARONDELET,
Diamond Bend, Mississippi River, April 17, 1863.

SIR: We respectfully report that we left the mouth of the Yazoo River shortly after 9 o'clock last evening, our position being ahead of the *Tuscumbia* and astern of the *Pittsburg*. We steamed down the Mississippi until we neared the batteries of the enemy at Vicksburg, when we floated down and passed the upper battery, but owing to our being so close upon the *Pittsburg*, together with our want of speed, we drifted under these batteries near a point above Vicksburg. We immediately headed the *Carondelet* pretty well across the river, but the coal barge, on the one hand and the proximity of the *Pittsburg* on the other, prevented her from coming to as we designed, and we were compelled to turn her completely around before proceeding farther, during which time we were under heavy fire. After which we steamed down the river, keeping the regular course, passed the battery at Warrenton, rounding to 2 miles below it, and subsequently anchored on the outside of Diamond Island in this bend.

Respectfully, your obedient servant,

JOHN MURRAY,
 WILLIAM KAUTZ,
Pilots.

Captain JNO. MCLEOD MURPHY.

Report of Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. *Tuscumbia*.

U. S. S. TUSCUMBIA,
New Carthage, La., April 17, 1863.

SIR: I have the honor to make the following report:

In obedience to your orders I got underway on the evening of the 16th instant in the U. S. S. *Tuscumbia*, under my command, and took

my position in the line of vessels which were to pass the batteries of Vicksburg. We were to bring up the rear.

At 10:30 p. m. the three transports, *Silver Wave*, *Forest Queen*, and *Henry Clay*, having taken their position ahead of us, we started down the river, going very slow, until we reached the head of the canal opposite Vicksburg. Here we overtook the leading vessels. From this place we drifted down the river until we reached the head of the point. The enemy opened fire about ten minutes before this and caused a large fire to be kindled on the point, thus bringing the fleet into full relief between the shore batteries and the light, causing everything to be seen as plainly as in the open day.

Here I saw that two of the transports had their bows upstream and were going ahead.

Although your written order said that I was to pass as fast as I could, you had verbally informed me that I was to be the whipper-in to the fleet. I knew that the passage of the batteries by the transports was essential to the complete success of your plans. Under these circumstances I deemed it my duty to remain astern of them, and if I saw any hesitation to pass or inclination to go back on their part, to force them to obey their orders.

I therefore stopped under the very heavy fire of the enemy until the transport *Henry Clay* was set on fire and the *Forest Queen* had turned around.

As we rounded the lower end of the point and were drifting, in order to keep our place in line, we struck the Louisiana bank of the river. We soon got off without any damage. As we were backing to get our bow downstream, we got foul of the transport *Forest Queen*, and the two vessels remained close together for some five or six minutes. This collision caused the rebels great rejoicing, and was made evident to us by their loud cheering, apparently right over our heads.

For a few minutes the fire from shore seemed to be concentrated upon the *Tusumbia* and *Forest Queen*, but providentially none of the shots did much damage. We were struck here on our port bow below the water line, starting seven planks and causing the vessel to leak freely. I started the forward force and siphon pumps, and soon had it under control.

After getting clear we continued drifting down (as I did not want to pass the *Forest Queen*, and she was disabled by her steam pipe being cut) until we were out of their fire. We passed the transport just below the mouth of the canal. I then turned around and went back and took the *Forest Queen* in tow and landed her on the Louisiana shore. She had 14 inches of water in her, and her machinery was disabled.

Passing Warrenton I threw into the town an 11-inch shrapnel, which was quickly replied to by six discharges from not more than four light guns. I then gave them another shrapnel and passed on until I reached the fleet, where I anchored near the U. S. S. *Benton*, your flagship.

In addition to the shot under the bows already mentioned, a 6-inch shot struck the iron chock or lug that supports the rail upon which the starboard port of the after casemate travels, making an indentation of an inch.

To the officers and men whom I have the honor to command, great praise is due for their spirit and bravery exhibited upon this occasion; most of them had never been under fire before, but I have no fault to find with any of them. When all did their duty so well it would be invidious to make distinction. I must, however, bring to your notice the good services rendered me by Acting Master A. S. Tayon, the executive officer of this ship. Acting Ensign Thomas M. Farrell, who commanded the port 11-inch gun (the only one engaged); Assistant Paymaster George A. Lyon, U. S. Navy, who acted as my aid on this occasion, and pilots Joseph McCammant and Isaac N. Ashton.

I am happy to say there were no casualties on board of this ship.

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

JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding U. S. Mississippi Squadron, Flagship Benton.

Report of Fleet Surgeon Bertollette, U. S. Navy, giving list of casualties on U. S. steamers Benton, Carondelet, and Mound City.

U. S. MISSISSIPPI SQUADRON,
Mississippi River, New Carthage, April 17, 1863.

SIR: The following is a list of the men wounded in the Mississippi Squadron while passing by the batteries at Vicksburg last night:

On the U. S. S. Benton, Assistant Surgeon N. L. Bates.

1. Edward C. Brennen, acting ensign, flesh wound in thigh; severe.
2. Charles Doss, seaman, left leg shot away; amputation below knee.
3. William N. Taylor, landsman, wound from musket ball in left groin; severe, but not dangerous.
4. Charles Hillyer, private Company F, Fifty-eighth Ohio Volunteers, splinter wound; not severe.

On the U. S. S. Carondelet, Assistant Surgeon D. R. Bannan.

5. John Dorman, seaman, shell wound in face; slight.
6. John Fallon, seaman, contusion from splinter in groin; not serious.
7. Roy Cutler, seaman, splinter wound in neck.
8. George Fisher, seaman, splinter wound in face.

On the U. S. S. Mound City, Acting Assistant Surgeon Thomas Rice.

9. John Kelly, carpenter, splinter wound of leg; severe.
10. James Denty, coxswain, contusion of shoulder; severe.
11. S. Anderson, seaman, splinter wound in abdomen.
12. Adam Isenberger, private Company B, Fifty-eighth Ohio, contusion of face; slight.

The gunboats *Lafayette*, *Pittsburg*, *General Price*, and *Louisville* had none of their crew injured.

Very respectfully, your obedient servant,

J. C. BERTOLETTE,
Surgeon, U. S. Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Commendatory letter from the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy.

NAVY DEPARTMENT, *May 5, 1863.*

SIR: The Department received your No. 2, enclosing the reports of the commanders of the several vessels which successfully passed the batteries at Vicksburg on the night of the 16th ultimo.

This successful movement, accomplished with such trifling loss, reflects credit upon yourself and the officers and men under your command.

Very respectfully, etc.,

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Major-General Grant, U. S. Army, to Major-General McClelland, U. S. Army, regarding transportation of troops.

MILLIKEN'S BEND, LA., *April 15, 1863.*

Admiral Porter informs me that he can take in each of his vessels about 250 infantry. This will enable you to take about one division in addition to what the transportation sent around will take. There has been great delay and neglect in the quartermaster's department in getting ready the barges, and the reports of progress I have received, I find on a personal inspection, have not been realized. There are not more than five barges ready to carry artillery on. In addition to these you will have about three suitable for transporting infantry.

In loading troops on barges to be towed by steamers great caution should be infused into the men to keep cool, and to avoid getting too much on one side, or, in other words, to keep the barges trimmed. It may possibly be that these vessels will not run the blockade to-night. If they do not, they will go to-morrow night certain.

U. S. GRANT.

Major-General JOHN A. McCLELLAND,
Commanding Thirteenth Army Corps.

Report of Adjutant-General Thomas, U. S. Army.

MILLIKEN'S BEND, LA., *April 17, 1863.*

I ran down to Young's Point and took a position in full view of Vicksburg, about 4 miles distant in a straight line, to witness the

passage of Admiral Porter's fleet of seven vessels, with three transports loaded with rations. The naval vessels are *Benton*, *Lafayette*, *Price*, *Pittsburg*, *Carondelet*, *Mound City*, and *Tuscumbia*; transports, chartered steamers *Silver Wave*, *Forest Queen*, and *Henry Clay*, protected with cotton and hay bales.

The head of this line nearly reached the upper batteries before being discovered. Fire was opened on them at 11 o'clock and continued until 2, when the fleet opened heavily on Warrenton. The entire naval fleet passed with but little damage and small loss. One shot penetrated the *Benton*, on which vessel 1 man was killed and 3 slightly wounded. The *Forest Queen* early received a shot in the hull and one in the steam drum. The *Henry Clay*, to avoid collision with her, changed direction, and received shot in the stern. The captain very soon took his men in his boats, leaving the pilot, who would not desert his post. She caught fire, and being then helpless, the pilot took a plank and drifted by the burning mass nearly four hours, when he was picked up. The boat had on board 50,000 rations.

General Sherman, who had taken a position below the city in a small skiff, boarded the *Benton* and saw the admiral. A full half hour passed before the second battery made its appearance, and to the general's hail the answer was, "All well." The *Tuscumbia* was sent back and towed the disabled *Forest Queen*. The rebels burned several houses in Vicksburg and one near the point opposite, which lighted up the whole river. The firing from the rebels was not near so heavy as I anticipated, and but few shots were given from Warrenton. The effect of our shot is unknown.

No communication received as yet from the admiral. It is a great success, and Captain Ross, who takes this, will remain at Cairo twenty-four hours to receive any reply.

L. THOMAS,
Adjutant-General.

Hon. E. M. STANTON.

[Telegram].

GRAND GULF, *April 18, 1863.*

Gunboats lying quiet about 30 miles up. The river yesterday and last night filled with burning cotton, fragments of boats, etc.

JNO. S. BOWEN.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, *April 17, 1863.*

(Received April 18.)

Upon fuller information, it is ascertained that at 11:30 p. m. last night eight of the enemy's most formidable gunboats and three transports, loaded with commissary stores and towing barges with quartermaster's property, started past batteries at Vicksburg. The gunboats, Admiral Porter commanding, passed down; damage unknown.

Two transports destroyed; the third, now at Brown & Johnston's, apparently a wreck. Believed two of enemy's boats badly injured.

J. C. PEMBERTON,
Lieutenant-General, Commanding.

General S. COOPER,
Adjutant and Inspector-General, Richmond.

[Telegram.]

VICKSBURG, *April 17, 1863.*

Have just taken some prisoners who left a boat which sank opposite upper batteries. The result of action last night is one boat sunk (probably two), one burned, and three badly damaged. There were six gunboats—*General Price, Benton, Cincinnati, Aleck Scott, Tusumbia, and Lafayette*; three transports—*Henry Clay, Forest Queen, and Silver Wave*. The *Forest Queen* is now at Brown & Johnston's; all others passed down in the night. The smoke in sight this morning below Diamond Bend.

C. L. STEVENSON,
Major-General.

Lieutenant-General PEMBERTON.

[Telegram.]

VICKSBURG, *April 17, 1863.*

At 11:30 p. m. last night eight of enemy's most formidable gunboats and three transports, loaded with commissary stores and towing barges with quartermaster's property, started past batteries. The gunboats, Admiral Porter in command, passed down; damage unknown. Two transports were destroyed; the third, now at Brown & Johnston's, apparently a wreck. Believed two gunboats badly injured.

M. L. SMITH, *Major-General.*

Lieutenant-General PEMBERTON.

Report of General Barton, U. S. Army, regarding a reconnoissance made after the passage of the batteries by the U. S. fleet.

APRIL 20, 1863.

MAJOR: Captain [George D.] Wise has just got in from his reconnoissance, and reports the fleet lying at James's plantation, about a mile below New Carthage. He found it impracticable to get to the Mississippi except by boats. Having obtained a skiff he succeeded in ascending the river to within a few miles of Joe Davis's, where he learned a large gunboat was, a part of the crew on shore and a part engaged on the wreck of the *Indianola*, endeavoring to remove the iron. Passing around to avoid being seen, he found the fleet yesterday evening. It had arrived Friday morning at 10 o'clock. It consisted of two ironclads, 8 guns; one ironclad, 9 guns; one ironclad, 10 guns; one ironclad, 11 guns; one ironclad, 13 guns; one at

Davis's; one ram, iron casemate in front, carrying 3 guns; one transport, carrying 1 large brass gun in bow; one small tug; and one large barge heavily loaded.

They were all undergoing repairs. Shot holes were visible on some; some had been plugged up; some had been engaged bringing supplies from New Carthage to James's. There were in sight about 150 tents; the house and negro quarters were also filled; three colors floating from the latter; some few wagons visible. He thinks a large force collected there. He states that only five of the gunboats were at James's last night, the sixth arriving this morning. He examined carefully; has evidently taken great pains to be accurate; and deserves much credit for overcoming the great difficulties he had to encounter, as well as for the intelligence displayed in making his reconnaissance.

Very respectfully, your obedient servant,

S. M. BARTON.

Major J. J. REEVE,
Assistant Adjutant-General.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Getty, U. S. Navy, to proceed to Memphis as bearer of dispatches.

APRIL 17, 1863.

SIR: You will proceed with all possible dispatch to Memphis, Tenn., with the vessel under your command, and upon your arrival at that place report immediately to Lieutenant-Commander Pattison, handing him the accompanying dispatches.

You will communicate with no one until you see Captain Pattison. Should he, however, be absent, you will open the letter addressed to him and send on the telegram it contains.

During your absence from this place you will not yourself, or permit your wardroom officers to absent themselves at all from the vessel except in the most urgent cases of duty. This order is given you by direction of the admiral, and does not apply to either the steerage officers or the crew.

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding U. S. S. Black Hawk.

Acting Volunteer Lieutenant ROBERT GETTY,

Commanding U. S. S. Marmora.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Pattison, U. S. Navy, regarding the U. S. S. Marmora, bearing dispatches and needing repairs.

U. S. S. BLACK HAWK,
Yazoo River, April 17, 1863.

SIR: By direction of the admiral the *Marmora* takes up dispatches to you, and upon her arrival he directs that you should send the

Linden down to report to me at this place and make all necessary repairs on the *Marmora*.

The admiral also directs that neither the captain nor wardroom officers of the *Marmora* be allowed to go on shore or leave their vessel at all, except upon strict cases of duty requiring it.

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding U. S. S. Black Hawk.

Lieutenant-Commander THOS. PATTISON, U. S. Navy,
Commanding Navy Yard, Memphis.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding the need of coal at White River.

APRIL 17, 1863.

SIR: Coal is wanted at White River. There is quite a force of gunboats there and only two barges.

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding U. S. S. Black Hawk.

Captain A. M. PENNOCK,
Fleet Captain and Commandant of Station, Cairo.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Johnston, U. S. Navy, to assume command of U. S. S. Romeo.

U. S. MISSISSIPPI SQUADRON, *April 18, 1863.*

SIR: You are hereby detached from U. S. S. *Baron De Kalb* and will proceed on board U. S. S. *Romeo*, to take command of said vessel.

Respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander and Senior Officer Present.

Acting Volunteer Lieutenant JOHN V. JOHNSTON, U. S. Navy.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding general matters.

U. S. MISSISSIPPI SQUADRON, *April 18, 1863.*

DEAR SIR: Your letter dated yesterday has just been received. Enclosed I send you a copy of the dispatch I sent the Secretary of the Navy in your name. It doesn't read much like you, but it went off half an hour after the return of Mr. Bridgman. I guessed at the wounded, as Mr. Bridgman was unable to learn the extent, and if it is not right it will not give the rebs much satisfaction. Brown is very much tickled with your selecting him. Mr. Walker, engineer,

wanted to go, but I will not let him, knowing there are plenty of others that will go and do very well. As for men, you know there are always plenty of them to go anywhere. I expect you will think I am going it rather strong on office work. I have been ordering surveys and granting leaves and writing resignations, and, having succeeded to a charm on the *Romeo*, ordered Mr. Johnston, Walker's executive officer, to command her. He was very much pleased, so was I, and Walker recommended him highly, but told me he had resigned. As I could not find his resignation, I supposed it was mislaid and that you had not sent it. Mr. Dudley has just told me you sent it and with it a strong letter. What I want to say is, I had no idea of such an occurrence, nor had Walker when I ordered him. Walker assures me that Mr. Johnston and Kendrick both knew (he told them) that they were not going down past the batteries. He says they are both brave fellows, the former having been in every engagement since the war. If you will authorize it, I will write to the Secretary and ask him to suspend action on your letter and the resignation. Indeed, I don't know where on earth I am to get people for these vessels, but will manage it. Walker recommends Johnston, but did not like to say much to you about it, on account of, as he thought, your opinion differing so much from his.

The man has been in every fight, which is a good deal in his favor. I have the coal all ready for you, as soon as the canal will permit. General Sherman sent over here for mechanics to repair the *Forest Queen's* steam pipe, and I immediately sent over the men and materials. They returned to-day with a part of their work to be made here, as the *Forest Queen* has no forge. It will be completed to-night, and will be ready to-morrow night, Mr. Walker thinks. I have the engineers (volunteers) all ready to leave at a moment's notice, also the other persons all ready.

April 19.—This morning I went over to see General Sherman. I found that the *Forest Queen* has all her people on board; no one has backed out, or shows any symptoms of doing so, and, on the contrary, express their determination to put her through. The general thought I had better not interfere in the matter, and so I thought, as I did not see how I could, unless they backed down. Perhaps you are under a wrong impression. She had three shot through her hull, causing her to leak badly, and two shell burst in port wheel-house, tearing the wheel to pieces. What damaged her steam pipe was a missile of some kind from a fieldpiece, and a plunging shot at that, slipping between two bales of cotton. I told General Sherman that if there were any symptoms of a backdown to let me know, as the party can be put on board her from here in four hours or less time. I have just seen Mr. Johnston, of the *Signal*, never having met him before, or even seen him. I've been quite pleased with him. He has been in every engagement the ship has been in since she was built, nineteen. Was promoted to lieutenant for commanding and getting up the expedition to spike the guns at Island No. 10, and Walker speaks in high terms of him, and besides doesn't want to leave and is fond of the life. This is so different from the rest of them, that I think that alone might cause you to overlook his resignation, the cause of which you are mistaken about. The *Forest Rose* has six cases of smallpox. I've sent them to the army hospital; no new ones since. I have her in quarantine here and the *Petrel* is at

the canal. I sincerely hope you will be as successful in the coming undertakings as in this last one.

Our negro friend came down according to promise; says all those boats they built were taken to Haynes' Bluff. I think they were pontoons and bridged the river to permit the Rolling Fork party to return, as he says 10,000 men returned from there and that he met many of them lying down by the roadside dreadfully tired, etc., and said they came from Rolling Fork. He got here just in time to hear your guns; had no idea anything of the kind was going on, and says they had not in Vicksburg. He was very much grieved, apparently, when I told him not to come any more unless he could give me something certain that was about to transpire in this vicinity. I think him true, but don't trust him. He said if I would go up to False River I could see pieces of the raft, and described how it was made, etc. I sent the *Tyler* up, but she saw no signs of it whatever, only the usual amount of drift logs have come down the river since you left. I have carried out all your instructions thus far. On reading my letter over, I find I've said nothing about the raft; the negro reports that it broke adrift the night before you left; that he heard a good many persons talking about it; says he is sure it was not cut adrift. However, I am on my guard for cotton demonstrations.

April 20, Milliken's Bend.—The horses are out, having a good time. I came up to send you this and pick up what news I could.

Respectfully, etc., your obedient servant,

K. R. BREESE,

Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

You had better get Mr. Guild to read this to you, as I fear you can not make it out.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding the purchase of vessels for conversion into light-draft gunboats.

U. S. GUNBOAT EASTPORT,
Cairo, April 19, 1863.

SIR: I have the honor to report that I have purchased the *Champion No. 4*, the ferryboat *Fanny*, and also a ferryboat at St. Joseph, Mo., to be converted into light-draft gunboats. These are the only suitable boats I have found that could be purchased at anything like a fair and proper price.

I paid for them, respectively, \$16,000, \$8,000, and \$11,000; in all, \$35,000. There is another good ferryboat to be had if needed. Captain Pennock thinks the number bought sufficient, as Captain Sanford has purchased a number of stern-wheel and other river steamers.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant-Commander, U. S. Navy.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding an examination made of the wreck of the U. S. S. Indianola.

No. 3.]

MISSISSIPPI SQUADRON,
Flagship, Benton, New Carthage, April 20, 1863.

SIR: I have had the hull of the *Indianola* examined. She lies close to us. Her hull and machinery seem to be uninjured; the wood-work on deck has all been burned.

The casemate for the 11-inch guns has been blown to pieces; the iron plates lying around the deck. I have had it taken to strengthen the gunboats now here. The 11-inch gun carriages are still in the wreck; much shattered. The 9-inch gun carriages were burned when the rebels heard a gunboat (the imitation monitor) was coming down.

One 11-inch and one 9-inch gun were removed and a few shells. Our divers report a number lying on the bottom. One 9-inch gun fell overboard and can not be found. Everything will show at low water. My opinion is that with proper pumps and apparatus the *Indianola* can be raised in two hours, and I earnestly recommend the Department to send out a person with proper arrangements before the water begins to fall. It would be a great comfort to have the *Indianola* afloat once more and still on the Navy list.

Now that we have a good communication by water from above Vicksburg to this place (25 miles below it), there will be no trouble in sending steamers of moderate size through, or barges of any size.

I think the matter of raising the *Indianola* should be undertaken by a professional hulk raiser, who should be allowed a liberal compensation. It is also desirable that it should be done at once, as when the water is low it will not be so easily accomplished.

I enclose report * of Lieutenant Murphy, commanding *Carondelet*, on the running of the batteries, which I omitted to send in dispatch No. 2.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Endorsement.]

MAY 1, 1863.

Commodore Hull has been requested to have competent parties at St. Louis or the neighborhood examine and ascertain if it can be done, and to make the most advantageous arrangements to the interests of the service.

J. L.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville, referring to firing of Confederate pickets.

U. S. S. LOUISVILLE, April 20, 1863.

ADMIRAL: The only heavy anchor I had I left at my late anchorage in the hurry to get off. General Osterhaus does not think he will move to-morrow. Can I have permission to go and get it?

* See p. 561.

I am now anchored on the left of the line of pickets. Rebel pickets fired at ours.

I am, sir, very respectfully, your obedient servant,
 E. K. OWEN,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

P. S.—My buoy and chain are both on shore, besides a line bent to the shackle at the end.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Breese, U. S. Navy, regarding supplying the needs of the squadron below Vicksburg.

U. S. MISSISSIPPI SQUADRON,
New Carthage, April 20, 1863.

DEAR BREESE: The first thing I want done will be to have a good officer sent here at headquarters to superintend matters, take charge of all stores, coal, etc., forward mails, and be most useful in general.

I don't know a better person than Mr. Miller. I will have a storehouse all ready and a place for coal. If the *Forest Rose* can get through the canal (which she must do, also the *Linden*), he can make her his headquarters and guard the naval station. Write to Captain Pennock to send down at once that little side-wheel steamer (about the size of a launch) I had fixed up before I left Cairo.

I want four tugs sent through by the first opportunity. Send with them everything they will require for a long time to come.

If you can get some of those army coal barges, and cut them into three or four pieces, they will make small, handy barges. You can send us some ice. If the hospital barge comes from Cairo, send us that with bedsteads, and recollect that we will want everything here the same as at Yazoo River.

Don't wait for me to send for any, push through anything you think I may possibly want.

When Dr. Pinkney returns, let him make arrangements for the sick over here, prepare medicines, etc.

I will write constantly as I want things.

Truly, etc.,

DAVID D. PORTER,
Acting Rear-Admiral.

Report of Fleet Paymaster Dunn, U. S. Navy, requesting authority to settle accounts of men transferred from the Army to the Navy.

FLEET PAYMASTER'S OFFICE,
Cairo, Ill., April 20, 1863.

SIR: Yours of the 15th instant, relative to the claim of A. J. Wilson, late second master on U. S. gunboat *Pittsburg*, is at hand. Allow me to state that at the time the transfer of this squadron from the Army to the Navy was made the new appointments which were issued from the Navy Department to the officers then on duty here were in many cases a reduction of pay and of rank. For instance,

some, both first and second masters, had new appointments given them as ensigns, some first masters had new appointments as masters. The old rate of pay was, first master \$1,800 and second master \$1,500 per annum; a reduction of first master to ensign was a reduction of his pay \$600, a second master to ensign of \$300 per annum.

In some instances, when such reductions took place, the officers declined to accept the new appointments, but owing to the fact that they were absent on distant duty, or their services much needed, or perhaps other reasons, they were for a time continued in the service at rates exceeding the amount authorized by law. When these cases come to be disposed of, they have no appointments from the navy authorities, but come to me and claim a settlement under their old appointments and at the old rates of pay.

I know no such rank in the Navy as first and second masters, and have declined settling such accounts, not wishing to take on a responsibility for which I would most likely be called to account.

Mr. Wilson's case is one of this kind; there are others also. I would be much obliged if you would give me some order that might cover all such cases. I have consulted with Paymaster A. H. Gilman, of this station, who had several cases of the same kind last fall, where officers were continued in the service at army rates of pay until such a time as the admiral could substitute other regularly appointed officers in their places. He was protected in this course by a letter from yourself, under date of December 1, 1862. I respectfully request that I may be authorized to settle with such officers as may yet have balances unpaid at army rates. I would add that these are late cases. We have no one in the service now, I think, at other than regular rates of pay.

I am, very respectfully, your obedient servant,

E. W. DUNN, *Fleet Paymaster.*

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

Order of Lieutenant-Commander Pattison, U. S. Navy, to Lieutenant-Commander Breese, U. S. Navy, regarding towing of mortar boats to Memphis.

U. S. NAVAL STATION,
Memphis, April 20, 1863.

SIR: The admiral has directed me to have the mortar boats at Helena brought up to this place. I have no means of having them towed up here. Can you not, in the admiral's absence, order the naval transports bound up to tow these mortars to the yard? Your letter enclosing a telegram from the admiral reached here this morning. I have directed the paymaster of the *Linden* to proceed up to Cairo this afternoon in a fast steamer and deliver the dispatch at once to Captain Pennock upon his arrival. The telegraph between here and Cairo has not been in working order for more than a month.

Very respectfully, your obedient servant,

T. PATTISON,
Commanding Naval Station.

Lieutenant-Commander K. R. BREESE,
Commanding Flagship Black Hawk.

Memorandum.—Mention to Captain Breese that I am anxious to get the mortar boats at Helena sent up here to be dismantled at once; also tell him I want the flatboat used formerly at Helena for the coal keeper to be sent up here for the use of the coal keeper at this station, as the coal is now exposed at night.

T. PATTISON, *Commandant.*

Captain SMITH,
U. S. S. Linden.

Report of Fleet Captain Pennock, U. S. Navy, transmitting information regarding vessels attached to the station and under construction.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., April 20, 1863.

SIR: I have the honor to transmit herewith a list of the vessels attached to this station and to the light-draft flotilla, their present whereabouts, and other particulars, as far as can be procured; also a copy of a letter from Acting Chief Engineer Bickerstaff, relative to the progress of construction of boats at Cincinnati.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. NAVY,
Commanding Mississippi Squadron.

[Enclosure.]

CINCINNATI, OHIO, *April 17, 1863.*

SIR: I have the honor of reporting to you the state of progress of the boats we have now on hand. The *Naumkeag* is now at the wharf, and will leave this place for Cairo on Monday next.

The *Fanny Barker* will be completed and ready to leave for Cairo by this day week.

I think the *James Thompson* will be ready to leave here about the same time, with the *Fanny Barker*.

The *Exchange* is progressing very rapidly, and I think will leave here in about three weeks from this time, and that will complete all the boats we have now on hand.

Very respectfully, your obedient servant,

SAML. BICKERSTAFF,
Acting Chief Engineer, U. S. Navy.

A. M. PENNOCK,
Fleet Captain and Commandant of Station, Cairo, Ill.

Order of Commodore Hull, U. S. Navy, to Constructor Hartt, U. S. Navy, regarding additional thickness of plating for the U. S. S. Neosho.

ST. LOUIS, MO., *April 21, 1863.*

SIR: Mr. Eads having recommended an additional thickness of plating on the wheel tower of the *Neosho*, of 1 inch forward of the

pilot wheel, you will please to direct it to be put on, if you concur in the opinion that it will be an advantage, and will not add too much weight to the after part of the vessel.

Very respectfully,

J. B. HULL,
Commodore, Superintending.

Constructor EDWARD HARTT,
St. Louis.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, regarding operations against Grand Gulf.

U. S. MISSISSIPPI SQUADRON,
Flagship Benton, off Grand Gulf, April 22, 1863.

SIR: Circumstances oblige me to go up river. While I am gone I wish you to do all you can to prevent the rebels working on the forts without wasting ammunition, and try and drive the steamers away.

The *Carondelet*, *Mound City*, *Louisville*, and *Pittsburg* will remain here, and lie some place where they can use their rifle guns.

I find there are two forts below the ones we saw, and deem it prudent to consult with the general before we stand a chance of separating from them altogether.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE,
Commanding Lafayette.

Report of Commodore Hull, U. S. Navy, regarding the immediate completion of the gunboats Osage and Neosho.

ST. LOUIS, Mo., *April 22, 1863.*

SIR: I have to inform you that the gunboat *Osage* is nearly completed, and will be ready to be delivered at Cairo in about three or four days.

The trial of the engines and other machinery will commence to-day, and it is my intention that she shall go to Cairo immediately if no defect is found to detain her.

I have also to inform you that the *Neosho* is expected to be completed within a fortnight, and will be sent to Cairo as soon as the trial of the engines has been made.

I am, very respectfully, your obedient servant,

J. B. HULL,
Commodore, Superintending.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Commodore Hull, U. S. Navy, to Lieutenant Bache, U. S. Navy; for detail of officers and men for the trial of the gunboat Osage.

ST. LOUIS, Mo., April 22, 1863.

SIR: The gunboat *Osage* being urgently required for service, I have to request you to detail an acting master, acting master's mate, and two assistant engineers, and about 25 men for temporary duty on board of her during the trial of her engines, and to assist in taking her to Cairo. On the arrival of the *Osage* at Cairo, the officer in charge will report to the commanding officer, and all the officers will return to their duty on board the *Cincinnati* at St. Louis unless otherwise ordered. The senior officer will also take charge of some ordnance stores to be taken on board at this place.

Very respectfully, your obedient servant,

J. B. HULL,

Commodore, Superintending U. S. Gunboats.

Lieutenant Commanding GEO. M. BACHE,

U. S. Gunboat Cincinnati, St. Louis.

Report of Lieutenant-Commander Breese, U. S. Navy, making enquiry regarding repair of vessels at Memphis.

U. S. S. BLACK HAWK,

Yazoo River, April 23, 1863.

SIR: Will you please let me know when the *Marmora* will be finished, as the admiral directs me to send another light-draft to you for repairs, which he wishes you to accomplish with all haste.

There will be three more to go up, if the repairs are finished soon; if not, I shall have to patch them up here.

Your letter was received by the *Linden*, and your request will be attended to.

Respectfully, etc.,

K. R. BREESE,

Lieutenant-Commander and Senior Officer Present.

Lieutenant-Commander T. PATTISON,

Commanding Navy Yard, Memphis, Tenn.

Order of Commodore Hull, U. S. Navy, to Lieutenant-Commander Badger, U. S. Navy, to proceed in command of the U. S. S. Osage to Cape Girardeau, Mo.

ST. LOUIS, [Mo.], April 23, 1863.

SIR: General Curtis having made an urgent request for the gunboat *Osage* to be sent to Cape Girardeau to cooperate with his forces in repelling an expected attack, you will take charge of her and prepare her for service in the shortest possible time, and proceed with her to Cape Girardeau and render all the assistance in your power.

When the services of the *Osage* can be spared from the above service, you will proceed in her to Cairo and report to the commanding officer

and transfer her to him for service in the Mississippi Squadron; then return to St. Louis.

I am, very respectfully, your obedient servant,

J. B. HULL,

Commodore, Superintending.

Lieutenant-Commander O. C. BADGER, U. S. Navy,

St. Louis.

Order of Commodore Hull, U. S. Navy, to Acting Gunner Ellis, U. S. Navy, for temporary duty on the U. S. S. Osage.

ST. LOUIS, Mo., April 23, 1863.

SIR: Report to Lieutenant-Commander O. C. Badger for temporary duty on board the gunboat *Osage*.

When your services can be dispensed with by Captain Badger, you will return to your duty at St. Louis.

Respectfully,

J. B. HULL,

Commodore, Superintending.

Acting Gunner L. K. ELLIS,

St. Louis.

Order of Commodore Hull, U. S. Navy, to Lieutenant Bache, U. S. Navy, commanding U. S. S. Cincinnati, to proceed to duty at Cape Girardeau, Mo.

ST. LOUIS, Mo., April 23, 1863.

SIR: General Curtis having applied to me to send the *Osage* immediately to Cape Girardeau, and as she can not be got ready as soon as desired, I think it necessary to direct you to prepare the *Cincinnati* as soon as possible to go on that service. As soon as she is ready you will proceed to Cape Girardeau, approaching watchfully, and communicate, if necessary, with our military officer there, cooperating with him, and rendering assistance in repelling an expected attack by the rebel forces and protecting our boats on the river, returning to St. Louis as soon as possible.

Very respectfully, your obedient servant,

J. B. HULL,

Commodore, Superintending.

Lieutenant Commanding GEO. M. BACHE,

U. S. Gunboat Cincinnati, St. Louis.

Order of Commodore Hull, U. S. Navy, to Lieutenant Bache, U. S. Navy, commanding U. S. S. Cincinnati, to detail officers and men for temporary service on the U. S. S. Osage.

ST. LOUIS, Mo., April 23, 1863.

SIR: In consequence of the want of a rudder I think it best not to send your vessel down the river.

You will remove the *Cincinnati* to Carondelet, and transfer as many officers and men to the *Osage* as Lieutenant-Commander Badger may require, with provisions for two weeks.

Very respectfully,

J. B. HULL,
Commodore.

Lieutenant Commanding GEO. M. BACHE,
U. S. Gunboat Cincinnati, St. Louis.

Order of Commodore Hull, U. S. Navy, to Lieutenant Commanding Bache, U. S. Navy, commanding U. S. S. Cincinnati, for a reconnaissance to Sulphur Springs, Mo.

ST. LOUIS, Mo., April 24, 1863.

SIR: I have been notified by General Davidson that it will not be necessary for you to go so far as Cape Girardeau. You will reconnoiter as far down as Sulphur Springs, and if you see any indications of the presence of rebels he wishes you to shell them out. I wish you to return to St. Louis as soon as possible with reference to this duty.

Very respectfully,

J. B. HULL,
Commodore, Superintending.

Lieutenant Commanding GEO. M. BACHE,
U. S. Gunboat Cincinnati.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding mortars.

U. S. MISSISSIPPI SQUADRON, April 24, 1863.

DEAR SIR: The river is still falling slowly, but I think I can get the mortars through. I send the fire liners for the *Ivy* boxed up and directed to you.

No news from above. All well.

Yours, truly,

K. R. BREESE,
Lieutenant-Commander.

Admiral PORTER.

I have an officer, I think just the man you want, Mr. Germain, acting master. I think him better adapted than Mr. Miller. Shall I make the change?

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant Bache, U. S. Navy, commanding U. S. S. Cincinnati, to proceed down the river.

U. S. S. BLACK HAWK,
Yazoo River, April 25, 1863.

MY DEAR BACHE: I have just received a letter from the admiral. He directs me to write to you to come down as soon as possible;

that you must not stay for carpenter work, but come down just as soon as you can run. Bring your lumber with you.

Yours, truly,

K. R. BREESE,
Lieutenant-Commander.

Lieutenant Commanding GEO. M. BACHE,
Commanding Cincinnati.

Order of Lieutenant-Commander Breese, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, for gunboats, men, material, provisions, etc.

APRIL 25, 1863.

DEAR SIR: I've just received a letter from the admiral. He wants the *Cincinnati* down as soon as she can possibly come, and not to wait for carpenter's work. He has an idea that a monitor might get here; in fact, wants one or two very much needed. The rebs have strongly fortified Grand Gulf.

Can't you hurry them up? They can be experimented with in action; don't let them keep them back. In fact, just now, we absolutely want all things—gunboats, men, material, provisions, stores, etc. The storekeeper of the *Sovereign* has sent word up to say what is required here some time since.

Yours, truly,

K. R. BREESE,
Lieutenant-Commander.

[Captain A. M. PENNOCK.]

Report of Lieutenant-Commander Breese, U. S. Navy, regarding general matters, and referring to the apparent ineffectiveness of the canal opposite Vicksburg.

BLACK HAWK, April 25, 1863.

MY DEAR SIR: I again visited the canal yesterday and am convinced it is not going to work. If you require the mortars, tugs, etc., I shall have to run them past the batteries, as I see no other way. I can't help feeling, though, that everything that goes down will stay there and won't join this squadron. Well, till Vicksburg is taken, of course you are the best judge, and can see and know more about it than I, but I do hope you won't take any more with you than you require, as I feel as if they would all be wanted up this way. Of course this is only my opinion, based upon nothing but sad forebodings to the army, all of which I did not mean to say, but kinder let it out accidentally. They tried to float some empty barges through the canal yesterday, but could not; they stuck and there they are; can't be got out, and won't go in; they only draw about 6 inches. The mortars are ready. I have a house to two mortars; one is fitted extra for Jack, one as a cook house, with galley, and one as yet nothing. The three will accommodate the men. I thought of furnishing the other three with a tent from the soldiers we have. I have good sweeps made for them, 100 shell and 150 average rounds of powder to each. The repairs go on slowly to the vessels. In case you should want lumber for your carpenters, etc., I can float a barge

down, loaded with what you want, and it won't hurt it to be shot at. I think it would be much better to move all our old mortars, coal, shops, storeships, etc., to the cut between Paw Paw Island and the Louisiana shore; there is a very good place for them, where we can have some shore privileges. They will give us much trouble here shifting them when the river gets a little lower. The current is not so strong as it was, and differs much in color from the Mississippi. Why I suggest the above spot is that Paw Paw has been taken for smallpox by the army. I can clear away a good space and with the débris make a good abatis with which even the ordnance boats could keep away guerrillas in case the army should leave here. I should like you to give me authority to go ahead at once on this, and then the vessels could all lay in the Mississippi River if required on account of the water. Not a word or line from above, and no hopes of any. I've just written Captain Pennock, and hope he will show my letter to Messrs. Boggs, Watson, and Dunn. Will you please order Mr. Dunn here to settle the accounts of the *Forest Rose*, and another one (*Romeo* or *Signal*). The poor devils have not had any money, can't get any, and I feel convinced that it is that feeling that leads to one-half the troubles, resignations, etc., we have. Two or three of George Brown's officers have just come to the conclusion they would not accept their appointments from the Secretary. These cases are all different from the October and last-year fellows, and it is clear, sheer, back out. I ordered him to stop the pay and not permit them to leave their vessel. This he had done in conformity with your orders (general), and would recommend that when we can get people to fill their places to set them on the bank and not give them any pay during their term of service, and then write to the Fourth Auditor that they, having declined to accept their appointments, are not entitled to any pay, and this will prevent the paymaster from letting them have any.

I should send you everything were the canal open, without regard to further orders from you, but as that does not work now, will you send me word just what you want and how, and it shall be ready at the time. I would suggest a vessel to come up as near Warrenton as is safe, to look out for what I send, and that it will be necessary to send a few men (six) on each mortar boat to repel boarders, so that they can't tow them away. I have just got your letter No 1. That story of the gunboat is, of course, humbug; when any come we are going to put after them if we can get a chance, on the principle that the attacking party has the advantage. I haven't any doubt but they may attempt something here, and guard against it accordingly. Our picket tug lays a mile and a half above the squadron at night, and [by] daylight we can see 10 miles up. Your being such a hopeful man ought to give you success, I am sure. I hardly expect to hear of any monitor for six months. Those army people must try to delude you about the canal. I am sure in a week you won't be able to get a plank through. Tell me what you want, and perhaps the monitor will arrive in time to tow it; she ought to take two barges at least. Excuse despondency about affairs, but I've been venting my spleen on Boggs & Co. so strong that I have worked myself into the style. Now we have news of the arrival of the *General Lyon* ever so long ago, and they knew what we required, and that we were in haste, and we have not got them yet. They thought

you were out of the way. I shall write to Bache at once. Walker thinks his vessel requires docking very much. I told him there was no chance until Vicksburg was taken. Everything goes on here quietly. I went to night quarters last night—four minutes all were ready; guns were ready less than no time. I tell you they thought the rebs had come sure enough. The contrabands, of course, did not wake up, although the gong was enough for the dead. I wish you would direct Captain Pennock to roof over a barge for contrabands, or two of them would be better; then I can get rid of the women; these tin-clads all have about three—are nuisances and something else. Lights have been flying around those houses up the river. I sent Prichett up to-day to find out all he could about them, and, if necessary, bag the whole party, and post up a notice that anyone seen there will be fired on.

They are a nest of spies anyway.

BREESE.

Acting Rear-Admiral PORTER, U. S. Navy.

Report of Lieutenant-Commander Shirk, U. S. Navy, regarding repairs to army steamers.

U. S. S. TUSCUMBIA,
Off [New?] Carthage, April 25, 1863.

SIR: I have the honor to report that the steamer *Anglo Saxon* can not be repaired here with the limited facilities we have for doing such work. Her steam-drum heater, cams, and both cylinder timbers are shot away.

I can, however, have the *Moderator*, *J. W. Cheeseman*, and the *Horizon* ready for service by to-morrow night.

The *J. W. Cheesman* wants a patch upon her steam pipe and a new brace for the hog chain that supports the cylinder timbers.

The *Horizon* wants one of her wheels filled up with buckets. As Major-General Grant had left directions if the *Anglo Saxon* could not be repaired that material from her could be used for the other boats, I propose to take the buckets off and place them upon the wheel of the *Horizon*.

The *Moderator* wants a patch upon her steam pipe.

We are already at work, and I will use all expedition in the repairs of the boats.

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

JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding U. S. Mississippi Squadron,
Flagship *Benton*, Ashwood.

Letter from P. Hornbrook, esq., to the governor of Indiana, recommending Corporal Darrah for appointment in naval service.

EVANSVILLE, April 25, 1863.

DEAR SIR: Corporal Jesse M. Darrah, of Company B, Twenty-sixth Regiment Ohio Volunteers, was wounded at the battle of Shiloh and

his leg was so shattered that he will be entirely unfit for land service again.

Corporal Darrah has had command of the provost guard here for a long time, and so deported himself that he gained the esteem of all.

His wish is to enter the Western naval service, and wishes your influence to gain him the position of ensign.

I feel sure you could not recommend a braver or more competent man. Hoping you will exert your influence in his behalf,

I remain, very truly,

P. HORN BROOK.

Governor O. P. MORTON.

Report of Lieutenant-Commander Phelps, U. S. Navy, requesting the services of one of the Eads boats in the Tennessee River.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., April 26, 1863.

SIR: There are two turreted boats constructed by Captain Eads which draw about $3\frac{1}{2}$ feet water. They are built in the hull of one-fourth inch iron, have 6-inch revolving turrets, in which are two 11-inch guns. The decks are very much curved, of 2-inch pine and pine carlines, the deck covered partially with $1\frac{1}{4}$ -inch iron, and the remainder with three-fourths inch iron. They have midship wheels and iron wheelhouses.

Such a vessel, though not a proper one to place under the fire of heavy batteries, would be very effective in operations on the upper river, being of light draft and much more efficient in contending with guns in position than the light-drafts.

If you can spare one for that purpose, I should much like to have her for a time in the Tennessee, as in case of a rise in the river, I think it could be used to great advantage near the Mussel Shoals.

I am, very respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant-Commander and Commandant of Station pro tem.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron.

[Endorsement.]

Take the first turreted boat that comes down for the Tennessee River, but for a short time only. You still command the *Eastport*, and I have other work for you when the Tennessee falls.

Report of Lieutenant-Commander Breese, U. S. Navy, referring to reconnoissance to Chickasaw Bayou, in preparation for feigned attack on batteries at Haynes' Bluff, and sinking of the U. S. tug Lily.

U. S. S. BLACK HAWK, April 28, 1863.

DEAR SIR: The *Choctaw*, *New National*, and *Wilson* arrived about 5 p. m., a barge of ice, some cattle, a quantity of ordnance stores, etc.

I have overhauled the mail and think I have let you off cheaply. You will have an awful lot to attend to when you get back, so you had better come soon. I do sincerely trust that all may end well. Mr. Mellen gave me such accounts that I thought the stock must be up some, and my spirits rose accordingly. I send the mail in charge of Acting Master Germain. I do not know what else to do with him and can not spare anyone else; he is trustworthy. General Sherman promises an escort. To-morrow morning we make the first step in the reconnoissance. We go in grand tenue to Chickasaw Bayou, where we remain for the night; the next day proceed a little higher up, and, if the demonstration draws, make a feint at the batteries, and so far only is the plan arranged.

The *Choctaw*, of course, is not finished, and has brought workmen with her. And now I must tell you that we have lost the *Lily*, at least for a while. I had just got her in splendid order and kept her away from the tugs for fear of accident, and had called her alongside to go to General Sherman to make our final arrangements, when the *Choctaw* came in. The *Choctaw* had anchored abreast of us, and I sent the *Lily* for Ramsay. The confounded ass of a captain undertook to cross her bows, the current swept him upon the ram of the *Choctaw*, catching him just forward of the propeller, and went right through him, and in three minutes she sank. The ram held her so she could not go ahead, and it would have been too late if possible. Not a thing was saved from her, and the cook, asleep below, went down in her. I saw the whole performance. Had the helm been put the other way she might have been saved by running alongside. Captain [R. H.] Timmonds, of the *Lily*, says that his wheel ropes became foul from a line thrown over them, and that this was the cause of it. I have not had time to investigate it, but, as it appears, the fellow ought to be dismissed. I think it possible that I may raise her, although she sank in 10 fathoms of water. As soon as I get back from this expedition I shall try it.

As soon as I saw the accident I hailed the *Champion* to go to her assistance, knowing she must be in a bad way, but before the *Champion* could let go her lines she went down. I could cry if it would do any good; she looked so pretty only a moment before. I hope it is not prognostic of our trip up the river. I shall use every precaution I can think of, and shall not permit a too great exposure of the vessels. I have not received your order on the subject, but have a copy of General Grant's letter to General Sherman which states you would order me to do what General Sherman wished, and as No. 2 is still missing, I suppose that must be the order. We heard your firing this morning, and I feel it to be successful. God grant it. There are rumors that Grant is to be relieved. Getty and several of his officers send in their resignations on account of your general order. I would feel very much obliged to you if you would order Mr. Sproston, the paymaster of the *Marmora*, as the assistant at Memphis, as Mr. Dunn asks for him there, and says that he can find one in his place, or if you will give him the authority to do so, or if not that, that he may be ordered to the vessel that Foster is to have. I feel much interest in him (he did not resign); he is the brother of Lieutenant Sproston, one of my best and earliest friends, and with whom I was for eight years a messmate.

April 29.—This was written late last night. Nothing of any interest as yet. With kind regards to all, believe me,

Your obedient servant,

K. R. BREESE,
Lieutenant-Commander.

[Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.]

I will send you an official account of the loss of the *Lily* when I get back.

Loss of the U. S. tug Lily by collision with the U. S. S. Choctaw, April 28, 1863.

Report of Acting Rear-Admiral Porter, U. S. Navy.

No. 41.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Near Vicksburg, May 28, 1863.

SIR: I have the honor to enclose you a report in relation to the sinking of the tug *Lily*. The officer commanding her, Acting Master R. H. Timmonds, attempted to cross the *Choctaw's* bow, when the ram of the latter vessel went through her, sinking her instantly.

She will be raised when the water falls. This happened in April. I am of opinion that it was owing to mismanagement.

I am, sir, very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

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

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

U. S. S. BLACK HAWK,
Yazoo River, May 3, 1863.

SIR: I regret to announce to the Department that the little tug *Lily*, tender to this ship, in attempting to cross the bows of the *Choctaw*, lying at anchor in the stream, was swept by the current upon her ram, which, together with the tug's headway, caused the ram to penetrate the quarter, and in three minutes she sank, the officers and crew just saving themselves. I consider it the result of recklessness and very bad management, and have ordered an investigation, the report of which I will forward as soon as possible. The *Lily* lies sunk in 11 fathoms water, but I hope may be raised or towed where, when the river is low, she may be saved. I shall make the attempt.

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

K. R. BREESE,
Lieutenant-Commander and Senior Officer Present.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Breese, U. S. Navy, transmitting report of investigation of the loss.

MAY 4, 1863.

SIR: I have the honor to forward the enclosed report of an investigation of the sinking of the steam tug *Lily*.

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander, Commanding Black Hawk.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. BLACK HAWK,
Yazoo River, May 4, 1863.

SIR: In obedience to your order of the 2d, we have this day investigated as carefully as possible the sinking of the steam tug *Lily*, and are of the opinion that she was lost by gross mismanagement.

Very respectfully, your obedient servants,

JOHN G. WALKER,
Lieutenant-Commander.

JAS. M. PRICHETT,
Lieutenant-Commander.

Lieutenant-Commander K. R. BREESE,
Senior Officer Present.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Master Germain, U. S. Navy, to proceed to New Carthage as bearer of dispatches for Admiral Porter.

U. S. S. BLACK HAWK,
Yazoo River, April 29, 1863.

SIR: Proceed in the steamer *Champion* to the *Grossbeak*, lying at Milliken's Bend, where you will enquire for Colonel Bingham, chief quartermaster of General Grant's staff, or in his absence report to Major Bowers at headquarters. State to him that you are in charge of the mail and dispatches for Admiral Porter, and, with my compliments, ask for transportation, and, if he thinks necessary, a guard, to New Carthage. Upon your arrival at that place, use all endeavors to put the mail in the admiral's hands as soon as possible.

The rope accompanying you leave on the *Grossbeak*, if you can not find transportation for it.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

Acting Master CHAS. GERMAIN.

Letter from Major-General Prentiss, U. S. Army, to Lieutenant-Commander Selfridge, U. S. Navy, requesting convoy for steamer Planet.

HEADQUARTERS DISTRICT OF EASTERN ARKANSAS,
Helena, Ark., April 30, 1863.

SIR: The steamer *Planet* is bound to Milliken's Bend, loaded with ordnance and ordnance stores for General Grant's army. Her cargo

being valuable and important, and it being quite well known upon what errand she sails, and her destination, so that the enemy are doubtless advised thereof, I would respectfully request that you afford her a safe convoy as far as Milliken's Bend.

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

B. M. PRENTISS,
Major-General.

Lieutenant-Commander T. O. SELFRIDGE.

[Endorsement.]

CONESTOGA, *Friday Morning.*

Convoy the steamer *Planet* to Milliken's Bend and return without delay.

Very respectfully, etc.,

THOS. O. SELFRIDGE.

Lieutenant Commanding JOSHUA BISHOP,
General Bragg.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding general matters, making reference to proposed feint upon Haynes' Bluff.

U. S. MISSISSIPPI SQUADRON,
Black Hawk, Yazoo River, April 28, 1863.

DEAR SIR: Your letter No. 3 has just arrived. No. 2 is wanting, but will, I suppose, turn up to-day. General Sherman came over just now, 9 a. m. Says Grant has ordered him to make a reconnoissance in force toward Haynes' Bluff, and that you would order me to cooperate. I suppose the order is the missing one. I told General Sherman that I would be ready at any time, but as the *Choctaw* was at Memphis on Saturday last I would prefer to wait until she came, which I hoped would be to-day. If she comes we will move up tomorrow at 8 a. m. The general seems to think a strong reconnoissance (amounting to an attack) should be made, but I don't feel willing with such a force to risk it, and only for a demonstration, which even General Sherman says he can hardly see the use of so far as attracting attention from Grant is concerned. I shall be mighty cautious, I assure you, and expose the vessels as little as possible.

I told the general I could make a show, not exactly *à la* Smith, with the tin-clads and this ship and a noise with the mortars. You say in your letter that I may move the mortars. I want to move all coal, blacksmiths, carpenters, etc., and I think I can do well by it. You say also to Paw Paw Island; do you prefer that to the Louisiana shore? The best spot on Paw Paw is selected as a smallpox establishment; still, there is another good place in between the island and Louisiana shore which will answer very well. I will move the mortars up and by that time hope to hear from you definitely.

I refer you to Prichett's letter to Greer for an account of the sinking of the *Rowena*. This will be an excuse for our not getting anything for the next year. She was snagged between St. Louis and Cairo. I do not hear a word of any monitors, no mention made of them in the newspapers, and nothing from hearsay. I expect their patent loading arrangements to be a humbug.

The last invention sent to you comes referred from General Grant. Somebody wants sheet iron sewed on to floor matting and in layers to 12 inches thick—will stop any shot, so small experiments say. Captain Lord is very sick. I had him surveyed, and he is to take thirty days' leave. Prichett's executive officer will command in his absence. I hope you will not think I am going it too strong with my brief authority. I promised a soldier an appointment as third engineer on a tug when he gets his discharge. Will you authorize it? Whenever you get tired of Dr. Bertollette I shall be glad to have him back; we have no surgeon. I ordered one from the *Red Rover* and he shammed sick; disgusted me and all the doctors on the *Red Rover*, so I wouldn't have him. Dr. Bixby said that it would be a great matter of convenience to him and the hospital arrangements not to take any of the regular surgeons of the ship until they had turned over their wards to the hospital, they alone being familiar with the cases; so I did not trouble them.

We have not anyone very sick. Of course I don't want Dr. Bertollette if you do, as there are plenty of doctors here.

The canal is really a failure. General Sherman is doing all he can to build a road from the Mississippi to the bayou.

I can send you any quantity of provisions in a barge, with lumber, if you want any by the batteries. It will go all right, I think, if you have somebody to look out for it. I send you the latest papers I can get hold of. They say the ram *Queen of the West* is recaptured by the *Clifton*.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER, U. S. Navy.

Woodworth's pipe is underway and will be down to-night.

Feigned attack upon Haynes' Bluff, Miss., by the U. S. S. Black Hawk and other vessels, under command of Lieutenant-Commander Breese, U. S. Navy, April 29 to May 1, 1863.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting reports of commanding officers.

MISSISSIPPI SQUADRON,
Flagship Benton, Mouth of Red River, May 12, 1863.

No. 15.]

SIR: I have the honor to enclose the reports of Lieutenant-Commander K. R. Breese and others, in relation to a feigned attack on Haynes' Bluff, to prevent the enemy from sending reinforcements to Grand Gulf.

The plan succeeded admirably, though the vessels were more exposed than the occasion called for; still, as they met with no casualties, with the exception of hits in the hulls, it mattered but little.

I am, etc., very respectfully,

DAVID D. PORTER,
*Acting Rear-Admiral,
Commanding Mississippi Squadron.*

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

[Enclosures.]

NEAR HAYNES' BLUFF, *May 1, [1863].*

DEAR SIR: We have almost finished the feint; will leave to-night for our old anchorage.

The *Choctaw* was struck 53 times; no great damage, but much cut up, and nobody hurt; full particulars will follow as soon as possible. Ramsay is worthy of all you old commanders; fought his ship very handsomely and on deck all the time. Walker, as usual, first rate. On returning, some rebel pickets fired at him. He boarded them, shot a boy and 3 privates, captured a lieutenant, wounded, and retired gracefully. I have just heard of your tremendous fight, and deplore your losses. You deserve success and I trust will get it. I send some mail just arrived by *Polar Star*.

Yours, truly,

K. R. BREESE,
Lieutenant-Commander.

Acting Rear-Admiral PORTER, U. S. Navy.

U. S. S. BLACK HAWK,
Yazoo River, May 2, 1863.

SIR: Enclosed I send a copy of a letter from General Grant to General Sherman.

I cooperated with him in a feigned attack upon Hayne.' Bluff; its object being to prevent heavy reinforcements being sent to repel the land attack at Grand Gulf.

At 1 p. m. of the 29th April, this portion of the squadron, consisting of the *Tyler, Choctaw, DeKalb, Signal, Romeo, Linden, Petrel* and *Black Hawk*, with 3 13-inch mortars in tow of tugs, proceeded up the river, followed by 10 large transports carrying Major-General Blair's division to Chickasaw Bayou, all under command of Major-General W. T. Sherman, where we remained for the night. A regiment was sent out near the old battle ground without any important discovery. At 9 on the morning of the 30th the whole force, except the *Petrel*, stationed at Old River, proceeded up the river in the above order and took positions as in the accompanying sketch. The *Choctaw* and *DeKalb* opened fire upon the main works at Drumgould's Bluffs and the *Tyler* and this ship, with 30-pounder rifles, upon the fieldworks and batteries. (I refer you to enclosed reports of commanders for particulars.)

The *DeKalb* was handled with the skill always exhibited by Lieutenant-Commander Walker, and the management and whole conduct of the *Choctaw*, Lieutenant-Commander Ramsay, were worthy of the best of your tried commanders.

From the high stage of the water, the *Choctaw* and *DeKalb* could not be brought head on to the batteries without too great exposure, which neither the force nor circumstances would permit, and although they were fought nearly at a broadside I am happy to state that no casualties occurred, nor did any in the whole expedition while in action. I soon saw the disadvantageous way the *Choctaw* was compelled to fight, and the *DeKalb* necessarily, from her vulnerable sides, could share little of the exposure of the heavy

fire concentrated upon her, but as the demonstration was considered so important by General Sherman, I felt compelled to make it appear as much of a real attack as possible without too great risk; accordingly, the vessels were allowed to remain under fire upward of three hours and a half, when I made the signal to retire.

Lieutenant-Commander Ramsay remained upon deck during the whole engagement, and you will judge from his report the heavy fire he was under. Scarce a moment but a jet of water was thrown up near her or a shot struck her. The *Tyler* was obliged to retire early, from receiving a Whitworth shot at the water's edge, causing her to leak badly, but was soon ready for action again.

The position of this ship was changed several times, as the enemy nearly got our range.

At 6 p. m. the troops were landed and marched up toward Haynes' Bluff on the only roadway, the levee, making quite a display, and a threatening one also. As the pickets and skirmishers approached the road leading to the bluffs, a very heavy battery was opened, sweeping the narrow causeway upon which not more than two men could walk abreast. Videttes, etc., were thrown out, and at dark the troops were quietly embarked, leaving out pickets, etc. The next day a regiment was landed on the opposite side, and marched up in the direction of the bluffs, but before reaching the river were met by an impassable bayou and the heavy fire of the forts on the bluffs. It was observed in the morning that new works had been thrown up in the night, some of the old ones extended, and several new and apparently heavy guns placed in position.

At 3 p. m., by previous arrangement, the *DeKalb*, *Choctaw*, *Tyler*, and this ship opened upon these works and drew the fire from a 32-pounder rifle gun and a Whitworth gun. They were silenced, having fired not more than four rounds each. Our practice was excellent, and it would be difficult to determine to which ship belonged the credit of silencing these guns. Observing heavy ox teams apparently drawing heavy guns, our fire was turned toward them and to the valleys adjacent, in which troops were supposed to be concealed, with what damage is not known. Our firing gradually slackened until, at dark, it ceased altogether, and at 8 p. m., General Sherman having received orders to take his corps to the other side, the vessels all returned to their old anchorage in the mouth of the Yazoo, without accident.

The rebel lieutenant captured by Captain Walker, being wounded, I turned over to General Sherman, who, having a hospital boat with him, could properly attend to his case. This prisoner states that a major and three privates of his party were killed; that they have 11 heavy guns in their batteries, from 10-inch smoothbore to the heaviest rifled, and two brigades to guard it, its only approach being that over the narrow causeway before mentioned, which was entirely commanded by guns sweeping in all directions; also that the raft had broken adrift, proof of which was evident enough as we advanced. He also stated that it was reported that Port Hudson had been evacuated. During the two days' operations, this ship fired 227 30-pounder shells. I regret that I can make nothing of the paper-case time fuze furnished us. In all our experiments and in actual service they could not be relied upon, scarcely ever bursting.

Ensigns Bridgman and Miller had each charge of a gun, and the accuracy of their fire elicited much applause, and must have discomfited the enemy much. We were firing at about 3,000 yards.

Respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Subenclosure.]

SMITH'S PLANTATION, LA., *April 27, 1863.*

GENERAL: If you think it advisable you may make a reconnoissance of Haynes' Bluff, taking as much force and as many steamers as you like. Admiral Porter told me that he would instruct Captain Breese to do as you asked him with his fleet. The effect of a heavy demonstration in that direction would be good, so far as the enemy are concerned, but I am loth to order it, because it would be so hard to make our own troops understand that only a demonstration was intended, and our people at home would characterize it as a repulse.

I therefore leave it to you whether to make such a demonstration.

If made at all, I would advise that you publish your order beforehand, stating that a reconnoissance in force was to be made for the purpose of calling the enemy's attention from movements south of Vicksburg, and not with any intention of attacking. I shall probably move on Grand Gulf to-morrow.

Truly, yours,

U. S. GRANT,
Major-General.

Major-General W. T. SHERMAN,
Commanding Fifteenth Army Corps.

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

U. S. GUNBOAT BARON DEKALB,
Mouth of Yazoo [River], May 2, 1863.

SIR: I have the honor to forward the following report of the part taken by this vessel in the feigned attack upon Drumgould's Bluff, on April 30 and May 1:

Upon the first day I moved into position and opened fire at 10:50 a. m., and continued firing heavily until about 2 p. m., when I retired by signal.

As the attack was but a feint, and being ordered not to risk my vessel, I covered her with the river bank, avoiding the enemy's fire as much as possible.

At 2 p. m., while dropping out of action (the others having retired), was fired upon with musketry from some buildings on the east bank of the river, at a distance of about 50 yards. I immediately ran into the bank and landed Acting Master C. S. Kendrick with about 25 men, who dislodged the enemy from the buildings and chased them 500 or 600 yards into the swamp, killing 1 officer and 3 privates, and taking a second lieutenant of the Third Louisiana Infantry prisoner.

Mr. Kendrick behaved very gallantly, capturing the prisoner in a hand-to-hand fight, by knocking him down with his pistol.

The prisoner reports the officer killed to have been a major.

E. N. House (quartermaster) was shot through the right arm by a rifle ball, but not seriously injured.

At 6 p. m. I again moved up near my former position, to cover a movement of troops, and remained until the following day. The enemy fired sharply until sunset, but fortunately without effect.

On the second day at 3:10 p. m. got underway and dropped down to the squadron, firing upon the enemy as my guns bore, and continued firing until dark. The enemy failed to reply after the first half hour, although the whole squadron was within easy range.

During the two days I expended 200 rounds of ammunition.

Very respectfully, your obedient servant,

JOHN G. WALKER,
Lieutenant-Commander.

Lieutenant-Commander K. R. BREESE,
Senior Officer Present.

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

U. S. GUNBOAT TYLER,
Yazoo River, May 2, 1863.

SIR: I have the honor to submit the following report of the part taken by this vessel in the demonstration upon Drumgould's Bluff, April 30 and May 1:

On the morning of the 30th, got underway at 9:15 and took my position astern of the *Baron DeKalb*. At 10:15 came within range of the lower batteries, which I opened on with my 30-pounder rifles. At 10:30 made fast to the left bank of the river and kept up the fire on these batteries. At 11 a. m. was struck between wind and water on starboard side, and was obliged to drop out of the fire and heel the vessel over to stop the hole. After repairing, the order was given to retire. At 2:30 p. m. received orders to drop down about 2 miles below the transports to prevent the rebels from planting a field battery; laid there until 9:30 next morning, when I got underway and stood up the river and made fast to the right bank and astern of the *Choctaw*, and within range of two small batteries which the enemy had erected during the night. At 3 p. m. opened a steady and well-directed fire upon these batteries until 7 p. m. This vessel was struck once on the wheelhouse by a large fragment of shell. At 9:30 p. m. got underway and returned to my anchorage at the mouth of Yazoo River. During the two days, fired 81 Parrott shell and 38 VIII-inch.

Very respectfully, etc.,

JAS. M. PRICHETT,
Lieutenant-Commander.

Lieutenant-Commander K. R. BREESE,
Senior Officer Present.

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

U. S. S. CHOCTAW,
Yazoo River, May 3, 1863.

SIR: I have the honor to report that on the 30th ultimo, in company with the squadron, I engaged the enemy's batteries on Drumgould's Bluff from 10 a. m. to 1:40 p. m., when, in obedience to signal from flagship, I dropped down a short distance and tied to the right bank of the river.

The enemy's shot struck this vessel 46 times, besides cutting away six smokestack guys. The turret was struck 6 times, a 10-inch solid shot penetrating the crown, and a 6-inch pointed shot burying itself. Two shot struck below water line on starboard side, forward of turret, one carried away starboard forward warping chock; eleven struck the smokestacks; one the starboard forward ventilator; one carried away first cutter's after davit and store gig; one struck boiler deck, glanced and buried in the wood on the port side of the after entering port; one struck casemate below pilot house and glanced; one penetrated iron on starboard side, forward of wheelhouse curve, and glanced; five struck curve forward of starboard wheel; two penetrating iron and wood; one penetrated wood casemate inside of starboard wheel; four struck starboard wheelhouse, carrying away one outside circle and three arms of starboard wheel; six struck port wheelhouse, carrying away one outside circle and two arms of port wheel; one struck wardroom skylight; one through steerage room; one cut away pendant staff; one the ensign staff; and one the forward wheelbeam hog chain. A shot is supposed to have struck under water on starboard side abreast of boilers.

Two men were slightly bruised on the wrist by splinters.

In the evening the enemy's batteries again opened fire. I moved to the left bank of the river and returned it for a short time.

On the 1st instant, at 3 p. m., I opened again on the batteries and fired slowly until 7 p. m.

During the two days 69 shells and 3 solid shot were fired from the 100-pounder Parrott gun, and 45 shells and 5 solid shot from the 9-inch gun.

The 100-pounder gun was commanded by Acting Ensign W. C. Bennett, and the 9-inch by Acting Master's Mate C. C. Johnson, under the superintendence of Acting Ensign and Executive Officer W. A. Abbott.

The officers and men under my command deserve great credit for the manner in which they performed their duty. The greater portion of the crew had been only eight days on board when the engagement took place, and, owing to the unfinished state of the vessel, had had only three days' exercise at the guns.

The 10-second fuzes for the Parrott shells did not burn properly; the shells having them in exploded much too soon, and one of them so close to the muzzle of the gun that the pieces struck the fore-castle deck in three places and set fire to the vessel.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander.

Lieutenant-Commander K. R. BREESE,
Senior Naval Officer, Mouth of Yazoo River.

Report of Lieutenant-Commander Breese, U. S. Navy, commanding U. S. S. Black Hawk and expedition.

U. S. MISSISSIPPI SQUADRON,
U. S. S. Black Hawk, Yazoo River, May 3, 1863.

SIR: I have the honor to report that a feigned attack by the portion of the squadron lying here, cooperating with Major-General F. P. Blair's division, under General Sherman, was made upon Drumgould's Bluff and adjacent works on the 30th ultimo and 1st instant.

The *Choctaw*, Lieutenant-Commander Ramsay, the only vessel under heavy fire, was struck quite often, but no material damage done and no one hurt.

The *DeKalb* was fired on by the enemy's pickets, when Captain Walker landed his boarders and with a loss of only 1 wounded, captured a wounded lieutenant of the Third Louisiana Regiment and killed a major and 3 privates; the others escaped.

The wounded officer was turned over to the army, they having a hospital boat.

A full report, enclosing reports of commanders, has been forwarded to Admiral Porter.

No intelligence from the admiral since the fight at Grand Gulf.

It is considered that the demonstration up the Yazoo was a success, as large bodies of troops were seen to move in that direction from Vicksburg, thereby engaging the rebels' attention from Grand Gulf and vicinity.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander, Senior Officer Present.

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

General Order.

U. S. S. BLACK HAWK,
Yazoo River, April 29, 1863.

Upon the signal to get underway being displayed from this vessel, the squadron will get underway and proceed slowly up the river, in the following order:

Tyler, Choctaw, DeKalb, Signal, Romeo, Linden, Petrel, Black Hawk.

Upon arrival of the *Tyler* about 100 yards above Chickasaw Bayou, she will anchor on the north side of the river, and each vessel as she comes up will anchor on the starboard quarter of its preceding vessel, as far as the width of the river will permit.

Those who can not so anchor will anchor on the left-hand side going up, in line.

The *Petrel* on her arrival at Old or False River will enter it about 100 yards and anchor, keeping a bright lookout for skiffs, boats, etc.

The leading vessels will drive away any pickets that may be observed as they proceed and keep a bright lookout for torpedoes,

One whistle from the *Tyler* will signify torpedoes; several whistles in quick succession, danger or rebel steamers coming down.

As soon as the vessels are fairly underway they will prepare for action and keep everything in readiness for attack at a moment's notice.

Upon anchoring a good head of steam must be always kept up, double lookouts posted, and guns ready for instant service.

[K. R. BREESE,]

Lieutenant-Commander, Senior Officer Present.

General Order.

[U. S. S.] BLACK HAWK,
Yazoo River, April 30, 1863.

The vessels will proceed up the river in the following order:

Choctaw, DeKalb, Tyler, Signal, Romeo, Linden, Black Hawk.

Should any of the light vessels draw a fire from a heavy battery upon themselves they must retire without its range.

The *Choctaw* and *DeKalb* will carry out the plan as proposed last evening. The light-draft vessels will not pass the *Tyler*, and will open their guns, firing as rapidly as possible upon any body of the enemy they may see or upon any works.

The signal to return to our present anchorage will be three distinct whistles, then three more, and then three more, making in all nine. The same signals for danger will be used as yesterday. Boats with small lines must be in readiness to remove torpedoes or assist vessels.

As soon as the mortar boats are in position, a detail of five men from each of the light-drafts will be made to serve the mortars. Mr. Mack, gunner, will assist Acting Master Thomas E. Smith, of the *Linden*, who will take charge, keeping his vessel opposite the mortars.

[K. R. BREESE.]

General Order.

BLACK HAWK, *May 1, 1863.*

At 3 p. m. the *DeKalb*, *Choctaw*, *Tyler*, and this ship will open fire slowly upon the enemy's works in such positions where the people have seemed to congregate, or their batteries bear best, as if it were preliminary to a night attack of the troops, and gradually increase in rapidity of firing until 5 p. m., when gradually slacken and at dark cease altogether. Our pickets will be drawn in to the levee at 3 p. m.

At 8 p. m. the transports are to drop down to their position of night before last near Chickasaw Bayou. As soon as the headmost boat has gone this ship will follow, followed by the *Linden*, *Signal*, *Tyler*, *Choctaw*, and *DeKalb*. As it is possible that the enemy's pickets will soon follow up the squadron, a sharp lookout must be kept for them as the vessels drop down,

[K. R. BREESE.]

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Breese, U. S. Navy, expressing disapproval of the attack.

FLAGSHIP GENERAL PRICE,
Mississippi Squadron, New Carthage, May 14, 1863.

SIR: I received your communication in relation to the movement against Haynes' Bluff, which you call a feint, but which I consider an unnecessary exposure of the vessels. The results were unfavorable to us, and the affair will be considered a defeat.

I am perfectly satisfied that my views in relation to Haynes' Bluff were correct. I assumed that they could not be assaulted successfully with a small force of gunboats, and I have so often expressed my objections to attacking them and allowing them to boast of a success, that I am much disappointed it should have been undertaken. A feint means a pretended attack, whereas yours was a real one. When I told General Grant that he might have the squadron above to make a feint I never intended the vessels to go under fire, otherwise I would have written you.

Under no circumstances, during my absence, will you permit the vessels to make any attack on land batteries without orders from me.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander K. R. BREESE,
Commanding Black Hawk.

Report of Major-General Sherman, U. S. Army, announcing his readiness for the attack.

MILLIKEN'S BEND, *April 28, 1863.*

DEAR GENERAL: I received your letter of the 27th last night, and early this morning went to see Captain Breese, and agreed with him as to the demonstration on Haynes' Bluff the moment the *Choctaw* arrives. She was at Memphis last Saturday, and should be here to-day. I will take 10 steamers and 10 regiments, and go up the Yazoo as close to Haynes' as possible without putting the transports under the rifled guns of the enemy. We will make as strong a demonstration as possible. The troops will all understand the purpose, and will not be hurt by the repulse. The people of the country must find out the truth as they best can; it is none of their business. You are engaged in a hazardous enterprise, and for good reasons wish to divert attention; that is sufficient to me, and it shall be done. I will be all ready at daylight, and shall embark the men the moment Captain Breese notifies me he is ready.

I have urged General Tuttle in person to push the wagon road from Duckport back to Walnut Bayou.

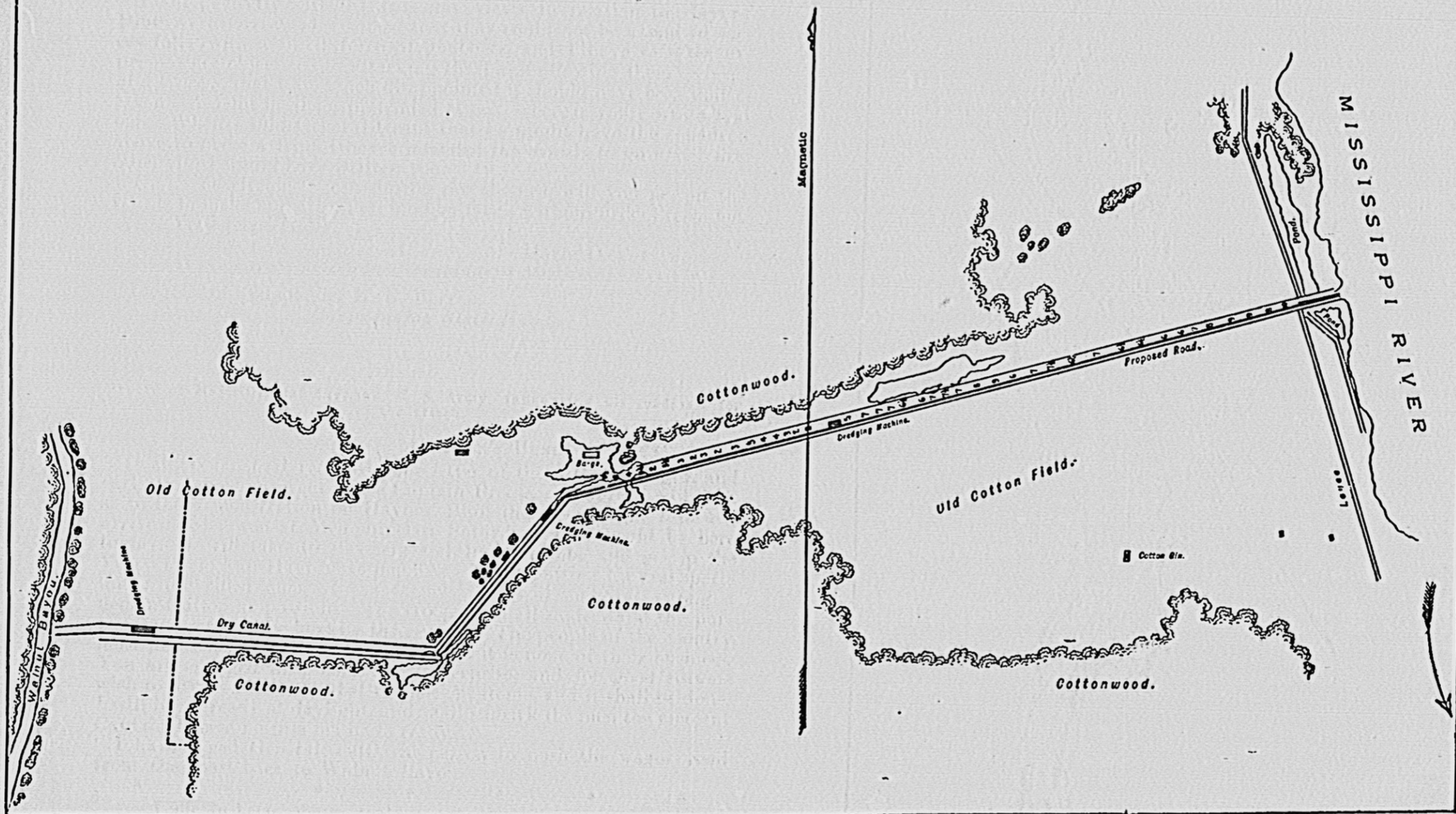
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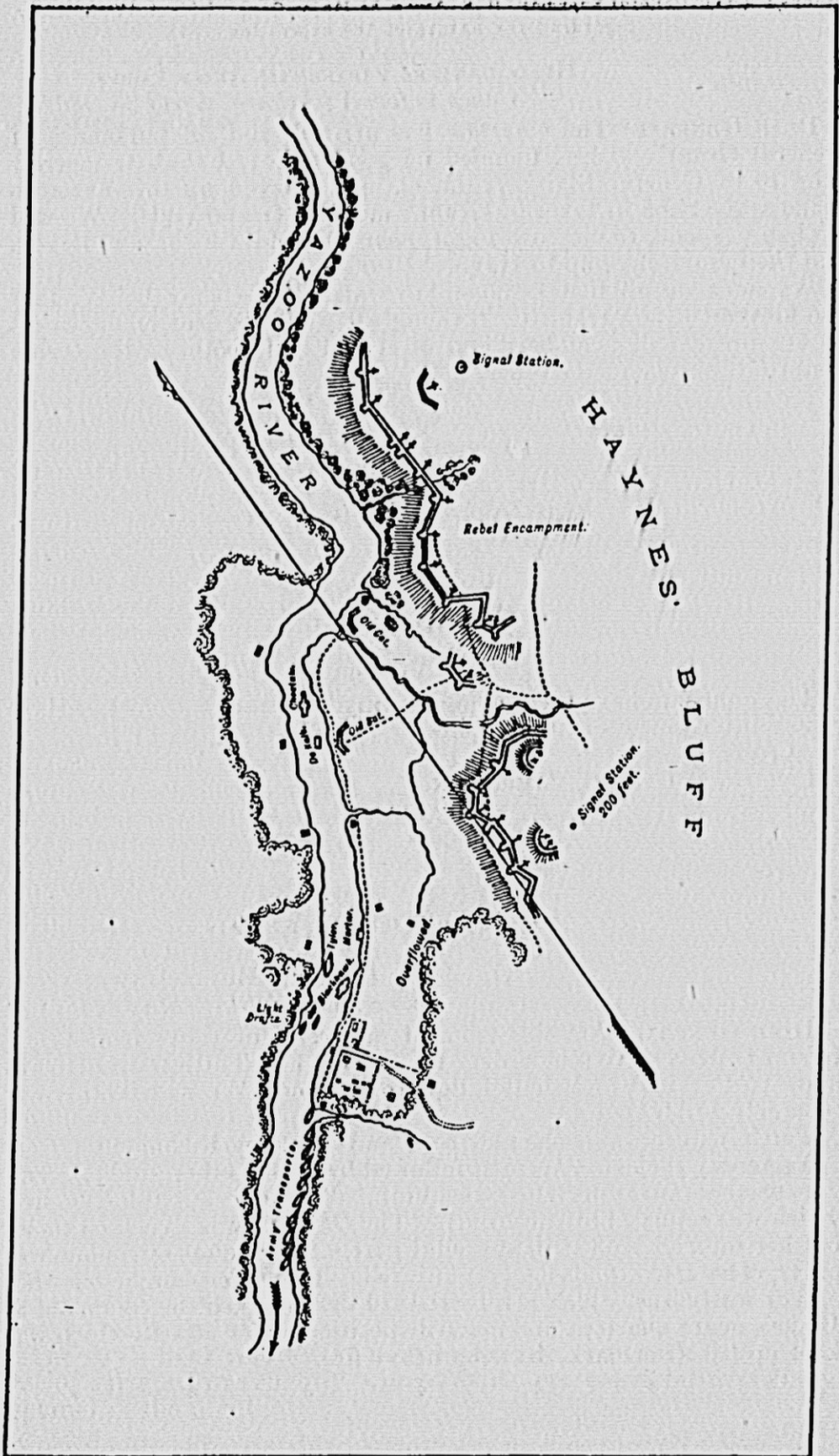
I am, in haste, yours, truly,

W. T. SHERMAN,
Major-General, Commanding.

Major-General GRANT,
Commanding Department of the Tennessee, Carthage.

TOPOGRAPHY OF A CANAL CONNECTING WALNUT BAYOU WITH THE MISSISSIPPI RIVER.
 DUG BY THE ARMY, UNDER GENERAL GRANT, IN APRIL, 1863.
 Surveyed by C. Fendall and A. Strausz, April 28, 1863.





Order of Major-General Sherman, U. S. Army, to Major-General Steele, U. S. Army,
regarding the nature of the expedition.

HEADQUARTERS FIFTEENTH ARMY CORPS,
Camp before Vicksburg, April 28, 1863.

DEAR GENERAL: The *Choctaw* has arrived, and, in pursuance of General Grant's wishes, founded on good policy, I shall to-morrow take 10 of General Blair's regiments and proceed up the Yazoo to make a diversion in favor of Grant's move on Grand Gulf. We will probably spend to-morrow night near our old Chickasaw Bayou, and then move close up to Haynes' Bluff.

We must do all that is possible to make the enemy believe that the movement is a real attack, though it would be bad management to attempt a lodgment here and at Grand Gulf both, as the enemy could fall on one or the other.

* * * * *

Yours, truly,

W. T. SHERMAN.

Major-General FRED STEELE,
Commanding First Division, Milliken's Bend.

[Telegram.]

VICKSBURG, *April 31 [30], 1863.*

The gunboats have been engaging Snyder's since 9 o'clock. Have sent reinforcements to that point.

C. L. STEVENSON.

Lieutenant-General PEMBERTON,
Jackson.

Report of Major-General Sherman, U. S. Army.

ON BOARD FLAGSHIP BLACK HAWK,
Below Haynes' Bluff, May 1, 1863.

DEAR GENERAL: Am this moment in receipt of yours from below Grand Gulf. Have sent orders for Steele's and Tuttle's divisions to move to Perkins', and shall follow to-morrow. We will be there as soon as possible.

Tuttle will move by the new road and Steele by Richmond.

Yesterday the new *Choctaw*, followed by all the other gunboats and our transports, approached the bluff. We kept up a heavy fire, which was returned by the enemy. The *Choctaw* was struck 53 times, but her injuries are not in any vital part. Strange to say no one was hurt. The *DeKalb* also was uninjured. The *Tyler* caught one shot on her water line, which is repaired. I disembarked the command at Blake's negro quarters, and made disposition as for attack, which was kept up till after dark, drawing heavy fire.

* * * * *

All well with us here, and I do not apprehend any serious loss in the cannonade proposed for this p. m. I want to prolong the diversion as much as possible in your favor.

In haste,
General GRANT.

SHERMAN.

Report of Brigadier-General Hébert, C. S. Army.

HEADQUARTERS, SNYDER'S MILL, *May 4, 1863.*

MAJOR: I have the honor to report that on April 20 [29] a fleet of the enemy's gunboats and transports descended [ascended] the Yazoo River as far as the mouth of Chickasaw Bayou.

On the 30th, in the morning, the fleet advanced, and by 10:15 a. m. the gunboats engaged our batteries and commenced shelling our lines of works; the transports, in the meantime landing below out of reach of our guns, disembarked infantry. The position assumed by the gunboats only permitted our batteries to engage the leading ironclad, *Choctaw*, at a distance of about 2,000 yards. At 2:30 p. m. this boat had been so injured as to be compelled to draw out of the fight for repairs, and our firing against the boats ceased. During the afternoon the enemy's infantry were seen to advance along the river in front of our left. A few shots from our guns on our left wing soon made them desist, and although the shelling continued until dark, the enemy's troops (with the exception of skirmishers) fell back to their transports, and all became quiet for the night. As the boats ascended the river, our pickets had fallen back to our lines, except the Third Regiment Louisiana Infantry, which maintained its advanced position along a cross levee, where they remained until about 4 p. m., having left a lieutenant and 9 men on the immediate river bank until the leading gunboats had passed up. This small party opened musketry on the boat, and were finally driven back by a party of skirmishers landed from her.

In this skirmish Lieutenant [J. R.] Cottingham, commanding our small party, was severely wounded and captured. Two privates of the Twenty-first Infantry, managing the heavy batteries, were severely wounded by a shell, one losing his leg by after amputation and the other having two ribs broken and the flesh torn from his side. Our batteries suffered no injuries on April 30.

During the night of the 30th a few additional guns were added to our batteries on the left and one additional gunboat and four transports joined the enemy's fleet by 12 m. May 1. During the forenoon two reconnoitering parties, one on each bank of the river, approached our batteries; a few well-directed shots drove them back. At 3 p. m. the enemy opened a rapid and terrific bombardment on our batteries on the left, which continued without abatement until 7:30 p. m., when all firing ceased. The shelling of the enemy was at times general along our entire line. For some time our guns replied, and with good effect, forcing all the boats to fall back and the transports to retire out of range.

The day's fight resulted in no casualties on the Confederate side. One of our guns was slightly injured by its own recoil, but was easily repaired in the night.

On the 1st a deserter rode directly from the enemy's line through his pickets to our front and delivered himself into our hands.

On the night of May 2 the enemy completely withdrew, and by daylight not a boat was left in the Yazoo River. From observation and information the enemy's armed boats consisted of the gunboats *Choctaw*, *DeKalb*, and *Black Hawk*, three of the mosquito fleet (Nos. 1, 3, and 8), and three mortar boats. The transports are known to have been over twelve in number.

* * * * *

LOUIS HÉBERT,
Brigadier-General.

Major S. CROOM,
Assistant Adjutant-General,
Second District Department of
Mississippi and Eastern Louisiana.

Combined operations against Grand Gulf, Miss., including the bombardment of the batteries by the fleet under Acting Rear-Admiral D. D. Porter, U. S. Navy, April 29 and the evacuation May 3, 1863.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, regarding the movement of troops.

FLAGSHIP BLACK HAWK,
Yazoo River, April 11, 1863.

I have received a communication from the Department, which will compel me to go below the batteries with the fleet sooner than I anticipated. I would like to know if the transports will be ready to go with me, and how many. I would also urge the importance of throwing as many troops as possible without delay into Grand Gulf, that we may capture the guns there and not let them mount them somewhere else.

I can take the troops all in the ———, at Carthage, and be upon the rebels at Grand Gulf before they know it, shell them out, and let the troops land and take possession.

Very truly,

DAVID D. PORTER.

Major-General U. S. GRANT, etc.,
Milliken's Bend.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, giving information obtained from a reconnoissance by the U. S. steamers *Tuscumbia* and *General Price*.

FLAGSHIP BENTON,
New Carthage, April 20, 1863.

GENERAL: I sent the *Tuscumbia* and *Price* down to Grand Gulf to reconnoiter to-day and destroy flatboats, and the following is the result:

The rebels are at work fortifying. Three guns are mounted on a bluff 100 feet high, pointing upriver. Two deep excavations are made

in the side of the hill (fresh earth); it can not be seen whether guns are mounted on them or not. About thirty tents only could be seen, but a heavy dust on the road leading along Big Black. Covered wagons are traveling on the road; four boats, 12 miles up Big Black, at a bridge which stops the way; they are small boats. The officers landed on the Louisiana side, where they found horses, cattle, mules, fowls, and provisions of all kinds in great abundance; large amount of forage; plenty of negroes; 300 beef cattle on one plantation; people running in all directions, and driving off the negroes and cattle. My opinion is that they will move heaven and earth to stop us if we don't go ahead. I could go down and settle the batteries, but if disabled would not be in condition to cover the landing when it takes place, and I think it should be done together. If the troops just leave all their tents behind and take only provisions, we can be in Grand Gulf in four days. I don't want to make a failure, and am sure that a combined attack will succeed beautifully. I think 10,000 good men landing in Vicksburg the other night would have taken it; we can do this easier. This move has demoralized these fellows very much. Don't give them time to get over it. I wish twenty times a day that Sherman was here, or yourself, but I suppose we can not have all we wish. I have been working hard on barges; got the tug up to Smith's Landing with a fine one to-day; picked up another last night, which will go up to-morrow, and will also send the largest one of all to Smith's before sundown. We can with the steamers and barges land 6,000 men, if you think that enough; if we can get more transports it will be better. The best way to send them down is to let them drift under low fires, and push by one at a time, half an hour apart, if they build no fires to light up the boats; should not be too close together. I would not pack them with cotton, but with wet hay, which proves an excellent defense. You will find volunteers enough in my squadron if you have any trouble, and the steamer men can come down afterward.

Very truly,
Major-General U. S. GRANT,
Commanding, etc.

DAVID D. PORTER.

[Telegram.]

MILLIKEN'S BEND, LA., *April 21, 1863.*

A steam fleet will run the Vicksburg batteries to-night, leaving north of the Yazoo about 10:30 p. m. They have been directed to round to when opposite Colonel Abbott's pickets, and report to him. Please inform Colonel Abbott of this fact, and instruct him to put out a signal light soon after he hears the batteries open.

U. S. GRANT.

Major-General WILLIAM T. SHERMAN,
Commanding Fifteenth Army Corps.

Letter from Major-General Grant, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, regarding the readiness of the transports for the passage of the Vicksburg batteries.

MILLIKEN'S BEND, LA., *April 21, 1863.*

The boats we expected to run the blockade with to-night failed to get ready in time. They, however, will be ready to go through to-night. I sent a party yesterday to burn the houses on the point opposite Vicksburg, but they found it impossible to get to them without great difficulty and under a fire from short range of the enemy's batteries. They stuck to it until they drew seventeen shots, and then gave up the job, to try it at night. The night attempt was made and failed. The enemy were found to occupy these houses with a strong guard, and our troops were compelled to withdraw with a loss of one man wounded.

It is evident that our boats can not run the blockade without the river being lit up to expose every steamer to full view. Under the circumstances we may meet with heavy loss. I would suggest, admiral, the propriety of sending a gunboat up to-morrow night, to watch below the batteries, to give such aid as they may require. A fleet of our barges has arrived and one of the tugs. I will send some of them with the fleet.

We have got a small steamer and some barges into Walnut Bayou. Hope to get them through to Carthage by Thursday. I move my headquarters to Carthage on Wednesday.

Your note, with sketch of passes to Smith's plantation, is received. I have ordered through a saw to cut down the trees mentioned in your note as being in the way of navigation.

U. S. GRANT.

Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, regarding proposed attack.

U. S. MISSISSIPPI SQUADRON,
Flagship Benton, off Grand Gulf, April 22, 1863.

SIR: If you see the squadron coming down to-morrow you may expect me to attack the batteries. The *Carondelet*, *Mound City*, *Pittsburg*, and *Louisville* will proceed to attack the batteries that fired at us to-day, while the *Benton* and *Tuscumbia* will attack the battery that you were firing at to-day. If the battery responds to us, you will be dropping down and enfilade it with your rifle guns. If it does not respond you will drop down until you can enfilade the other battery. Fire deliberately and get good range, and please be careful in giving the different elevations for different kinds of shells.

Please look at the percussion rifle shot; not one exploded to-day. Fire good time fuzes to-morrow.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

[Captain HENRY WALKE,
Commanding Lafayette.]

Order of Major-General McClernand, U. S. Army, to Brigadier-General Osterhaus, U. S. Army, transmitting letter from Admiral Porter, U. S. Navy, requesting cooperation in proposed attack.

SMITH'S PLANTATION, *April 22, 1863—11 p. m.*

GENERAL: Herewith you will find a communication which explains itself.

You will immediately embark all of your available force, if practicable, upon such vessels as may be obtained, and follow after the gunboats to Grand Gulf, or as near as may be beyond the range of the enemy's batteries at that place. If the gunboats succeed in silencing the batteries, either with or without your aid, you will, if you think yourself strong enough for the purpose, take and hold the place. If, in your judgment, the cover of the gunboats should be necessary to make you secure in holding the place, you will ask of the admiral some assurance upon the subject. If you think you can do so successfully, take a leading part in the contemplated movement, and, in all events, afford every cooperation in your power. In case you should take the place, you will be reinforced as rapidly as I can send forward troops for that purpose. Of course you will take with you all the artillery and ammunition you can and such number of rations as you may think proper.

Very respectfully, your humble servant,

JOHN A. McCLERNAND.

Brigadier-General PETER J. OSTERHAUS,
Commanding Ninth Division.

[Enclosure.]

FLAGSHIP BENTON,
Off Grand Gulf, April 22, 1863.

GENERAL: I have been reconnoitering to-day. They have built extensive works and have guns in them. If left to themselves, they will make this place impregnable. I drove them out of the principal work, but the other was out of range, and I could not get at them without bringing on a general engagement, which I am not prepared for to-day. I shall attack the forts in the morning, and I ask that you will send down men to hold them in case I do take them. The *Price*, *Forest Queen*, and the big barge will bring all that is required. The *Forest Queen* can carry artillery, which is indispensable to hold the hills. Then men will capture tents enough without bringing any. This is a case where a dash will save everything. I drove the steamer that is supplying them up Big Black River; she had not time to land her supplies. Dispatch is all important at this moment.

Very truly,

DAVID D. PORTER.

Major-General JOHN A. McCLERNAND,
Commanding, etc.

Letter from Major-General McClernand, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, responding to request for cooperation.

SMITH'S PLANTATION, *April 22, 1863—11 p. m.*

ADMIRAL: Your communication is this moment received. General Osterhaus is ordered to cooperate in the reduction and occupation of

Grand Gulf. He will move on all the boats he can make available at the earliest practicable moment. Reinforcements will follow him as rapidly as I can send them. Of course it will be expected that you will afford him, in occupying the place, the cover of your gunboats until he shall have been sufficiently reinforced against all hostile comers.

Colonel [Thomas S.] Mather, chief of my staff, bears this dispatch.
Your obedient servant,

JOHN A. MCCLERNAND.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Major-General McClelland, U. S. Army, regarding the passage by the transports of the Vicksburg batteries.

HEADQUARTERS THIRTEENTH ARMY CORPS,
April 23, 1863.

GENERAL: I have the honor to inform you that five steamers have arrived safely, and one is above; one was sunk.

General Osterhaus's division was embarked—eight regiments infantry and two batteries—and are ready to start for Grand Gulf at 10 a. m. this day.

Your most obedient servant,

JOHN A. MCCLERNAND.

Major-General U. S. GRANT,
Commanding Department of the Tennessee.

Report of Adjutant-General Thomas, U. S. Army, regarding the loss of U. S. Army steamer *Tigress*, and other casualties to the transports while passing the Vicksburg batteries.

YOUNG'S POINT, LA., *April 23, 1863.*

SIR: Last night 6 steamers and 12 barges attempted to run the batteries at Vicksburg, about 11 p. m., when the moon went down. The first two steamers came within range, when heavy firing commenced. The *Tigress* received 15 shots, one in the stern, carrying off two planks. She rounded to at Johnson's plantation, $3\frac{1}{2}$ miles below Vicksburg, grounded, and sank, breaking amidships. She is a total loss. Crew all safe. Colonel Lagow, on this steamer and in charge of all the boats, and the pilot then went on the *Cheeseman*. The *Anglo-Saxon* passed comparatively safe. The *Moderator* was badly cut up and had several wounded. She drifted by Warrenton batteries about 3 a. m. The *Horizon* passed Warrenton at daylight. The *Empire City* was totally disabled at Vicksburg, and was lashed at Johnson's plantation to the *Cheeseman*, both of which were seen to pass Warrenton, where the fire was heavy, shortly after daylight. The barges designed to carry troops are supposed to have all passed. One pilot was mortally wounded in the abdomen and another person in the thigh, both of whom must have died shortly after.

General Sherman took a position at Johnson's plantation. * * *
Some five hundred shots were fired, and discharge of musketry was

kept up along the bank of the river to pick off the men, especially the pilots, some of whom, to avoid being injured by splinters, had their pilot houses taken down and stood exposed. The entire crews were taken from the troops, of whom about 500 volunteered, when the crews of the boats objected. Large fires were made in Vicksburg and on the point opposite to light up the river.

Respectfully,

L. THOMAS,
Adjutant-General.

HON. E. M. STANTON,
Secretary of War.

Report of Major-General McClernand, U. S. Army, regarding measures of co-operation.

HEADQUARTERS THIRTEENTH ARMY CORPS,
Smith's Plantation, April 23, 1863.

GENERAL: I have the honor to report that I received a dispatch from Rear-Admiral Porter last night, stating that the enemy was constructing works at Grand Gulf. He bombarded their works within range, but could not reach those upon the hill. He intends renewing the bombardment to-day, and requests an infantry force to cooperate. I have ordered all the available forces to move, yet with due caution in landing, and to remain under the protection of the gunboats. You will please forward the pontoon train as soon as possible, as a bridge across the bayou below would add greatly to the means of reaching the river.

Your most obedient servant,

JOHN A. McCLERNAND.

Major-General U. S. GRANT,
Commanding Department of the Tennessee.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, giving information obtained from a reconnoissance in force.

FLAGSHIP BENTON,
Off New Carthage, April 23, 1863.

DEAR GENERAL: Feeling that something was going on at Grand Gulf that should be stopped, I went down with the whole squadron to reconnoiter. A strong fort (at present mounting three guns only) pointing up the river was a part of the extensive works now under way. I went down in the *Lafayette* and drove the workers out; that fort did not fire at us, but one below it did; also one lower still. Three rifled shot went over the *Lafayette* after I left. The rebels had a steamer (the *Charm*) down, bringing supplies. We drove her away before she had time to land them. These forts are only partly finished; in a week they will be formidable.

I found a preacher (half Union man), who was just from Grand Gulf. He told me all about the fortifications and the number of troops. They are throwing in troops from Vicksburg as fast as they can by land, and bringing down guns, etc., as fast as they can by

water. There are four forts in all, well placed, and mounting 12 large guns. They have been preparing this place six weeks, and have known all about this move; expected it sooner.

I would have attacked had there been but two forts. I made my plans to do so, but considered it unwise to put myself in a position where I might be separated from the army, which might have happened under present circumstances. They have 12,000 troops at Grand Gulf, and still increasing the number. My informant tells me that they have plenty of beef and corn meal. They seem to have about 500 contrabands at work. I could see no more. My idea was to attack the forts at once and land troops at the same time, but I think we should have superior numbers, for the position is a very strong one. If the troops can get by we can land them below, and land on a road leading to the fort, or go up Bayou Pierre, which leads to the Port Hudson [Port Gibson] Railroad. As you know your own plan, I won't pretend to offer any suggestions. I merely give you the information I have obtained. I send you a little plan* of the place.

Very respectfully,

DAVID D. PORTER.

Major-General U. S. GRANT,
Commanding, etc.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding operations of the enemy.

No. 5.]

MISSISSIPPI SQUADRON,
Flagship Benton, off New Carthage, April 24, 1863.

SIR: The rest of the squadron is now at Grand Gulf waiting for the army to make a move. The enemy have heavily fortified Grand Gulf since the passage down of the *Hartford*, and are still working night and day to make the place impregnable if they have time.

I went close to the upper battery on the 22d in the *Lafayette* and drove the men out of the works, and the vessels are now so arranged that they command the upper battery, mounting four heavy guns, and the mouth of [Big] Black River, through which ammunition and supplies are brought down, and by which the rebels have hitherto obtained supplies from Red River.

General Grant comes over here to-night, and I may know something more of his plans.

I did not wish to leave here to communicate with Admiral Farragut until I have landed the army safely on the other side of the river. When that is done I shall feel at liberty to go below with all but two vessels and take charge of the river from Red River up. The rebels have fortified Grand Gulf so strongly that I do not deem it prudent to let one or two vessels go by, for I can not get them up again against the current. When we do move it must be a combined attack, and one that can not fail.

I am in hopes that Admiral Farragut may hear that I am above Grand Gulf and send a vessel up to communicate; if he does not do so in six days I shall communicate with him.

His remaining there three or four days more or less will not make much difference to him, and the success of the present movement is paramount to everything else. The enemy have already 12,000 men at Grand Gulf, and are throwing in more with all the rapidity they can. Until our communication is fairly opened with the other side by water the army can move but slowly; they have now to depend on us for coal barges to get them over the bayous and other streams, and all the provisions they have are what we brought down in the transports, seven of which have run the blockade. They were mostly damaged in machinery, but the engineers of the squadron have repaired them so that they can run.

I have six weeks' provisions and coal, and have made arrangements to have supplies sent through by some means.

We will have to build a railroad, which will much facilitate matters. No one could imagine unless they saw it the difficulties of transportation; still I hope we will overcome it all, and though, at present, I see no certainty of a successful landing of our army on the Mississippi side, yet nothing will be left undone by me to facilitate it.

The portion of the squadron now here can not ever return above Vicksburg until that place is taken; it can, however, be maintained below with great labor, and kept in active service on the river, provided that no damage is received in the machinery.

I shall endeavor to get our floating machine shop through, when we can repair almost any injury. We will have vessels enough left above for all emergencies, and if a little more energy is displayed in getting the monitor class ready for service, we will be able to meet any force on the river above Vicksburg the enemy may improvise.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

General order of Acting Rear-Admiral Porter, U. S. Navy, preparatory to the attack.

MISSISSIPPI SQUADRON,
*Flagship Benton, Ashwood Landing,
Mississippi River, April 27, 1863.*

In going into action with the forts at Grand Gulf the following orders will be observed:

It is reported that there are four positions where guns are placed, in which case it is desirable that all four places should be engaged at the same time. The *Louisville*, *Carondelet*, *Mound City*, and *Pittsburg* will proceed in advance, going down slowly, firing their bow guns at the guns in the first battery on the bluff, passing 100 yards from it, and 150 yards apart from each. As they pass the battery on the bluff they will fire grape, canister, and shrapnel, cut at one-half second, and percussion shell from rifled guns,

The leading vessel (*Louisville*) will round to at the next battery, keeping the bow presented, as if carried past by the current, come up again and engage it. The next vessel will engage the third battery, and the next the fourth, the last vessel preparing to double on what appears to be the heaviest of the lower batteries. The *Benton* and *Tuscumbia* will attack the upper batteries on the bluff, going down slowly and firing shell with 5-second fuzes, one bow gun to be loaded and fired with canister. The *Lafayette* will drop down at the same time, stern foremost, until within 600 yards, firing her rifled guns with percussion shells at the upper battery. The *Tuscumbia* will round to outside the *Benton*, not firing over her while so doing; after rounding to, she will keep astern and inside of the *Benton*, using her bow guns while the *Benton* fires her broadside guns. The *Tuscumbia* and *Benton* will also fire their stern guns at the forts below them whenever they will bear, using shell altogether.

The *Louisville*, *Carondelet*, *Mound City*, and *Pittsburg* will also keep their stern guns trained sharp on the batteries on their quarter, firing deliberately and trying to dismount the enemy's batteries.

The four vessels leading will take position 100 yards from the beach or landing, firing 5-second shell, and one gun firing altogether with shrapnel cut at $2\frac{1}{2}$ seconds, unless the commanders see that it is too long or too short.

If I find that the upper battery is soon silenced I will hoist the guard flag and blow a long whistle for the *Lafayette* to drop down and assist the four steamers at the lower batteries. I will blow long and continued whistles, without any flag, until the order is obeyed. The *Lafayette* and *Tuscumbia* must concentrate their fire on what appears to be the heaviest battery below, and obtain such a distance as will enable them to fire accurately at the guns of the enemy.

The stern, side, and bow guns must be used by all the vessels when practicable and when there is no possibility of firing into each other.

If a battery is silenced perfectly, each vessel must pick out the next one the commander thinks troublesome and get a position where she will not interfere with anyone else; when it is practicable, form a line abreast and bring all the bow guns to bear on one place; that will soonest end the fight.

Every vessel should be well packed with hammocks, bags, and awnings around the pitmans. Every precaution should be taken against the houses on deck taking fire; water buckets and tubs should be kept filled all about the spar deck; an officer or trusty person to look out and report if fire breaks out.

The guns must be run into a taut breeching and the men cautioned about sticking themselves out of the ports when loading. Coolness in firing is recommended; let not a shot be thrown away.

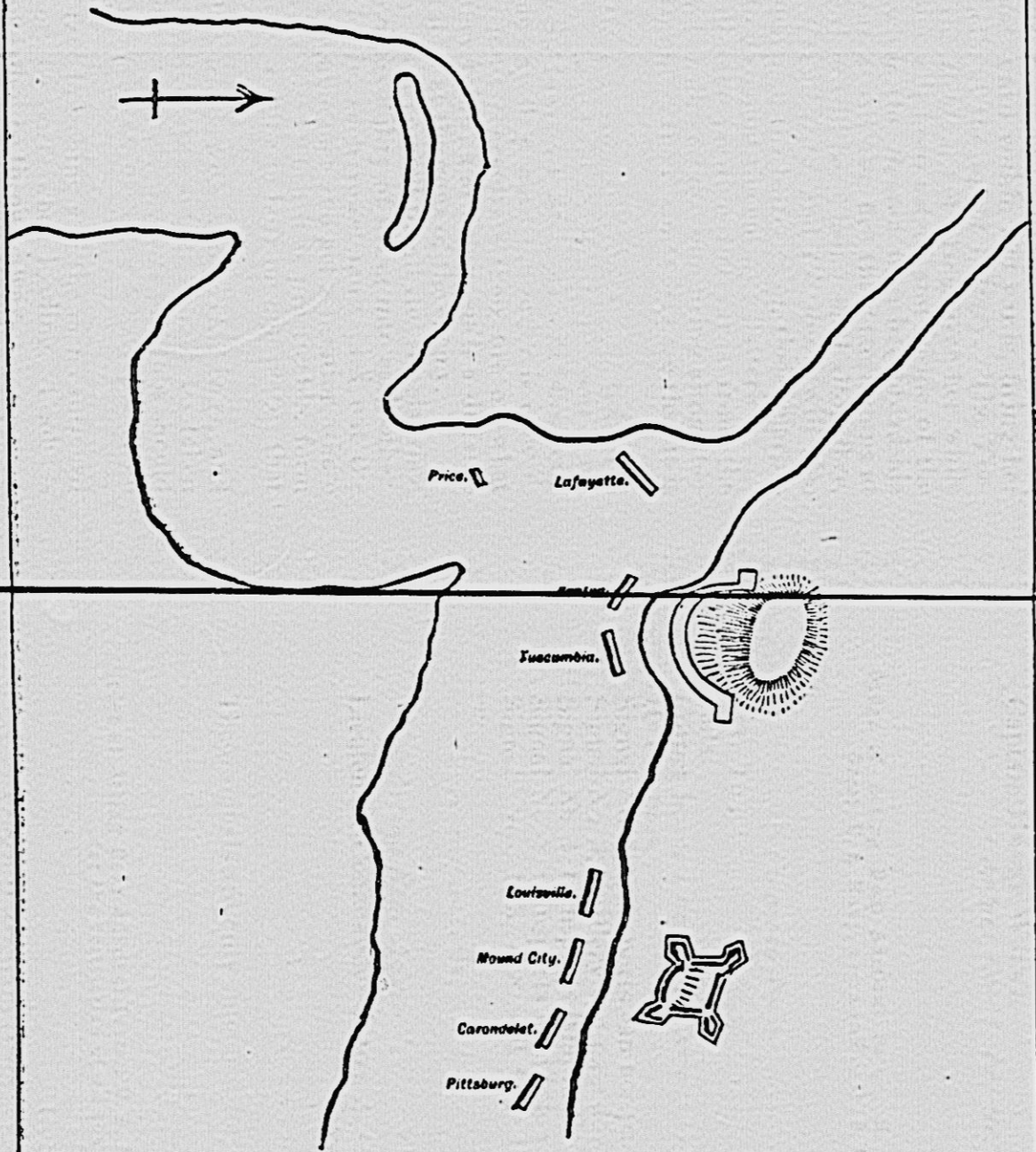
If any vessel is disabled in machinery, let her drop her anchor at once and fight as long as she can; one anchor to be kept ready for this purpose.

If sharpshooters appear on the hillside or in rifle pits, throw shrapnel cut to the proper length at them, calculating that the initial velocity is 1,200 feet per second.

The *Benton* will take position as circumstances may require. Commanders will send for their pilots and explain to them what is to be

PLAN OF ATTACK ON THE REBEL BATTERIES AT GRAND GULF. MISSISSIPPI RIVER.

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After the vessels are in position, those that can do so are to use their stern guns for enfilading the other works.

DAVID D. PORTER,
Acting-Admiral.

done, also explain the position of the forts to the officers, and let every man know what he has to do. Let the officers explain the same thing to the crew at quarters.

The water is falling; no vessel will anchor for the present in less than 4 fathoms water, and the lead must be frequently used.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WATKES,
Commanding Lafayette.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding signals.

MISSISSIPPI SQUADRON,

Flagship Benton, Ashwood Landing, April 27, 1863.

SIR: To-morrow during the action you will observe the following signals:

Cornet hoisted anywhere means the batteries are silenced; transports can pass.

Signal No. 1, transports can not pass.

Signal No. 3, artillery can pass down.

Signal No. 4, transports land in the town.

Signal No. 8, transports land below.

Signals Nos. 1, 3, 4, 8 will have the first repeater hoisted above them.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,
Commanding Benton.

[Endorsement.]

These signals are only intended for the *General Price*.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, for the restriction of all communication by boat.

U. S. MISSISSIPPI SQUADRON,

Flagship Benton, Ashwood Landing, La., April 27, 1863.

SIR: Smoke has been seen below river, indicating the presence of two steamers. You will use every precaution to prevent them from getting in [Big] Black River.

In case you see an attempt to do so, you must drop down, even if you draw the fire of the batteries, and try and stop them. You will do the same if any one of the boats come out of Big Black. No communication by boat must be allowed now under any circumstances.

The water is falling fast; look out that the vessels do not anchor in less than 4 fathoms. The army were to have embarked to-day for the attack; look out for us at any moment, though I think this rain will stop the embarkation. When you see the *Benton* coming down you may get ready, though I shall send the *Price* down beforehand to notify the commanders.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE,

Commanding Lafayette.

[Telegram—cipher.]

FLAGSHIP BENTON,
Below Grand Gulf, Miss., April 29, 1863.
(Received 6 p. m., May 3, 1863.)

I have the honor to inform you that by an arrangement with General Grant I attacked the batteries at Grand Gulf this morning, which were very formidable.

After a fight of five hours and thirty-five minutes we silenced the lower batteries, but failed to silence the upper one, which was high, strongly built, had guns of very heavy caliber, and the vessels were unmanageable in the heavy current.

It fired but feebly toward the last, and the vessels all laid by and enfiladed it, while I went up a short distance to communicate with General Grant, who concluded to land the troops and march over to a point 2 miles below Grand Gulf.

I sent the *Lafayette* back to engage the upper batteries (which she did) and drive the persons out of it. As it did not respond after a few fires, at 6 p. m. we attacked the batteries again, and under cover of the fire all the transports passed by in good condition.

The *Benton*, *Tuscumbia*, and *Pittsburg* were much cut up, having 24 killed and 56 wounded, but they are all ready for service.

We land the army in the morning on the other side, and march on Vicksburg.

DAVID D. PORTER,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Detailed report of Acting Rear-Admiral Porter, U. S. Navy, regarding the attack of the fleet.

No. 6.]

MISSISSIPPI SQUADRON,
Flagship Benton, below Grand Gulf, April 29, 1863.

SIR: I had the honor of sending you a telegraph announcing that we had fought the batteries at Grand Gulf for five hours and thirty-five minutes with partial success. Grand Gulf has been very strongly fortified since Admiral Farragut went down, to prevent his coming up again, and four batteries (some of very heavy guns) are placed at the distance of a quarter of a mile apart, on high points, and

completely command the river. I ordered the *Louisville*, *Carondelet*, *Mound City*, and *Pittsburg* to lead the way and attack the lower batteries, while the *Tuscumbia*, *Benton*, and *Lafayette* attacked the upper ones, the *Lafayette* lying in an eddy and fighting stern downstream. The vessels below silenced the lower batteries, and then closed up on the upper one, which had been hotly engaged by the *Benton* and *Tuscumbia*, both ships suffering severely in killed and wounded. The *Pittsburg* came up just at the moment when a large shell passed through the *Benton's* pilot house, wounding the pilot, Mr. Williams, and disabling the wheel. This made the vessel unmanageable for a short time, and she drifted down to the lower batteries, which she opened upon while repairing damages.

The *Pittsburg*, Acting Volunteer Lieutenant Hoel, for a short time bore the brunt of the fire, and lost 8 killed and 16 wounded.

The *Tuscumbia* was cut up a great deal (and proved herself a poor ship in a hot engagement). As the fire of the upper battery slackened (I presume from want of ammunition), I passed up a short distance above the fort to communicate with General Grant, to see whether he thought proper to send the troops in the transports by the battery, under what was rather a feeble return to our fire.

He concluded to land the troops and march them across by a road 2 miles long, coming out below the batteries. As there was a prospect of spending a good deal of ammunition on the upper battery, without being able to occupy it if it was silenced, the vessels moved upstream again by signal, without being much fired at or receiving any damage, while the enemy had a raking fire on them. I then sent down Captain Walke in the *Lafayette* to prevent them from repairing damages, which they were doing with great diligence. He opened on them, to which they responded a few times, and finally left the fort, when he fired at intervals of five minutes until dark.

At 6 o'clock p. m. I again got underway (with the transports following us) and attacked the batteries again, the transports all passing safely down under cover of our fire. We are now in a position to make a landing where the general pleases. I should have preferred this latter course in the first instance; it would have saved many lives and many hard knocks. The *Benton* received 47 shots in her hull alone, not counting the damage done above her rail; but she was just as good for a fight when she got through as when she commenced.

All the vessels did well, though it was the most difficult portion of the river in which to manage an ironclad; strong currents (running 6 knots) and strong eddies turning them round and round, making them fair targets; and the *Benton's* heavy plates did not stand the heavy shot, which, in many instances, bored her through.

The *Tuscumbia* showed great weakness as a fighting ship, though her commander did his best to keep her in a position where she did excellent service. The current turned her round and round, exposing her at every turn. It was a hard fight and a long one on both sides. The enemy fought his upper battery with a desperation I have never yet witnessed, for though we engaged him at a distance of 50 yards, we never fairly succeeded in stopping his fire but for a short time. It was remarkable that we did not disable his guns, but though we knocked the parapets pretty much to pieces, the guns were apparently uninjured.

The conduct of the officers and men met with my warmest admiration. I will leave to the commanders of the vessels the pleasure of mentioning those under them who merited it.

I beg leave to mention favorably my secretary, Mr. Guild, who took the minutes of the action; my signal officer, Ensign Hunt; my aid, Ensign Brown, who was wounded; and Surgeon Bertolette, of the *Black Hawk*, who devoted himself to the wounded.

It will not, I am sure, be an invidious distinction if I mention the handsome manner in which Acting Volunteer Lieutenant W. R. Hoel handled and fought the *Pittsburg*. I was much indebted to him for so promptly taking the place of the *Benton* when the loss of our wheel made us turn downstream.

All the commanders fought their ships gallantly, and, I think, effectively. The gentleman mentioned had the advantage of being one of the best pilots on the river, and knew exactly where to place his ship. I only hope that I may always go into a fight with as good officers to back me. The following is a list of the vessels engaged and their commanders:

Benton, Lieutenant-Commander James A. Greer.

Lafayette, Captain Henry Walke.

Louisville, Lieutenant-Commander E. K. Owen.

Tuscumbia, Lieutenant-Commander James W. Shirk.

Mound City, Lieutenant-Commanding Byron Wilson.

Carondelet, Acting Lieutenant J. McLeod Murphy.

Pittsburg, Acting Volunteer Lieutenant W. R. Hoel.

The *General Price*, Commander Selim E. Woodworth, was engaged in carrying troops and towing transports past the batteries.

The squadron has been six hours and a half to-day under a hot and well-directed fire, and is ready to commence at daylight in the morning. I will send a list of killed and wounded the first opportunity. No naval officers were killed or severely wounded.

In our attack to-night only 1 man killed; he was on the *Mound City*.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting reports of commanding officers of some of the vessels.

No. 9.]

MISSISSIPPI SQUADRON,

Flagship Benton, Below Grand Gulf, May 2, 1863.

SIR: I have the honor to enclose herewith reports of the commanders of the *Benton*, *Pittsburg*, *Mound City*, *Louisville*, and *Tuscumbia*; the others will be forwarded as soon as received.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. flagship Benton, regarding morning attack, transmitting surgeon's report.

U. S. FLAGSHIP BENTON,
Bruinsburg, April 30, 1863.

SIR: I respectfully submit the following:

This vessel, bearing your flag, got underway yesterday morning at 6:40 and headed upstream. After getting the fleet in line, we, at 7:30, slowly steamed down toward the batteries at Grand Gulf. At 7:55 the enemy opened fire on the leading vessels; at 8:13 we opened fire from the forward battery upon the guns on the bluff, rounded to with head upstream, and kept firing whenever a gun would bear, the enemy responding; while near the shore the enemy fired upon us with musketry. At 9 a shell penetrated the thin iron on our starboard quarter and exploded in a stateroom, setting it on fire; it was speedily extinguished. At 9:05 a shell from No. 5 gun carried away the enemy's flagstaff; it was soon replaced. At 10:10, having gotten into an eddy, were obliged to round out; did so, and fired with our port and stern guns when they would bear. We, in turning round, dropped downstream 1,500 yards and ran into the bank, to aid us in turning round. We then steamed up to the batteries on the bluff again and continued the engagement. At 12:25 rounded out and stood upstream to communicate with General Grant, who was on a tug. While going up used our stern guns. At 12:50 the enemy ceased firing at us, this vessel having been under fire four hours and eleven minutes. At 1:57 tied up to the bank at Hard Times Landing, the other vessels, except the *Tuscumbia*, following our motions. The following ammunition was expended: 70 9-inch 5-second shell; 40 9-inch 5-second shrapnel; 29 9-inch grape; 7 9-inch canister; 45 5-second 42-pounder rifle shell; 1 10-second 42-pounder rifle shell; 69 5-second 32-pounder shell; 30 10-second 32-pounder shell; 5 32-pounder solid shot; 11 32-pounder canister; 23 32-pounder grape; 9 50-pounder rifle shell; 8 50-pounder solid shot; a total of 347 fires. We were struck 47 times; once in the hull, 22 times on casemates, and 24 times in upper works. The five-eighths-inch iron was penetrated 12 times; the 2½-inch iron, 4 times, 3 of which came entirely through the casemate; one shot went through the 1½-inch iron on after part of pilot house and lodged inside, wounding a pilot and shattering the wheel.

The casualties were 7 men killed and 19 persons wounded, 4 of whom were officers. Accompanying, I enclose surgeon's report.

All the officers and men behaved well, and it would be difficult to particularize, yet I can not pass without calling your attention to the good conduct of Acting Ensign J. F. Reed, who shot down the rebel flagstaff and was wounded while serving his gun.

Acting Master and Executive Officer Charles A. Wright is deserving of much credit for the able manner in which he worked the batteries and fought a gun.

Gunner N. B. Willets served a 9-inch gun with great efficiency. The pilots, Messrs. B. S. Williams and W. F. Tuley, are deserving of great credit for the coolness and efficiency they displayed in the working of the vessel. Mr. Williams was wounded in the early part of the

action. Mr. Tuley then took charge, and with a shattered wheel managed the vessel very handsomely.

Very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. GUNBOAT BENTON,
Mississippi Squadron, April 30, 1863.

SIR: The casualties in the engagement at Grand Gulf, Miss., yesterday are as follows:

William H. Kinney, captain of hold, killed.

James Floyd, seaman, killed.

Michael Mahoney, ordinary seaman, killed.

Henry Boshen, sergeant, Company F, Fifty-eighth Ohio Volunteers, killed.

Jacob Wooley, sergeant, Company F, Fifty-eighth Ohio Volunteers, killed.

Riley Suttles, private, Company F, Fifty-eighth Ohio Volunteers, killed.

George D. Saas, private, Company G, Fifty-eighth Ohio Volunteers, killed.

Jacob Herring, first lieutenant Company G, Fifty-eighth Ohio Volunteers, wound of left knee; compound fracture of left forearm; amputation of thigh.

Beverly S. Williams, pilot, wound of left foot, severe.

J. Frank Reed, acting ensign, scalp wound and contusions.

George M. Brown, ensign, flesh wound, slight.

Henry Harming, sergeant, Company F, Fifty-eighth Ohio Volunteers, wound of head, serious.

Francis G. Holmes, seaman, fracture of fibula and dislocation of ankle joint.

Charles T. Simpson, captain afterguard, flesh wound, slight.

William Wilson, seaman, contusions, slight.

George H. Brown, seaman, scalp wound, slight.

Robert Germain, seaman, scalp wound, slight.

Henry Smith, seaman, flesh wound, slight.

Patrick Hurley, seaman, flesh wound, slight.

Archibald Taylor, corporal, Company F, Fifty-eighth Ohio Volunteers, contusion, slight.

George W. Sherlock, corporal, Company F, Fifty-eighth Ohio Volunteers, contusions, slight.

Solomon Lance, private, Company F, Fifty-eighth Ohio Volunteers, scalp wound, slight.

Michael Engle, private, Company G, Fifty-eighth Ohio Volunteers, scalp wound.

S. J. Rhodes, private, Company G, Fifty-eighth Ohio Volunteers, flesh wound, abdomen.

Martin Zellers, private, Company F, Fifty-eighth Ohio Volunteers, flesh wound and contusions, severe.

John Brown, private, Company F, Fifty-eighth Ohio Volunteers, severe contusions and flesh wound.

Total, killed, 7; wounded, 19.

I am, very respectfully, your obedient servant,

NEWTON L. BATES,
Assistant Surgeon, U. S. Navy.

Lieutenant-Commander JAS. A. GREER, U. S. Navy.
Commanding U. S. Gunboat Benton.

Report of Lieutenant-Commander Greer, U. S. Navy, commanding U. S. flagship
Benton, regarding evening attack.

U. S. FLAGSHIP BENTON,
Bruinsburg, Miss., April 30, 1863.

SIR: I respectfully submit the following.

At 7:45 yesterday evening this vessel, bearing your flag, got underway and stood out into the stream. At 8:28 stood down toward Grand Gulf, followed by the gunboats and transports. As we approached the bluffs, at 8:48, the enemy opened fire upon us, to which we responded with our bow guns. We then rounded to and engaged the batteries, using bow and starboard guns when they would bear. At 9:43, the transports all having passed, dropped slowly down the river and tied up to the Louisiana shore about 4 miles below Grand Gulf.

We were struck six times, lost a boat that was astern, and had no one injured.

The following ammunition was expended: 14 5-second 9-inch shell; 5 10-second 9-inch shell; 1 5-second 42-pounder rifle shell; 3 10-second 42-pounder rifle shell; 8 10-second 32-pounder shell; a total of 31 fires.

I am, very respectfully, your obedient servant,

JAS. A. GREER,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Hoel, U. S. Navy, commanding U. S. S.
Pittsburg, transmitting reports of casualties.

U. S. S. PITTSBURG,
Mississippi River, May 1, 1863.

SIR: I have the honor to report that on April 29, in accordance with instructions from you, I proceeded with this vessel to engage the enemy's batteries at Grand Gulf, at 8:10 a. m. Although struck by the enemy's shot 35 times during the engagement and severely cut up by them, she is in no way disabled. While engaging the enemy 429 rounds were fired, principally from her bow and starboard broadside batteries, consisting of shot, shell, shrapnel, grape,

and canister. At 1:30 p. m., in obedience to orders (by signal from the *Louisville*), I withdrew my vessel from the engagement.

I regret to have to report the following casualties: Killed, 6; wounded, 13.

While passing below and engaging the batteries the same night I fired 21 rounds; the vessel received but two shots, neither doing serious damage; casualties none.

The conduct of both officers and crew during both actions was that of men who had the cause of their country at heart.

I enclose reports of surgeon, gunner, engineer, and carpenter.

I am, most respectfully, your obedient servant,

W. R. HOEL,

Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral DAVID D. PORTER,

Commanding Mississippi Squadron, Mississippi River.

[Enclosures.]

U. S. S. PITTSBURG, *April 30, 1863.*

SIR: I have the honor to report the following list of casualties occurring on board this vessel during the engagement at Grand Gulf April 29, 1863:

Killed.—John Carroll, captain forecastle; Richard Gray, landsman; William Springer, marine; Gotlieb Stinger, marine; Absalom E. Leffler, marine; James Haywood, contraband.

Wounded.—James Ovatt, master's mate, slightly; James Kehoe, seaman, severely; Austin Fowler, seaman, severely; John Scott, seaman, severely; Alex. Smith, seaman, slightly; Charles Strand, seaman, slightly; Robert Hartly, seaman, slightly; Fred. Kruse, seaman, slightly; J. Fartiz, marine, amputated leg; A. Westenberger, marine, severely; D. Hufford, marine, slightly; Addison Deets, marine, slightly.

Respectfully,

F. M. FOLLETT,

Acting Assistant Surgeon.

Acting Volunteer Lieutenant WM. R. HOEL,

Commanding U. S. S. Pittsburg.

U. S. S. PITTSBURG, *April 30, 1863.*

SIR: I have the honor to report that during the engagement at Grand Gulf on April 29, from 8:10 a. m. to 1:30 p. m., we were struck by the enemy's shot 35 times with the following results:

Two shots passed entirely through the pilot house, carrying away two spokes and part of rim of the wheel, and one shot passed through and lodged inside, doing considerable damage by breaking up and straining the woodwork and starting the iron plating. One shell exploded under the port bow, opening the seams and causing the ship to leak. Two shots came through casemate near No. 3 port, starboard side, cutting off several carlines and going through the bulkhead forward of the boilers; they dropped into the firehold. One shot struck No. 7 port, carrying away the upper half port. One shot came

through casemate on starboard side near No. 5 gun, one through casemate on port side near No. 5 gun doing considerable damage. One shot struck the ship's hull below the water line, forward of the shell room, making an indentation in the armor. One shot passed through casemate forward of No. 4 port. One shrapnel came through No. 4 port, starboard side, going through the bulkhead protecting the boilers and exploding on the opposite side of firehold. One shot passed through casemate above shell room and, glancing upward, went through the wheelhouse. One shot carried away part of plankshear abreast of the galley. One shot tore away part of plankshear and spider on starboard side of wheelhouse. Several shots passed through the galley, riddling it completely. The wheelhouse and steerage were damaged considerably by shot and shell. We received serious injury by shots passing through casemates and starting off the iron armor in several places. Several spiders were shot away, as were also a number of awning stanchions and part of the hammock nettings. I would also beg leave to call your attention to the shot that cut off the port hog chain, whereby the bow was weakened materially in starting the plankshear and timbers, which, with the shell that exploded under our port bow, caused the ship to spring a leak that increases whenever we are underway.

During the engagement of yesterday evening, from 8:40 to 10 o'clock p. m., the ship received no serious injury.

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

CHAS. POPLAR,
Acting Carpenter.

Acting Volunteer Lieutenant WM. R. HOEL,
Commanding U. S. S. Pittsburg.

U. S. GUNBOAT PITTSBURG, *April 30, 1863.*

SIR: I have the honor to report that during the engagement of the 29th ultimo with the batteries of Grand Gulf, Miss., commencing at 8:10 and ending at 1:30 p. m., the vessel received in my department the following injuries, viz, several shots through the wheelhouse, cutting away one wheel arm, a number of braces and one bucket; also one shot, which broke the port hog chain and did other minor damage; also a number of shots through the smokestacks, completely honeycombing them, and several that did trifling injury; among the latter was the total destruction of the blacksmith's bellows.

On reengaging the enemy at 8:40 one shot struck port ventilator and one the starboard. As far as I have been able to ascertain, we have suffered no material injury beyond the breaking of the hog chain, and although several shots penetrated the bulkhead protecting the boilers, nothing of material importance was injured.

I remain, sir, your obedient servant,

S. B. GOBLE,
Chief Engineer.

Acting Volunteer Lieutenant WM. R. HOEL,
Commanding Gunboat Pittsburg.

Report of Lieutenant Wilson, U. S. Navy, commanding U. S. S. Mound City.

U. S. GUNBOAT MOUND CITY,
Below Grand Gulf, April 30, 1863.

SIR: I have the honor to report that in obedience to your orders I got underway yesterday morning and took my position in line of battle astern of the *Carondelet* and moved down the river, opening fire on the upper of the Grand Gulf batteries at 7:50 a. m., delivering first the bow and then the starboard broadside guns.

Steaming on down, I rounded to below the lower batteries and commenced firing at 1,000 yards, using 5-second shell and occasionally shrapnel. These lower batteries were silenced after a heavy shelling of nearly four hours.

In obedience to signal, and following our leader, we moved up to the upper battery and steamed around in a circle several times immediately in front of it, and passing within 300 yards, using all of our guns in succession. We were unable, however, to hit the guns of the enemy, owing to the skillful and scientific arrangement of the embrasures. At 12:45, after five hours hard fighting, and in obedience to signal, I steamed up the river out of range. During this action, I am happy to say that no one was injured. The light work was considerably cut up, but no serious damage done to the hull.

In the evening, at 7:40 p. m., I got underway and took my position in line of battle for the purpose of engaging the Grand Gulf batteries while the army transports passed them. We gained our object, keeping the batteries so well employed that probably not a transport was even fired at. We used our bow and starboard broadside guns, firing with the greatest deliberation. The transports having passed, I dropped down and tied up to the bank. During this action the vessel was struck several times. A very heavy [shot] which struck on the starboard side killed First Sergeant Fritz Vernold, Company A, Fifty-eighth Ohio Volunteers, instantly. The worst injury the hull of this vessel received was from the *Louisville* running into the port side, she heading down the river while I was heading up. In both the above actions the officers and men were distinguished for their bravery and coolness, the officers of the gun divisions especially. We expended 261 projectiles.

I am, very respectfully, your obedient servant,

BYRON WILSON,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville, transmitting carpenter's report.

U. S. S. LOUISVILLE,
Off Bayou Pierre, Miss., April 30, 1863.

SIR: I have the honor to make the following report of the part taken by this vessel in the two actions of yesterday. At 7:15 a. m., in obedience to the general signal, I got underway and took position in line of battle behind the *Pittsburg* and proceeded down to-

ward the batteries at Grand Gulf. At 8:15 the enemy opened fire from the Point of Rocks Battery, which was replied to by this vessel with bow and port broadside guns. Rounded to and opened fire at the second battery, mounting three heavy pieces of ordnance and two fieldpieces. In conjunction with the other attacking vessels, this fort was silenced by 11 o'clock. At 11:30, in obedience to orders, moved up and attacked the Point of Rocks Battery, at distances varying from 300 to 1,200 yards. At 1:15 p. m. followed the motions of the flagship, in obedience to signal, and made fast to the bank at 2:30 p. m. The enemy had in their scattered batteries 13 pieces of ordnance of different calibers; 7 being heavy, the others field artillery. At 8:30 p. m. got underway and took position 300 yards astern of the *Benton*. At 9:05 the enemy opened fire from the Point of Rocks Battery and the lower batteries; opened fire with bow and broadside guns as they would bear upon the enemy's batteries. At 9:50 p. m. ceased firing and followed the flagship *Benton* down the river. At 11 made fast to the Louisiana bank at the Disharoon plantation.

I am happy to say no casualties occurred on board this vessel and to express my great satisfaction at the conduct of the officers and men. We received but seven shots, four in the hull and three in the light works of the ship. We fired 444 shots during the two engagements, 418 in the first and 26 in the last.

I send the reports of the gunner and carpenter.

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

E. K. OWEN,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Enclosure.]

U. S. GUNBOAT LOUISVILLE,

Below Grand Gulf, Miss., April 30, 1863.

SIR: I have the honor to report the condition of this vessel since our engagement of yesterday and last night at Grand Gulf.

Received eight shot in the engagement:

One amidships near water line. One amidships above the upper half port. One on starboard side fantail water line, causing us to leak badly. One came through the paymaster's room on starboard side quarterdeck and through the wheelhouse, carrying away portion of the wheels. One through the starboard smokestack. One on iron amidships. One carried away head stanchion amidships. One on starboard side over No. 2 gun.

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

D. H. CURRY,

Acting Carpenter.

Lieutenant-Commander E. K. OWEN,

U. S. Gunboat Louisville.

Report of Lieutenant-Commander Shirk, U. S. Navy, commanding U. S. S. Tuscumbia, transmitting reports of casualties.

U. S. S. TUSCUMBIA,
Mississippi River, below Grand Gulf, April 30, 1863.

SIR: I have the honor to make the following report of the part taken by this ship in yesterday's action between the squadron under your command and the rebel batteries at Grand Gulf:

In obedience to your order we got underway at 7 a. m. and followed the U. S. gunboat *Mound City* down the river. At 8:25 we engaged the upper and heaviest fort, the leading vessels having gone down to attack the lower batteries. This ship devoted the whole of her time to the upper fort, from positions above, below, and abreast of it, as the current and eddy made it necessary for use to take, until, at 25 p. m., the port engine was disabled, when we endeavored to pass above by using the propellers, but were unable to stem the current. I therefore was compelled to drop down out of action to find an anchorage.

During the early part of the fight a rifle shell struck the outer edge of the port shutter of the midship port, opened it, and, entering the turret, exploded inside, killing 4 men and wounding several others. Another shell struck both shutters of the same port, jamming them so that they could not be used. This deprived me of the use of the midship gun for the remainder of the action. We used the starboard stern gun upon the lower battery until a shell entered the after turret and exploded, disabling every man at the gun but one.

The shell that exploded in the forward turret threw sparks of fire into the shell room and magazine passages. I most earnestly request that when an opportunity offers a different arrangement of these passages may be made.

We were struck very often upon the forward turret, but sustained no material damage, except the losing of one plate of the armor overboard and the starting of several more. The plates were never put on in a proper manner, and wherever a shot struck the armor the bolts were started.

The light woodwork on deck is completely riddled.

Great praise is due the officers and men of this ship for their gallantry and spirit displayed throughout the fight. My thanks are due to the executive officer, Acting Master A. S. Tayon, who ably seconded me during the battle, also to Acting Ensigns Marshall, Farrell, Edson, and Dunlap, who had charge of the guns. Assistant Paymaster George A. Lyon acted as my aid, taking notes until, with my approbation, he volunteered to assist the medical officer in taking care of the wounded.

The engines were ably managed by Acting Chief Engineer J. W. Hartupee and his assistants. Pilot Joseph McCamant did his duty faithfully at the wheel until he was wounded, and fainted from loss of blood. Pilot Isaac Ashton performed his duty bravely and well during the whole of the fight.

Assistant Surgeon F. E. Potter was assiduous in his attention to the wounded.

In conclusion, I have to report that the ship will need very extensive repairs before she will again be able to run.

I am sorry to report a large number of casualties. Among the dead is First Lieutenant Samuel Bagsley, of the Twenty-ninth Regiment Illinois Volunteers, who commanded a detachment of his company (Company D), at present on duty on board this ship. He was a brave and gallant soldier.

The ship was struck 81 times by shot and shell; grape and shrapnel were also used upon us.

I enclose herewith reports from Assistant Surgeon Fred E. Potter, U. S. Navy, the medical officer of the ship, Acting Carpenter John Cronan, and Acting Gunner Reuben Applegate.

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

JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding U. S. Mississippi Squadron, Flagship Benton.

[Enclosures.]

U. S. S. TUSCUMBIA, *April 30, 1863.*

SIR: I have to report the following casualties as having occurred on board this vessel in the action of yesterday:

Killed.—Samuel Bagsley, first lieutenant Company D, Twenty-ninth Regiment Illinois Volunteers; Henri Souquet, ordinary seaman; John Manley, officers' cook; William H. Wright, landsman; Francis Adams, ordinary seaman.

Wounded.—James Marshall, acting ensign, contusion of left forearm; A. H. Edson, acting ensign, contusion of forearm and elbow; Joseph McCammant, pilot, flesh wound, left leg; Ernest Clark, acting master's mate, contusion of neck and right thigh; Reinhardt Underberg, seaman, compound comminuted fracture of frontal bone with hernia cerebri, wounds of right forearm, wrist, and left eye; Michael Dinan, quartermaster, compound comminuted fracture of left parietal bone with hernia cerebri; John Campbell, ordinary seaman, compound comminuted fracture of right temporal bone with hernia cerebri; Michael Kearns, seaman, wound of right dorsal region; Gustavus Hastings, private, Company D, Twenty-ninth Regiment Illinois Volunteers, wound of left thigh; William Flynn, landsman, right eye and root of neck; Thomas Mears, landsman, left side of abdomen and left forearm; Edward Brown, private, Company D, Twenty-ninth Regiment Illinois Volunteers, wound of supercilium and left forearm; Robert Storey, seaman, wound of right forearm and hand; Vergerian Simonson, landsman, contusion of right thigh; Robert Walker, ordinary seaman, slight wound of face and right hand; John Groves, captain of fore-castle, wound of left hand and fingers; Stephen Lockwood, seaman, left wrist; Henry Housington, landsman, wound of chest, slight; Charles Smith, seaman, contusion of left elbow; William Brown, quarter gunner, wound of face and neck; Rudolph Reinhardt, seaman, left side of abdomen and face. George Buhlage, seaman, wound of scalp; Michael Shea, coxswain, wound of left eyelid; Robert McFarland, seaman, wound of scalp.

I am, very respectfully, your obedient servant,

FRED. E. POTTER,
Assistant Surgeon, U. S. Navy.

Lieutenant-Commander JAMES W. SHIRK, U. S. Navy,
U. S. S. Tuscumbia.

U. S. S. TUSCUMBIA,
Mississippi River, April 30, 1863.

SIR: I have the honor to report the following as the damages received on board this ship in yesterday's battle between the squadron and the rebel batteries at Grand Gulf:

Three of the four fore-and-aft hog chains, two athwartship hog chains abaft the cabin, the new bridgetree forward of wardroom, three of the braces attached to bridgetree, and one perpendicular holding-down rod in the starboard wheel, one brace in the port wheel attached to after hog chain shot away. The cylinder timbers on both sides are badly damaged. One piece of iron plating on the starboard side of forward turret gone overboard. Several of the stanchions that support the upper deck shot away. Four of the fore-and-aft hog-chain posts shot away. The upper cabin, wardroom, and deck completely riddled. Several buckets and arms in both wheels shot away. Several of the iron plates on forward turret started by the bolts drawing, the effects of the enemy's shot.

The ship has dropped down aft $7\frac{1}{2}$ inches, and forward $1\frac{1}{2}$ inches.

The ship was struck 81 times by shot and shell. Grape and shrapnel were also used upon us.

I want to call your attention to the outrageously bad manner in which the armor on the turret has been fastened to the backing. This has been done by short drift bolts. The effect of this is that when a shot strikes the iron the bolts are all started.

Very respectfully, your obedient servant,

JOHN CRONAN,
Acting Carpenter.

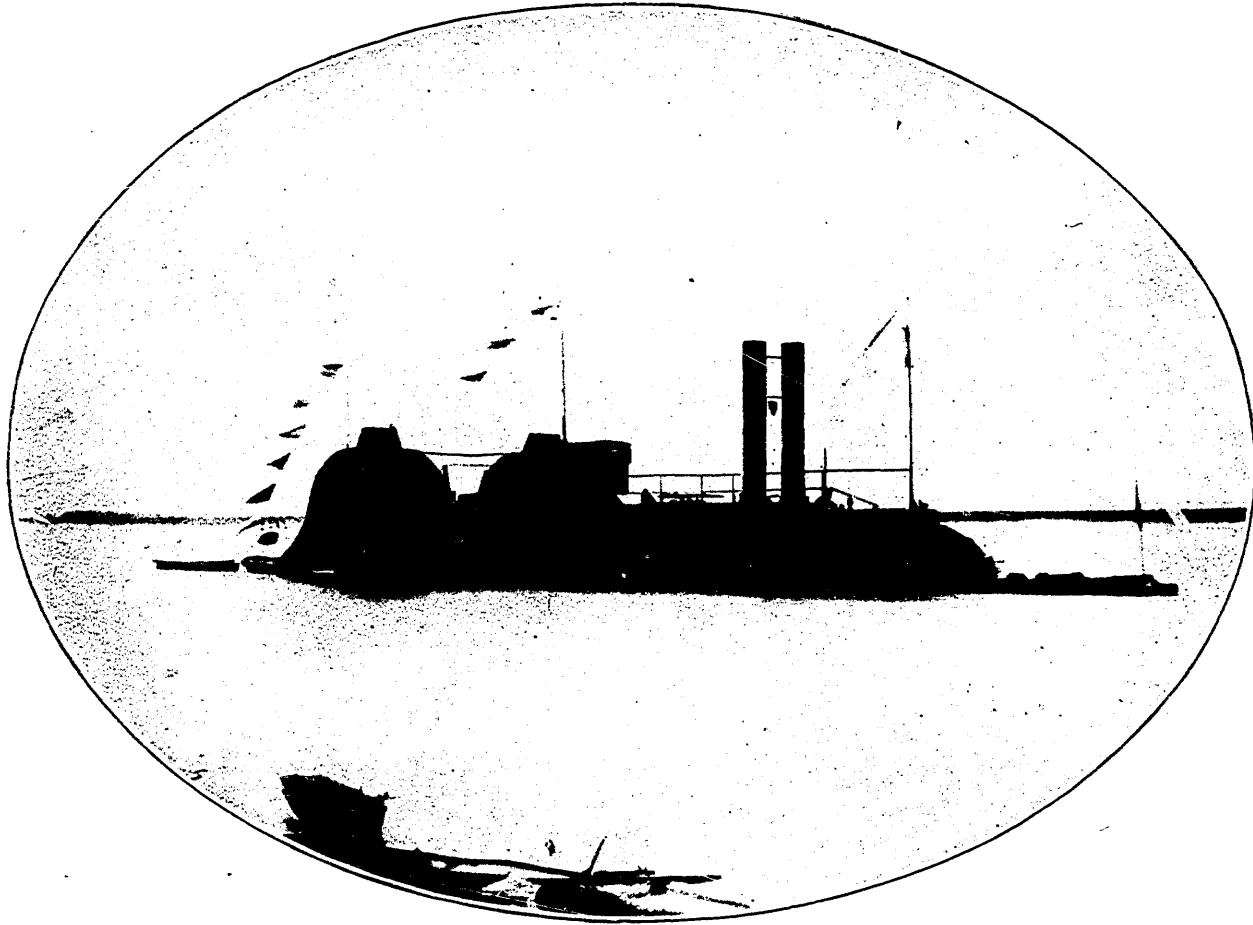
Lieut. Commander JAMES W. SHIRK, U. S. Navy,
U. S. S. Tuscumbia.

Report of Captain Walke, U. S. Navy, commanding U. S. S. Lafayette, transmitting reports of casualties, etc.

MISSISSIPPI SQUADRON,
U. S. Gunboat Lafayette, off Grand Gulf, May 1, 1863.

SIR: I have the honor to report the particulars of the attack made by the Mississippi Squadron on the morning of the 29th ultimo in obedience to your general order of the 27th ultimo, so far as it came under my observation.

About 7 o'clock a. m. of the 29th ultimo the fleet got underway in answer to your signals and proceeded down to the rebel batteries of Grand Gulf in the following order: The *Pittsburg* led the attack with this vessel, which rounded to above the upper batteries and opened a brisk fire upon the enemy with her 100-pounder rifle guns until the remainder of the fleet had passed down and taken their position, viz, *Pittsburg*, *Louisville*, *Mound City*, and *Carondelet*, attacking the lower batteries, while the *Benton* (flag), *Lafayette*, and *Tuscumbia* engaged the upper batteries; each vessel rounded to against the enemy's batteries in order, and kept up a heavy firing with their broadside and bow guns as they were brought to bear upon the enemy. The *Lafayette*, after firing 35 rounds of 100-pounder rifle shell and shot, turned her broadside and 11-inch bow guns upon them, firing with good effect, apparently, until about 10 o'clock a. m. The admi-



UNITED STATES STEAMER LAFAYETTE.

ral hoisted the guard flag (a preconcerted signal) for the *Lafayette* to change her position from before the upper batteries to the lower batteries, where she proceeded, and continued firing her 11-inch bow guns and her 9-inch 100-pounder rifle guns and 24-pounder howitzer from the starboard broadside, thus continuing a vigorous and effective firing upon all the batteries, which, while we passed up with the rest of the fleet, were silenced. All the fleet passed above except the *Tuscumbia*, landing at Routh's plantation, in obedience to your signal. The *Lafayette* was struck by cannon shot about forty times during the day, five of which only did any serious damage.

I enclose our carpenter's, gunner's, and engineer's reports. Expended 160 11-inch shell and shrapnel, 28 9-inch, 50 rifle, and 10 24-pounder howitzer.

The officers and crew of the vessel deserve my highest praise for their coolness, courage, active, and excellent conduct during the five hours and five minutes' fighting, none of whom, thank God, were hurt, but Lieutenant William T. Luttrell, slightly wounded.

At 3 p. m. we observed the enemy repairing their shattered batteries, and, by your order, the *Lafayette* ran down and, with a few rounds from her bow guns, silenced the upper battery and dispersed the rebels, after which we turned her 100-pounder rifle guns upon them, firing at five-minute intervals until 8 o'clock p. m., when we anchored and piped to supper.

At 9 p. m. the fleet, with some transports, were observed coming down the river slowly; weighed anchor, beat to quarters, and, for a diversion, opened a brisk fire upon the upper battery with our 100-pounder rifles; while passing they fired into all the batteries, and the *Lafayette* followed in the rear and came to at this plantation without any serious casualty, except several shot through our iron and into our casemating.

Most respectfully, sir, your obedient servant,

H. WALKE.

Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

[Enclosures.]

U. S. S. LAFAYETTE,

Off Grand Gulf, Mississippi River, April 29, 1863.

SIR: I have the honor to report the following casualties as having occurred in the engineer's department:

Three shots through chimneys, cutting away whistle pipe and ventilators.

I am, very respectfully, your obedient servant,

ROBERT TATE,

Acting Chief Engineer.

Captain HENRY WALKE, U. S. Navy,

Commanding U. S. S. Lafayette.

APRIL 29, 1863.

The U. S. gunboat *Lafayette* received 16 shots during the bombardment of Grand Gulf, but 5 of which did much damage. One shot received in starboard fantail, 2 inches above the water line;

also 3 shots in starboard wheelhouse, which passed through the casemating, 1 shot cutting off 1 wheel arm and lodged against inside casemate. Three shots struck forward of starboard wheel, passing through the iron plating and lodging in the casemate; also 1 shot cut off the mainmast. Two shots struck the davits forward of starboard wheelhouse, carrying away the captain's barge. The balance struck the hammock nettings and chimneys, doing but little damage. While passing the batteries on the same evening, the vessel was struck 13 times, doing but slight damage.

CLARK M. UNDERWOOD,
Carpenter.

U. S. GUNBOAT LAFAYETTE,
Mississippi River, April 29, 1863.

SIR: The following is the amount of ordnance stores expended during the engagement with the batteries at Grand Gulf, Miss., April 29, 1863, viz:

11-inch charges (15 pounds), 160; 11-inch shell (5-seconds), 43; 11-inch shell (10-seconds), 71; 11-inch shell (15-seconds), 22; 11-inch shrapnel (5-seconds), 15; 11-inch shrapnel (10-seconds), 2; IX-inch charges (10 pounds), 28; IX-inch shell (5-seconds), 5; IX-inch shell (10-seconds), 15; IX-inch shrapnel (5-seconds), 8; 100-pounder rifle charges (10 pounds), 50; 100-pounder rifle percussion shell, 28; 100-pounder rifle solid shot (long), 5; 100-pounder rifle solid shot (short), 11, or chilled end; 100-pounder rifle hollow shot, 6; 24-pounder howitzer shrapnel (fixed ammunition), 10; 11-inch grape, 7; 11-inch oil tackles, 1; cannon primers, 294.

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

GEORGE PRICE,
Acting Gunner.

Captain H. WALKE, U. S. Navy,
Commanding U. S. Gunboat Lafayette.

Report of Commander Woodworth, U. S. Navy, commanding U. S. S. General Price.

U. S. S. GENERAL STERLING PRICE,
Below Grand Gulf, Miss., April 30, 1863.

SIR: I have the honor to report that, in compliance with your instructions, on the evening of the 29th of April I left the landing, having in tow two disabled transports, and took my position at the head of the line of transports, steering upstream, and abreast of the ironclads.

When the ironclads proceeded down the river I rounded and followed at a distance of about a thousand yards from the last ironclad.

As soon as I saw all the ironclads hotly engaged with the enemy, made all speed, passed the enemy's works, and was soon out of the range of their fire.

Although the *Price* was hit some three times in passing the batteries, causing considerable damage to the vessel, no one was injured.

A rifle projectile passed entirely through the vessel amidships, causing great destruction in the wardroom and starboard wheelhouse, carrying away the A frame and two of the wheel arms.

An 8-inch shell, after passing through one of the transports, killing five horses, entered our port side abreast of the boilers, carried away the hog frame, passed under the furnace through the fire brick, and dropped into the ash pan. Fortunately it did not explode, the fuze being extinguished in passing through the horses.

Another small projectile, which entered the side of the port wheelhouse, passed out at the top, grazing the rim of the pilot house.

I am, very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Commander, Commanding Price.

Acting Rear-Admiral DAVID D. PORTER.

Report of Acting Lieutenant Murphy, U. S. Navy, commanding U. S. S. Carondelet.

U. S. S. CARONDELET,
Mississippi River, 3 miles below Grand Gulf, May 2, 1863.

SIR: I have the honor to submit the following report of the part taken by this vessel in the action of the 29th ultimo:

In obedience to the signal, I took my position in the line of battle astern of the *Louisville*, and approached the upper battery at the Point of Rocks, Grand Gulf, within about 1,500 yards distance, at 8 a. m., and opened fire on it with the three 9-inch guns, comprising the bow battery; then steamed slowly down, passed all the batteries, discharging our bow and port side guns (one 42-pounder rifle and two 8-inch guns) as occasion offered. I then rounded to, under the bar, steamed upstream, preserving the line of order, and maneuvered the vessel so as to bring our guns to bear most efficiently; the bow and starboard guns were actively engaged. Obeying the signal, I ordered the firing to cease, and steamed up the river, arriving at Hard Times Landing at 2 p. m. The action continued almost incessantly about five hours.

At about 8 p. m. we again steamed down the river with the squadron, firing at the batteries as we passed, and rounded to abreast of the lower battery, which was silenced. The army transports having passed, we steamed down and made a landing at this point. In the two attacks the vessel was struck five times, occasioning not very serious damages, and in the engineer department our loss was two wheel arms, two circle segments, and two wheel braces cut off. No casualties, fortunately, occurred among the officers and crew, who conducted themselves throughout with great coolness, courage, and efficiency.

I enclose the gunner's report of ammunition expended.

I am, respectfully, your obedient servant,

JOHN McLEOD MURPHY,
Acting Lieutenant, Commanding.

Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. CARONDELET, *April 29, 1863.*

SIR: The following is a report of damages received in the engineer's department in passing the batteries at Grand Gulf this day: Two wheel arms cut off, two circle segments cut off, two wheel braces cut off.

Respectfully,

C. H. CAVEN,
Acting Chief Engineer.

Lieutenant J. McLEOD MURPHY,
Commanding.

General order of Acting Rear-Admiral Porter, U. S. Navy, commending officers and men of his command.

BELOW GRAND GULF, *May 2, 1863.*

I take this occasion to thank the officers and men engaged in the attack on the forts at Grand Gulf for the unflinching gallantry displayed in that affair. Never has there been so long and steady a fight against forts so well placed and ably commanded; yet at the end of five and a half hours the guns were silenced, four or five dismounted (as we learn by deserters), and the commanding officer and his aid killed. We have met losses which we can not but deplore; still, we should not regret the death of those who died so nobly at their guns.

Officers and men, let us always be ready to make the sacrifice when duty requires it.

Those who have shared in the engagement of the 29th of April may always speak of it with honest pride. It is not our fault that the enemy's guns and munitions of war are not in our hands. Ours is the duty to silence batteries; it can not be expected that we shall land and take possession.

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the evacuation of the forts, and occupation by his command.

No. 10.]

MISSISSIPPI SQUADRON,
Flagship Benton, Grand Gulf, Miss., May 3, 1863.

SIR: I have the honor to report that I got underway this morning with the *Lafayette*, *Carondelet*, *Mound City*, and *Pittsburg*, and proceeded up to the forts at Grand Gulf for the purpose of attacking them again, if they had not retreated. The enemy had left before we got up, blowing up their ammunition, spiking the large guns, and burying or taking away the lighter ones. The forts consisted of 13 guns in all. The works are of the most extensive kind, and would seem to defy the efforts of a much heavier fleet than the one which silenced them.

The forts were literally torn to pieces by the accuracy of our fire.

Colonel Wade, the commandant of the batteries, was killed; also his chief of staff. Eleven men were killed that we know of and many wounded, so our informant says. He also says that no one was permitted to go inside the forts after the action except those belonging there. We had a hard fight for these forts, and it is with great pleasure that I report that the Navy holds the door to Vicksburg.

Grand Gulf is the strongest place on the Mississippi. Had the enemy succeeded in finishing the fortifications no fleet could have taken them.

I have been all over the works and found them as follows:

One fort on Point of Rocks, 75 feet high, calculated for 6 or 7 guns, mounting 2 7-inch rifles and 1 8-inch and 1 Parrott gun on wheels (carried off).

On the left of this work is a triangular work, calculated to mount 1 heavy gun.

These works are connected with another fort by a covered way and double rifle pits, extending three-fourths of a mile, constructed with much labor, and showing great skill on the part of the constructor.

The third fort commands the river in all directions.

It mounted 1 splendid Blakely 100-pounder and 1 8-inch. Two 32-pounders were lying burst and broken on the ground.

The gunboats had so covered up everything with earth that it was impossible to see at a glance what was there.

With the exception of the guns that were dismounted or broken, every gun that fell into our hands was in good condition, with a large quantity of ammunition.

This is by far the most extensive-built work, with the exception of those at Vicksburg, I have yet seen, and am happy to say that we hold it. I am dismounting the guns, and getting on board the ammunition, and as I leave in an hour for Red River, Lieutenant-Commander Owen will carry out my instructions.

I hear nothing of our army as yet; was expecting to hear their guns as we advanced on the forts.

Since making the above examination, two new forts have been found, nearly-finished; they had no guns, but were complete of the kind as regards position, and had heavy fieldpieces in them.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, enclosing plan of batteries at Grand Gulf, Miss.

U. S. MISSISSIPPI SQUADRON,

Flagship Black Hawk, near Vicksburg, June 5, 1863.

SIR: I have the honor to send you a chart and plan of Grand Gulf, captured by the Mississippi Squadron, May 3, 1863.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

These batteries mounted 1 100-pounder, 2 64-pounders, 2 7-inch rifle cannon, 1 30-pounder Parrott shifting gun, 2 30-pounder Parrotts in battery, 2 20-pounder Parrotts near main magazine in covered way, 3 10-pounder Parrotts on the hills. Batteries engaged by the gunboats for five hours and thirty-five minutes; the lower battery silenced and covered up in three hours; the upper batteries silenced with the exception of one gun, which could not train on any vessel, being clogged with earth. The *Lafayette* laid opposite this battery and kept the people from working until dark, when it was partially repaired. The defenses were all earthworks.

In addition to the above, four or five small fieldpieces were used by the rebels and shifted about from place to place.

(Copied from a survey made by T. M. Farrell, U. S. Navy, May, 1863, by Alexander Strausz, U. S. Coast Survey.)

[Telegram.]

CAIRO, ILL., May 9, 1863.

Following is extract from letter just received from Lieutenant-Commander Owen, commanding U. S. gunboat *Louisville*, off Grand Gulf, May 3, 2 p. m., viz:

General Grant and staff have arrived. We are in possession of the peninsula between Big Black [River] and Bayou Pierre, and driving the enemy before us toward Jackson and Vicksburg. We have some 500 prisoners already, and more on the way.

A. M. PENNOCK,
Fleet Captain and Commandant.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting Confederate letter from captured mail.

No. 7.]

MISSISSIPPI SQUADRON,
Flagship Benton, below Grand Gulf, May 1, 1863.

SIR: I have the honor to enclose herewith copy of a letter captured to-day in a rebel mail bag, giving information in regard to our recent movements at this place.

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

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of Navy, Washington.

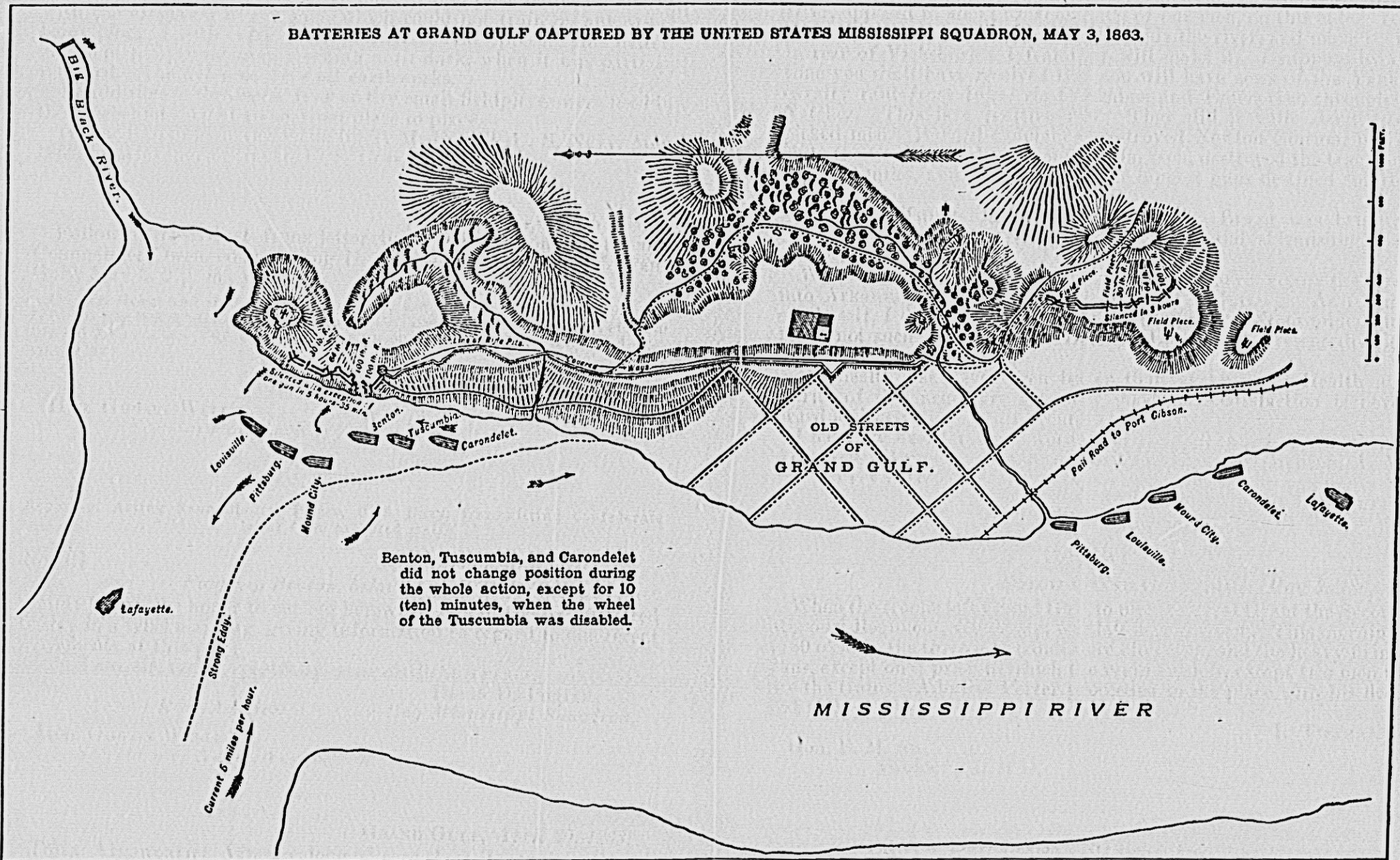
[Enclosure.]

GRAND GULF, April 30, 1863.

DEAR AINSWORTH: After a long silence I write again. Grand Gulf, if you do not know, is 40 miles below Vicksburg, on the Mississippi, at the mouth of Big Black.

We came here two weeks ago and have had hot times ever since. Enemy from their gunboats have shelled us every day. Yesterday our batteries gave them a fight. The firing beat Oak Hill, Elkhorn,

BATTERIES AT GRAND GULF CAPTURED BY THE UNITED STATES MISSISSIPPI SQUADRON, MAY 3, 1863.



Corinth, Hutchin's Bridge, or anything I ever heard. I believe, too, they gave us rather the worst of it.

We did not sink a single boat, while they silenced one of our batteries, dismounted 4 pieces, killed Colonel Wade, commanding artillery, and one of his staff, and some 5 or 6 men.

Yankees have a force of some 30,000 men on the other side of the river, opposed to about 6,000 or 7,000 of our men, on this side. It is their object to effect a landing on this side the river, and move round in rear of Vicksburg. I fear they will make it. I suppose by the time you shall have received this you will have news of the Yankee cavalry raid from Iuka, via Columbus and Enterprise, through to Natchez. This is a positive fact. They did it with about 1,500 picked men. Burned Columbus, destroyed Newton Station, moved on to the Central Railroad, south of Jackson, destroyed the track and depot 20 miles, and spiked one of our biggest guns destined for this point.

Battle of Tullahoma is hourly expected. Bragg was bringing up his entire force when last heard from, and skirmishing had commenced.

We have almost given up the idea of even going across the river into Arkansas, as Old Pap Price promised in leaving. As for my single self, I don't care a straw. I am glad we are from under him. He is not such a man as Van Dorn or Bowen, our present division commander.

My health has never been better than at present. Health and spirits of this army are generally good. Dissatisfaction is never heard and desertions never occur.

I have not heard a single word from you, Ainsworth, since leaving Arkansas. Write to me, Green's Brigade, Bowen's Division, A. M.

Very truly, yours,

ALFRED MITCHELL.

[Telegram.]

BELOW GRAND GULF, MISS., *May 3, 1863.*

When the troops left Grand Gulf to meet General Grant the Second Missouri Regiment, 400 strong, was left as a garrison. This morning, 4:30 o'clock, the three magazines were blown up, and the heavy firing guns, except one; prior to which the regiment left, except two men to fire the trains. Admiral Porter proceeded to the place with his fleet and took possession.

L. THOMAS.

Hon. E. M. STANTON,
Secretary of War.

Report of Major Jackson, Fifty-eighth Ohio Infantry.

U. S. ORDNANCE STEAMER GREAT WESTERN,
Near Vicksburg, May 22, 1863.

SIR: I have the honor to report to you that the following companies of this command were in action in the bombardment of Grand Gulf, Miss., April 29, 1863: Companies A, B, D, F, G, H, and K,

being at present detached to service on the gunboat fleet under command of Acting Rear-Admiral D. D. Porter, as follows:

Companies A and B, on the U. S. gunboat *Mound City*; Company D, on the U. S. gunboat *Carondelet*; Companies F and G, on the U. S. gunboat *Benton*; Company H, on the U. S. gunboat *Pittsburg*, and Company K, on the U. S. gunboat *Louisville*.

* * * * *

Very respectfully, your obedient servant,

E. P. JACKSON,
Major, commanding.

The ADJUTANT-GENERAL OF THE ARMY,
Washington, D. C.

[Telegram.]

GRAND GULF, *April 22, 1863.*

The fleet came down this morning. Two gunboats remained after the others had retired; exchanged a few shots, and now lie at anchor opposite Hard Times, just out of range.

JNO. S. BOWEN.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, *April 23, 1863.*

General Stevenson telegraphs from Vicksburg, 2:30 a. m.:

Six boats have passed down. I think one was a gunboat and five were transports [loaded] to the guards, and so prepared as to have the appearance of gunboats; two were disabled. Some twenty vessels of different descriptions are now between Vicksburg and Port Hudson.

J. C. PEMBERTON.

General S. COOPER, *Richmond.*

[Telegram.]

JACKSON, *April 23, 1863.*

The following is just received from Vicksburg:

The wreck of one of the boats in sight near Brown & Johnston's. Smokestacks and one wheelhouse out of the water. No other boats in sight.

J. C. PEMBERTON.

General S. COOPER, *Richmond.*

Report of Colonel Jackson, C. S. Army.

HEADQUARTERS, RIVER BATTERIES,
Vicksburg, April 23, 1863.

CAPTAIN: I have the honor to submit the following report of the passage of the enemy's gunboats and the firing of the batteries under my command last night:

The alarm was given at 11:30 p. m., and soon after a boat appeared rounding the point above and was followed by five others at

short intervals. The first two cone side-wheel, the others stern-wheel transports, all small light-draft boats, well protected at the sides by barges loaded with coal, bales of hay, or cotton. Their boilers and machinery were also protected by cotton bales. Fire was opened upon each in succession as she came in view, and continued with spirit and accuracy until they were out of range. All the transports were riddled, and the escape of any seemed miraculous, considering the number of large projectiles sent crushing through them. One of them ran into the Louisiana shore opposite Wyman's hill battery, and was abandoned by her men, and floated down the river apparently in a disabled condition; another was also badly damaged, and floated down with the current. The atmosphere was hazy and close, and the smoke settled down over the river, often completely concealing and obscuring the boats and rendering it almost impossible to fire with accuracy. This was, however, in a measure obviated while houses across the river were burning. The X-inch columbiad, commanded by Captain [J. P.] Lynch, jumped the pintle at the twelfth discharge, but was remounted in a short time and is now ready for action.

One man was killed and 2 others were badly wounded by a premature discharge of Major [F. N.] Ogden's X-inch columbiad. This accident, it is thought, was occasioned by the inferior cartridge bags furnished. The friction tubes were, as usual, a great source of annoyance, and caused much delay in firing almost every shell, frequently five, six, and eight failing in succession.

There were 391 shots fired in all.

A. JACKSON, JR.,
Colonel, Commanding.

Captain J. G. DEVEREUX,
Assistant Adjutant-General.

[Endorsement.]

Respectfully transmitted.

All the boats were struck, and repeatedly, and more or less damaged. One boat is visible this morning sunk, her smokestacks and the upper part of her wheelhouses being visible. Another boat is believed to have been sunk, as two of them were disabled, their machinery having failed before passing the city. The river was well lighted by the burning houses opposite the city, in De Soto. The firing was generally good, though much interfered with by the smoke of the guns settling in front of the batteries.

STEPHEN D. LEE,
Brigadier-General, Commanding.

[Telegram.]

JACKSON, April 29, 1863.

Enemy's gunboats attacked our batteries at Grand Gulf this morning from above and below. Very heavy firing. The telegraph wires are down. The enemy has, therefore, either landed on this side of Mississippi River, or they have been cut by Grierson's cavalry, which

had reached Union Church, on road from Hazlehurst to Natchez. All the cavalry I can raise is close on their rear. Skirmishing with them yesterday evening.

J. C. PEMBERTON.

General S. COOPER,
Richmond, Va.

[Telegram.]

GRAND GULF, *April 29, 1863.*

Six gunboats, averaging 10 guns, have been bombarding my batteries terrifically since 7 a. m. They pass and repass the batteries at the closest ranges. I can not tell the effect of our shots. Six transports in sight loaded with troops, but stationary. My loss as yet only 2 killed. The batteries, especially the lower ones, are badly torn to pieces. I can not tell the result, but think that reinforcements would hardly reach me in time to aid in the defense if they attempt to land.

JNO. S. BOWEN,
Brigadier-General.

General PEMBERTON.

[Telegram.]

HEADQUARTERS DEPARTMENT MISSISSIPPI
AND EAST LOUISIANA,
Jackson, Miss., April 29, 1863.

Six gunboats, averaging ten guns each, opened terrific fire upon our batteries at Grand Gulf at 7 a. m. and continued without intermission six hours and a half, when they withdrew; several boats apparently damaged. One disabled, lying on Louisiana shore below. Our loss, 3 killed, including Colonel [William] Wade, General Bowen's chief of artillery; 12 or 15 wounded. Repairs are being made; expecting a renewal of attack to-morrow. Transports loaded with troops in sight, but inactive.

J. C. PEMBERTON,
Lieutenant-General, Commanding.

General S. COOPER,
Richmond.

[Telegram.]

GRAND GULF, *April 29, 1863.*

After six hours and a half of continued firing the gunboats have retired. They fired about 3,000 shot and shell, temporarily disabling one gun. Our loss is 3 killed and 12 or 15 wounded. Apparently we injured two of their boats; damage unknown. Colonel William Wade, of the artillery, one of the bravest and best of my command, was killed at his post.

The men behaved like veterans (as they are), and are now hard at work preparing for another attack.

JNO. S. BOWEN,
Brigadier-General.

Lieutenant-General PEMBERTON.

[Telegram.]

GRAND GULF, *April 29, 1863.*

One disabled gunboat, after endeavoring unsuccessfully to go up the river, now lies about 3 miles below, by the Louisiana shore.

JNO. S. BOWEN,
Brigadier-General.

Lieutenant-General PEMBERTON.

Report of Colonel Cockrell, C. S. Army, announcing the evacuation.

HEADQUARTERS FIRST BRIGADE, SECOND DIVISION,
ARMY OF MISSISSIPPI AND EASTERN LOUISIANA,
Vicksburg, June 22, 1863.

CAPTAIN: I have the honor to submit the following report of the part taken by this brigade in the memorable engagements of April 29 at Grand Gulf and May 1 at Port Gibson, and the subsequent evacuation:

During the engagement with the gunboats on April 29 the Third Missouri Infantry, under Lieutenant-Colonel F. L. Hubbell, was in the rifle pit supporting the batteries. William Wade's battery and Guibor's artillery did their whole duty during this fearful strife.

Our loss was: Killed, 2; wounded, 18.

Among the dead we mourn the irreparable loss of Colonel William Wade, of artillery, in the battle of Grand Gulf. * * *

In the evacuation of Grand Gulf this brigade, with a section of 12-pounder guns, under Lieutenant John M. Langan, marched in the rear, and on arriving at the crossroads the First, Second, and Third Infantry and the section of artillery relieved Brigadier-General Tilghman's brigade, then engaging the enemy on the road from Grindstone Ford to Hankinson's Ferry, and became engaged immediately, and successfully checked as long as desired every attempt of the enemy to advance, and then withdrew across Big Black River.

* * * * *

F. M. COCKRELL,

Colonel, Cmdg. First Brigade Mo. Vols., Bowen's Division.

Captain R. R. HUTCHINSON,
Assistant Adjutant-General.

Extract from report of Brigadier-General John S. Bowen, C. S. Army.

HEADQUARTERS BOWEN'S DIVISION ARMY OF MISSISSIPPI,
Vicksburg, Miss., June 4, 1863.

SIR: I have the honor to submit the following * * *:

After the signal failure of the fleet to silence my batteries at Grand Gulf on April 29, and their subsequent passage by them under cover of darkness on the same night, I immediately commenced my dispositions to meet their army on the south side of Bayou Pierre. * * *

Major-General Loring and Brigadier-General Lloyd Tilghman arrived at my headquarters about 11 o'clock on the night of the 2d. I explained my position to them, and stated my determination to retreat, but told General Loring that the order had not yet been communicated to any one. He declined to assume the command of the troops but concurred in my belief that I was compelled to abandon the post at Grand Gulf. I then ordered the evacuation. * * *

JOHN S. BOWEN.

Major R. W. MEMMINGER.

Report of Lieutenant-Commander Selfridge, U. S. Navy, referring to measures for restricting smuggling of supplies.

U. S. S. CONESTOGA,
Off White River, May 1, 1863.

SIR: Your dispatch of the 16th, to send Captain Hentig to Memphis, did not reach me till the 27th by the *New National* from Cairo; it was immediately complied with.

The *Curllew*, while lying in White River, has had two of her crew desert; they were pursued, and one, Peter Dolan, recaptured. I have ordered him in confinement till I hear from you.

Judging it to be of great importance that the large supplies referred to in the papers found upon Captain Moore should be effectually cut off, I have sent Mr. Houston, an Arkansas pilot, who has an extensive acquaintance in the State, to Memphis to assist in ferreting out the parties. A letter received from him yesterday states that they have been successful in catching four of the party; that others are in the East purchasing, but they are known and will be all taken. He states that goods and munitions of war are smuggled out of the city almost nightly; that the steamer *Sam Young* was seized on the point of going South with a quantity of quinine, powder, etc.

The Yazoo Pass is nearly closed—too little water with the fall to permit any steamer to get back into it.

There will be, however, more or less of guerrillas between here and Helena; and to prevent smuggling I would advise that a gunboat be permanently stationed in that region.

Our forces having left Greenville, and the rebels reappearing there, I have sent the *Oriquet* to that vicinity. The *Rattler* is in Cypress Bend; the rest of the steamers as in my last report. Captain Brennan reports the supply pipe to his boilers to be so worn-out as to be dangerous. I shall order him here shortly, and, if a survey considers it necessary, I would ask permission to send her to Memphis; she would be there but a few days.

I would ask your permission, when an ice barge comes down, to take out a few tons for the use of the steamers at this point.

Can I be allowed to require of the purchasing agent at Cairo a few barrels of vegetables for the use of this vessel?

All quiet in the neighborhood.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

I think I neglected to mention that \$5,000 in Confederate notes were found upon the prisoner, Captain Moore. It is in the hands of the paymaster of the *Bragg*. What disposition shall be made of it?

Very respectfully, etc.,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

[Telegram.]

NAVY DEPARTMENT, *May 1, 1863.*

Your telegram is received. The three gunboats named and other light-draft vessels have been purchased upon the urgent request of General Rosecrans for such vessels in the Cumberland and Tennessee rivers. The Department would not like to divert them from this service without his consent. Captain Pennock, senior naval officer at Cairo, has authority to provide steamers for the Western waters when the exigencies demand it. It is suggested that you communicate with him.

GIDEON WELLES,
Secretary of the Navy.

Major-General A. E. BURNSIDE,
Cincinnati, Ohio.

[Telegram.]

CAIRO, *May 1, 1863.*

The admiral is exceedingly anxious for two monitors. What is the earliest date that we can have them? Dispatch boat leaves for the fleet early in morning. I wish to send the information by her.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Commodore J. B. HULL.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Forest Rose.

U. S. S. BLACK HAWK, *May 2, 1863.*

SIR: The army having withdrawn from their former camp opposite your vessel, you are now within the rebel lines, and you had better move up the river in the eddy, and in the neighborhood of

where the upper transports used to lay, keeping at all times a bright lookout.

Respectfully, etc.,

K. R. BREESE,

Lieutenant-Commander and Senior Officer Present.

Acting Volunteer Lieutenant GEO. W. BROWN,
Commanding Forest Rose, Mississippi Squadron.

*Report of Lieutenant-Commander Owen, U. S. Navy, commanding
U. S. S. Louisville, regarding prisoners.*

U. S. S. LOUISVILLE,

Bruinsburg Landing, May 2, 1863.

SIR: Lieutenant Butterfield has just arrived with 17 prisoners and reports that by morning there will be more, as some 3,000 rebels are surrounded by our forces, the rebels being in the canebrake. To guard against all danger I have taken on board all the officers, 17 in number. The prisoners are now perfectly secure if the guard keeps awake. Our troops are out of provisions and some difficulty exists in drawing rations from the quartermaster; but I think it can be obviated by my giving a receipt. I send a dispatch in relation to the last prisoners.

Very respectfully, your obedient servant,

E. K. OWEN,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

*Report of Fleet Captain Pennock, U. S. Navy, regarding general
matters.*

OFFICE MISSISSIPPI SQUADRON,

Cairo, Ill., May 2, 1863.

MY DEAR PORTER: * * *

Phelps attended to the duties here during my absence, and tells me he has reported to you all his doings.

The *Emma Duncan* went up the Tennessee after I left, and I was sorry to hear on my return that on her way up to report to Fitch she had been fired into and 3 men had lost each an arm. I shall send them to the hospital at Memphis. I am informed that they are doing well.

Phelps sent the little steamer *Wonder* down in place of the *Pet*. As soon as she is put in order, I will send her.

* * * * *

I received a letter a few days ago from Mrs. Duncan, who asked if she could order from St. Louis one or two hundred barrels of pork, and, if she could do so, requested me to give a pass for them. Nothing would give me more pleasure than to oblige so charming a lady

as Mrs. D., but, under late regulations and orders, I knew so large a quantity would not be permitted at the custom-house. I shall write and advise her to apply to the Secretary of the Treasury for a special permit. I fear, however, that he will not give it.

Your brilliant success in passing the batteries gave your friends great pleasure. I wish I could get those monitors at St. Louis and men to man them. At present I have not one man available. God only knows how we are to get them. It vexes me to see our tinclads turned out almost every day and no men.

Dahlgren remained two days. He examined the ordnance department, but made no remarks. I do not think it probable that he will come back again. He was not, I think, very favorably impressed with Cairo, or the climate.

The *Chillicothe* I will have taken on the ways by the 4th instant. The work of tearing down her turret has been completed. I will drive on the work as fast as possible.

Do you intend to detach Phelps from the *Eastport*, or are his orders to the Tennessee temporary? I will try hard to carry out your wishes and orders to the fullest extent.

Should you see Farragut give my kindest regards to him. If he will send his letters to me, I will forward them promptly.

Sincerely, your friend,

A. M. PENNOCK.

Admiral PORTER.

Operations in the vicinity of Greenville, Miss., including attacks upon Federal steamers Era and Minnesota and burning of the latter, followed by retaliatory destruction of property, May 2-9, 1863.

Report of Lieutenant-Commander Selfridge, U. S. Navy, transmitting report of commanding officer of the U. S. S. Cricket.

U. S. S. CONESTOGA,
Off Catfish Point, May 6, 1863.

SIR: I regret to report the destruction of the steamer *Minnesota*, with her tow, consisting of two barges of coal and one loaded with sutler's stores, by the rebels on Sunday last, between noon and 3 o'clock, at Argyle Landing, 3 miles above Greenville.

I had stationed the *Cricket* off Greenville, with orders not to leave there, as I expected a demonstration from Ferguson in that vicinity. Had he obeyed my instructions this could not have happened.

My first intelligence of the battery was on Sunday morning, when the *Era* arrived and reported she had been fired upon at Greenville.

I got underway immediately and proceeded down, convoying the *Luminary* and *City of Memphis*. Arrived off Greenville about 6 p. m. Found the burning wreck of the steamer, but much to my surprise no *Cricket* in the vicinity. She made her appearance about 9 p. m., having been 40 miles down the river, under the impression there were guerrillas there, convoying down a steamer.

It was a case of mistaken judgment, but very culpable, as it was only the day before the *Cricket* had engaged the battery, which had given no reason to suppose that it would go 40 miles away, besides my

positive instructions to remain at or near Greenville, because I expected what has occurred, and tried to guard against it.

I picked up the black crew of the steamer. They report the pilot as running out of the pilot house at the first shot.

I enclose Captain Langthorne's report. It is not satisfactory. No gunboat should engage 3 guns for three hours and receive or inflict so little injury.

I have stationed the *Rattler* at Island [No.] 82, where she commands two important bends. Captain Fentress is an excellent officer, and has rendered great assistance in destroying the river communication at this point. In a late expedition he surprised a picket station, killed 1 man, captured 2 horses, destroyed some 20 skiffs and a bateau pulled with six muffled oars.

Should the rebels continue troublesome, I would respectfully recommend a system of convoys between White River and Milliken's Bend. There is force enough to cover two convoys a week either way.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

U. S. S. CRICKET, *May 2, 1863.*

SIR: This a. m., about 9:30 o'clock, a skiff came alongside, reported that the steamer *Era* was fired into on her way up. We weighed anchor soon as possible; met a battery about 3 miles above Greenville, on Mississippi shore.

The first introduction received was a shot from the guerrillas, concealed behind the banks.

We opened on them broadside for about three hours. One of their shots went through our wardroom, and one shell exploded on the forecastle. We finally silenced their batteries, went on up to the *Era*, and convoyed her, with three other boats, up to Island No. 82.

Respectfully, your obedient servant,

A. R. LANGTHORNE,
Acting Volunteer Lieutenant, Commanding Cricket.

Lieutenant-Commander THOS. O. SELFRIDGE,
Steam Gunboat Conestoga.

Report of Lieutenant-Commander Selfridge, U. S. Navy, responding to request for information regarding destruction of steamer *Minnesota*.

CONESTOGA,
Off White River, May 8, 1863.

DEAR BREESE: I received your letter by the *Polar Star*, asking the particulars of the destruction of the *Minnesota*.

She was destroyed through disobedience of orders on the part of Captain Langthorne, of the *Cricket*.

Knowing that Ferguson would be in at Greenville as soon as the river fell I stationed her there with orders to watch for him.

On Saturday morning the steamer *Era* was fired upon some 3 miles above Greenville, but not materially injured. The *Cricket* afterwards engaged this battery of three guns, as Captain Langthorne reports, for three hours; finally it drove off; the *Cricket* was struck once. It is not known whether she inflicted any injury. Notwithstanding this action, the *Cricket* goes off Sunday, some 40 miles below, to convoy the *Champion*, and in his absence the steamer was attacked and burned.

I did not hear of the attack upon the *Era* till Sunday, when I proceeded immediately down. Upon reaching Greenville at 6 p. m., much to my surprise, found the *Cricket* absent and the smoking remains of a steamer. The rascals were dividing their plunder when I hove in sight, but scampered off with all the speed possible before I could get a shot. I remained in the vicinity till Monday night, coaled the *Cricket* and *Rattler*, and returned to this point. Ferguson probably has 1,500 men and some half a dozen pieces of artillery. He can scatter these about at many points, too many to be guarded by gunboats. A force of Texans have also gone to Gaines Landing to fire upon boats. Ellet's Marine Brigade would be of good service.

I strongly recommend a system of convoys for this river during the summer season. Let two gunboats convoy a fleet of steamers twice a week from White River to Milliken's Bend, and return the next day. It is not probable the service would require more than one convoy a week; special boats could have a special convoy. This would require but four gunboats; we could have others at the principal points to prevent crossing and to watch the banks.

I have received reliable information that the whole of General Walker's division (5,500) at Pine Bluff has been ordered to Red River, also about the same amount have left Little Rock for the same destination. This is important, and General Banks ought to be informed of it through the admiral, if possible. Now would be the time to strike at Arkansas from Missouri.

The whole fleet of gunboats under me are breaking down in their machinery. I wish you would write to Captain Pattison, asking him if he will devote his attention to their immediate repair. I shall send the *Prairie Bird* to Memphis immediately. I shall have to follow her. I have been running on bad boilers for two months, until they are so far gone that I can steam no more. They are liable to come down at any moment. As the admiral is at Red River, with your permission I will seek repairs very soon. The *Juliet*, *Rattler*, *Curlew*, and *Bragg* are on the sick list. I have sent orders for castings to Memphis, which, if they will only be attended to, will not require either the *Rattler* or the *Curlew* to leave.

Please reply to this as soon as you can.

Yours, truly,

TOM. SELFRIDGE.

Lieutenant-Commander K. R. BREESE,
Commanding Naval Forces, Yazoo River.

If we do not convoy the steamers there ought to be a gunboat between Greenville and Steele's Bayou.

Order of Lieutenant-Commander Selfridge, U. S. Navy, for the destruction of Confederate property in retaliation.

U. S. S. CONESTOGA,
Off *White River*, May 8, 1863.

SIR: You will proceed to Greenville and destroy the property in the vicinity of the recent firing upon the gunboat *Cricket* and transport *Minnesota*.

Upon meeting with the *Curlaw*, take off her soldiers and permit her to proceed up to Catfish Point. Upon falling in with the *Rattler* you will order her to accompany you to Greenville.

I wish the landing to be made at early daylight, and the *Rattler* sent back to her station as soon as possible.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Lieutenant Commanding JOSHUA BISHOP,
Commanding U. S. S. General Bragg.

[Endorsement.]

Plan of proceeding, to be modified as circumstances require.

At early daylight the *Cricket* will land her own soldiers and the *Rattler's*, with a special firing party detailed from the crew, on the main shore at the head of Argyle Landing, [Miss.]. The marines of the *Bragg*, with such of the crew at the same [time] as can be spared, will be landed by the *Cricket*.

The *Rattler* will take position to cover the landing, and to rake the skirt of woods with her Parrotts.

The large two-story house, with brick ginhouse and outhouses, will be destroyed first. You will then destroy the lower plantation just above Greenville, the *Cricket* dropping down to this point at the foot of Chicot Island. Then destroy the houses on Chicot Island and at Argyle Landing.

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Report of Lieutenant Bishop, U. S. Navy, commanding U. S. S. General Bragg, regarding the destruction of property, transmitting report of landing party.

U. S. S. GENERAL BRAGG,
White River, May 10, 1863.

SIR: In obedience to your order of May 8, I proceeded to Greenville and organized a landing party, composed of 67 marines, in command of Lieutenant J. N. Gillham, Company D, One hundred and first Illinois Volunteers, and 30 seamen (10 of which were detailed as "scorchers," or firing party) from the light-clads *Rattler* and *Cricket* and this vessel. The landing party was in command of Acting Ensign William Ferguson, of the *Rattler*.

At 4 o'clock on the morning of the 9th, the party embarked on board the *Cricket*, and at daylight were disembarked above Chicot [Point?] Island, for the purpose of destroying the houses, etc., in the vicinity of Argyle Landing, affording a protection to the enemy, and

also in retaliation for destruction of steamers. Finding the route to the buildings we wished destroyed impracticable, the party were re-embarked, and disembarked a second time on the main shore at the foot of Chicot Island, this vessel and the *Rattler* lying off in the stream, where we could best command the landing. The party as soon as landed proceeded rapidly in the work of destruction.

The enemy's picket was discovered close to the river and fired upon, and in a short time quite a large force was discovered in the woods above. I immediately made fast to the bank, where I could better protect the men than while drifting in the stream, and fired an occasional shell from the 30-pounder rifle as the enemy made their appearance, and I think with some success, as the enemy were seen to raise something from the ground after a shell had struck quite close and exploded; this circumstance was noted twice, also a riderless horse galloping across the fields.

During this time Mr. Ferguson, with his party of "scorchers," was rapidly performing his work of destruction, and at 8 o'clock had the buildings attached to the Blandonia and Roach plantations, with their magnificent and costly furniture, splendid library, etc., enveloped in flames, the marines and seamen not detailed as "scorchers" forming strong pickets for the protection of firing party and posted where they could guard best against attack and prevent surprise. Thus, with a force of less than 100 men detailed from three different vessels, the mansions, outhouses, gins, barns, negro quarters, etc., of two fine plantations were successfully destroyed in the face of an enemy estimated from four to seven hundred strong, with one and perhaps three pieces of artillery. Some of the buildings destroyed were distant from the river about 2 miles. The enemy offered no resistance other than a show of force along the edge of the timber back of plantations.

At 9 the party were reembarked, the *Rattler* proceeding back to her station. I then proceeded with the *Cricket* and set fire to the buildings on Chicot Island and at Argyle Landing.

Enclosed I send the report of Acting Ensign William Ferguson and Lieutenant J. N. Gillham of their operations on shore.

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

JOSHUA BISHOP,
Lieutenant, Commanding.

[Lieutenant-Commander SELFRIDGE.]

[Enclosure.]

U. S. S. RATTLER, *May 8, 1863.*

SIR: In obedience to your orders, we landed yesterday at 3 o'clock on Chicot Island, but finding the route to the house you wished destroyed impracticable that way, we embarked, going on board the *Cricket*, and landed on the mainland just below the island. We then marched up the levee for some distance, driving in the enemy's picket, who was posted quite close to the river. After marching inland about a mile we discovered the enemy in large number between us and the two houses on the plantation farther inland, which houses you wished destroyed first, if possible. We decided, however, that it would be against your order to encounter the enemy with our small force; and, turning to the right, we marched toward a very

fine and spacious mansion, which we found uninhabited. It was fully provided with the mostly costly and expensive furniture, and seemed to have been but recently deserted.

We set this house on fire, with all its out-offices, negro quarters, etc. About a quarter of a mile inland from this house was a fine cotton gin, with a large quantity of unginning cotton stored in it; a family dwelling, supposed to be the overseer's; a large barn, containing about 5,000 bushels of corn, and which bore evidence of having been recently hauled there, and eleven other houses, offices, negro quarters, etc. All these we burned to the ground. We then started toward the river, and in the direction of Greenville, and burned a large and well-finished stable, capable of stalling some fifty horses. This stable bore evidence of having been recently used by a large number of horses. Near it was an extensive and well-built barn with about 20,000 bushels of corn stored in it; this we also burned.

We then marched to a large plantation about a half a mile from the river, with a fine house, deserted but furnished; we burned this, with about thirty small cottages, three rows of negro houses, each having a quantity of unginning cotton in them, and two large store-houses.

Respectfully,

J. N. GILLHAM,
Lieutenant, Company D, One hundred and first Illinois Volunteers.
WM. FERGUSON,
Acting Ensign, U. S. S. Rattler.

Lieutenant-Commander J. BISHOP,
Commanding U. S. S. General Bragg.

Letter from Lieutenant-Commander Breese, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, regarding the detention of steamer Wilson to tow mortars.

YAZOO RIVER, May 3, 1863.

SIR: I have detained the *Wilson* for a day or two to tow mortars, etc., to Paw Paw Island, where we are to hold out the *Ordnance*, etc., in future.

No news from the admiral.

The *Polar Star* will get off in a day or two. Our *Ordnance* and *Sovereign* are full now; can't hold much more, but if I can get off the things to the admiral it will relieve them much.

Yours, truly,

K. R. BREESE,
Lieutenant-Commander.

Captain A. M. PENNOCK,
Fleet Captain and Commandant.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Master Grant, U. S. Navy, commanding U. S. S. New National.

YAZOO RIVER, May 3, 1863.

SIR: Proceed to Cairo and report to Captain Pennock, touching on your [way] at the different places where the gunboats are to

obtain and leave their mail, and at Helena, where you will take in tow the covered barge, in which coal keepers formerly lived, and tow it to the navy yard at Memphis.

Give the enclosed letters to Captain Pattison, and proceed on your way.

Very respectfully, etc.,

K. R. BREESE,

Lieutenant-Commander and Senior Officer Present.

Acting Master A. M. GRANT,

Commanding New National, Mississippi Squadron.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Ensign Wardrop, U. S. Navy, to proceed with dispatches to Memphis.

YAZOO RIVER, May 4, [1863].

SIR: Proceed in the tug *Wilson* to Memphis, deliver the dispatch to the *Marmora* for Captain Pattison, with instructions to forward at once. Report to Captain Pennock on your arrival at Cairo, handing him your dispatches.

Respectfully, etc.,

K. R. BREESE,

Lieutenant-Commander.

Acting Ensign WM. WARDROP.

Return as soon as possible.

General report of Lieutenant-Commander Breese, U. S. Navy.

MAY 4, 1863.

DEAR SIR: Your dispatches, etc., by Mr. Germain, arrived just too late to go up by the *General Lyon*, but I shall get the *Polar Star* off to-morrow.

I am moving the mortars to Paw Paw and will send you a sketch bye and bye.

The *Choctaw* was pretty severely handled. Your glorious news has just reached. I dispatch the *Wilson* to go with all dispatch; she will leave at once. This time we will be ahead of the army. If she were not here I would go myself. I send Mr. Wardrop in charge to ensure its safety and speedy delivery and with instructions to push through.

I hope you will soon return now that you have disposed of the troublesome Grand Gulf. Ramsay is exceedingly modest in his report. He deserves much credit; was under a tremendous, heavy fire, and in my report to you, had I received his report, I should have been more particular. I simply wrote to the Secretary that a reconnoissance in force had been made, reports of which had been forwarded to you. This was to quiet them in case rebel reports should give it as a repulse. I shall use every endeavor to get ammunition

to you that I can. I was told, on application for transportation, that it was more than they could do to get provisions over for the army, still they would send what they could for me. Two tugs with barges in tow went down last night. I have just heard that they were destroyed, but am not certain. There was a large fire. All hands rejoice with you in your success and feel that they would like to have participated in it.

A new gun has arrived, sent by Admiral Dahlgren; has 25 barrels and fires them all at once. There are two of them, and one I've mounted on our hurricane deck. Admiral Dahlgren wants your report whether it is useful and as good as the repeating gun. I think about the same. I send the *Tyler's* surgeon to Shirk for the hospital, also all the stores I can raise out of the squadron here. The *Red Rover* is not here. I have written to Dr. Pinkney and ordered him to send two surgeons with proper supplies at once.

The *Wilson* will get to Cairo in two and one-half days. At Memphis she will only deliver the telegram to the *Marmora* to be given to Pattison and push on. She has coal enough to go through. Mr. Germain takes with him a cartload of his and hospital stores. I will keep a supply of ammunition at Milliken's Bend to go over by every cart that can carry any.

I send you a report* of the loss of the *Lily*. I think the captain ought to be dismissed. Will write again soon.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER.

Order of Fleet Captain Pennock, U. S. Navy, to Acting Master Bowen, U. S. Navy, regarding cooperation with General Burnside.

[Extract.]

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 4, 1863.

SIR: Your telegrams of 4th instant have been received.

Ensign Rogers has received his orders direct from this station, and is ordered to make his reports directly to this office, and to cooperate with General Burnside, and to afford him all the assistance in his power. The vessels of this squadron are under the orders of Acting Rear-Admiral Porter only. Lieutenant Glassford has also received his orders from here. * * *

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant.

Acting Master A. S. BOWEN, U. S. Navy,
Southwest Rendezvous, Cincinnati, Ohio.

* See p. 586.

Operations in and about Red River, including occupation of Alexandria and attempted destruction of Fort De Russy, La., May 4 to 17, 1863.*

Report of Acting Rear-Admiral Porter, U. S. Navy.

No. 11.]

MISSISSIPPI SQUADRON,
Flagship *Benton*, Alexandria, La., May 7, 1863.

SIR: I left Grand Gulf at noon on the 3d instant and arrived that night at the mouth of Red River.

After communicating with Admiral Farragut, and being kindly supplied by Commodore Palmer with men and ammunition to supply deficiencies, I proceeded up Red River on the 4th with the *Benton*, *Lafayette*, *Pittsburg*, *Price*, ram *Switzerland*, and tug *Ivy*. Meeting two of Admiral Farragut's vessels, the *Arizona* and *Estrella*, coming down, I detained them, and took them back with me. We arrived next evening at Fort De Russy, a powerful casemated work (three casemates) and a flanking battery nearly at right angles with it, calculated to mount 7 guns.

The enemy had, however, evacuated the works, taking away all but one gun, a 64-pounder, and only the day before had managed to get away the XI-inch and IX-inch guns captured from the *Indianola*; they had, however, destroyed the carriages and equipments.

The enemy had at this point a heavy raft that cost \$70,000 to build. It was landed on either bank of the river and fastened with chains; the *Price*, however, soon opened it by running against the end and made a passage for the rest of the steamers.

I laid by the fort that night, and, upon close examination, finding that it would take too much time to destroy it effectually, pushed on to Alexandria, where we arrived this morning early. I sent the *Arizona* ahead last night to surprise any steamer that might be at the town, and this morning took formal possession without any resistance. Indeed, there seemed to be great cordiality showed us all along this river.

In the town there was great rejoicing among the Union men at our arrival, and no indisposition on the part of anyone to meet us in a friendly spirit.

I have seized all the rebel property here, but they removed, only as late as last night, some of the most valuable.

What steamers they had here have been lightened and taken above Shreveport, which is 350 miles by river from here, and are out of our reach for the present. I send the gunboats to-morrow up Black River, where there are 20 transports, some of which we may capture.

This evening General Banks came into Alexandria, having made a rapid march from Opelousas, and reached here one day sooner than I expected him. I turned over the city to him, and shall return in a few days to Grand Gulf. The water is too low for us to ascend higher up Red River and return with safety. As we ascended the

* For previous account of operations in Red River, including engagement at Fort De Russy, see volume 20.

rebels fled before us, abandoning also some works they were erecting 7 miles below Alexandria.

I am, sir very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report of Acting Rear-Admiral Porter, U. S. Navy.

No. 18.]

MISSISSIPPI SQUADRON,

Flagship General Price, Grand Gulf, Miss., May 13, 1863.

SIR: I had the honor to inform you from Alexandria of the capture of that place and the forts defending the approaches to the city by the naval forces under my command. Twenty-four hours after we arrived the advance guard of United States troops came into the city, and General Banks arriving soon after, I turned the place over to his keeping. The water beginning to fall, I deemed it prudent to return with the largest vessels to the mouth of Red River. I dropped down to the Forts De Russy in the *Benton* and undertook to destroy those works. I only succeeded, however, in effectually destroying the three heavy casemates commanding the channel and a small water battery for two guns, about 600 yards below it. I also destroyed (by bursting) one heavy 32-pounder and some gun carriages left in their hurry by the enemy. The main fort, on a hill some 900 yards from the water, I was unable to attend to. It is quite an extensive work, quite new and incomplete, but built with much labor and pains. It will take two or three weeks to pull it to pieces. I had not the powder to spare to blow it up. The vessels will be ordered to work at it occasionally, and it will soon be destroyed.

In this last-mentioned fort was mounted the XI-inch gun, which I am led to believe lies in the middle of the river, near the fort, the rebels throwing it overboard in their panic at the approach of the gunboats. The raft which closed the entrance I have blown up, sawed in two, and presented it to the poor of the neighborhood.

I sent Commander Woodworth in the *Price*, with the *Switzerland*, *Pittsburg*, and *Arizona*, up Black River, to make a reconnoissance.

They found heavy batteries at Harrisonburg, and as the rebels refused to surrender, the boats shelled them, but without much effect. Our force being small, and the forts on high hills, Commander Woodworth sent back to report to me, but as I had no time to attend to the Harrisonburg forts at the moment, I ordered the return of the expedition.

Commander Woodworth destroyed a large amount of rebel stores (valued at \$300,000), consisting of salt, sugar, rum, molasses, tobacco, and bacon.

I left the place blockaded and returned to Grand Gulf to look after other portions of the squadron.

I left Captain Walke in the *Lafayette* at Alexandria for the present, also the *Switzerland*, *Arizona*, and *Estrella*, to cooperate with General Banks, in case he should require the services of the navy.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of Navy, Washington, D. C.

General order of Acting Rear-Admiral Porter, U. S. Navy, for operations in the Red River.

MISSISSIPPI SQUADRON,

Flagship Benton, Red River, May 5, 1863.

Every vessel will have axes ready to cut away the raft when we arrive at it.

If the enemy have no guns at that point, the three leading vessels will break up the raft as quickly as possible and push on through, so that the stern vessels may pass. If the place is fortified, the leading vessels will drop back, and let the ironclads come up to silence the battery.

Each commander of the ironclads will then take the best position he can get, keeping the vessel at the bank and firing carefully at the fort, which should be silenced in ten minutes. If the enemy have gunboats there, open part of the guns on them.

When all the vessels are past the raft, all but the ironclads will dash on to Alexandria, [La.], and endeavor to capture the steamers there, while the ironclads push on behind as fast as they can. If the head vessels meet batteries, they will fall back out of range and report the fact to me.

Torpedoes must be looked out for, and all objects floating on the water avoided.

It is a great object to get possession of the *Webb*, which I am told is at Alexandria repairing.

The first vessel up should board her and put out (if possible) any fires that may be kindled. In case the enemy set the vessels on fire and let them drift down on us, the *Price* will go close to them and put a shell in them below the water line, and if not too much in flames, push them on shore on the lee side, so that our vessels can safely pass.

If guns are fired from the town of Alexandria, the vessels will open on it with shell at safe range and burn it up. Further orders will be given if we arrive safely.

If the *Switzerland* can get a safe crack at a burning vessel, without any danger to herself, she will run into her and sink her.

If vessels attempt to escape from Alexandria, chase them. Burn, sink, destroy, or capture as many as possible.

Be careful to show no lights.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Commander JAMES A. GREER,

Commanding Benton.

While in this river no lights to be shown, no bells struck, or whistles blown unless ordered.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, commanding U. S. S. Benton, regarding order of anchoring before Alexandria.

MISSISSIPPI SQUADRON,
Flagship Benton, Red River, May 7, 1863.

SIR: Order of anchoring before the town of Alexandria, [La.]:

				0	<i>Lafayette.</i>
				0	<i>Estrella.</i>
	□	□	□	0	<i>Switzerland.</i>
Alexandria.	□	□	□	0	<i>Benton.</i>
	□	□	□	0	<i>Pittsburg.</i>
				0	<i>Arizona.</i>
				0	<i>Price.</i>

Guns will be kept ready to fire day and night, and small arms handy.

No boats to visit the shore without my permission. See that the men are dressed in uniform. Keep sharpshooters on deck, with their muskets, while going up the river.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Lieutenant-Commander JAMES A. GREER,
Commanding Benton.

Captain HENRY WALKER,
Commanding Lafayette.

Report of Acting Rear-Admiral Porter, U. S. Navy, transmitting sketch of Fort De Russy.

No. 25.]

MISSISSIPPI SQUADRON,
Flagship Black Hawk, Yazoo River, May 16, 1863.

SIR: I have the honor to enclose herewith a sketch of Fort De Russy, on Red River, captured by a portion of this squadron on the 5th of May.

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

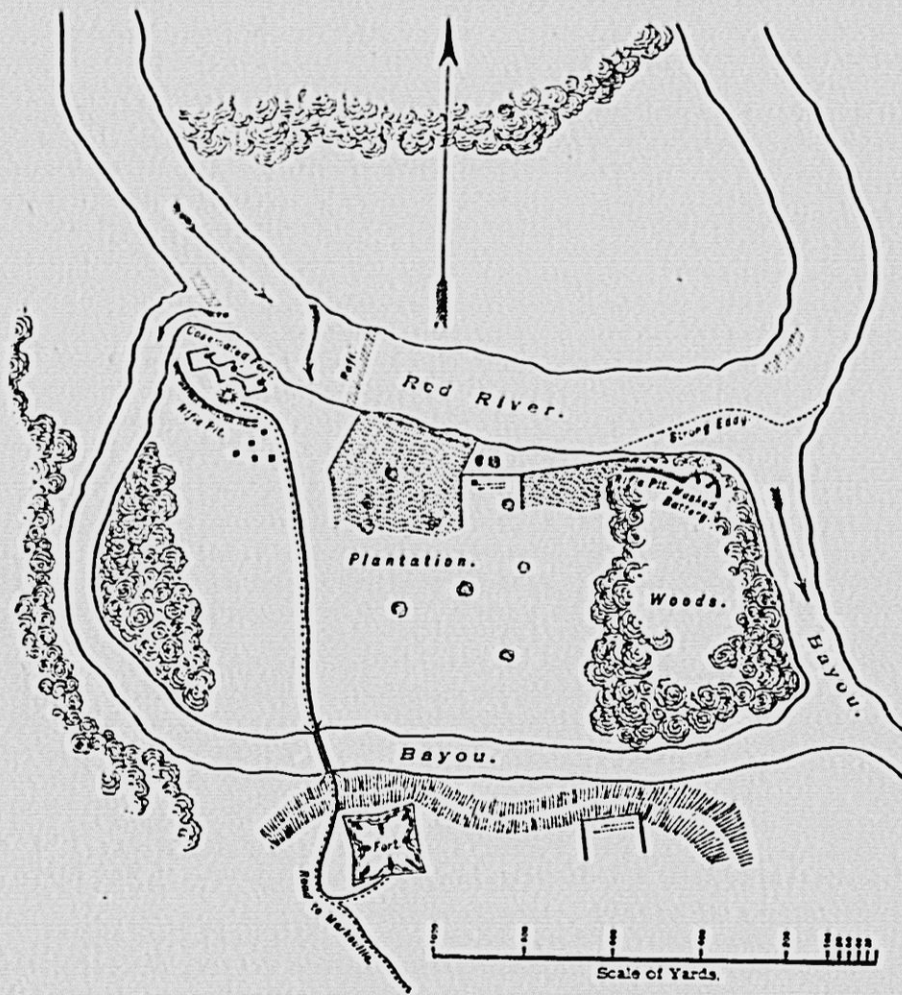
DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Hon. GIDEON WELLES,
Secretary of Navy, Washington.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Major-General Grant, U. S. Army, announcing the occupation of Alexandria, La.

FLAGSHIP GENERAL PRICE,
Grand Gulf, May 14, 1863.

GENERAL: I entered Alexandria, La., on the 6th, having taken possession of Fort De Russy's heavy works, halfway up the river. General Banks arrived in Alexandria twenty-four hours after I did. Your dispatches to him met me on Red River, and he received them twelve hours afterwards, on the 11th. I don't think you will get any

PLAN SHOWING THE DEFENCES OF THE FORT ON RED RIVER,
BUILT BY GEN. DERUSSEY, REBEL ARMY,
DESTROYED MAY 9, 1863, BY THE FLAGSHIP BENTON.



assistance from that quarter, at least for some time. He expects you to cooperate with him.

General Hunter, I heard, had arrived in New Orleans with a large force. I am pretty sure they are evacuating Port Hudson. They have no provisions.

Very respectfully,

DAVID D. PORTER.

Major-General U. S. GRANT,
Commanding, etc.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, upon withdrawal of the former from Alexandria.

MISSISSIPPI SQUADRON,
Flagship Benton, Alexandria, La., May 8, 1863.

SIR: I shall proceed down the river in the morning and leave you in command. You will cooperate with General Banks as far as you can and the safety of your vessels will permit. I will send up as soon as I can and relieve you, when you will return with all care to the mouth of Red River. Keep low fires and save your coal, that you may not stop to wood. I will have coal for you when you come down. In case the water should fall rapidly, endangering the chances of getting into trouble going down, you must look out for your vessel. It is of the first importance that she should not get jammed in the river; 2 feet fall must start you. I will communicate with you by every dispatch vessel, and you will please do the same. I would recommend you to obtain a good, reliable Red River pilot coming down. If you can get one of those persons you met to-day, you will find them safe men—Captain Martin or Whittenberry.

If you receive notice of the enemy's vessels coming down—which is not likely—I would advise your getting underway to receive them on your own terms.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, commanding U. S. S. Lafayette, to proceed to the mouth of Red River.

MISSISSIPPI SQUADRON,
Flagship Benton, Red River, May 11, 1863.

SIR: You will proceed without delay to the mouth of Red River and join me there. If I am absent when you arrive, you will await further orders. If coal comes up from below, you will fill up.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE,
Commanding Lafayette, Alexandria, La.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, to assume command from Red River to Grand Gulf.

MISSISSIPPI SQUADRON,
Flagship Benton, Mouth of Red River, May 12, 1863.

SIR: Circumstances require that I should go above, and you will remain in command of the part of the squadron that remains below or other vessels that I may send down. While the water is high, I would prefer your remaining at the mouth of Black River, which will blockade that and Red River at the same time. I have loaned the *Pittsburg* to Commodore Palmer for a short time, while he is blockading Bayou Sara. I am using some of his vessels up the river. Your command will extend from mouth of Red River to Grand Gulf, and as soon as I can get coal down vessels must be kept stationed at Natchez, Cole's Creek, Rodney, and Ellis Cliffs to keep down batteries. I will send full instructions on the subject in time and a strong force of ironclads.

One vessel is to be kept constantly passing up and down the river, examining, if forts are going up, and shelling such parties as may be at work.

Apply to General Banks for coal and provisions.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE,
Commanding Lafayette.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding vessels of the West Gulf Squadron cooperating in Red River and opening of communication from New Orleans.

No. 20.]

MISSISSIPPI SQUADRON,
Flagship General Price, Below Warrenton, May 14, 1863.

SIR: I have the honor to inform you that Admiral Farragut has gone down to New Orleans, leaving the *Hartford*, *Albatross*, *Arizona*, and *Estrella* at Red River.

I have also to inform you that communication has been opened from New Orleans to Red River and up to Alexandria, by the way of Bayou Teche and the Atchafalaya, and that several transports have gone safely up to Alexandria.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

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

Order of Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, regarding cooperation in proposed attack upon Harrisonburg, Va.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, Yazoo River, May 16, 1863.

SIR: You will take in coal without delay and be prepared to cooperate with General Banks in the attack on Harrisonburg up

Black [Ouachita] River; he is about to move on that place. You will proceed at once to the mouth of Black River with the *Pittsburg* and ram *Switzerland* and the *Arizona*, if Commodore Palmer can spare her. Do not attack the forts until the army is ready, and then shell them well.

I send all the XI-inch shell I can get over by the *Price*. When you have taken the fort, send the lighter vessels up the river to capture the steamers, sending the *Price* up to me with dispatches. If the steamers are not captured, blockade the mouth of Black River until further orders from me or lie at Harrisonburg.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE,

Commanding Lafayette, Red River.

I send down a coal barge to-day, out of which you and the *Pittsburg* must coal first, then have it secured in such a way that it can not break adrift. Save the barge, so that it can be sent up and filled again.

Instructions from Acting Rear-Admiral Porter, U. S. Navy, to Captain Walke, U. S. Navy, regarding operations in Red and Black rivers.

U. S. MISSISSIPPI SQUADRON,

Flagship Black Hawk, Yazoo River, May 17, 1863.

SIR: I have written to you in relation to cooperating with General Banks in the attack on Harrisonburg, but there were some little matters I forgot. I gave the raft at De Russy to a party, who were to have it on condition that they sawed it in two and towed it below Black River. You will see that this is done. Colonel Ellet can look after it when the attack on Harrisonburg is over. It is very important that the Atchafalaya should be kept open now and forever, and until low water, which does not come until the last of August. That must be looked after, at least long as our transports can travel that route. You will find Black River a wide, straight river, needing no pilot, and deep water all the year round.

There is no part of the Red River between its mouth and Black River where you will have any difficulty in cruising for two months to come. None of the enemy's vessels in Black River must be permitted to make a junction with those in Red River, nor those in Red River to make a junction with those in Black River.

Your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Captain HENRY WALKE,

Commanding U. S. S. Lafayette.

[Telegram.]

CAIRO, ILL., May 5, 1863.

The monitor *Osage* will be here latter part of this week.

I have no commander, officers, or crew for her. Seven more light-draft boats are nearly ready. Will need officers suitable to command

for them. Would be glad if you could send ensigns also, as I find difficulty in getting suitable ones here.

A. M. PENNOCK.

HON. GIDEON WELLES,
Secretary Navy.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Dominy, U. S. Navy, commanding U. S. S. Signal.

U. S. MISSISSIPPI SQUADRON, *May 5, 1863.*

SIR: You will, as soon as you get your stores on board, proceed down the river and relieve the *Forest Rose*. Have an interview with Captain Brown and learn from him how things stand about there.

Should there be no longer any necessity for his remaining where he has been for the past few days, you will anchor far enough up this way to be within signal distance of this ship (that is, in sight).

Keep a bright lookout, be prepared against surprises and boarding parties, and stop all flags of truce. Tell them that you will communicate their wishes and deliver an answer the next day.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander.

Acting Volunteer Lieutenant DOMINY,
Commanding Signal.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding the shortage of men for the squadron.

U. S. S. BLACK HAWK,
Yazoo River, May 5, 1863.

SIR: I take the liberty of addressing you to acquaint you how sadly we are in want of men, and men of whom petty officers can be made.

The admiral on leaving was obliged to take men from each vessel remaining here to fill vacancies of actual necessity, and then not one vessel was fairly manned, counting the soldiers serving on board of each.

In his fleet below 77 men have been killed and wounded. He, therefore, is short that much of an actual necessity. It is the same with all the vessels here. I know the *Benton* to be over 68 men short, counting in the soldiers she has on board, and that one of her broadside guns has no crew at all and the others very short. It is the same throughout the squadron.

The tinclads, or stern-wheel boats, have not, on an average, more than 20 white men on board. By and by, in some raid of the rebels, they will be captured and a hue and cry raised.

The admiral I know has written to the Department upon the subject, and he has given it up in despair, and General Grant gave him soldiers. It is a mere show of force kept up without the reality.

Had the *Indianola* had men to man her stern guns, I do not think she would have been captured. Even contrabands now can not be had.

The admiral's instructions to me are to use all endeavors to get men; to write to Captain Pennock to send them (he had not one when the *Choctaw* left Cairo), and again he has written me to use every means in my power to get them. I therefore write to beg you to interest yourself in this matter, not knowing to whom else I should apply, and to request you to urge upon the Department the necessity of sending men here for the squadron.

The sickly season is close at hand. Last year half of the crews were prostrated and the rest not good for much. God help us this year.

Respectfully, your obedient servant,

K. R. BREESE,
Lieutenant-Commander.

Rear-Admiral A. H. FOOTE,
Chief of Bureau of Equipment and Recruiting,
Washington, D. C.

Order of Lieutenant-Commander Breese, U. S. Navy, to the captain of steamer Polar Star regarding measures of protection when passing Greenville, Miss.

U. S. S. BLACK HAWK,
Yazoo River, May 5, 1863.

SIR: Proceed to Cairo without delay, towing as many mortars as you can from Helena to Memphis, and barges from White River. On your way stop at Milliken's Bend and receive on board the lady recommended to you by Major-General F. P. Blair, whom you will, on reaching the *Bragg* or *Conestoga*, place under the charge of the captain, handing him the enclosed letter. Reports have been received here of guerrillas at or near Greenville—at Argyle Landing or near there. You must use all vigilance, and request the gunboat you may meet below to convoy you past the danger, showing this order, if it be deemed necessary.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander.

Captain of the POLAR STAR.

Report of Lieutenant-Commander Breese, U. S. Navy, regarding general matters.

BLACK HAWK, *May 6, 1863.*

DEAR SIR: The *General Lyon* has arrived. I send you the mail, etc. Your correspondence which I have retained on the ground of not being immediate is counting up. I send you Selfridge's reports. I don't think they will burn any more transports. I offered him a tinclad if he did not have enough, and as soon as one of the monitors arrives will send up the *Tyler* to look out for Greenville. General Blair has asked permission to send men there to clear them out,

which is the only really effective way. I think Ellet's brigade would be useful here now, as the river is falling so rapidly. Everything goes on here as usual—repairs on the vessels progressing well. I have got the mortars at Paw Paw. Shall soon have all the beef there and the storeship. The storeship and ordnance ships are full as they can stick. I am loath to put anything on board here, but shall have to commence soon. The *Rebecca*, hospital barge, is here, and a doctor for her, whom I've ordered here temporarily. I sent Dr. Ballantine, of the *Tyler*, with 20 iron bedsteads and as many swinging cots over to New Carthage; also medical stores from this ship and others. The shells go over, two in each cart, and if possible more. I send, first, 5-second, 9-inch shell and implements. George W. Brown, of *Forest Rose*, picked up three persons who escaped from the army tug sent down, who state she was blown up by her boiler exploding and not from the enemy's shot. It was very bright, moonlight, however. Tell Greer I sent up for a new galley and fixtures for him, and have made in the meantime some temporary things as he requested, which I hope will answer till his galley arrives. Woodworth's pipe is done, and I will send it as soon as possible. Captain Smith, of the *Linden*, has given me for you a receipt for prize money which you directed him to forward to Mr. Bunce. I have placed it in your drawer. If you are not coming back pretty soon, I think I had better forward to you all your correspondence, as some of it you may think more of than I do. It is mostly resignations, applications for leave, and such squadron matters. I have heard of the *Wilson* at White River. I felt some fears about her, not having heard of the guerrillas until she had been gone some time. She is in ahead this time and no mistake. I asked one of Grant's officers what the news was. He said, "Grant has taken Grand Gulf with all the forts," etc. It was lucky your telegram was in ahead, or surely they would have had all the credit. We have the most stunning rumors about his successes, but I don't believe them. I am going to keep a bright lookout for Vicksburg, and hope I have the pleasure of telegraphing in your name of the evacuation of that place. If such takes place, I will take a coal mine in tow and come down to you, if you wish.

It is very unsafe to send even coal barges adrift as they keep such a bright lookout, but I will venture one the first stormy night. Sending the *Wilson* off with dispatches prevented her taking up five empty barges we have here now, but I expect the *Ike Hammitt*, which will take them. The *Chootaw* got a bad shot under water near her bows. She leaks 2½ inches per hour, but Mr. Sawyer, who helped to build her, says it can't be from that, as there is nothing but wood there; it can't be heard on the inside. They are making a dock to go over the side and repair it. I took the liberty of writing to Admiral Foote to tell him how much we wanted men, and to ask him if he could not send them. I have not had the papers, but am told your running the batteries has created a big sensation. Some scurrilous articles in the *New York World* have appeared, but you won't mind them. I am happy to say that three newspaper reporters went down in the army tug, and were either killed or taken prisoners. They won't think it such good fun now.

K. R. BREESE,
Lieutenant-Commander.

[Acting Rear-Admiral D. D. PORTER.]

Letter from Chief of Bureau of Equipment and Recruiting to Fleet Captain Pennock, U. S. Navy, regarding men for the new gunboats.

BUREAU EQUIPMENT AND RECRUITING, *May 6, 1863.*

SIR: That portion of your telegram of the 5th instant referring to want of men for the *Osage* and other vessels has been referred to this Bureau.

The Bureau regrets to inform you that it has no men to send.

All the recruits shipped at Erie are sent West. The Bureau employs two agents to ship men for your squadron.

There are rendezvous at St. Louis, Cincinnati, Memphis, and Cairo, and 650 men have been sent from New York this year. The Bureau must request of you and the officers to use every exertion to obtain men without relying on the Eastern rendezvous, which can not keep up to the demands of the service here.

Very respectfully, your obedient servant,

A. H. FOOTE,
Chief of Bureau.

Captain A. M. PENNOCK,
Commandant of Station, Cairo.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding affairs connected with the Tennessee division of the Mississippi Squadron.

U. S. GUNBOAT CHAMPION,
Paducah, May 6, 1863.

SIR: I arrived here to take charge of the Tennessee division of the fleet under your command on the 4th instant. Lieutenant-Commander Fitch left that night for the Cumberland, taking for service in that river the *Lewington, Fairplay, St. Clair, Silver Lake, Brilliant,* and *Springfield*. The *Lewington* will probably not be able to navigate these rivers for but a short time longer. I have at present the *Covington, Queen City, Champion, Argosy,* and *Silver Cloud*. The *Robb* is on the ways at Mound City and will soon rejoin me. These, with the vessels fitting for this service, ought to be sufficient for all purposes, although none could contend with heavy batteries in position. If the turreted boat, of which I have written to you, can be spared for the purpose, it would be well to have her here for a time, as for anything not larger than a 30-pounder rifle or 32-pounder smoothbore gun she would be effective, and as she could move singly her presence would reduce the number of vessels required for this service. Having to send three of the light-drafts together renders it necessary, under existing circumstances, to have three sections in the division. By existing circumstances I mean the long stretch of river navigable for light-drafts, and the position of General Rosecrans' army. The general, I should suppose from what I learn here, is somewhat pressed, and certainly is keeping pretty well within his lines. The enemy has a considerable force at Waverly and near the mouth of Duck River. It would appear an easy matter, with the Tennessee, Cumberland, and Duck rivers upon three sides, with gunboats on the two former streams, to cut off

retreat and to destroy this force, and the fact that it is permitted to hang there upon Rosecrans' flank looks as if he had enough to do elsewhere. The enemy is pressing upon Rosecrans, and it is supposed a decisive battle is at hand. It may be important for a time to be stronger here than will ordinarily be necessary. Lieutenant-Commander Fitch seemed impressed with the idea that the enemy was "doing something" at Duck River. The river in the vicinity has several difficult shoals for gunboats to pass over, and the shore line, in consequence, presents eligible locations for batteries.

The value given to the signal flags by the squadron is not known, and no numbers or distinguishing pendants or numbers are assigned to these vessels. The following numbers of your general orders are wanting to complete a set for my use here: Nos. 11, 12, 13, 14, 16, 17, 18, 19, 20, 21, 22, 24, and all above.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

[Telegram.]

CAIRO, ILL., May 7, 1863.

It is necessary for all the boats to be brought down here to be armed, equipped, and officered. Admiral Porter requires the services of several below, and I am obliged to reinforce the fleet in the Tennessee River with as little delay as possible.

Whenever circumstances permit, it will give me great pleasure to cooperate with you to the utmost extent of my ability. Will communicate with Admiral Porter on the subject of your telegram.

[A. M. PENNOCK],
Fleet Captain and Commandant, etc.

Major-General BURNSIDE,
Cincinnati, Ohio.

Report of Fleet Captain Pennock, U. S. Navy, transmitting list of vessels in the Tennessee division.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 7, 1863.

SIR: I have the honor to transmit herewith a copy of a report* to me from Lieutenant-Commander Phelps, containing the names, tonnage, and armament of the vessels attached to the Tennessee division of the Mississippi Squadron.

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

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

* Not found.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the disposition of vessels of his command.

No. 13.]

MISSISSIPPI SQUADRON,

Flagship Benton, Alexandria, La., May 8, 1863.

SIR: The present disposition of the vessels of this squadron is as follows:

Benton (flagship) and *Lafayette* are at Alexandria, La. The *General Price*, *Pittsburg*, and ram *Switzerland* have gone on an expedition up the Black and Tensas rivers in this State.

The *Louisville*, *Tuscumbia*, *Mound City*, and *Carondelet* are at Grand Gulf on the Mississippi.

The *Baron De Kalb*, *Choctaw*, *Black Hawk*, *Forest Rose*, *Great Western*, *Judge Torrence*, *Sovereign*, *Sampson*, *Linden*, *Marmora*, *Rattler*, *Red Rover*, *Signal*, and *Tyler* are at the mouth of Yazoo River.

The *Conestoga*, *Cricknet*, *Curllew*, *General Bragg*, *Juliet*, ram *Lioness*, and *Petrel* are at the mouth of Arkansas River.

The *Prairie Bird* is at Memphis.

The *New Era* is at Island No. 10.

The *Argosy*, *Brilliant*, *Covington*, *Robb*, *Hastings*, ram *Fulton*, ram *Horner*, ram *Monarch*, *St. Clair*, *Silver Lake*, *Lewington*, *Springfield*, and *Fairplay* are up the Tennessee and Cumberland rivers, engaged in convoying transports.

The Marine Brigade, under command of General Ellet, are also up the Tennessee River.

The *Abraham*, *Chillicothe*, *Clara Dolsen*, *Eastport*, and *Little Rebel* are at Cairo.

The *Cincinnati* is at St. Louis undergoing repairs.

The *General Pillow* is guarding magazine boats.

The *General Lyon* is carrying stores.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the defects in construction of U. S. S. Tuscumbia.

No. 12.]

MISSISSIPPI SQUADRON,

Flagship Benton, Alexandria, La., May 8, 1863.

SIR: I have the honor to enclose a report of Lieutenant-Commander Shirk on the defects of his vessel, the *Tuscumbia*, and the miserable manner in which that vessel has been built. In appearance, she is a most formidable vessel, and seems capable of resisting any shot fired against her, but her ironwork has all been fastened with less than 4-inch bolts, not even ragged, and every shot that hits her starts a plate, and in some instances jarred out the bolts in the adjacent plates.

She bore the brunt of the fight for about twenty minutes before the *Benton* could get into position, and did great damage while she

was in action at close quarters, which was about four hours; after that she became unmanageable, owing to her wheels dropping down, having no guard beams to support them. Altogether she is a disgrace to those having charge of her construction.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

The disabling of this vessel appears to have been due to the after casemates, which were not prepared by the contractor, but were ordered to be placed on her by Acting Rear-Admiral Porter.

J. L.

[Enclosure.]

U. S. S. TUSCUMBIA,

Below Grand Gulf, May 2, 1863.

SIR: In obedience to your order, I have the honor to make the following report of what I consider the great defects of this ship:

In the first place, the hull was never strong enough for the weight of iron she was intended to carry. When I took charge of her she drew more water on the starboard bow and port quarter than she did on the port bow and starboard quarter, showing at once that there was a twist in her hull.

When we arrived at the mouth of Yazoo River the deck over the boilers had settled down some 7 inches, so much so that it rested upon the safety valves, and two of the fore-and-aft string pieces rested upon the steam drum. That was temporarily rectified by the erection on deck of two bridgetrees, and a system of chains which supported the deck from above. In the late engagement one of these was shot away.

The deck is arched and laid thwartships, with the end of the planks resting upon the gunwales. The deck is supported by five fore-and-aft stringers, 6 inches by 8; there is not a single beam or carline in the ship. Over the boilers there is no support whatever to the deck.

The wheels and pitman boxes are very much exposed, as was made evident by the fact that, during the battle of Grand Gulf, six shells entered and exploded in the engine rooms and between the cylinder timbers. The bridgetrees and chains of both wheels are almost all shot away.

The iron on the turret and pitman boxes is not put upon the backing in a proper manner, being fastened by drift bolts only, some of which are not more than 4 inches long. The result of this is that when a plate of armor is struck the bolts, not only of that plate but of one or two adjoining ones, are all started. In the late battle, in two or three instances, the bolts were drawn entirely out by the reaction; one entire plate was loosened and fell overboard off the turret.

The most outrageous piece of work, however, on the part of those whose duty it was to attend to these matters is the location of the shell room and magazine passages, and the unprotected state of the pilot house. The passages for the magazine and shell room are

immediately abaft the midship gun and in the wake of the very large (and unnecessarily so) port. Right over the passages are the pilot house and wheel, protected only for the height of 4 feet by 2-inch oak plank. A shell entering the midship port from forward and exploding inside will most undoubtedly blow up the magazine. During the fight at Grand Gulf a shell did enter obliquely, and sparks of fire were blown into both of these passages, and fragments of shell wounded the pilot while he was at the wheel in the fighting pilot house, and also cut away all the bell ropes and speaking tube on the starboard side. The outside of the pilot house, instead of being angular, is right up and down. A bale of cotton which I had slung on the side prevented a shell from entering; as it was, the iron plating was torn off and the timber inside started.

The wooden backing of the after casemate is but 8 inches thick; the deck is not sufficiently strong, as was shown by the effects of a glancing shot, which broke through.

The bow and stern are kept up by four fore-and-aft hogchains, three of which were shot away on the 29th ultimo. These chains were supported by posts more than 20 feet above the deck. I consider that they were unnecessarily exposed. The result of their being shot away is that the ship has hogged $7\frac{1}{2}$ inches aft and $1\frac{1}{2}$ inches forward.

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

JAMES W. SHIRK,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding U. S. Mississippi Squadron, Flagship Benton.

General report of Lieutenant-Commander Breese, U. S. Navy, regarding conditions in the lower Mississippi.

U. S. S. BLACK HAWK,
Yazoo River, May 9, 1863.

SIR: Being the senior officer at this place, and also from instructions from Admiral Porter to forward to you such items of intelligence as may be considered important, I beg leave to inform you that I have just received a letter from Major-General Sherman, in which he tells me that it is reported that General Banks is at Alexandria, on Red River, and that it is thought, as Admiral Porter had gone up that river, that he was in communication with him at that place. General Grant is at Hawkin's [Hankinson's] Ferry on the south side of [Big?] Black River, about 18 miles out of Grand Gulf, with McClernand's and McPherson's corps. Sherman's corps will cross to-day, except one brigade, left to guard communications. Hitherto all supplies, etc., had to be hauled a distance of 43 miles. Now that the river has fallen a little, by making a road 8 miles in length, the batteries of Vicksburg and Warrenton are avoided, and transportation on steamboats the remainder of the way will much lessen the difficulties in getting supplies over. General Sherman says that they have found much more meat and corn than they expected; also that an officer just from the front says that the rebels are very bold and defiant. There is no doubt but that the defenses of Vicksburg are much stronger in that direction than in any other.

The guerillas at Greenville have again shown themselves. I have notified the commanding general here that I would afford convoy twice a week to all vessels bound up, and shall write to Captain Selfridge at the Arkansas River not to permit transports to pass below that place without a convoy.

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

K. R. BREESE,
Lieutenant-Commander and Senior Officer Present.

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

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Master Miner, U. S. Navy, commanding U. S. S. Petrel, for convoy duty.

U. S. S. BLACK HAWK, May 9, [1863].

SIR: You will accompany the *Linden* as convoy past Greenville and until you reach Captain Selfridge, of the *Conestoga*, who will give you any further orders you may require.

In the event of an attack upon the *Linden*, or boats ahead of you, you will steam up at once to take the fire from them, and do your utmost to destroy the enemy.

Your station will be astern of the convoy.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander and Senior Officer Present.

Acting Master WM. H. MINER,
U. S. S. Petrel.

Order of Lieutenant-Commander Breese, U. S. Navy, to Pilot Birch, U. S. Navy, commanding U. S. S. General Lyon, to proceed on special duty to Cairo, Ill.

U. S. S. BLACK HAWK, May 9, [1863].

SIR: Proceed to Cairo with your vessel and report to the commandant of station.

A convoy will be formed from this place past Greenville, which you will be careful to respect.

You will, on your way, stop at the different vessels of the squadron to deliver and take off mails, and at the *Conestoga* and *Cricket*; the ordnance and ship stores you have for them you will deliver. You will land Dr. Dickinson at Memphis. Be prepared at all times against guerrillas.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander and Senior Officer Present.

Pilot R. E. BIRCH,
Commanding General Lyon.

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, regarding convoy service at Greenville and elsewhere.

U. S. S. BLACK HAWK,
Yazoo River, May 9, 1863.

SIR: I send the *Linden* and *Petrel* to convoy the *General Lyon* and such transports as may be ready to leave for Milliken's Bend past Greenville and until they fall in with you. You will please send the *Linden* and *Petrel* back as soon as possible, as I can ill spare them. I would recommend that you permit no transports to come below Arkansas River without convoy. I have requested the commanding general here to notify the authorities at Memphis that convoy would be afforded them from that place (Arkansas River) past all danger, and that I did not deem it safe to pass without such protection.

As soon as the *Cincinnati* arrives I will be able to detach more force to assist you.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander and Senior Officer Present.

Lieutenant-Commander THOS. O. SELFRIDGE,
Commanding U. S. S. Conestoga, White River.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Linden, for convoy duty.

U. S. S. BLACK HAWK, May 9, [1863].

SIR: You will, with your vessel, act as convoy to the *General Lyon* and such army transports as may accompany you from Milliken's Bend past Greenville and until you shall fall in with Lieutenant-Commander Selfridge, when you will report to him, and, if he can dispense with your services, you will return immediately to this place.

The *Petrel* will accompany you and bring up the rear. Keep the convoy in close order, and if attacked do your best to prevent any damage being done them and effect as much as possible upon the enemy.

Upon your return you will stop near Mr. Henry Duncan's plantation and send word that you want to see him personally. If he presents himself, deliver the accompanying letters into his hands; if not, return them to me.

Respectfully, etc.,

K. R. BREESE,
Lieutenant-Commander and Senior Officer Present.

Acting Volunteer Lieutenant THOS. E. SMITH,
Commanding U. S. S. Linden.

Letter from Lieutenant-Commander Breese, U. S. Navy, to Fleet Captain Pennock, U. S. Navy, forwarding captured cotton.

U. S. S. BLACK HAWK,
Yazoo River, May 9, 1863.

SIR: I send you by the *General Lyon* 7 bags cotton picked up on the Tallahatchie by Volunteer Lieutenant George W. Brown, of the *Forest Rose*.

Respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander and Senior Officer Present.

Captain A. M. PENNOCK,

Fleet Captain and Commandant of Station, Cairo.

[Telegram.]

CAIRO, ILL., May 9, 1863.

General Burnside telegraphs me that he is very anxious for a division of gunboats in the upper Ohio. I answered as follows:

The boats now fitting out at Cincinnati were ordered for the lower fleet and the Tennessee and Cumberland rivers.

At present their services can not possibly be dispensed with, and they will be sent there as soon as it is possible to finish them. I can not fit up more boats than these now purchased without authority from the Secretary of the Navy, to whom I will telegraph if authority is given me to purchase light-draft boats and fit them for a division on the upper Ohio.

I respectfully ask that an officer of experience may be sent me, to whom I may assign the important duty of commanding that portion of Admiral Porter's fleet.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

HON. GIDEON WELLES,

Secretary of the Navy.

General report of Lieutenant-Commander Breese, U. S. Navy, making reference to an attack upon the works at Warrenton, May 10, 1863.

U. S. S. BLACK HAWK, May 8, 1863.

DEAR SIR: * * *

A good change is at last coming around here. They have found out that they can make a road 8 miles long from Sherman's old headquarters, and that instead of carting 63 miles, 8 miles and steamboats will do the rest. I am quite delighted at this, as it gives me a chance at provisions and ammunition.

May 11, 1863.—Dr. Pinkney is here and goes over to look after the comforts of the sick and wounded, taking with him all sorts of medicines, etc.

I send you letters from Selfridge. You will find some important information in relation to the Arkansas army.

The *Mound City* came up below Warrenton yesterday. I heard him in the afternoon pitching into the works there. I send you his

letter also. I shall send Prichett up to relieve the *Conestoga*, as Selfridge deems it absolutely necessary.

The *Cincinnati* has just gone on the dock at St. Louis. No news of the monitors except that they "will be ready in a week," which was the cry six months ago, and likely to be six months hence. I send you the latest papers. It seems Hooker has been licked badly. Shirk has written for carpenters, and I will send them the first opportunity. I shall send a coal barge down the first dark night and by every opportunity that I can. It is not safe to do it, but it is the only way it can be managed. If it succeeds, I shall be delighted. Wilson, of the *Mound City*, sent me a refugee, who states that there are no troops in Vicksburg except the gunners at the batteries, and on that score I hope the barge will go successfully. If it does, I shall at once send more. Mr. Williams, pilot, is on board here and doing well. Dr. Pinkney hopes to save his leg.

Very respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander and Senior Officer Present.

Acting Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the destruction of Confederate fort at Warrenton, Miss., May 10, 1863.

No. 21.]

U. S. MISSISSIPPI SQUADRON,

Flagship Black Hawk, Yazoo River, May 15, 1863.

SIR: I have the honor to report my return to this place for a few days to look after provisions and make some arrangements with regard to the upper portion of the squadron.

A few days since the *Mound City*, Lieutenant Commanding Byron Wilson, came up as far as Warrenton to reconnoiter and see what guns were there likely to annoy our transports.

The rebels have been engaged for some months in building a strong casemated water battery, intending to mount eight 10-inch guns on it.

This work was built with cotton bales, covered with logs, the logs covered with railroad iron, and the whole covered with earth.

On approaching the forts, Lieutenant Commanding Wilson sent a party on shore to reconnoiter. On climbing up the casemate to look in, the party discovered that a company of artillerists had taken refuge there, supposing themselves perfectly secure. Our men fired their revolvers into the crowd, and warned the vessel that rebels were about. Lieutenant Commanding Wilson then commenced shelling the fort, and in a short time it was all in a blaze. After burning strongly for some time the whole work was destroyed. Thus ended a fort in the space of an hour which had taken the rebels five months to build, working mostly day and night.

I proceeded to Warren[ton] this morning to be certain that the work was thoroughly destroyed; it required nothing more done to it; the *Mound City* had finished it.

The rebels set all the houses containing their stores on fire as the gunboats approached, and what they left I ordered to be destroyed.

Warrenton has been a troublesome place, and merits its fate.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Owen, U. S. Navy, commanding U. S. S. Louisville, regarding the disposition of certain vessels below Vicksburg.

U. S. S. LOUISVILLE,

Grand Gulf, Miss., May 10, 1863—11 p. m.

SIR: As General Grant is about dispatching a messenger to yourself and General Banks, I avail myself of the opportunity to inform you of the present disposition of the vessels you left with me. The *Mound City* is guarding the river in the neighborhood of the Warrenton batteries. The *Carondelet* will start up to-morrow to assist her, and the *Tuscumbia*, now at James' Landing, will take her place at the lower end of the newly finished road from Young's Point to the Mississippi, where it meets the river just below Warrenton. The *Mound City* and *Carondelet* are intended to keep the river clear for the transports from the depot to Hard Times. The *Tuscumbia* has her water-wheel beam up, and her repairs generally nearly finished. I am getting all the coal (about 12,000 bushels) down here as fast as I can, as General Grant intends abandoning all the small garrisons on the river between this point and the depot or lower end of the new road. By the new road there are but 8 miles of land transportation. I wrote Breese he had better attempt to get two barges of coal down, as we were getting short. I do not allow the transports to use any of our coal, though I think they have done so. An army tug with two barges of provisions attempted to run the Vicksburg batteries, but were unsuccessful. The tug was destroyed with some 30 persons, a great number of them being reporters. The two barges were set on fire and nearly everything in them destroyed. All that was saved was through the hard work and untiring energy of Captains Wilson and Murphy. I have a large mail on board for yourself and Admiral Farragut. I send it by this tug; I may be wrong in doing so, but I can not believe the general would send a tug if there were any dangers attending it. I send an officer in charge of it, with directions to destroy it should there be any serious danger of its falling into the hands of the enemy. Trusting that the tug may reach you safely and my acts meet with your approval,

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

E. K. OWEN,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

P. S.—No ammunition has yet arrived. Our sick and wounded are quartered in the negro quarters at James' Landing and are quite comfortable and doing well. The *Indianola* is nearly high and dry. Her engines are in good condition, save the rust.

Report of Commander Febiger, U. S. Navy, appointed to command U. S. S. Osage.

URBANA, OHIO, *May 11, 1863.*

SIR: I have the honor to acknowledge the receipt of your order dated 6th instant to proceed to Cairo and report to senior naval officer present for the command of the U. S. ironclad steamer *Osage*.

Very respectfully, your obedient servant,

JNO. C. FEBIGER,
Commander, U. S. Navy.

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

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Pattison, U. S. Navy, urging expedition in repairs upon light-clads.

U. S. S. BLACK HAWK, *May 11, [1863].*

SIR: I would wish to impress upon you the necessity of having the repairs upon the light-clads made in the most expeditious manner. Neither time nor expense should be spared, night work, as well as day. Their services are required very much every way; the supplies of the army depend upon the river being kept open, and we have nothing but the tinclads to effect it. Nearly all of them require more or less repairs, and are daily getting worse waiting for relief. The admiral's instructions to me are to write you to have them repaired with all dispatch, and even then the necessity was not so evident.

Should Vicksburg be taken their services will be still more in demand, and they can scarcely be spared from where they now are.

Respectfully, etc., your obedient servant,

K. R. BREESE,
Lieutenant-Commander.

Lieutenant-Commander THOS. PATTISON,
Commanding Navy Yard, Memphis, Tenn.

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, regarding temporary transfer of command.

YAZOO RIVER, *May 12, [1863].*

SIR: I have instructed Lieutenant-Commander Prichett to relieve you, in order that your vessel may be repaired. I would prefer that you should come here for repairs, if, in your opinion, they are not of sufficient nature to require your going north.

You will please give Lieutenant-Commander Prichett all information in your power to attend to matters in your absence, and, should you go north, so soon as your repairs are completed you will return

and assume your former command. I would wish to impress upon you the urgency of your speedy return to your station.

Respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander and Senior Officer Present.

Lieutenant-Commander THOS. O. SELFRIDGE,

Commanding U. S. S. Conestoga.

Order of Lieutenant-Commander Breese, U. S. Navy, to Lieutenant-Commander Prichett, U. S. Navy, in view of the temporary withdrawal of Lieutenant-Commander Selfridge, U. S. Navy.

MAY 12, [1863].

SIR: Proceed up the river until you fall in with the *Conestoga*, Lieutenant-Commander Selfridge, and, giving him the accompanying orders, consult with him as to the best course to be pursued in keeping the river open and carrying out the admiral's orders, which Captain Selfridge will explain to you.

Respectfully, your obedient servant,

K. R. BREESE,

Lieutenant-Commander and Senior Officer Present.

Lieutenant-Commander JAS. M. PRICHETT, U. S. Navy,

Commanding U. S. S. Tyler.

Report of Acting Master Germain, U. S. Navy, regarding the securing of coal barge Hercules No. 22.

JAMES' PLANTATION, May 12, 1862 [1863 ?].

SIR: We picked up yesterday, with the assistance of the *Tuscum-bia's* boat's crew, one barge about two-thirds full of coal, and made her fast on the west side of the island opposite Perkins' Landing, and applied to the steamer *Moderator* to tow the barge across to Perkins' Landing, but they said they could not do it. The barge is called the *Hercules No. 22*. I have sent down Mr. [Scott D. ?] Jordan with five men to pump her out. I do not like the idea of leaving her at the island, but can not help myself until I get a steamer. As yet there have not any naval stores arrived at this place, and I hear this road will soon be abandoned, as they have got a new road that comes across just below Warrenton.

I am, respectfully, your obedient servant,

CHARLES GERMAIN,

Acting Master, U. S. Navy.

Rear-Admiral D. D. PORTER,

Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, announcing the death of Acting Master George W. Foutty, U. S. Navy.

No. 16.]

MISSISSIPPI SQUADRON,
Flagship Benton, Mouth of Red River, May 12, 1863.

SIR: I regret to inform the Department of the death of Acting Master George W. Foutty, late executive officer of the U. S. S. *St. Clair*.

He was wounded in an engagement between the *St. Clair* and the enemy, and placed in the hospital at Fort Donelson.

An amputation was performed on him on the 3d ultimo, and he died on the 10th.

The captain and officers of his vessel bear testimony to his bravery and good conduct in action and soldierly bearing and gentlemanly habits at all times.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Porter, U. S. Navy, requesting a change of name for two purchased vessels.

No. 14.]

MISSISSIPPI SQUADRON,
Flagship Benton, Mouth of Red River, May 12, 1863.

SIR: I have the honor to request that the name of the purchased steamer *Ebenezer* be changed to *Tawah*, and the *Fanny* to *Paw-Paw*.

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

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Combined expedition to Linden, Tenn., May 12, 1863.

[Telegram.]

CAIRO, May 15, 1863.

Following telegram just received by telegraph from Paducah, May 14, 1863:

Am just down from Tennessee River. Have on board prisoners captured at Linden, Tenn., on the night of 12th. Took on board gunboats 55 men and horses of First West Tennessee Cavalry, under command of Lieutenant-Colonel W. K. M. Breckenridge; landed them on east side river. Sent gunboats to cover all landings above and below. Colonel Breckenridge dashed across country to Linden; surprised the rebel force, more than twice his number, capturing Lieutenant-Colonel Frierson, 1 captain, 1 surgeon, 4 lieutenants, 30 rebel soldiers, 10 conscripts, 50 horses, 2 army wagons, arms, etc. With court-house, which was rebel depot, were burned a quantity of arms and supplies. The enemy lost

3 killed, our force none; only 1 horse killed. Colonel Breckenridge after his exploit, reached our vessels in safety and recrossed river. Will send prisoners to Cairo.

S. L. PHELPS,
Lieutenant-Commander, Tennessee Division, Mississippi Squadron.

Captain PENNOCK, U. S. Navy,
Captain and Commandant Station, Cairo.

A. M. PENNOCK,
Fleet Captain and Commandant.

HON. GIDEON WELLES.

Report of Lieutenant-Commander Phelps, U. S. Navy, commanding Tennessee Division.

U. S. GUNBOAT CHAMPION,
Tennessee River, May 14, 1863.

SIR: On the 5th instant I left Paducah with the *Covington*, *Queen City*, *Argosy*, *Silver Cloud*, and this vessel and proceeded up this river, destroying on the way every kind of boat that could serve the rebels to cross the river. On the 11th we were at Cerro Gordo, and I then sent the *Covington*, *Argosy*, and *Silver Cloud* to Eastport, the highest navigable point at this stage of water, and myself dropped down a few miles to communicate, by previous appointment, with Lieutenant-Colonel W. K. M. Breckenridge. Along the river I heard of detachments of rebel cavalry at various points, whose occupation chiefly consisted in plundering, in carrying off Union men, and in taking conscripts. At Linden, in Perry County, Tenn., there was a rebel force of this kind posted. I arranged with Colonel Breckenridge to cross his small force and cover different points with the gunboats, places to which he could retreat if need be, while he should attempt to surprise Linden. The boats above rejoined me on the 12th, having found all quiet above, and at night I dropped down the river to the landing for Decaturville, where I found the colonel with but 55 men of his regiment, all he had with him. Some from a Michigan regiment that were to join had failed to come in. We at once took the cavalry on board, crossed it over with little noise, and the boats took their positions at intervals along the river some miles above and below. Colonel Breckenridge's movements were timed so that his arrival at Linden—12 miles from the river—should be just at daybreak, and he completely surprised the place. The rebel pickets fired upon him and dispersed. Only some 20 of the 118 rebels at muster the evening before had time to reach the rendezvous at the court-house before it was surrounded. The little party returned with Lieutenant-Colonel [W.] Frierson, 1 captain, 4 lieutenants, 1 surgeon, 30 regular rebel soldiers, 10 conscripts, 50 horses, 2 transportation wagons, arms, etc. With the court-house were burned a lot of arms and supplies. Three of the enemy were killed. Our loss none; only 1 horse killed.

Colonel Breckenridge's men are Tennesseans (First West Tennessee Cavalry Regiment), are perfectly familiar with the people and country, and are admirably calculated for this kind of service, while the colonel himself is just the man. I should be glad if General Grant would direct that he, with a battalion of his regiment, say 300

men, should operate on the Tennessee. I can easily provide for his transportation when necessary, at no cost, using flatboats, and can cooperate with him effectually for the good of the service on these waters. I have brought the prisoners to deliver at Cairo. The conscripts took the oath and went home.

This vessel requires calking about the hull. I have the *Queen City* down for the same reason. This leads me to remark that Mr. Joseph Brown's work on these vessels is of the most worthless description. Mr. Kendall seems not fit for his position. This vessel, with her guards to the water, has tons of useless weight put upon her.

From the best information I can gather, the rebels are concentrating their forces about Rosecrans. Van Dorn's force is reported at Spring Hill and Columbia, and the general is said to have been assassinated by a jealous surgeon on his staff. The force that was about Duck River has gone to Spring Hill. The captured colonel reports that he should have left Linden for the same destination one hour later. The rebels are concentrating, it would seem, every available man about General Rosecrans.

I left three gunboats below Duck River to watch that stream, and have come down to take up a new boat and with her some flats and light barges, in which we can transport coal over the shoals for our use. None of the boats carry coal for such voyages. What General Rosecrans is doing I have not been able to learn. Van Dorn's division lies between him and the Tennessee, cutting off communication. Till a battle has decided the fate of Middle Tennessee, I apprehend there will be no rebel movement upon this river. If the enemy is successful, he is no doubt prepared to move for the immediate possession of the river. Secessionists report that the plan is to recapture Fort Henry, and to fortify also at Carrollville.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Statement of John Locke, taken by Brigadier-General Reid, U. S. Army, regarding affairs in the Yazoo River May 13, 1863.

An unnaturalized Englishman, John Locke, resides at Memphis. Went to Yazoo City fifteen months since. Left Yazoo City the 1st of May, and arrived on river bank opposite Lake Providence Saturday, May 9. Is a ship carpenter; was watchman on the steamer *John Walsh*, which lies above the raft, near Greenwood. The rebels used this boat to carry troops from Yazoo City to Greenwood, and carried as many as 1,500 at one trip while fighting at Fort Pemberton.

The following-named boats are also above the raft at Yazoo City being repaired:

Magenta, large boat; *Golden Age*, large boat; *Arcadia*, small boat; *Magnolia*, very large boat; *Hartford City*, small boat; *Ben McCulloch*, small boat; *Hope*, small boat; *J. L. Larkland*, large boat;

Republic, large boat; *Alonzo Child*, large boat, whose machinery has been taken out and sent to Mobile to be put on another boat; *Amos Betts*, small boat; *Mobile*, small boat, is being converted into an iron-clad gunboat; *J. F. Pargoud*, sunk at Greenwood.

They are building a boat 310 feet long for a gunboat ram, but the water has been up around her so that they have not been able to work at her for three months, and the ground has caved from under her so that she is listed to one side about 15 inches.

The frames of the hull are not all up in her yet, but they have a great deal of timber ready to go up as soon as the water falls.

The raft broke away once just before Sherman's last attack on Haynes' Bluff.

They have two flatboats in the center of the raft, to let driftwood through, and have a good many men at work upon the raft repairing it.

The raft is fastened to trees on each side of the river, coming together at an angle pointing up the stream in center.

The rebels have no soldiers at Yazoo City except sick and convalescent. They have no soldiers from the mouth of the Rolling Fork to this place. They have all gone to Vicksburg within the last four or five days.

He saw no soldiers on his route, but met one courier coming up this way, who told him that they had a fight at Grand Gulf and drove the Yankees back on to their boats, and that General Bowen was in command at Grand Gulf. The *Arkansas* (gunboat) was burned by the rebels some fifteen months since during the attack on Baton Rouge. She was on her way down the river when her machinery gave out and they burned her.

They have the crew of the *Arkansas* and some of Waul's Legion at Fort Pemberton.

There are no gunboats whatever in the Yazoo, nor a gun mounted at Yazoo City, and most of those at Haynes' Bluff have been moved to Fort Pemberton since Sherman's last attack.

Corn meal \$2.50 per bushel, butter \$1.25 per pound, bacon \$1 per pound at Yazoo City.

The people were greatly troubled because of Grierson's raid, and thought it beat everything done by Forrest and Morgan. About 4,000 bales of C. S. A. cotton on Murdock's place, 60 miles above Yazoo City. Captain Brown, who commanded the *Arkansas*, is going to England to see about boats there, but was not gone when he left.

The old *Star of the West* is sunk alongside of the raft at Greenwood to keep it from going down stream. She had never been converted into an ironclad, as some of our naval officers supposed, and the machinery is all in her still.

The above statement was taken by me yesterday, and I am well satisfied that Mr. Locke is a truthful and reliable man.

H. T. REID,

Brigadier-General, Commanding at [Lake] Providence, La.

Letter from Major-General Banks, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, proposing operations against Harrisonburg and Simmesport, La.

HEADQUARTERS DEPARTMENT OF GULF,
NINETEENTH ARMY CORPS,
Alexandria, La., May 13, 1863.

I have received your communication of May 11, and had anticipated the necessity of making a movement against the fortifications at Harrisonburg, [La.].

General Grover moves to Simmesport to-morrow morning at 4 o'clock, and has instructions to send a force as large as may be necessary to cooperate with the fleet in the reduction of that point. We shall move if necessary to the assistance of General Grant with our entire force.

That which seemed at first to be impossible appears to be practicable, and we shall sacrifice everything and incur any hazard to join him without delay.

I have the honor to be, etc.,

N. P. BANKS,
Major-General, Commanding.

Admiral PORTER.

[Telegram.]

CAIRO, ILL., *May 13, 1863.*

I have been authorized by the Secretary of the Navy to purchase and fit and officer three light-draft gunboats, suitable for the upper Ohio, Kanawha, and Big Sandy. These boats will be purchased as soon as they can possibly be obtained. They must be of much lighter draft than the boats we now have. The boats now at Cincinnati require to be properly armed and equipped, and, to be effective, thoroughly organized. It is indispensably necessary that these boats be sent, with others, down the river Mississippi, and up the Tennessee, or else the admiral's combinations will be defeated. The *Naumkeag* will remain until relieved by a lighter-draft boat. Her commander has instructions to cooperate with you to the extent of his ability. I have directed the naval constructor at Cincinnati to lose no time in selecting the boats authorized. Have written to the Secretary of the Navy for a suitable officer to put in command of this portion of Admiral Porter's fleet.

A. M. PENNOCK,
Fleet Captain and Commandant.

Major-General BURNSIDE,
Cincinnati, Ohio.

[Telegram.]

CAIRO, ILL., *May 13, 1863.*

General Burnside wishes the services of the *Thompson* for a specific purpose for a day or two. Cooperate with and give him all the aid in your power. Report to me immediately your proceedings

since the date of your assuming the command of that vessel. Recollect that if you do not get over the falls before the water is too low your vessel will be useless.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Lieutenant GLASSFORD,
*Commanding James Thompson,
Care Acting Master Bowen, Cincinnati, Ohio.*

[Telegram.]

U. S. GUNBOAT NAUMKEAG,
Off Gallipolis, Ohio, May 15, 1863.

Arrived this morning for instruction of Brigadier-General Kelley. Awaiting orders. I will write you to-day. All quiet.

JOHN ROGERS, U. S. Navy,
Commanding U. S. Naval Rendezvous.

Lieutenant Commanding S. L. PHELPS, U. S. Navy,
Cairo, Ill.

Report of Commodore Hull, U. S. Navy, regarding the completion and transfer of the U. S. S. Osage.

ST. LOUIS, MO., *May 15, 1863.*

SIR: The gunboat *Osage*, now at Cairo being completed in a satisfactory manner, as reported by the examining officers, is hereby transferred to the commanding officer at Cairo for service in the Mississippi Squadron. The trial of the engines terminated on the 11th instant.

The chief engineer recommends an alteration in a part of the machinery for moving the turret, which he has directed to be done immediately.

I am, very respectfully, your obedient servant,

J. B. HULL,
Commodore, Superintending.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Lieutenant-Commander Selfridge, U. S. Navy, commanding U. S. S. Conestoga, regarding the necessity of going north for repairs to that vessel.

U. S. S. CONESTOGA,
Off White River, May 15, 1863.

SIR: I have the honor to acknowledge the receipt of your dispatch of May 12.

In reply to your enquiries whether my repairs could not be effected at the lower fleet, I have to state that this is the third time the

boilers have been patched in the same place, and that sheets of such size will be required that it is most probable that they will have to be rolled as required. I have therefore considered it best to go north.

I am fully alive to the necessity of all the gunboats in active service at the present time, and be assured that I will use every exertion to expedite repairs.

I do not think there is the least reason to fear an attack from these rivers at this time; therefore, if you need the *Tyler*, she can be very well spared from this station.

I shall consult with Generals Hurlbut and Prentiss in respect to convoys, and will write you from Memphis.

As soon as I return, with my present force, I think there will be no trouble in arranging two convoys each way a week.

The *Curlew* captured 4 prisoners last night of Ferguson's troop. I shall send them north. I was out myself all last night with 70 men after a band of 50 rebels who were in the vicinity of Luna Landing, but they were too swift for me.

I leave to-night for Memphis.

The *Tyler* is at Napoleon.

Very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
Lieutenant-Commander.

Lieutenant-Commander K. R. BREESE,
Commanding Naval Forces, Yazoo River.

Report of Lieutenant-Commander Fitch, U. S. Navy, regarding the disposition of gunboats in the Cumberland River.

U. S. S. LEXINGTON,
Smithland, May 15, 1863.

SIR: I have the honor to report the positions and operations of the gunboats on this river as follows:

Lexington and *Fairplay* patrolling and convoying between Dover and the mouth of Harpeth Creek, making occasionally a trip below Dover. *St. Clair*, *Brilliant*, *Silver Lake*, and *Springfield* patrolling and convoying between Dover and Gower's Island.

All is quiet just now on the river, save here and there a small guerrilla squad heard of occasionally on the west bank.

I would respectfully request one more light-draft boat on this stream, as the *Springfield* will soon have to undergo temporary repairs. Her fire fronts will soon require fixing; otherwise I have got her so she does very well.

Very respectfully, your obedient servant,

LEROY FITCH,
Lieutenant-Commander.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron.

Order of Lieutenant-Commander Breese, U. S. Navy, to Acting Volunteer Lieutenant Langthorne, U. S. Navy, commanding U. S. S. Cricket.

U. S. S. BLACK HAWK, May 15, [1863].

SIR: Proceed with all dispatch to Memphis and deliver the letters to the *Marmora* or gunboat lying there. Do not stop, but proceed to Cairo and report to Captain Pennock, after which you will resume your former duties off Arkansas and White rivers.

Respectfully, etc.,

K. R. BREESE,

Lieutenant-Commander and Senior Officer Present.

Acting Volunteer Lieutenant AMOS R. LANGTHORNE,
Commanding U. S. S. Cricket.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Linden, regarding convoy duty.

U. S. S. BLACK HAWK, May 15, [1863].

SIR: At 5 p. m. you will proceed with your vessel to the steamer *Grossbeak*, and, hailing her, say to General Sullivan that you are ready to convoy to White River any vessel he may have ready to send.

After having so convoyed the dispatch steamer accompanying you, you will return to this place, convoying the first steamer bound this way.

By order of Admiral D. D. Porter:

K. R. BREESE,

Lieutenant-Commander.

Acting Volunteer Lieutenant THOS. E. SMITH,
Commanding U. S. S. Linden.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Dominy, U. S. Navy, commanding U. S. S. Signal, regarding convoy duty.

MAY 16, [1863].

SIR: Proceed in your vessel, convoying the *Wilson* and such transports as may accompany you past Greenville to White River, where you will coal up and convoy to this place the first steamers bound here.

By order of Admiral Porter:

K. R. BREESE,

Lieutenant-Commander, Commanding U. S. S. Black Hawk.

Acting Volunteer Lieut. C. DOMINY, U. S. Navy,
Commanding U. S. S. Signal.

[Telegram.]

CAIRO, ILL., May 16, 1863.

Major-General Burnside desires use of the *Kenwood* for a few days for a specific purpose, he placing a guard on board of her. If she has not left, you will place her at his disposal. If she has left, inform me.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Master A. S. BOWEN,

U. S. Naval Rendezvous, Cincinnati, Ohio.

[Telegram.]

CAIRO, ILL., May 16, 1863.

Am happy to comply with your request to use *Kenwood* for a specific purpose for a few days.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Major-General BURNSIDE,

Cincinnati, Ohio.

Report of Fleet Captain Pennock, U. S. Navy, transmitting list of vessels in the squadron at Cairo, Ill.

OFFICE MISSISSIPPI SQUADRON,

Cairo, Ill., May 16, 1863.

SIR: I have the honor to transmit herewith a list* of the vessels of the squadron at Cairo and above, with their whereabouts, progress of completion, etc., up to the 15th instant, inclusive.

Very respectfully, your obedient servant,

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding pilots.

No. 23.]

U. S. MISSISSIPPI SQUADRON,

U. S. S. Black Hawk, Yazoo River, May 16, 1863.

SIR: I must intrude upon the Department again in relation to the pay of pilots.

We can not get any to accept appointments with the present pay: We have not more than 10 good pilots in the whole fleet, and most of them have tendered their resignations.

The river pay is now from \$300 to \$400, and the Department will see the necessity of either paying the old river prices (\$250 per month) or else have the vessels stop running for want of pilots.

* Not found.

While the river was high we could get along with the flatboat men we have been obliged to hire, but now the water is falling so rapidly, and the bars are so continually shifting, it requires the best pilots on the river to manage those vessels which draw 2 or 3 feet more water than the river boats.

I sincerely think that the pilots earn all that they claim; they are exposed at all times to sharpshooters and other shot; have to steer the vessels themselves, and can not even leave their posts, no matter how imminent the danger. In the late action at Grand Gulf I felt much the need of good pilots. Had we had even one pilot who knew the river well the vessels could all have been placed in still water, where a gun could not have been brought to bear upon us; as it was, the pilots (or those we have to use as such) informed me that shoals existed where I wanted to place the vessels. I have since found 7 fathoms there.

When the pay is increased to river rates I can get the best pilots and be able to discharge those I have been obliged to take for want of better.

If anything occurs to the vessels for want of proper pilots I hope the Department will not hold me responsible.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding the examination for purchase of the steamer Peosta.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 16, 1863.

SIR: An engineer has gone up to examine the machinery of the ferryboat *Peosta*, and, if found to be good, the vessel will be at once purchased. I examined the hull, which is a very fine one for a gunboat.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant-Commander.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Unofficial letter from Acting Rear-Admiral Porter, U. S. Navy, to Rear-Admiral Foote, U. S. Navy, referring to operations against Vicksburg.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, Yazoo River, May 16, 1863.

MY DEAR ADMIRAL: I often want to sit down and write to you, but there is no leisure time in this squadron, and if I get off a letter to

my wife once a month I think myself fortunate. I am here to-day and off to-morrow. On the 8th of this month I was in Alexandria, La.; here I am in the Yazoo, a table full of papers of all kinds, and a thousand things to attend to. If I did not cut red tape altogether I should founder.

I have written you about men; do all you can for us. They send us all the rubbish here; we want good men. This squadron will soon number 80 vessels, and we want every one of them. The rebels are not going to give up this river without a struggle, but I don't think they will be allowed to put up more batteries.

We have had too hard fighting (to take what might have been prevented by one of Farragut's gunboats) to permit more such works to be made. It is hard labor here now, and the weather so hot. We are carting over coal, provisions, and ammunition, and hope to overcome all difficulties. When we get through, and the army marches into Vicksburg, you will scarcely hear of the Navy. Our own Department gives us no credit for the hardest kind of work; calls it flanking operations, not to be compared to Farragut's brilliant dash and sinking of the *Mississippi*. We can not look for credit elsewhere.

If anybody else can do better, and keep this big squadron going on—niggers and soldiers—better than I have, let him come.

Had I been general and admiral at the same time I could have entered Vicksburg three months ago. I think it is time to reverse matters in that respect; the army have had their own way quite long enough.

Grant has got his army in possession of Jackson, which cuts off all provisions from that depot.

I leave here to-morrow to join the gunboats, and have them ready to pitch in when Grant's guns are heard on the other side.

Give my kind respects to Mrs. Foote, and believe me

Sincerely, yours,

DAVID D. PORTER.

Rear-Admiral A. H. FOOTE,
Washington, D. C.

General order of Acting Rear-Admiral Porter, U. S. Navy, restricting all information regarding casualties in action.

GENERAL ORDER }
No. 52. }

U. S. MISSISSIPPI SQUADRON, *May 17, 1863.*

Commanders and officers attached to vessels are not to communicate to anyone the damages received in action, in men or in hull.

Neither will reporters nor other persons be permitted to come on board for the purpose of examining or publishing anything in relation to the above matter.

No information must be given at any time that may finally fall into the hands of the enemy and be used against us; and it is desirable that that class of persons who are in the habit of stating exaggerated accounts of anything should be excluded from the vessels of the squadron.

Officers are forbidden to write anything in relation to the above in their private communications, or offer any facilities for getting anything of the kind in print.

The Navy Department will publish the official dispatches in relation to all matters it deems proper.

After an action, all strangers are to be excluded from the vessel until damages are concealed.

No person, no matter who they are, except officers, will be shown any improvement in arms, or be allowed to gain a knowledge of the armament of the different vessels.

All persons caught prowling about our vessels in boats will be arrested as spies and held subject to my order.

The commanders of every vessel will see this order rigidly carried out.

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

General report of Fleet Captain Pennock, U. S. Navy, regarding affairs in the Upper Mississippi.

OFFICE MISSISSIPPI SQUADRON,
Cairo, Ill., May 17, 1863.

SIR: I send herewith all dispatches and letters received for you since the departure of the last dispatch boat for the fleet. I regret very much the detention of the *Cincinnati* at St. Louis. More work was required to be done to her than was anticipated. I have telegraphed not to wait for carpenter's work, but to hurry her down with all dispatch. I am expecting her down every hour.

The *Osage* (monitor) is here. Immediately on her arrival I placed on board all her stores, ammunition, etc. She has her officers on board and shall be dispatched as soon as I can procure a sufficient number of men for her. I shall send her with half a crew if more men can not be obtained. Commander Febiger commands her.

The *Little Rebel* is of no use here. She draws too much water. I think she will be useful to you. I will send her down this week. As soon as I can get men I will also send some of the light-draft boats. My report in regard to their whereabouts and progress toward completion is forwarded by this opportunity.

I forward to you reports of Lieutenant-Commander Phelps, commanding Tennessee division. This portion of the squadron will require for some time to come an active and energetic officer to command it. I would respectfully suggest, if not incompatible with your views, that Lieutenant-Commander Phelps be detached from the *Eastport* and permanently assigned to the command of that division.

The *Eastport* will not be ready, I think, before three weeks; workmen are leaving because they can get higher wages elsewhere.

The *Chillicothe* is on the ways at Mound City undergoing very extensive repairs. She was in a worse condition than at first supposed. I am doing all that I can to push the work, but it drags heavily.

If you detach Lieutenant-Commander Phelps from the *Eastport*, will you send up an officer to command her, or shall I telegraph to the Secretary for one? He ought to be here now.

The *Neosho* (monitor), I am informed, will be here in about ten days. I have no commander for her, nor men, but as the Secretary has directed me to send the monitors from St. Louis to you with all possible dispatch, I will inform him of this fact, as I did in the case of the *Osage*.

You will find in your official dispatches a copy of a letter to me from Admiral Foote on the subject of furnishing men for your squadron. I have urged in every way in my power the necessity of sending men for it.

You will perceive from the copy of the telegram to me from the honorable Secretary of the Navy that he has ordered the purchase of three light-draft gunboats for the protection of the Upper Ohio, Kanawha, and Big Sandy. Affairs are very unsettled in that region. An officer of energy and discretion should be placed in command of that division of your fleet.

I shall be obliged to place ensigns in command of each of those vessels. Their want of knowledge of naval discipline and experience in fighting the vessels will be very detrimental to that division unless they have an experienced naval officer to guide and direct them.

I have directed, and shall continue to direct, the officers in command of the vessels constituting this portion of your squadron that they are to carry out implicitly the instructions received from you, either directly or through me, and are not to obey any persons other than their lawful superiors in the Navy. General Burnside seems to understand this now, as you will, I think, perceive from the copies of the telegrams from him to me and from me to him.

Not having any other officer to send to Cincinnati for the purchase of the three light-draft boats ordered to be procured by the Secretary, I ordered Paymaster [A. H.] Gilman to go there for that purpose, and associated with him Naval Constructor Kendall, Acting Chief Engineer Bickerstaff, and Acting Master Bowen.

I send a copy of a letter to me from the Bureau of Ordnance, dated 7th instant, in answer to my letter to the Bureau, a copy of which was forwarded to you by my last opportunity. I shall obey the order of the Bureau, but I still adhere to the opinion expressed in my letter that the removal of the ordnance and ordnance stores to Mound City will necessarily involve the removal of this wharfboat also to that place. The chief of the Bureau does not agree with me, and you will perceive has reiterated his order. I am placed in an embarrassing situation, and would respectfully suggest that you order the whole establishment to that place. Admiral Dahlgren seems to think that the ordnance stores will be perfectly safe without it. I do not.

Captain Breese writes me that he has all the supplies required, with the exception of some few articles (the store vessels being full), and that he has no room for more until he sends a portion to you. I have directed Paymasters [A. E.] Watson and [W. B.] Boggs to keep you constantly supplied and to fill all requisitions promptly that may be sent.

It is with great regret and mortification that I am obliged to inform you that I have vessels all ready for service and no men to man them, nor can men be procured here except in small numbers.

Permit me, admiral, to heartily congratulate you on your brilliant success at Grand Gulf. Your telegrams announcing that fact were forwarded to the Secretary on their receipt, and were in advance of all others.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

I have not heard officially from Lieutenant-Commander Fitch since I received the reports last sent you.

Abstract log of the U. S. Gunboat Benton, Lieutenant-Commander James A. Greer, commanding, March 4 to May 17, 1863.

March 4, 1863.—Up Yazoo River (near mouth). At 1:30 p. m. Lieutenant-Commander James A. Greer came on board. 2 o'clock, general muster, Captain Greer read an order from Admiral Porter detaching him from the U. S. gunboat *Carondelet* to take command of this vessel.

March 6.—At 11:20 p. m. heard signal guns fired in the direction of Drumgould's Bluff.

March 7.—From 12 to 4 a. m., fired two IX-inch guns in reply to the signals up the river. Between 1 o'clock and 1:30 heard what we supposed to be the report of five guns up the Yazoo, at intervals of from three to five minutes.

March 9.—At 8:30 Mr. Wright left the ship in the second cutter with an armed crew and arrested two men hiding a short distance above on a raft; we brought them on board. 9:15 two armed boats from the *Pittsburg* came alongside. 10:25 two armed boats from the *Carondelet* came up. 10:30 an expedition of armed boats' crews consisting of the boats from the *Pittsburg*, *Carondelet*, and three armed boats from the *Benton*, in command of Lieutenant-Commander Greer, left the *Benton* to go a short distance up the river to arrest some men residing on the left bank. 11:45 signals were made from the expedition by showing a light, which was answered from this vessel. At 12:45 Captain Greer and armed boats returned from up the river. Arrested one white man and one contraband. 1:45 heavy firing in the direction of Vicksburg; 82 shots fired.

March 12.—At 9:30 a. m., general quarters. 10 o'clock, gunboats *Carondelet* and *Tyler* and steamer *Champion*, with two tugs, departed up the Yazoo. A detachment of 41 marines from this vessel accompanied the expedition, Acting Rear-Admiral D. D. Porter being on board the *Champion*.

March 13.—At 4:50 Acting Rear-Admiral Porter returned from up the river. Steamer *Champion No. 3* came alongside and left the morning detachment of marines.

March 18–March 30.—Firing heard daily in the direction of Vicksburg. Several conflagrations reported in the direction of Vicksburg; also occasional firing and fires in the direction of Warrenton.

April 1.—At 9 o'clock U. S. steamers *Linden*, flag-steamer *Black Hawk*, and *General Price* steamed up the Yazoo River. 11:30 hospital steamer *Red Rover* departed up the Mississippi River. 4 o'clock, gunboats *General Price*, *Tuscumbia*, *Linden*, flag-steamer *Black Hawk*, and tug came down the river.

April 16.—12 to 4 p. m., heard the report of six heavy guns in the direction of Vicksburg. 6:30 p. m. hospital steamer *Red Rover* passed down the Mississippi River. Quarters, and prepared for running the blockade. At 8:45 p. m. the admiral and staff came on board. 9 o'clock hoisted signals for fleet to get underway. 9:15 got underway, with the tug *Ivy* lashed to the starboard quarter, and steamed down slowly toward Vicksburg, the other vessels taking their places in line astern of us. 9:50 stopped the engines and drifted slowly down, waiting for the other boats. Passed a light-draft gunboat near the head of canal; continued blowing off steam. 10:30 started ahead very slowly, the lights of Vicksburg plainly in sight. 11 o'clock rounded the point. 11:10 the enemy's musketry opened upon us; they also beat the long roll. 11:10 the enemy's batteries opened upon us, slowly at first, but afterwards quite rapidly. 11:23 opened fire on batteries and town with forward and port batteries and went ahead at full speed. The rebels built fires to light up the batteries, which showed our vessels very plainly. The enemy now firing very rapidly. 12:29 arrived opposite Biggs plantation (below the canal). General Sherman and Mr. Bridgman came on board, conversed, and went on shore. 1:15 passed Warrenton; not a shot fired at us. 2:10 came to anchor near head of Diamond Island bar, 4 fathoms water, veered to 30 fathoms chain. 3 o'clock all the gunboats, tug *Ivy*, transport, and *Silver Wave* had arrived. The transport *Henry Clay* took fire and burned. Transport *Forest Queen* disabled and left above Warrenton. Eighty-one shot fired from this vessel, viz, three IX-inch shrapnel, five-second; eighteen IX-inch shell, five-second; sixteen 42-pounder shell, five-second; twenty-one 32-pounder shell, five-second; twenty-three 32-pounder stand grape; twenty-one IX-inch charges, 10 pounds; sixteen 42-pounder charges; forty-four 32-pounder charges. Were struck six times; but one shot passing through casemate. Casualties, 5 wounded, viz, Acting Ensign E. C. Brennen, Seamen Charles Doss, Charles Irving, Philip Lee, and William N. Taylor, Soldier Charles Helyer. 9:20 a. m., commanding officers of *Pittsburg*, *Mound City*, and *Tuscumbia* repaired on board. 9:30, *Tuscumbia* got underway and crossed the river and took barge in tow. 10:15 all vessels signaled to get underway. 10:15 this vessel got underway and with the other vessels proceeded down the river.

April 18.—Off New Carthage. 9 p. m. Admiral Porter left the vessel with Generals Grant and Osterhaus in first cutter. 11:30 Admiral Porter returned.

April 22.—12 to 4 p. m., calm, cloudy, and warm. Rounded to 2½ miles above Grand Gulf and made fast to the Louisiana shore, 5 miles above, the other vessels making fast below. 12:45 the *Lafayette*, accompanied by the *General Price*, proceeded down the river to reconnoiter the enemy's works, with Acting Rear-Admiral D. D. Porter and Lieutenant-Commander James A. Greer on board. Heard the report of 23 guns in the direction of Grand Gulf. 3:15

the tug returned from the *Lafayette* with the admiral and Captain Greer. 3:25 the *Lafayette* returned round the point and remained there. 3:30 *Louisville* got underway, then passed down the river. 3:45 the *General Price* came abreast and Captain Woodworth came aboard. 11:25 p. m. firing heard in the direction of Vicksburg; up to 12 o'clock 200 guns were fired. Clear and cool.

April 23.—12 to 4 a. m. From 12 to 1:30 firing continued at intervals of five seconds; 1:30 to 2 at intervals of ten seconds, in the direction of Vicksburg. 2 a. m. very large light seen in the direction of Vicksburg, after which the firing ceased. 4:45 got underway and started up the Mississippi River.

April 28.—Just below New Carthage. At 10 a. m. got underway and steered down the river. 12 o'clock made fast to the bank about $5\frac{1}{2}$ miles above Grand Gulf. 5:30 p. m. three guns fired toward batteries at Grand Gulf (one from the *Lafayette* and two from the army). 5:40 tug proceeded down the river with the admiral on board. 6:15 p. m. one gun heard in the direction of Grand Gulf, and the admiral returned.

April 29.—At 2 a. m. steamer *Victor* arrived from up the river and came alongside. 4 to 8 a. m.; 5:30 steamers *Moderator*, *J. W. Cheeseman*, and *Horizon* came down the river loaded with troops. 6 o'clock made preparatory signals 8248. 6:40 got underway, stood out in the stream, and made signal 8248. 7 o'clock made signal 1281; at 7:05 made signal 757; at 7:16 made signal 324; at 7:20 made preparatory signal and stood down toward the batteries in the following order: *Pittsburg*, *Louisville*, *Carondelet*, *Mound City*, *Lafayette*, *Tuscumbia*, and *Benton*. 7:30 made signal 113; 7:40 fleet set their colors; 7:50 made signal to the *Tuscumbia*, 7435. At 7:52 General Grant passed us in the tug and spoke us. 7:55 the enemy opened their fire on the leading vessels. The *Louisville* replied. 8:13 this vessel opened fire from the forward battery on the guns on the bluff; all the vessels at this time were engaging the batteries, the enemy firing some musketry from their rifle pits. At 9 o'clock a shell burst in stateroom, setting the bedding on fire (put it out in a few minutes). 9:05 shot from this ship knocked the rebel flag down; it was soon put up again. 10:10 rounded to and brought port side to bear. 10:25 struck the bank and swung the head round upstream again. We worked up and down the range of batteries several times, firing when our guns would bear. During part of the time the enemy fired very slowly, sometimes ceasing for several minutes. At 12:25 rounded off and stood up the river to speak General Grant, who was on the tug. Using our stern guns on the fort. 12:50 the enemy ceased firing at us, the fight still going on as the other vessels (except the *Tuscumbia*, which was partially disabled and obliged to drop downstream out of the range of the enemy's guns) followed the flagship. General Grant came on board, stood on up to Hard Times Landing. At 1:30 p. m. the firing ceased. 1:57 tied up to the Louisiana shore, the other vessels (except the *Tuscumbia*) following our motions. This vessel was struck in her hull, on casemate 16 times, upper works 30 times. Three small boats badly disabled, 4 davits shot away, also mainmast, hammock nettings, and skylight badly cut up. At 7:45 p. m. got underway, and after getting the fleet in line proceeded down the river, followed by the other gunboats and transports. As we approached the bluff, at 8:48, the enemy opened

fire upon us, to which we replied. Rounded to and fired at the fort; the other boats did the same. At 9:43 the transports having passed, the fleet dropped down the river and tied up to the Louisiana shore, where our army was encamped. We were struck six times, the dingey being shot away; no casualties.

April 30.—At 8:20 a. m. proceeded down the river. 9:30 landed troops at Burnsville [Bruinsburg], and here we found a rebel with two negroes. The other vessels then proceeded up the river. At 9:15 admiral left the ship. 9:30 he returned, accompanied by General Grant.

May 1.—At 8:30 a. m. the *Moderator* and *Forest Queen* arrived with troops from above. 8:40 firing commenced in the direction of Grand Gulf, continuing for thirty minutes. At 9 o'clock we left our landing and crossed to the opposite side of the river. 9:15 the *Louisville*, *Pittsburg*, *Mound City*, *Carondelet*, *Lafayette*, *General Price*, and two transports arrived from above. 11 o'clock all other gunboats proceeded up the river. Made signals to the *General Price* and *Louisville*. At 11:45 the *Louisville* and *General Price* returned and passed down the river out of sight. 12:05 *General Price* fired 2 guns; she afterwards fired 4 more at intervals of three minutes. At 6:15 p. m. made fast to the bank about 4 miles below Grand Gulf on the Louisiana shore.

May 2.—At 10 a. m. the *General Price* passed down the river and rounded to at the wreck of the transport *Horizon*. 10:15 the *Lafayette* proceeded up to Grand Gulf to reconnoiter; fired 4 shots at the batteries, then returned to her former landing. 11 o'clock general order of thanks (for the bravery shown at Grand Gulf) was read on the spar deck to the ship's crew. 3:30 p. m., firing down the river. The *General Price* sent to find out the cause. 4:10 ram *Switzerland* came in sight. 5 p. m. she made fast to the bank below us. 5:30 Colonel Ellet brought dispatches from down the river (he arrived on the *Switzerland*).

May 3.—4:30 a. m. all boats except *General Price* and *Tuscumbia* got underway and proceeded to Grand Gulf. 6:20 a rebel deserter came aboard in one of the *Pittsburg's* boats. He informed the admiral that the guns were spiked and the rebels had evacuated the fort. 7:20 made fast to the bank under the batteries. Permission was given to all hands to go and see the fort. 9:10 got underway and stood down the river. 10:10 rounded to alongside the *Tuscumbia*, put off all our sick and wounded. 10:45 got underway and stood down the river again.

May 4.—Mouth of Red River. At 8:30 a. m. Rear-Admiral D. D. Porter left the ship. 10:20 Mr. Coburn (scout for General Banks' army) left the ship to take passage on the *Hartford*. 2:10 p. m. received 20 men from the *Hartford*. 2:45 made signal, then got underway and proceeded up Red River, ram *Switzerland* and *General Price* ahead, *Pittsburg* and *Lafayette* following astern. Cheered the *Hartford* as we passed.

May 5.—6:10 a. m. made fast to the shore at Gordon's Landing. Men working at rebel raft. Finding they could not destroy it, returned.

May 6.—At 6 a. m. *Arizona*, *Switzerland*, *Estrella*, and *General Price* got underway. 6:30 cast off our lines and stood up the river.

Fired our bow guns at the casemate batteries to see what effect it would have. At 7 p. m. let go port anchor 9 miles from Alexandria.

May 7.—5:10 a. m., the fleet got underway and proceeded up the river. 5:30, all vessels came to alongside the shore on account of the fog. 6:20, vessels again got underway.

May 9.—3:50 a. m., arrived at Gordon's Landing. Sent out a guard of marines and working parties to destroy the forts. Burned one casemate fort. 4 to 6 a. m., men busy destroying the fort. 6 to 8 a. m., Mr. Willets (gunner) engaged in blowing up the raft. 11:40, heavy firing in the direction of Alexandria.

May 10.—3:36 a. m., heavy firing in the direction of Port Hudson. 4 to 6 a. m., heavy firing in the direction of Port Hudson. Sent contrabands in charge of Mr. O'Grady (master's mate) to assist in destroying the fort. Sent 4 men to assist Mr. Willets (gunner) to burst a siege gun. Sent 6 men in charge of Mr. Dumont (master's mate) to get chain off the raft. Sent second cutter in charge of Mr. Zimmerman (master's mate) to throw railroad iron into the river.

May 11.—12 to 4 a. m., 10 guns heard in the direction of Port Hudson. 7:50 a. m., met the *Switzerland* tied up to the bank 25 miles above Black River. Colonel Ellet came on board. 8 o'clock, got underway and stood down Red River, the ram ahead. 12:40 p. m., came to anchor off the mouth of Black River. 12:50, Rear-Admiral D. D. Porter, Mr. Guild (secretary), and Mr. Brown (ensign) left for the mouth of Red River on the tug *Ivy*.

May 12.—At 7 p. m. made signal to the *Hartford*. 7:50, made fast to the Louisiana shore above the mouth of Red River.

May 13.—From 1:45 to 2:40 a. m. regular firing heard down the river. At 2:50 firing ceased. At 2:25 got underway and, with the *General Price* towing us, stood up the Mississippi River. At 7 p. m. *General Price* cast loose from us and departed up the river with Acting Rear-Admiral D. D. Porter, Mr. Guild (secretary), Ensigns Hunt and Brown on board. 7:15, came to anchor 3 miles above Ellis Cliffs.

May 16.—At 9:30 a. m. arrived at New Carthage, made fast to the bank, and commenced coaling.

May 17.—At 6:50 p. m. tied up to the bank about 5 miles below Vicksburg.

Abstract log of the U. S. S. Black Hawk, Lieutenant-Commander K. R. Breese, commanding, January 5 to May 18, 1863.

January 5, 1863.—At 3:43 p. m. stopped at Island No. 82 at a wood pile to wood up. Marine picket gave the alarm of the presence of guerrillas, when all got on board and shelled the woods several times, after which sent out a scouting party, composed of marines and musketeers, and brought in three pickets who had remained at their post.

January 10.—At 8:15 a. m. proceeded up the river about 1½ miles and made fast to the bank in sight of the enemy's batteries. The *Louisville*, *Baron De Kalb*, and *Cincinnati* commenced shelling the enemy at 9:30. Cast loose from the bank at 11:15 and proceeded up the river about 100 yards and commenced shelling the enemy. From meridian to 4 p. m.: Sent sergeant and guard of marines ashore with the admiral's secretary and one of the coast surveyors. Observed our forces occupying enemy's intrenchments. At 5:50 got underway and

stood up toward the fort. Commenced shelling the enemy. Ceased firing at 7 p. m.

January 11.—At 1:25 p. m. got underway and stood up the river, shelling the woods on either side. At 3 took on board a regiment of soldiers. At 3:30 they went ashore, at which time the garrison surrendered.

January 18.—At 10 a. m. an order from the admiral was read at muster:

To the officers and men of the Mississippi Squadron:

The commander in chief takes this occasion to thank his officers and men for the handsome manner in which they disposed of Fort Hindman on the 11th of January. In no instance during the war has there been a more complete victory and so little doubt to whom the credit belongs. Our gunboats and ironclads knocked the fort to pieces, dismounting every gun they had (11 in all), while our light-drafts and ram *Monarch* cut off the retreat of the enemy, throwing them back upon our army, who captured them by hundreds. This is a history of this affair in a few words. I can not withhold the credit due to my officers and men, even at the risk of hurting the sensibilities of others, and I am sure that our brave soldiers will not desire to take away from us the credit of doing what they would finally have accomplished themselves. I regret the dead who have fallen in the defense of our glorious flag, but they died as heroes should die. We should all be ready to do the same when our country needs the sacrifice.

Let us show these rebels that there is no such thing as defeat expected by the Navy. You have proved on this occasion that mud forts and railroad iron casements will fall before the well-directed fire of our American sailors, and if I place you muzzle to muzzle with the foe it is to save life and insure victory.

Three cheers for the Union!

DAVID D. PORTER, *Acting Rear-Admiral.*

February 1 to 26.—Occasional heavy firing heard in the direction of Vicksburg.

February 27.—Benjamin Elliot, seaman, escaped from the U. S. S. *Indianola*—which vessel he reports captured by the rebels—came on board.

March 4 to April 9.—Occasional heavy firing heard in the direction of Vicksburg.

April 16.—At 9:15 p. m. the *Lafayette*, *Tuscumbia*, *Benton*, *Louisville*, *Mound City*, *General Price*, *Pittsburg*, *Carondelet*, and three transports got underway and stood down the Mississippi to pass the enemy's batteries. At 11:20 the firing commenced and continued with rapidity throughout the watch.

April 17.—At 12:50 a. m. the firing from our vessels and the batteries at Vicksburg ceased. At 1:05 heavy firing at Warrenton, which continued at intervals until 2:30. Firing heard in the direction of Warrenton and Vicksburg during the day.

April 20 to 27.—Firing occasionally heard in the direction of Vicksburg.

April 29.—At 4:45 p. m. made fast to the right bank, near Chickasaw Bayou and in sight of the enemy's camp on the bluffs leading to Vicksburg. The remainder of the fleet also came to.

April 30.—At 10:15 a. m. engaged the enemy's batteries; the firing was rapid and continued throughout the watch. At 1:30 p. m. ceased firing and left quarters; the *Choctaw*, *Baron de Kalb*, and *Black Hawk* dropping out of range of the batteries, the *Choctaw* having received several shots in her wheelhouse and upper works. Went to quarters at 4:30; dropped in range of the batteries and commenced firing. At 7 ceased firing.

May 1.—At 3 p. m. opened fire on the enemy's batteries, to which they replied. The firing continued throughout the watch. From 4 to 6 p. m., firing at intervals of five minutes upon the enemy's batteries. Ceased firing at 6.

May 3 to 18.—Heavy firing heard occasionally in the direction of Vicksburg and Warrenton.

Abstract log of the U. S. S. Carondelet, Acting Lieutenant John McLeod Murphy, commanding, March 4 to May 17, 1863.

March 4, 1863.—12 m. Acting Lieutenant John McLeod Murphy read the order assigning him to the command of the U. S. S. *Carondelet*. 4 to 6 p. m., went up the Yazoo River to the former anchorage ground and came to.

March 12.—11 a. m., got underway and steamed up the Yazoo River in company with the two tugs, *Champion No. 3* and U. S. S. *Tyler*, Admiral Porter on board of the *Champion* and in command of the expedition. At 12 m. hauled up to the bank at Johnson's Landing, astern of the *Champion*, the U. S. S. *Tyler* proceeding up the river. 12:30 p. m., the two tugs with the admiral and Captain Murphy went up Steele's Bayou on a reconnoissance. At 2 p. m. the *Tyler* returned, and at 3:15 again departed up the river. At 4 the two tugs returned. At 4:15 the *Champion No. 3*, with the admiral, the U. S. S. *Tyler*, and one tug, with Acting Ensign Amerman, left for the mouth of the Yazoo. At 4:30 cast loose and proceeded up Steele's Bayou, making fast to the trees, about 5 miles up, at 6:30.

March 14.—At 6:30 sent cutter ahead manned and armed, with Acting Ensign Bryant, of the *Lafayette*, and Acting Engineer Caven. Proceeded up to the bayou. At 8 a. m. underway and removing obstructions. 8:30 a. m., the tug, with Acting Ensign Amerman, arrived from below. 9 a. m., the tug (*Thistle*, Captain Thomas Alcahan), with Captain Murphy, Surgeon Bannan, and Ensign Amerman, with the gig and a gun's crew, proceeded up the bayou. 4 p. m., within about 1 mile of the Mississippi; laid by until the arrival of the tug from the Black Bayou at 6. 6 p. m., the tug, with Captain Murphy, Surgeon Bannan, and Ensign Bryant, of the *Lafayette*, left for the flagship. Proceeded up the bayou, the current changing by water from Muddy Creek (an outlet from the Mississippi) forcing itself up the bayou. 7 p. m., came to and fastened to trees along the bayou, about 1 mile above Muddy Creek. 1:55 p. m., Captain Murphy arrived on the tug *Thistle*, which was sent ahead with Acting Ensign Donaldson, cutters following. 2:15 p. m., U. S. S. *Cincinnati* brought up under our stern, followed by the U. S. S. *Pittsburg*, *Mound City*, *Louisville*, and mortar boats.

March 15.—4 to 8 p. m., proceeding up Steele's Bayou. Weather cloudy, with wind N. E. 6 p. m., entered Big Black Bayou. 6:30 p. m., laid to and sent picket ashore with Acting Ensign Amerman and Lieutenant Kroehl. 8:30 p. m., strengthened the picket force ashore. Weather clear. All quiet.

March 16.—11 a. m., the admiral came on board. All quiet. 12 to 4 p. m., proceeding up Black Bayou, cutting our way through heavy

timber. 4 to 6 p. m., struck hard, and laid by for the night in Black Bayou. Sent out pickets. The U. S. S. *Cincinnati* came up.

March 17.—8 a. m., got underway in Black Bayou and proceeded up to Hill's plantation. 12 to 4 p. m., entered Deer Creek at 12. 3 p. m., passed Fore's plantation, and took aboard the scouting party. 5:25 p. m., reached Watson's plantation. Armed the first and second cutters' crews and stationed them on guard. 6 to 8 p. m., laid by at Watson's lower plantation for the night.

March 18.—1:45 a. m., heard musket shot from the S. E. 6 a. m. got underway and proceeded up Deer Creek. 6:30 a. m., the admiral came on board. 12 to 4 p. m., passed Wright's, Clark's, Williams', and Messenger's plantations. Ran fast upon a log. 4 to 8 p. m., proceeding up Deer Creek, making good headway. 8 to 12 p. m.: Creek obstructed by felled trees thrown across. Slowly progressing until 10 p. m., then made fast for the night. Sent out shore pickets. Heard distant firing.

March 19.—8 to 12 p. m.: Received on board 2 prisoners, Messrs. Brown and Dunn, sent by Captain Murphy, who returned on board at 11:30. The admiral left the boat.

March 20.—5 a. m., got underway. Creek much obstructed. Progressed about $1\frac{1}{2}$ miles. 5 p. m., were attacked by field artillery at a point on Rolling Fork and at a point on Deer Creek; after silencing them, we slowly backed down the creek. Laid by above Butler's plantation for the night.

March 21.—During the night the rebels took possession of a mound. from which we dislodged them at 6:30 a. m. We were annoyed by their sharpshooters all day. Assistant Engineer Huff, Seamen Thomas Graham, second, and [S. P.] Strunk, and a marine were wounded. 3 p. m., Colonel Smith, with 800 infantry, arrived.

March 22.—All quiet through the night. 3 a. m., Lieutenant Kroehl returned on board, having exploded and sunk a coal barge. 4 to 8 a. m., backing slowly down Deer Creek. 4 to 6 p. m., backing down Deer Creek, passing Williams' plantation. 5 p. m., a sharp skirmish took place between the rebel sharpshooters and the infantry on shore. Fired several effective shots at the retreating enemy. 6 to 8 p. m., backing down Deer Creek. Rainy.

March 23.—4 to 8 a. m., laying to at Shelby's plantation. Weather. rainy. 8 a. m., got underway backing down the creek. Heard heavy firing in the distance. 12 m., passed Hunt's plantation.

March 24.—7 a. m., got underway. 8 a. m., stopped at the lower Foster's plantation and took on board 125 of the sick of General Sherman's brigade. 3 p. m., arrived at Fore's plantation. Headed downstream; took on board 13 bales of cotton and destroyed what we could not carry. 5:45 p. m., got underway. 6 to 8 p. m., prisoners Dean and How received passes and left the boat. 8 to 12 p. m., came to for the night at the mouth of Black Bayou.

March 25.—12 to 4 a. m., weather clear and cool. 3 a. m., a heavy shot was fired from the direction of Fore's plantation. 4 to 8 a. m., at the junction of Deer Creek and Black Bayou. 8 to 12 a. m., got underway and moved down to Hill's plantation on Black Bayou.

March 26.—4 to 6 p. m., left Hill's plantation and moved down Black Bayou. 6 p. m., entered Steele's Bayou.

March 27.—5:50 a. m., steam packet *Diligent* passed going down. 6:10 a. m., got underway. 4 p. m., reached Yazoo River at Johnson's

Landing, where we came to; buried Seaman Long and proceeded down the Yazoo. 5:50 p. m., passed the U. S. S. *Lafayette*. 6:30 p. m., arrived at our former anchorage ground and cast anchor near the flagship. 8 p. m., sent to the U. S. Navy hospital [boat] the following wounded: Second Assistant Engineer John Huff, Seaman Thomas Graham, second, and S. P. Strunk and Acting Marine Fischer, of the Fifty-eighth Ohio Volunteers. 10 p. m., steamer *Sunny South* came alongside and took off the Thirty-seventh Ohio Volunteers with Brigadier-General Ewing and staff.

March 28.—1 p. m., the U. S. S. *Lafayette* came down the Yazoo and anchored. 2 p. m., transport *Ike Hammitt* arrived with a tow of coal barges. 2:45 p. m., U. S. S. *New National* arrived from up the Mississippi River. 3 p. m., the U. S. ram *Tuscumbia* arrived from up the Mississippi River.

March 30.—10:40 a. m., transport *Fanny Bullitt* arrived. Delivered 12 bales of cotton to steamer *Pocahontas*. Acting Ensign Joseph P. Petty left on leave of absence for twenty days. 11:10 a. m., steamboats *Ike Hammitt* and *V. F. Wilson*, with a mail, backed down and steamed up the Mississippi. 11:30 a. m., the steamboat *Fulton* passed down the Mississippi. 5:30 p. m., the transport *Empress* hove in sight.

March 31.—6 a. m., transport *Chancellor* arrived from up the Mississippi. 7:45 a. m., U. S. transport *Imperial* arrived from up the Mississippi. 3 p. m., two transports came down the Mississippi. 5 p. m., transport *Madison* arrived from the Upper Mississippi. 5:30 p. m., the U. S. S. *Cincinnati*, towed by the steamboat *Rowena* and stern-wheel *Emperor*, passed up the Mississippi, and ram *Horner* arrived from below. Steamboats *Sunny South* and *Fanny Ogden* passed up the Mississippi.

April 1.—9:30 a. m., U. S. S. *Tuscumbia*, steamboat *Linden No. 2*, and the flagship got underway and steamed up the Yazoo River. 11:50 a. m., the U. S. Navy hospital [boat] got underway and steamed up the Mississippi. 4:25 p. m., U. S. S. *Sterling Price* returned to the fleet. 5:15 p. m., U. S. S. *Tuscumbia* and flagship *Black Hawk* returned to the fleet. 5:35 p. m., the U. S. S. *Linden No. 2* returned to the fleet.

April 2.—11:30 a. m., steamboat *Sunny South* passed up the Mississippi, with troops. Steamboat *Fred Lorentz* steamed up the Yazoo River. 7:40 p. m., the U. S. S. *Linden No. 2* backed down and steamed up the Mississippi River.

April 3.—10:30 a. m., flagship got underway and left Yazoo River; also transport *Polar Star*.

April 4.—2:45 p. m., U. S. S. *New National* got underway and steamed up the Mississippi. 8 to 12 p. m., tug *Ivy* came alongside with orders. 11:30 p. m., got underway and steamed down the Mississippi.

April 5.—12:25 a. m., steaming down the Mississippi; came to anchor just above the canal. 12:40 a. m., the *Mound City* came down and anchored near us.

April 7.—12 m., a flag of truce coming up from Vicksburg, the steamer *Odd Fellow* went to meet it.

April 8.—6 to 6:10 a. m., five guns were fired in the direction of Vicksburg.

April 16.—8 to 12 p. m.: Passing the batteries at Vicksburg and Warrenton. Opposite to a burning house on the right bank, were compelled to make a turn in the river and were exposed for nearly an hour to a heavy concentrated fire. Our port side battery was engaged in passing. At Warrenton we responded to three shots. (The coal barge we had in tow was moored to the bank in good order at New Carthage.)

April 17.—2:30 a. m., came to anchor astern of U. S. S. *Mound City* and *Pittsburg* at Diamond Bend. Piped all hands to quarters and set watch. 6:30 p. m., the *Lafayette* and *Tuscumbia* returned from a short reconnoiter about 2 miles below.

April 22.—12:45 p. m., the *Lafayette*, *Price*, and tug went down toward Grand Gulf, and at 1:35 fired a shot. Several shots were fired and a few replied to at 3:15 p. m. 3:20 p. m., tug returned with captain and pilot. 4 p. m., the U. S. S. *Pittsburg* went down toward Grand Gulf. The *Price* came up. 4 to 6 p. m., lying at Brown's plantation about 4 miles above Grand Gulf. 11:25 to 12 p. m. heard (200) guns fired in direction of Vicksburg.

April 23.—1:15 to 2 a. m., bright light seen in the vicinity of Vicksburg. 12 to 2, (228) guns were fired in direction of Vicksburg. 2:40 to 2:45 a. m., (14) guns fired in direction of Vicksburg. 6 a. m., we got underway and moved down, and came to off Grand Gulf at 6:30. 8 to 12 a. m.: Lying at anchor within about 2 miles of the enemy's works; could see them at work moving guns, at work in the trenches, etc. 2 p. m., U. S. S. *Louisville* fired four shots on the upper battery at Grand Gulf and steamed up the river. 2:25 p. m., the U. S. S. *Sterling Price* returned from up the river, rounded to, fired two shots, and steamed up the river. 6 p. m., got underway and proceeded up the river a short distance, and came to anchor.

April 24.—3:15 a. m., heard the ringing of a bell two points forward of our port bow. 3:45 a. m., heard it again. 2:30 p. m., *Sterling Price* came in sight. 3:30 p. m., U. S. steamers *Price*, *Lafayette*, and *Mound City* commenced firing on the enemy's works at Grand Gulf. 6 to 8 p. m., U. S. S. *Mound City* fired one shot at the works at Grand Gulf.

April 25.—2 p. m., the U. S. S. *Lafayette* sent one shot into the works on Point of Rocks. 4 to 6 p. m., *Lafayette* fired two shots in the direction of Point of Rocks. 7 to 7:30 saw a light on Point of Rocks at Grand Gulf.

April 27.—11 a. m., got underway and dropped down alongside the *Mound City*.

April 28.—8:50 a. m., heard several guns apparently down the river. 10:15 a. m., heard firing again in the direction of St. Joseph. 11:10 a. m., U. S. S. *Forest Queen* hove in sight with two barges in tow and laden with troops, followed by a tug and two more transports also laden with troops. 11:30 a. m., another transport with troops arrived. 11:55 a. m., *Benton* and *Tuscumbia* arrived. 12:20 p. m., tug *Ivy* from the flagship came alongside and took off the captain. 12:30 to 12:40, the four transports, after landing the troops, returned up the river. 1:45 p. m., U. S. S. *Sterling Price* and three transports laden with troops arrived from above. 10:05 p. m., the *Mound City* fired a gun. 10:40 p. m., three guns were fired from the enemy's battery.

April 29.—6 a. m., two transports with troops arrived. 6:40 a. m., general signal 8248 and preparatory. 6:50 a. m., 8248. 7:10 a. m., 1281. 8 a. m., took position in line of battle astern of the *Louisville* and approached the enemy's battery at the Point of Rocks, Grand Gulf, within about 1,500 yards distance, and opened fire on it with the three 9-inch guns comprising the bow battery, then steamed slowly down, passed all the batteries, discharging our bow and port side guns (one 42-pounder rifle and two 8-inch guns) as occasion offered. Then rounded to under the bar, steamed upstream, preserving the line of order and maneuvered the vessel so as to bring our guns to bear most efficiently. The bow and the starboard side guns actively engaged. Obeying the signal, ordered the firing to cease, and steamed up the river, arriving at Hard Times Landing at 2 p. m. The action continued almost incessantly five hours. At about 8 p. m. we again steamed down the river with the squadron, firing at the batteries as we passed, and rounded to abreast of the lower battery, which was silenced. The army transports having passed, we steamed down and made a landing 3 miles below Grand Gulf. In the two attacks the vessel was struck five times, occasioning no very serious damage, and in the engineer department the loss was 2 wheel arms, 2 circle segments, and 2 wheel braces cut off. The boats were also stove. No casualties, fortunately, among the officers and crew. Received one shot in port hog stanchion, splitting it; one on starboard side at water line, not penetrating; one on port side, carrying away an awning stanchion, passing through wheelhouse, cutting 2 braces, 2 bands, and 2 arms of wheel; one shot upon starboard quarter, carrying away one sheave, and passing through one of the cutters.

April 30.—6:30 a. m., commenced taking on board a part of General McGinnis's brigade. 9:10 a. m., got underway. 10 a. m., signal from flagship (786). 11 a. m., disembarked troops and got underway and steamed up the river. 1 p. m., came to alongside the levee at the place of embarkation of troops. Took on board two regiments and started down the river at 2:30. 3 p. m., arrived at lower battery, landing and disembarked the troops at 3:30. 4 to 6 p. m., alongside the levee at Bruinsburg. The troops which were landed marched up the river.

May 1.—3:30 a. m., got orders from flagship to get underway. 3:50 a. m., got underway and proceeded up the river. 5:40 a. m., arrived at landing, cleared up decks, and got ready to receive troops on board. 7 a. m., heard a great deal of artillery firing on the Mississippi shore. 7:50 a. m., commenced embarking troops. 8 to 12 m., received on board Tenth Missouri Volunteers (Colonel Samuel A. Holmes), 360 men, and Eightieth Ohio Volunteers (Colonel M. H. Bartilson), 450 men. 8:45 a. m., got underway, steamed down the river, arriving at Bruinsburg at 9:45, where the troops debarked. 10:15 a. m., cast off and returned for more troops. 11:30 a. m., the U. S. S. *Sterling Price* steamed down the river, boats and transports engaged during the watch in crossing troops.

May 2.—10:25 a. m., the U. S. S. *Lafayette* got underway and went up the river. 11:20 a. m., the *Lafayette* fired into the rebel batteries at Grand Gulf and received a reply from them. She fired three shots, the rebels two. She then rounded to and came down the river and arrived at the landing at 12 m. The *Sterling Price* went down

the river at 10:30. 3:30 p. m., report of a gun was heard from down the river. 11 p. m., the rebel prisoners went up the levee, escorted by our troops.

May 3.—1:30 a. m., a bright light appeared on the bluff at Grand Gulf, and continued during the watch. 4 a. m., explosion on Grand Gulf bluff, apparently the magazine. 4:20 a. m., an explosion took place at Grand Gulf; also one at 4:25. 4:35 a. m., U. S. steamers *Lafayette*, *Pittsburg*, *Benton*, and *Carondelet* got underway and proceeded up the river to Grand Gulf. 5 a. m., the *Mound City* got underway, came to at 6, and tied to the shore at Grand Gulf; found the place evacuated. 8:35 a. m., U. S. *Lafayette* got underway. 8:40 a. m., we dropped down to the lower batteries and made fast. Sent men ashore at 9:40, in charge of Mr. Donaldson, to work at bringing guns from the rebel works to the landing. The transport *Empire City* passed down with barge in tow, conveying three fieldpieces. 10:50 a. m., the *Benton* and *Price* got underway at the opposite shore and went down, followed by the *Lafayette*, accompanied by two tugs. 11:40 a. m., the ram *Switzerland* and steamer *Pittsburg* went down the river. At 2 p. m., General Grant and staff came on board. 3:30 p. m., U. S. *Louisville* went down the river. 5:30 p. m., transport *Empire City*, with rebel prisoners, started up the river.

May 4.—4 to 6 p. m.: A barge came down and passed by with hay on fire. Sent boats after her, but could not bring her to. A similar barge on fire came down; we towed it to shore, and commenced extinguishing the flames and throwing off the burning hay; found provisions for the army under the hay.

May 7.—8 to 12 m.: Took on board three regiments of volunteers—Thirteenth Illinois, 350 men; Thirtieth Missouri, 350 men; and Thirty-first Missouri, 150 men; also 7 wagons and 3 horses; got underway and steamed down to Grand Gulf, where the troops debarked. Wagons were put ashore, etc. 10:15 a. m. the U. S. *Louisville* and two transports engaged during the watch in transporting troops, etc. 12 to 4 p. m. made a trip to Hard Times Landing and brought over the Ninety-fifth Ohio, One hundred and fourteenth Illinois regiments of infantry and 10 ambulances. 4 to 6 p. m.: Disembarked troops and wagons at Grand Gulf and started for Hard Times Landing at 5 p. m. 5 p. m. the *Louisville* came down with troops. 5:40 p. m. met transport *Empire City* coming down with troops on board. 6 p. m. landed at Hard Times plantation and commenced taking ambulances on board. 6:45 p. m. started down the river. 7:30 p. m. made landing at Grand Gulf and commenced putting ambulances on shore. 8:45 p. m. completed the landing of the wagons. 9:15 p. m. the U. S. *Louisville* came down from above.

May 9.—4 to 6 p. m.: Reports of heavy guns were heard from down the river during the watch—one at 5, one at 5:45, and one at 5:50.

May 10.—12:25 p. m.; got underway and steamed down the river, conveying transport *Empire City*. 1:30 p. m. arrived at Bruinsburg; sent soldiers to opposite shore in charge of officers to reconnoiter.

May 13.—4:50 p. m.: Ran on a bar at the head of Palmyra Island. 8 to 11 p. m. making every possible effort to get the vessel afloat, but

without success, when all hands were piped in. U. S. S. *Tuscumbia* at anchor about 200 fathoms to the N. E. of us.

May 14.—3 a. m.: Heard two musket shots down the river in the direction of Perkins' Landing. 10:30 a. m. got the ship afloat and proceeded up the river.

May 15.—10:05 a. m.: Heard a report of a heavy gun fired from the direction of Warrenton; reports continued at short intervals until 10:25. 10:50 a. m. transport *Moderator*, with troops, passed down. Two reports of heavy guns heard as before. 11:40 transport *Forest Queen*, with troops, passed down the river. 11:45 a. m. transport *Silver Wave*, with troops, passed down the river.

May 16.—10:35 a. m.: Got underway and started up the river. 12 m., the U. S. S. *Sterling Price* overhauled and passed us going up the river. 3:40 p. m. hauled up astern of transports *Cheeseman*, *Victor*, *Forest Queen*, and a tug; on Louisiana shore, and made fast. 4:25 p. m. got underway and proceeded up the river. 5:30 to 6 p. m. heard firing in the direction of Vicksburg. 6:30 p. m. made fast to the barge on the Louisiana side, in full view of Vicksburg, the U. S. S. *Sterling Price* ahead and the *Tuscumbia* astern of us. The *Price* fired occasional shots across the river.

May 17.—1:35 a. m. the U. S. S. *Sterling Price* fired a shot across the river. 2:30 a. m. lights seen moving about on the hills at Vicksburg and at the water's edge. 11:15 a. m. underway, steaming up toward Vicksburg; heard heavy cannonading at intervals throughout the watch. 12 m. signaled the flagship *Sterling Price* when abreast of the lower battery at Vicksburg. 12 m. veered round and steamed down the river about 1½ miles. 12:30 p. m. opened our batteries and shelled the works on the Mississippi shore for about thirty minutes. 6:45 p. m. came to and made fast at the landing. 8:45 p. m. sent up a rocket, and at 11 burned a blue light.

Abstract log of the U. S. S. Chillicothe, Lieutenant-Commander J. P. Foster, commanding, March 10–April 17, 1863.

March 10, 1863.—Tallahatchie River. At 1:15 p. m. took possession of a flatboat loaded with furniture. After confiscating contraband articles which scow contained, set remainder ashore and destroyed scow. At 3:50 hove in sight of wreck of a burning steamer, which we learned to be the rebel transport *Thirty-fifth Parallel*, laden with cotton.

March 11.—At 9 a. m. got underway, Lieutenant-Commander W. Smith and General Ross, U. S. Army, on board. At 10:10 came in sight of the enemy's batteries. The enemy commenced the attack, firing about 25 rounds, striking our vessel twice in the turret and bow, materially damaging our turret. Fired 5 shell, with what effect unknown. At 11 hauled off within three-fourths mile of the enemy's fortifications. Slushed tower and placed bales of cotton against our turret. At 4:25 p. m. steamed down within 800 yards of the rebel battery, when a brisk fire was commenced by firing our guns with effect at a steamer that lay near their works. After firing 4 5-second shell and being struck four times by 6½-inch steel-pointed rifle shell,

we withdrew with the loss of 3 killed and 10 wounded, action lasting 7 minutes.

March 13.—Preparing to go into action at 10:55, cast loose and dropped below 50 yards, and remained until gunboat *Baron De Kalb* came up. At 11:25 opened the engagement. From meridian to 4 p. m.: In action, withdrew two minutes before 1 p. m. for want of ammunition. Fired 26 rounds, were struck, as near as can be ascertained, 38 times. During action one of the port lids shot away, the other disabled. The cotton bales placed against the turret all on fire. Two men slightly wounded. Made fast within three-fourths mile of the enemy's fortifications.

March 14.—Lying off Fort Greenwood.

March 16.—At 12:30 p. m. went into action. At 12:42 fired seven rounds 5-second shell. Struck seven times. Starboard and port slides disabled. Withdrew from action at 1 p. m.

March 23.—At 12:10 p. m. made fast 2 miles above Fort Pemberton, Miss. At 2 steamed down within 900 yards of the enemy's fortifications for the purpose of reconnoitering and ascertaining their position. After firing 3 5-second shell, failing to draw their fire, slowly backed out of range and made fast three-fourths mile above the fort.

April 9.—Commences and until 4 a. m., vessel lying off Yazoo Pass. At 5:20 a. m. cast off and stood up 1 mile and made fast. At 7:10 a. m. cast off, entered Yazoo Pass, and made fast. At 9:15 a. m. cast off and stood up the pass, vessel working badly. At 11:15 a. m. ran on some hidden obstruction, staving our starboard bow badly. After a lapse of thirty minutes succeeded in extricating vessel, at which time she began to leak very badly. All hands manned pump and buckets. At 1:15 succeeded in stopping leak, when we again proceeded up river. From 4 to 6, swung against an overhanging tree, badly demolishing port wheelhouse. At 6:20 p. m. made fast for night.

April 15.—From 4 to 6, drilled crew with small arms. At 7:10 p. m. dispatch boat *General Lyon* arrived from below, having on board Lieutenant-Commander J. P. Foster, of this vessel. From 8 to midnight, delivered 79 bales of cotton on board dispatch *General Lyon*.

April 17.—Commences and until 4 a. m. At 7:30 p. m. landed alongside coal barge off Memphis and commenced coaling.

Abstract log of the U. S. S. Choctaw, Lieutenant-Commander F. M. Ramsay, commanding, March 23 to May 2, 1863.

March 23, 1863.—Lieutenant-Commander F. M. Ramsay assumed command of this vessel. Officers attached to this vessel: Acting Volunteer Lieutenant James Laning, Acting Chief Engineer N. P. Baldwin, Acting Ensign W. C. Bennett, Acting First Assistant Engineer C. E. Arbuthnot, Acting Carpenter W. F. Boland, Acting Master's Mate J. S. Full.

April 23.—Commander on board and order to weigh anchor at 12:30. Anchor home and vessel underway at 1:10 p. m. From 4 to 6 p. m.: Vessel discovered to be on fire below decks alongside port

chimney casing; extinguished with little damage. 8 to 12 came to anchor off New Madrid, Mo.

April 24.—From 4 to 8 a. m.: Weighed anchor and steamed down the river at 5, transports *New National* and *Wilson* in company.

April 25.—8 to meridian, lying at anchor off Memphis, engaged in taking in coal.

April 29.—Meridian to 4 p. m.: At 12 left anchorage at mouth of Yazoo River and steamed up river, in company of U. S. gunboats in following order: *Tyler*, *Choctaw*, *De Kalb*, *Signal*, *Romeo*, *Linden*, *Black Hawk*, accompanied by a number of transports, having on board 5,000 troops, under command of Major-General Sherman. Crew called to quarters at 12:30. From 4 to 6 p. m.: Tied up to bank above Chickasaw Bayou. Gunboats lying above and below bayou, transports below:

April 30.—At 9 a. m. squadron underway and moved up river in the following order: *Choctaw*, *De Kalb*, *Tyler*, *Signal*, *Romeo*, *Linden*, and *Black Hawk*. At 10 engaged enemy's batteries on Drumgould's Bluffs, range varying from 1,300 to 1,700 yards. Meridian to 4 p. m.: In action with enemy's batteries at Drumgould's Bluffs on the Yazoo until 1:40 p. m., when flagship made signal to retire. Dropped back short distance and tied up to bank of river, having been in action three hours and forty minutes, and struck 47 times, beside having six chimney guys shot away. One solid shot (10-inch) penetrated turret on crown on starboard side of fore-and-aft hogchain. The turret was struck six times; two shots struck starboard side under water forward turret, causing vessel to leak slightly; one struck starboard warping chock; six went through port chimney; five through starboard chimney; one through starboard forward wind-sail; one carried away first cutter after davit and stove gig; one struck boiler deck, glanced and buried in the woodwork on port side of after-entering port; one struck casemate below pilot house and glanced; one penetrated iron on starboard side forward of wheelhouse curve; five struck on starboard wheelhouse curve, two of which went through both iron and wood; one struck wood casemate just inside of starboard wheelhouse and penetrated; one struck and broke iron bars in wardroom skylight; one in steerage room on starboard side of upper deck, and broke bars of cabin skylight; one cut away mainmast; one cut away mizzenmast; one cut away forward wheel-beam hogchain; four struck starboard wheelhouse, carrying away one outside circle and three arms; six struck port wheelhouse, carrying away two arms and one outside circle, and one shot is supposed to have struck under water on starboard side abreast of boiler. During this action ten 5-second, ten 10-second, and nine 15-second shells and one solid shot were fired from the 100-pounder Parrott rifled gun; and three 5-second, fourteen 10-second, and four 15-second shells and one solid shot were fired from the IX-inch gun. Two of No. 1 gun's crew received slight wounds from splinters. The 10-second shells of the 100-pounder Parrott gun nearly all burst close to the muzzle of the gun, one of them making a hole in the fore-castle deck on starboard side and setting the vessel on fire. From 4 to 6 p. m. lying at bank of river. 6 to 8 p. m.: Enemy's batteries having opened fire on squadron and troops that had been landed, went to quarters and fired two 5-second, one 10-second, two 15-second shells and one solid shot

from 100-pounder Parrott rifled gun and five 15-second shells from IX-inch gun at the battery firing on us.

May 1.—Lying to, tied up to the bank of the river. 3 p. m. went to quarters and commenced firing slowly at enemy's batteries at about 2,000 yards range; discovered vessel to be leaking slightly forward. 4 to 8: Firing slowly with IX-inch gun and Parrott rifle gun. Ceased firing at 7 p. m., having fired during action 10 percussion, 3 5-second, 4 10-second, 9 15-second, 9 20-second shells and 1 solid shot from 100-pounder rifle Parrott gun, and 2 5-second 6 10-second, 11 15-second, and 3 solid shot from IX-inch gun. 8 to 12: Steamed down the river in the following order: Transports with troops, *Black Hawk, Linden, Romeo, Signal, Tyler, Choctaw, De Kalb*. At 11:30 came to near the mouth of Yazoo River.

May 2.—At 10:30 a. m. steamed up the river a short distance and made fast to the bank. Mechanics making repairs. Meridian to 4 p. m., ship leaking at rate of 2 inches per hour.

Abstract log of the U. S. S. Conestoga, Lieutenant-Commander Thomas O. Selfridge, jr., commanding, January 5 to May 14, 1863.

January 5, 1863.—At 7:20 a. m. landed at Mr. Patterson's plantation and set fire to the buildings.

January 12.—Off Memphis, Tenn. At 7:30 a. m. sent armed boat ashore after the crew of the steamer *Grampus*, the above steamer having been taken during the night by guerrillas and destroyed at 11:30 p. m.

February 4.—Mouth of White River. Sent armed boat up Scrub Grass Bayou to reconnoiter. At 2 p. m. armed boat returned; found a large quantity of damaged cotton. Proceeded down the river; found rebel steamer *Bracelet* with prisoners on board. At 7:15 the *Signal* proceeded to Helena with prisoners.

February 14.—Mississippi River. Passed transports *Empress* and *Ed. Walsh*, also bound up. Reported having been fired upon by guerrillas with five fieldpieces at Bolivar Landing. Rounded to and threw 7 shells in the woods in the vicinity of the landing. Fired one building. At 2:40 p. m. saw some straggling mounted cavalry and fired a few shells at them.

February 15.—At 2 p. m. spoke transport *Warsaw*, who reported having been fired into by guerrillas at Cypress Bend. Shelled the woods in the vicinity and burned the buildings.

March 11.—At 8:45 a. m. got underway and proceeded up Arkansas River. At 10:20 fired on a party of horsemen. Shelled the vicinity close to the Cut-off. Expended 7 10-second and 9 5-second shell; also 16 charges, 6 pound, from 32-pounder. Destroyed tow flatboats.

April 12.—At 5:35 p. m. passed through Arkansas Cut-off. At 10 p. m. anchored.

May 3.—At 5:45 p. m. saw wreck of the towboat *Minnesota* and two barges on fire off Greenville. Commenced shelling the woods. Fired 4 32-pounder 5-second shell and 1 shell from howitzer.

May 4.—At 3:30 p. m. got underway and landed on the Mississippi side. Sent 2 officers and 10 men ashore to reconnoiter rebel works.

May 14.—At 2 p. m. proceeded up the river. Fired 2 5-second shell at a party of mounted men on the bank. At 4:30 p. m. landed on the bank and destroyed a skiff; fired one shell from howitzer.

Abstract log of the U. S. S. Louisville, Lieutenant-Commander E. K. Owen, commanding, January 10 to May 6, 1863.

January 10, 1863.—Arkansas River. At 10:10 a. m. fired two shots at rebel breastworks; the *Baron De Kalb* fired at the same. At 1:30 p. m. steamed up river and waited orders; boat went ashore to examine fortifications. At 4:50 moved up the river and engaged the rebel batteries at 5. From 6 to 8 engaging the rebel batteries at Arkansas Post; also the *Baron De Kalb* and the *Cincinnati*. At 6:45 a shell entered [sic] bluff off our port bow, exploded, killing Walter Williams, seaman. During the contest 9 seamen were wounded.* J. T. Blatchford, executive officer, wounded severely in thigh; S. M. B. Servoss, acting ensign, contusion, injury of throat. At 7:15 dropped down out of range of rebel batteries and made fast to the bank. Amount of ammunition expended: 25 10-pound charges for 9-inch; 12 5-second 9-inch shell; 4 10-second 9-inch shell; 9 9-inch shrapnel.

January 11.—At 1 p. m. moved up the river and engaged the batteries at Arkansas Post. At 3:45 rebel batteries ceased firing. Three men wounded. Amount of ammunition expended: Powder, 106 10-pound charges for 9-inch. Shell, 76 5-second 9-inch shell; 30 10-second 9-inch shell. From 4 to 6: Sharp musketry firing on shore. At 4:35 rebels surrendered to U. S. Navy. From 6 to 8: Tied up to the right bank of the river. Several of the officers went ashore to examine the rebel fortifications. From 8 to midnight: Transports coming up from below during the entire watch.

January 14.—From 8 to meridian: Sent gunner to see about getting shell from Fort Hindman. At 10 went to quarters, and Captain Owen read a letter from Acting Rear-Admiral D. D. Porter to the officers and men of the U. S. Mississippi Squadron, thanking them for their services in the capture of Fort Hindman. Sent gunner with one watch to get shell from the fort; received order to throw it into the river.

February 13.—Yazoo River. From 6 to 8 p. m.: Sent first cutter with armed crew in charge of Acting Master's Mate H. D. Coffinberry up the river as picket boat. At 7 an officer from the *Benton* came on board and reported signaling up the river by the enemy. From 8 to midnight: U. S. S. *Indianola* got underway and proceeded down the river. Firing commenced in the direction of Vicksburg at 10:48 and stopped at 11:16; 21 reports counted.

February 20.—At 11 p. m. heavy cannonading in direction of Vicksburg; at 11:20 firing ceased.

February 24.—Heavy firing heard in the direction of Warrenton.

February 25.—Heavy firing heard in the direction of Vicksburg.

March 10.—Firing heard in the direction of Vicksburg. At 2 p. m. weighed anchor and steamed down near Vicksburg.

* Names omitted.

March 18.—Deer Creek. From 8 to midnight. Heavy firing in the direction of Vicksburg at intervals of ten minutes.

March 20.—At 2 p. m. fired one shell at rebel troops off our starboard bow.

March 21.—At 12:30 a. m. received information from a contraband that the enemy was felling trees across the bayou to obstruct our passage. At 12:40 sent Captain Friesner with 50 men to stop them from cutting trees. From 8 to 12 fired 6 rounds of 6-inch and 3 rounds of 8-inch at the rebel pickets. From 12 to 4 p. m. ship stopped from backing down by a coal boat sunk astern. Sharpshooters of the enemy kept up a continuous fire from the right bank of the bayou. At 2:45 saw the advance guard of the Eighth Missouri Regiment coming up the bank. At 10 p. m. finished blowing up the sunken coal boat, and at 10:30 commenced backing down the bayou.

March 22.—From 8 to 12 meridian: Ship backing down the bayou in company with the army on right bank. At 2:25 p. m. the rebels opened fire with light artillery and we returned it.

March 23.—Backing down the stream as fast as the obstructions will permit, balance of the fleet following.

March 24.—At 11:30 a. m. sent port watch and soldiers to roll cotton on board.

April 1-2.—In Yazoo River. Heard heavy guns in the direction of Vicksburg.

April 17.—Below Warrenton. At 12:15 a. m. the batteries at Vicksburg opened fire on the fleet. At 1:30 ceased firing. We were struck by shot from the enemy as follows: One on starboard side between Nos. 3 and 4 ports, carrying away hammock rail; 1 through starboard smokestack; 1 aft nearly amidships, doing no damage, steamer *Silver Wave* ran afoul of our port side, running us on left bank, cutting away coal barge. At 2 picked up coal barge and made her fast.

April 22.—New Carthage. At 9 a. m. the fleet, passing downstream, fell in line near the flagship. At 11:15 flagship rounded to, head upstream, the batteries at Grand Gulf in sight, distance $1\frac{1}{4}$ miles. At 1 p. m. the *Lafayette* and *Price* went down river toward Grand Gulf on a reconnoissance, with captains from each vessel on board. At 2 firing heard in the direction of Grand Gulf. At 3:20 tug came up with captains on board. At 11:30 p. m. heavy firing in the direction of Vicksburg; flashes of the guns could be plainly seen. At 12 (midnight) firing still going on.

April 23.—At 2 a. m. firing at Vicksburg ceased; commenced again at 2:35. At 3:45 heard several more reports. From 4 to 5, heavy firing in the direction of Vicksburg. At 10:30 p. m. saw the enemy at work on the bluff, throwing up earthworks.

April 24.—Meridian to 4 p. m.: Weather calm and sultry. U. S. S. *Price* passed down the river and came to near the *Lafayette*. The admiral's pennant at the masthead. The *Price* fired one shell at the rebel batteries. *Mound City* dropped down and shelled the rebels. 4:45 p. m., *Mound City* ceased firing.

April 28.—6 p. m., *Lafayette* and *Price* fired at rebel batteries. 11:40 p. m., three guns were fired from the rebel works.

April 29.—7:45 a. m., weighed anchor. 8 a. m., steaming down toward rebel works in line of battle. 8:20 a. m., rebel batteries opened fire. 10:15 a. m., engaged upper battery. 1:25 p. m., *Ben-*

ton steamed out of action. 2:30 p. m., drew out of action and steamed up the river in Hard Times Bend and made fast to Louisiana shore above. Damages done during action: Struck 8 times; 1 shot over No. 4 port, starboard side, staving in iron casemate. The others not damageable. Fired 418 rounds. 4 to 6 p. m.: Carpenter repairing damages. 5:45 p. m., U. S. S. *Lafayette* dropping down to rebel batteries. 6 to 8 p. m., *Lafayette* and rebel batteries exchanging shots. 8:30 p. m., got underway and stood down river. 9:05 p. m., engaged rebel works. Five transports passed rebel works. 9:50 p. m., ceased firing.

April 30.—7 a. m., received troops on board. 8:45 a. m., got underway and steamed down the river. Rounded to and made fast to Mississippi shore, astern of flagship, and landed troops. 11:15 a. m., got underway and steamed up river. Meridian to 4 p. m.: Weather clear and pleasant, moderate northerly wind. Landed at Disharoon's [D'Schron's] plantation. 2 p. m., received troops on board. 2:25 p. m., cast off and steamed down river. 3:15 p. m., rounded to and landed troops.

May 1.—9:45 a. m. Took on board Fifty-ninth Indiana and Twenty-sixth Missouri regiments and steamed down to lower landing. 11:08 a. m. landed the troops, crossed over to the flagship, and returned per order of the admiral.

May 2.—12:50 p. m. got underway and steamed across the river and made fast, guarding rebel prisoners. 3:25 p. m. took on board rebel officers—Adjutant J. T. Norman, Twenty-third Alabama; Captains John H. Morgan, Twelfth Battalion Arkansas Sharpshooters, S. D. Cole, Fifth Missouri, S. O. Merriwether, Twenty-third Alabama, J. J. Ransom, Twenty-first Arkansas, R. H. Pratt, Twentieth Alabama; First Lieutenants G. W. Paul, Fifteenth Arkansas, J. F. Steiner, Twenty-first Arkansas, J. N. Williams, Sixth Mississippi; Second Lieutenants Thomas F. Gibson, Fifteenth Arkansas, G. E. Reid, Twenty-third Alabama, G. W. Howard, Sixth Mississippi, W. R. J. P. Threadgoll, Twenty-third Alabama, D. Perckett, Sixth Mississippi, E. Atwood, Fifteenth Arkansas; Sergeant-Major J. B. Cox, Sixth Mississippi. 3:30 p. m. steamer hove in sight, coming up the river. Let go and stood out in the river. 3:40 p. m. fired a shot across her bow. 3:50 p. m. spoke the steamer and proved to be the U. S. ram *Switzerland*, from the lower fleet. 9:30 p. m. sent rebel officers on board transport *Forest Queen*. 10:30 p. m. received dispatches from the admiral.

May 3.—4:35 a. m. got underway and steamed up river. 7:27 a. m. met U. S. gunboat *Pittsburg*. Hove in sight of Grand Gulf. 8:30 a. m. made fast below the upper battery. 8:55 a. m. let go and dropped down the river. 9:25 a. m. made fast abreast of the lower battery. Sent a party to destroy it.

May 4.—4:30 p. m. U. S. S. *Tuscumbia* came up and made fast off the lower battery. A burning barge passed down. 5:30 dropped farther astern, down the river. 6 p. m. sent all hands to the upper battery for a gun.

May 6.—7:45 a. m. sent starboard watch and second part port watch ashore in charge of Acting Master's Mate Charles Smith to remove guns at the fort. 11 a. m. got the last gun off the upper battery. 1:10 p. m. sent working party on shore to bring shot and shell from the fort.

Abstract log of the U. S. S. Marmora, Acting Volunteer Lieutenant Robert Getty, commanding, January 2 to April 17, 1863.

January 2, 1863.—Off mouth of Chickasaw Bayou. At 11:15 a. m. gunboat *Lewington* got underway and steamed down the river. Weighed anchor and dropped down to the *Lewington's* position to cover embarkation of troops. At 12 noticed considerable excitement among troops on shore; vigilant lookout kept for the enemy. From 12 to 4 p. m.: Troops embarking on transports. Rebels advanced on troops, heavy firing commenced. Boats engaged firing on rebels. At 2:30 firing discontinued. Expended to-day 19 percussion rifle shells, 8 canister, 37 shrapnel, 4 rifle fuze shells.

January 3.—Captain Gwin of gunboat *Benton* died on board the flagship at 2 bells (6 p. m.)

January 17.—At 10 a. m. steamed up Arkansas River. At 10:20 reached the post and came to anchor on the left side of the river. Sent 10 men under charge of Mr. Morgan to assist in destroying the guns. At 11:30 party on shore blew up a 10-inch rifle gun. Men ashore engaged in destroying the fort. At 2, party returned from the fort.

January 22.—Skipwith's Landing. At 10:40 a. m. Mr. Rees went out in boat and destroyed a large raft with house on top floating down the river.

January 24.—Heard heavy firing in the direction of Vicksburg.

January 29.—Heavy firing in the direction of Warrenton.

January 31.—At anchor above Vicksburg. At 1:25 p. m. a skiff containing 3 rebel officers and 4 men came alongside under flag of truce. Officers came on board. At 2:50 proceeded down river to flagship *Black Hawk*. Captain Getty went on board with rebel officers. At 3:30 Captain Getty returned on board and rebel officers returned to Vicksburg. Proceeded across the river and anchored at 4.

February 13.—At anchor above Vicksburg. At 10:30 a. m. enemy fired two shots at tug reconnoitering. At 11:05 p. m. firing commenced from Vicksburg; ceased at 11:40; 21 shots having been discharged.

March 12.—Tallahatchie River. Passed large quantities of cotton on fire floating.

March 14.—At 12:40 p. m. troops landed from transport astern. Heard several shots fired. Captured one rebel and wounded others. Party ashore employed in getting logs for barricading the upper deck.

March 21.—Entered Milliken's Bend at 8:25 p. m. At 8:30 were brought to by a battery on shore. Were rounding to to land when another gun was fired at us, the shot passing over our fore-castle. An officer came on board to ascertain who and what we were. At 9 proceeded down the river.

April 4.—Tallahatchie River. At 5:20 a. m. proceeded downstream. At 8:50 were fired into on port side by a small fieldpiece, accompanied by musketry. Called all hands to quarters and opened on rebels with entire port battery. Expended 1 Bormann fuze shell, 4 percussion rifle shell, 12 24-pounder canisters.

April 16.—Mouth of Yazoo River. At 10 p. m. gunboats and transports left. At 11:15 first gun fired in the direction of Vicksburg. Incessant and heavy cannonading during the remainder of the

watch. Great light sprang up. Another fire lower down the river broke out at 12 midnight.

April 17.—From 12 to 4 a. m.: Heard heavy firing at intervals until 2:30.

Abstract log of the U. S. S. Mound City, Lieutenant Byron Wilson, commanding, April 12 to May 16, 1863.

April 12, 1863.—At 12:35 p. m. rebels fired one gun from upper batteries. At 1 *Carondelet* got underway and stood up the river. At 12:45 p. m. a rebel boat bearing a flag of truce came in sight and the steamer *Armenia* went down to meet her.

April 16.—At 12:15 tug brought orders to be ready to move at 12:45. Called all hands and stowed hammocks and bags over steam drum and went to quarters. Orders came at 1:30 that we would not move. From 8 to midnight: At 2 bells the *Benton* ran up two white lights; immediately got up anchor and proceeded to get in position in rear of the *Louisville*. At 6 bells rounded the point opposite Vicksburg, when the enemy opened a heavy fire from rifled guns. At 7 bells heavy shot struck our port side and passed in front of fire doors, through iron casemate on starboard side, wounding 4 men; viz, James Denty, John Kelly, Swain Anderson, seamen, and a soldier named Eisenbach, alone seriously. While passing Vicksburg a shot struck us on port quarter. At 12:50 p. m. shot from Warrenton batteries struck our port quarters. 1:05 a. m. passed Warrenton. Came to anchor in Diamond Bend. Received a 32-pounder in the bows of coal barge.

April 17.—At 10:30 a. m. got underway and stood down the river. At 12:20 p. m. rounded to off Carthage and made fast to bank.

April 18.—At 7 p. m. tug brought orders to have battery ready for action at a moment's notice.

April 20.—At 10:20 a. m. got underway and stood down the river. At 11:10 a. m. made fast alongside the *Indianola* and commenced taking the iron plating from the wreck.

April 22.—At 12:45 p. m. made fast to the bank. At 2 bells steamer *Lafayette* dropped down river and opened fire. At 11:20 p. m. heard heavy firing at Vicksburg. At 8 bells they had fired 210 guns.

April 23.—From midnight to 4 a. m.: Heavy cannonading in direction of Vicksburg; 250 guns fired up to 4 bells; after that guns at intervals. From 4 to 8 a. m. heard heavy firing in direction of Vicksburg. At 2 p. m. the *Louisville* got underway and fired four shots at Grand Gulf from her stern guns and then anchored above her old place. At 2:45 p. m. *Price* came down the river with army officers aboard, and fired several shots at Grand Gulf.

April 24.—At 3:45 p. m. got underway and dropped down about 400 yards and anchored. Fired Parrott gun. 2:30 p. m. *Price* came down with Admiral Porter, fired one gun, after which we fired round from Parrott gun. First and second divisions soldiers exercised in small arms at 1 o'clock.

April 28.—From meridian to 4 p. m.: Arriving during the watch several transports with troops, landing on the Louisiana shore.

From 4 to 6 p. m.: The *Lafayette* fired a shot which struck the hill; the *Price* also fired a shot. At 10:10 p. m. fired a shell at a boat down the river from Parrott. At 10:35 p. m. enemy fired two guns from upper batteries and one from lower.

April 29.—At 6:55 a. m. *Benton* signaled "Prepare for action." The vessels proceeded down the river in the following order: *Pittsburg*, *Louisville*, *Carondelet*, *Mound City*, steaming to the right of the river, and the *Benton*, *Lafayette*, *Tuscumbia*, dropping down to engage the upper battery, while the others passed down and engaged the lower. At 7:07 a. m. *Benton* signaled "Close round commanding officer." At 7:12 a. m. signaled "Prepare to attack," and at 7:25 a. m. "Attack." At 7:50 a. m. the upper battery opened on the forward boats, which was immediately returned by the vessels as they could bring their guns to bear. The four vessels steamed slowly past, using forward broadside and stern guns, the other boats engaging the upper battery. At 10:15 a. m. signal 324 from the *Benton*. At 11:35 a. m. signal 319. At 11:40 a. m. signal 8357. The lower batteries having been silenced by this time, we steamed up around the *Benton* in obedience to signal, and moved round in a circle, using all the guns as they could be brought to bear. At 12:10 p. m. *Tuscumbia* signaled, "Engines disabled," and dropped down the river. Signal 319 from the *Benton*. 12:15 p. m. *Benton's* signal staff cut away. At 12:45 p. m. ceased firing and drew off up the river, having silenced every rebel gun. Made fast to the bank above, having expended 227 rounds of ammunition. Stood up the river. At 5:45 p. m. the *Lafayette* steamed down to the batteries and opened fire on them. From 6 to 8 p. m.: The *Lafayette* dropped downstream and opened fire on the enemy. At 8:20 p. m. rounded down the river, following the *Benton*. At 8:43 p. m. rebels opened fire on us, which was returned, and the engagement became general. During the firing the transports and the *Price* ran by. Dropped down after fighting about two hours and made fast to bank 4 miles below. Loss, Sergeant Verwold, killed. Vessel struck a number of times.

April 30.—At 1:30 a. m. sent a burial party on shore to bury Sergeant Verwold, Fifty-eighth Ohio Volunteers. At 7:10 a. m. took on board 500 men of the Fifty-sixth Ohio Volunteers. At 9 a. m. got underway and stood down the river in company with the gunboats and the transports, all loaded with troops. Landed and debarked troops about 10 miles below. At 10:50 a. m. stood up the river again. At 2:20 p. m. took on board 530 of One hundred and twenty-fourth Regiment Illinois Volunteers.

May 3.—At 4:30 a. m. *Benton* backed out and went up the river, and the other boats also stood up. Got underway and followed. Went up and took possession of the batteries at Grand Gulf. During morning, before starting, heard the reports of rebel magazine exploding.

May 9.—8 to meridian: Got underway at 9 and came to in sight of Warrenton; at 10 a. m. saw a number of guerrillas along the levee. At 5 p. m., seeing a body of rebels on the hill, fired a 50-pound shot at them.

May 10.—At 5:30 a. m. took a man aboard, purporting to be from Warrenton, trying to avoid the conscription. At 8:45 a. m. got underway and stood up the river. At 9:10 a. m. commenced firing

and ceased at 10:10 a. m. Came to anchor at 10:25 a. m. At 4:25 p. m. commenced getting underway. At 6 p. m. commenced firing. At 6:30 p. m. made fast to the shore opposite Warrenton.

May 11.—At 5:50 a. m. got underway and stood across the river for Warrenton and commenced firing at 6; ceased firing at 6:10 a. m. At 6:25 a. m. stood across the river and anchored. At 4:30 p. m. fired a shell at the enemy's works. At 6 p. m. got underway and stood over to Warrenton and fired 7 shots at the enemy's works, then crossed the river and made fast to bank opposite the town.

May 12.—At 5:15 p. m. got underway and stood over to the casemates and opened fire on them. At 6 p. m. ceased firing, having expended 64 rounds, and steamed over to opposite bank, where we made fast.

May 13.—At 6:20 a. m. got underway and moved over toward Warrenton, and fired into their works.

May 15.—At 7 a. m. admiral ordered us to get underway; started up, the *General Price* and *Tuscumbia* following. 8 to meridian: Underway, steaming toward Warrenton. When opposite, *Tuscumbia* and *Price* fired a few shots into the town. *Price* sent two boats' crews ashore and set fire to several buildings.

May 16.—At 5:20 a. m. steamed down the river. At 7 a. m. made fast to the bank at New Carthage.

Abstract log of the U. S. gunboat Tuscumbia, Lieutenant-Commander James W. Shirk, commanding, March 28 to May 17, 1863.

March 28, 1863.—At 6:10 a. m. got underway and started down the river. At 2:30 p. m. came in sight of the fleet anchored in Yazoo River. At 2:45 let go anchor and the captain went over to the flagship.

April 1.—Between 1 and 2 a. m. three reports of cannon were heard up Yazoo. At 8 a. m. hove up anchor and got underway and stood up Yazoo in company with light-draft gunboat No. 2. At 10 landed at Johnson's Landing. At 10:05 the flagship *Black Hawk* came up. At 10:16 got underway and went up the Yazoo in company with flagship. At 10:10 *General Price* came up. At 10:30 tug came alongside and Admiral Porter, Major-General Grant, and Generals Sherman and Oglesby came on board; then stood up the river. Arrived off Haynes' Bluff about meridian; threw two shells from starboard bow guns, two from port gun. At 12:50 turned about down the river. Saw bayonets, as of troops coming from Vicksburg. The *General Price* threw several shells at them. 1:25 p. m., bound down. The *General Price* made signal, answered by the admiral. 1:45 arrived at Johnson's Landing. The admiral and party went on shore. At 3:40 cast off and stood down the river. From 4 to 6 p. m.: Standing down Yazoo. *Black Hawk*, "mosquito boat," and tug went up Old River. 4:50, *Black Hawk* hove in sight; 5:25, came to anchor by starboard cable.

April 7.—At 11:30 a. m. heavy explosion heard in the direction of Vicksburg. 2:30 p. m., some firing heard in the direction of Vicksburg.

April 16.—Off Vicksburg. At 1:40 a. m. orders came from the *Benton* that we would not get underway on account of the transports not being ready. 7:45, steamer *Henry Clay* came into the Yazoo with a barge in tow. At 5 p. m. tug *Thistle* came alongside with First Lieutenant S. Bagsley; Sergeants W. R. Crawford, J. L. Brown; Corporals A. Weise, T. A. Grant; Privates J. Borders, E. Brown, G. A. Cummins, F. M. Griffith, W. F. Gholson, C. C. Haynes, G. Hendricks, C. Henry, L. Karreus, A. Horton, H. Medlin, F. M. Mobley, A. G. Pruit, V. Rude, D. Vinson, B. Webb, A. Webb, C. Cook, P. Holden, J. Capps, H. Young, from the *A. O. Tyler*. At 9 weighed anchor and stood up the Mississippi. *Benton* hoisted two lamps as a signal. 9:50 all hands ordered below with exception of the crew of No. 3 XI-inch gun. 11:10, enemy first opened fire. 11:20, fired XI-inch 10-second shell at a flash from upper battery, which was answered by five guns from the enemy. Captain then ordered all hands under the casemates, guns run in, and ports closed. 11:30 struck right bank, found a leak on port bows; got off, but ran into *Forest Queen* as she ran across our bow, increasing our leak. Got forward pumps to work. 11:40, passed the *Henry Clay*, on fire. 12, out of range of battery.

April 17.—12:45 a. m., the *Louisville* spoke us and came alongside, starting a leak in our coal barge. She reported the *Forest Queen* disabled; rounded to and went to her assistance; landed her safely on the Louisiana side above Warrenton, then stood down. At 1 passed Warrenton; fired 2 5-second shrapnel, which were returned by light guns from the army. At 3 a. m., having been hailed by tug from the flagship, came to anchor. At 4:15 found the coal barge sinking; got all hands pumping, bailing, but could not save her. 4:30, it sank; cut the lines and let it go. 4:45, made out a barge with a number of men on the Louisiana shore; hailed the flagship and pointed her out; she sent the tug to it and the tug returned to the flagship. At 12:20 p. m. passed Carthage Landing. 12:40, rounded to and made fast to the levee at Ion's plantation; left the barge there. General Osterhaus came on board and had an interview with the captain. At 2:30 weighed anchor and started down the river. 2:25, saw several rebel cavalry on the right bank and fired three shots at them. Continued shelling the woods down the river. 3:50, turned about up the river; fired on the trip down 10 shells, 1 shrapnel. 4 to 6, fired 5 shells into the woods. 4:25, met the *Lafayette*, which rounded, and both continued up the river. Captain spoke the *Lafayette* and asked if he could go up Hurricane Island Chute. Captain Walker answered that he was going up to the landing. At 6:15 passed the gunboat *Pittsburg*, lying at wreck of the *Indianola*, off Jeff Davis's plantation, at head of Palmyra Island.

April 19.—At 9:30 p. m. captain gave orders to have all hands called and steam got up immediately, should the flagship fire a gun.

April 20.—At 1:30 a. m. heard the report of 3 heavy guns up the river. 12:35 p. m. gunboat *Price* overhauled us; Captain Woodworth spoke to us to go along slowly. 1:30 *Price* rounded, we following. Captain Shirk reported to Captain Woodworth a skiff just landed on right bank. Sent a boat ashore and destroyed ferryboat and skiff. Signaled the *Price*; she answered, stood for us. The *Price* ran down and smashed a barge that was drifting down. 3:15 sent a boat ashore on right; set fire to and cast loose a barge. Stood up the river. 8:45 made fast to levee at our old landing at Ion's plantation.

April 22.—At 9 a. m. cast loose and stood down the Mississippi with the balance of the gunboats. *Forest Queen* came up Mississippi from Perkins' plantation. At 11 made Grand Gulf. 11:30 flagship made signal No. 786. All came about and stood up the river. 12:35 p. m. landed in Hard Times Bend, on the Louisiana shore. 1:30 gunboats *Lafayette*, *Price*, and tug got underway and went down to Grand Gulf with all the commanders on board. At 2 the *Lafayette* opened fire on the bluff. 3:20 the tug came up the river with the admiral and commanders on board. 6:20 two prisoners brought on board by order of the captain and were taken to the flagship. 7:30 prisoners returned, with permission from the admiral to go on shore. 11:50 heavy firing at Vicksburg.

April 23.—At 2:05 a. m. the firing stopped at Vicksburg. 11:40 the flagship went up outside of Hurricane Island and we inside. 12:30 sent cutter ashore, caught a soldier off Jeff. Davis's plantation.

April 26.—At 7:30 a. m. came in alongside the *Anglo-Saxon*. The carpenter with his gang are at work on the *Horizon*. The chief engineer is also at work with some men on the other steamers, viz, *Cheeseman* and *Moderator*. The *Anglo-Saxon* is not being fixed; the good parts in her are taken to repair the other steamers. At 9:20 heavy firing heard down the river. At 9:30 General Grant and other officers came on board; we sent them down the river to Perkins' plantation in the gig. At 5:10 p. m. heavy firing heard in direction of Grand Gulf. 5:30 transport *Empire City* came down loaded with troops; rounded to at the levee above us. 8:30 Generals Grant, Macpherson, and Adjutant-General Thomas came on board. 10:15 a boat came down from General Grant's headquarters in search of the generals. We manned the cutter and sent them up.

April 27.—At 3 a. m. heavy firing heard at Vicksburg, and a big fire started. 4:30 firing heard up the river, supposed to be the batteries at Warrenton. 7:15 transport *Silver Wave* came out of the bayou loaded with troops and went down the river. At 8:15 the army tug that ran the blockade with barges in tow rounded the point above us; we answered her whistle. The hay barge she had sunk from under the hay. At 8:45 she whistled again and waved a white flag; sent the cutter to her assistance, sent two pumps to pump tug and barges. At 6 p. m. general order from the admiral in relation to the order of battle at Grand Gulf was read to the officers. 7 p. m. all hands called to quarters for exercise at the guns.

April 28.—At 10 a. m. transports *Moderator*, *Forest Queen*, and *Horizon*, loaded with troops, cast off and stood down the river. At 1:15 cast off and stood down the river, the *Benton* taking the lead. At 12 rounded to in wake of the *Benton* at Hard Times Bend. 12:55 made fast to the bank astern of the *Benton*. Transports landed the troops below on the right bank; stood up the river; commanders of gunboats went on board the flagship. The *Price* hove in sight; went below with transport, *Anglo-Saxon* in tow. 1:40, last of the transports arrived. At 6:30 p. m. two shots fired from the gunboat *Mound City*. 9:45 tug came alongside with Adjutant-General Thomas and some other officers; they remained on board.

April 29.—From 8 to meridian: Followed the gunboats *Pittsburg*, *Louisville*, *Carondelet*, and *Mound City* down the river to attack the enemy's batteries at Grand Gulf. At 8:15 the enemy opened fire.

The four leading boats engaged the upper batteries and passed on below, while this ship at 8:25 turned around and engaged the upper fort. The *Benton* came down and engaged it also, while the *Lafayette* remained above at distance of about 600 yards; used her stern guns. At 8:35 a shell entered the midship forward port, killing 4 men and wounding several more. Another shell entered the after casemate, through the starboard wheelhouse, killing First Lieutenant Samuel Bagsley, Twenty-ninth Regiment Illinois Volunteers (in forward turret, F. Adams, Henri Sargent, John Manley, William H. Wright), disabling all the crew of the starboard after gun. The midship port of the forward turret was jammed so it could not be used. At 12 the fleet and upper batteries still engaged. At 12:25 the port engine was disabled by the shooting away of the cam yoke. Stood up the river, but the propellers being of insufficient power to make the ship stem the current, dropped out of action and anchored. Made signal to flagship 3375. 1:15 the fleet stood up the river. Repaired engines and at 3 got underway and stood down the river to Disharoon [De Cheron or D'Schron], where we landed; United States troops in possession of the place. From 4 to 6 p. m. at Disharoon's plantation. Cleared the wreck. At 8:55 fleet opened fire on the batteries. At 9:40 five transports landed. At 10 gunboat *Benton* landed. 11:20 five gunboats came down and landed. (Note.—During the action to-day the ship was struck by solid shot and shell 81 times; shrapnel and grape were also used upon us. Three of our fore-and-aft hogchains were shot away. The wheels were dropped even and the ship hogged about 7½ inches aft. All the thwartship chains that support the wheelhouse beams were also shot away.)

April 30.—At 4:30 the troops began to embark. 7:15 the *Benton* and *Louisville* took troops on board. At 7:15 flagship and other gunboats with transports got underway and stood down the river. Heavy firing heard at intervals throughout the watch. At 1:55 p. m. the burial service was read over the bodies. At 2 the bodies of Lieutenant Samuel Bagsley, Francis Adams, Henri Souquet, John Manly, William Wright, left the ship for burial.

May 1.—At 12:05 a. m. heavy firing heard on the Mississippi side of the river. At 5:30 *Louisville*, *Pittsburg*, *Mound City*, and *Carondelet* came up and made fast to the levee. 5:45 the *Lafayette* came up and made fast astern of us. Transport *Horizon* discovered to be ashore in bend below. 6:10 the other transports and *General Price* came up and made fast to levee below us. Heavy firing heard in the direction of Port Gibson.

May 2.—At 11:40 a. m. *Lafayette* opened fire on the lower battery, firing three shots, which were returned by two shots from the rebels. At 1:40 p. m. hove overboard 10 globe lanterns, 5 reflectors, and 2 signal lanterns, 1 oil can, they having been ruined by the explosion of a shell during the action of the 29th April.

May 3.—At 1:30 a. m. a fire appeared at the enemy's lower battery. 2 another appeared at the upper one. 2:15, another fire broke out at the point of the bluff and continued some time. 4:15 rebels blew up the magazine of the battery just below the ravine. 4:25 they blew up the magazine to lower battery. At 4:35 they blew up the magazine of the upper battery. 4:45 *Benton*, *Lafayette*, *Carondelet*,

Pittsburg, and *Mound City*, started up to the fortifications. 5:30 *Lafayette* opened fire on the lower battery. 9:25 flagship *Benton* came down from Grand Gulf, landed alongside, put her sick and wounded on board of us.

May 6.—At 4:30 a. m. got underway and stood up the river. 6:05 passed Hard Times Landing. 11:35 entered Hurricane Island Chute. At 12:10 p. m. landed at Joseph Davis's plantation; sent the launch up to the *Indianola* after her hogchain and other iron that could be got at. 4:10 launch returned from the wreck of the *Indianola* with tools, etc., saved from the wreck.

May 7.—At 2 p. m. commenced removing the wounded off the boat to a house on James' plantation; at 4 finished.

May 13.—At 6:30 p. m. got underway and stood down to Hurricane Island to pull the *Carondelet* off, she getting aground coming up the chute.

May 14.—At 9:30 a. m. commenced to pull at the *Carondelet*; 10:50 pulled her off. At 11:50 got underway and stood up the river to James' plantation. 1:55 p. m. got underway and stood up the river. From 4 to 6 p. m. on the way up the river. Gunboat *Price*, carrying the pennant of Admiral Porter, hove in sight, coming up the river.

May 15.—At 8:20 a. m. got underway and stood up the river. The flagship signaled the *Mound City* and she rounded to. 8:30 the flagship made signal to us. 8:35 flagship signaled 16; hailed us and ordered us to go ahead and prepare for action. All hands called to quarters. At 9:10 came in sight of Warrenton. At 10:05 flagship signaled. Each of the gunboats fired several shots at the town. Rebels set fire to several buildings. 10:25 two boats went ashore from flagship and set fire to a number of houses. 11:15 flagship made signal 780; all the boats stood up the river. The *Price* and the *Mound City* made fast to the right bank. Vicksburg in sight. 12:10 p. m. landed just below Vicksburg. 8:45 p. m. the *Sterling Price* got underway and stood down the river. At 9 got underway and dropped astern of the *Mound City*. A light appeared on the right bank, just near the mouth of the canal. Made the preparatory Coston signal. The enemy signaled from Warrenton to Vicksburg.

May 16.—At 2:35 p. m. fired two 5-second shell at some of the enemy who appeared on the other side of the river. At 4:30 fired one 10-second shell at the rebels just opposite us. At 5 fired another 10-second.

May 17.—At 1:30 a. m. the gunboat *Price* fired at the opposite shore. At 9:40 two guns fired from the upper batteries at Vicksburg. At 10 a. m. three more shots at Vicksburg. 11:15 an explosion at Vicksburg, supposed to be blowing up their magazines. At 11:20 the gunboat *Carondelet* got underway and stood up the river toward Vicksburg. At 10 Admiral Porter and Captain Breese came on board. At 12:10 the *Carondelet* made signal to the flagship. At 12:25 the *Carondelet* rounded to and started down. Flagship made signal to the *Carondelet*. *Carondelet* having rounded to abreast the flagship, fired several shots into the woods on the opposite shore. Flagship made signal to the *Carondelet*. At 1:20 *Carondelet* made fast to bank ahead of us. At 6:30 p. m. we fired one 15-inch shell and at 7 another.

Abstract log of the U. S. S. Tyler, Lieutenant-Commander James M. Prichett, commanding, January 1 to May 16, 1863.

January 1.—3:15 a. m. sent a boat to *Forest Rose* with orders. Acting Rear-Admiral Porter came alongside and ordered us to take our station off Johnson's Landing. At daylight hove up anchor and proceeded down the river. 7:30 a. m. came to anchor in 8 fathoms water about 1 mile from flagship. 3 p. m. heavy cannonading heard in the direction of Gaines' [Haynes'] Bluff.

January 2.—4:15 p. m. was hailed by the flagship, and then passed down the river, following the *Benton*. 5:15 p. m. passed gunboats *Mound City*, *Pittsburg*, and *Rattler*; also steamers *Sovereign*, *Great Western*, *Judge Torrence*, *Red Rover*, and *Champion No. 3* laying near the mouth of Yazoo.

January 4.—8 to 12 meridian: Flagship *Black Hawk* and all the fleet, except the *Benton*, *Pittsburg*, and *Tyler*, and rams *Queen of the West*, *Sampson*, and *Lioness*, and three tugs, with the steamer *Champion No. 3*, got underway and steamed up the river. At 3 bells hove up anchor and dropped down to the mouth of the Yazoo in 6 fathoms of water. Ram *Lioness* came down the Mississippi and went up the Yazoo and came to anchor. Seven bells, *Benton* came down and anchored near us.

January 11.—4:15 p. m. steamed up the Mississippi, followed by gunboats *Benton*, *Pittsburg*, *Marmora*, *Juliet*, and rams *Queen of the West*, *Lancaster*, *Lioness*, and *Sampson*, and steamers *Champion No. 3* and *Bayard*, towing two mortars. 7:55 p. m. came to anchor in head of Milliken's Bend, near gunboat *Mound City*, in 6 fathoms water.

January 24.—2:55 p. m. came to anchor 100 yards above the flagship in the Yazoo River. 7 p. m. Mrs. Harris and Captain Sutherland came on board. 8:15 p. m. Captain Sutherland and Mrs. J. R. Harris were united in marriage by the Reverend Mr. Snow in presence of Acting Rear-Admiral D. D. Porter and commanding officers of the fleet.

January 28.—Meridian to 4 p. m.: Captain Prichett ordered all the officers in charge of troops on the steamer *Continental* to report to him aboard here which they did at 1 p. m. 1:45 p. m. hauled off from the bank and stood up the river. 2:45 p. m. landed at Mr. Harris's plantation. Sent orders to the captain in charge of the troops on transport not to land his men without orders.

January 31.—At 12:45 p. m. ram *Monarch* and steamer *Champion* landed at Columbia and we passed on up with the gunboat *Juliet* to Mr. Sessions' plantation, where we landed. I was sent in charge of 20 men with a squad from gunboat *Juliet* to search the premises for cotton. Finding only 7 bales concealed three-fourths of a mile from the boat we returned.

April 29.—Yazoo River. At 12:45 p. m. flagship made signal. 1 p. m. got underway and stood up the river, accompanied by the gunboats *Choctaw*, *Baron De Kalb*, *Signal*, *Linden*, *Romeo*, and flagship *Black Hawk*, followed by transports *Chancellor*, *R. B. Hamilton*, and *Nevada*, with troops. 3:30 p. m. fired a Parrott gun at some rebel pickets. 4:35 made fast alongside the bank. 6:15 got underway and steamed across the river and made fast to the bank below the *Choctaw*.

April 30.—Chickasaw Bayou. Midnight to 4 a. m. all quiet during the watch. At 9:15 a. m. got underway and steamed up the Yazoo in the following order: *Choctaw*, *Baron De Kalb*, *Tyler*, *Signal*, *Linden*, *Romeo*, and *Black Hawk*, followed by the transports and mortars. At 10:10 the *Choctaw* fired the first shot at the batteries on Haynes' Bluff, which was returned. 10:30 made fast to the left bank of the river and opened fire at the batteries. At 11 received a shot through our side under No. 3 port, starboard side, which went through the coal bunker and barricade in front of fire room and lodged in the port coal bunker. At 11:15 let go and steamed across the river and made fast below the *Black Hawk*. Shot during the watch 16 Parrott and 7 8-inch 10-second shell. 1:20 flagship made signal and dropped down below us. 1:40 *Choctaw* and *Baron De Kalb* came down and made fast to the left bank of the river. At 2:30 p. m. received orders to drop down and guard the lower transports. Made fast to the bank opposite Chickasaw Bayou.

May 3.—5:10 a. m. heard the report of five heavy guns in the direction of Vicksburg.

May 4.—1 to 1:30 a. m. heard heavy rapid firing from the south-east.

May 15.—9:15 a. m. weighed anchor and steamed down the river. 9:30 a. m. landed at Napoleon; sent a detail of 15 men ashore in charge of Captain Stone on picket duty. 11:20 a. m. Captain Stone and men returned to the ship; cast loose and steamed up the river. 11:30 a. m. landed above the mouth of Arkansas River.

May 16.—8:10 a. m. got underway and steamed up the Mississippi River, the *General Bragg* getting underway and following us shortly afterwards. 9:40 a. m. came to astern of the light-draft gunboat *Juliet*, near the mouth of White River, and the *General Bragg* astern of us at the same time.

CONFEDERATE REPORTS AND CORRESPONDENCE.

[Telegram.]

JACKSON, *January 23, 1863.*

I am informed by letter of the 27th that the Yazoo River Pass is not yet obstructed. It must be done at once. Send a courier direct to Major [G. L.] Blythe with this order.

[J. C. PEMBERTON.]

Major-General LORING,
Grenada.

[Telegram.]

JACKSON, *January 23, 1863.*

You will immediately use your whole force, if necessary, to obstruct the Yazoo Pass effectually. Impress as many negroes as you deem necessary, and do the work at once.

J. C. PEMBERTON.

Major G. L. BLYTHE.

[Telegram.]

VICKSBURG, *January 24, 1863.*

Enemy in full force again opposite the city, with indications of attempting to force his way below. This necessarily separates my command. Must have large force at Warrenton. Can not place troops at Meridian without weakening this place. Book captured from Yankee colonel killed yesterday says Vicksburg must be taken. If necessary, will send his whole force; also states canal cut across. Statement says Sherman's corps numbers 20,000. Morgan's regiments greater. Supposing the same strength, the number is 40,000.

J. C. PEMBERTON.

General JOHNSTON,
Chattanooga, Tenn.

Report of Major-General Maury, C. S. Army, regarding movements of Federal vessels on Mississippi River.

HEADQUARTERS MAURY'S DIVISION,
January 24, 1863—8:15 p. m.

GENERAL: My picket from Terrapin Neck (Willis's, 40 miles above Vicksburg) has just reported. He left his station at light yesterday morning, and reports that on Wednesday 83 steamers, 8 of which were gunboats, passed down. On Thursday 9 steamers passed down. On Friday he met 15 steamers going down, making in all 107 steamers, 14 or 15 of which are gunboats or mortar boats. The sergeant brings with him 3 deserters, whose statements are not of much interest, further than that these are for the most part the same boats and same troops who were repulsed from here on the 29th ultimo and that they have not been farther up than the Arkansas River; that the transports are going back for more troops.

Very respectfully, yours,

DABNEY H. MAURY.

Major-General STEVENSON.

[Telegram.]

VICKSBURG, *January 24, 1863.*

One hundred and seven steamers, of which 14 or 15 are gunboats and mortar boats, passed Terrapin Point between 21st and 23d. Scouts just in report most of Grant's army in Memphis. Ten thousand left on the 20th for Vicksburg; the remainder to follow immediately. They are pressing all boats and sending up river for others, [and are] working hard at the canal.

J. C. PEMBERTON.

General S. COOPER, *Richmond.*

[Telegram.]

VICKSBURG, *January 25, 1863.*

Enemy in large force. One hundred and seven transports. Sherman's and Morgan's corps are here. Ten thousand of Grant's left Memphis on the 21st. They are cutting canal.

J. C. PEMBERTON.

General BRAGG,
Tullahoma.

[Telegram.]

VICKSBURG, *January 25, 1863.*

Send a courier immediately to General [R.] Taylor and Governor Moore, and ascertain who has charge of the steamer *Webb*. If either of them, ask if they will turn her over to me, temporarily, for important service on the Mississippi River. Send answer here with all dispatch.

J. C. PEMBERTON.

ALEX. [C.] FERGUSON,
Natchez, Miss.

[Telegram.]

VICKSBURG, *January 26, 1863.*

Ferryboat captured here; evidently preparing to go down the river. Look out for her. Have signal in advance to notify you of her approach. Have batteries ready to open upon her if she attempts to pass down.

J. C. PEMBERTON.

General GARDNER,
Port Hudson, La.

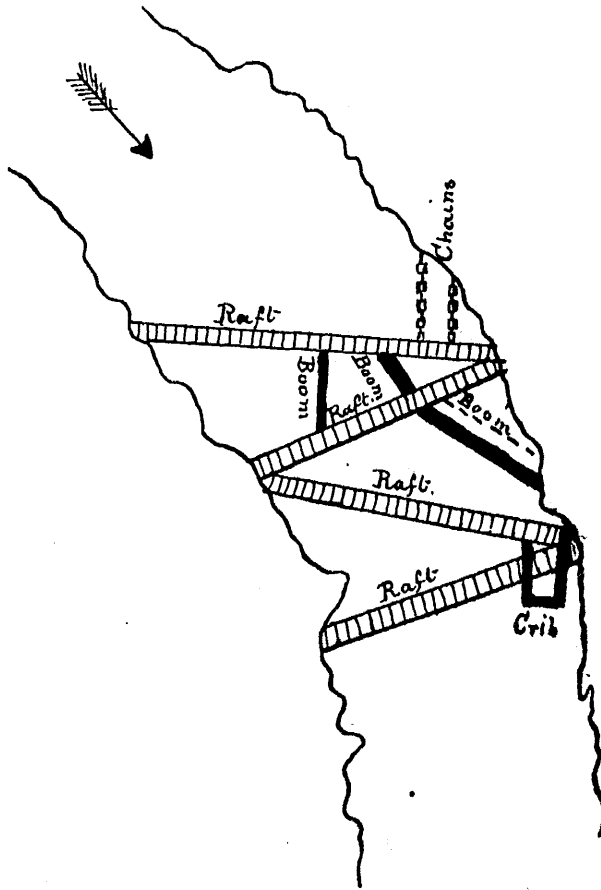
Report of Lieutenant-Colonel Lovell, C. S. Army, regarding raft at Snyder's Mill, Yazoo River.

SNYDER'S MILL, *January 26, 1863.*

GENERAL: Upon examination of the raft, and information received from the person in charge of it, and Mr. Snyder, who has lived here for a number of years, I have concluded that it will be almost impossible to remove the drift from the raft, and that it will not be absolutely necessary to do so unless the Mississippi River should fall very rapidly, which may not be expected for the next four or five months. Mr. Snyder informs me that generally at this stage of the Mississippi River the current runs up in the Yazoo. The drift is not at all packed, and resting mostly against the end of the raft on this side, which rests against the rocks. A boom is now in position, supporting the second raft, and two booms running from it will support the first one, which will greatly add to its strength. More stone should be put in the crib, against which rests the end of the third raft. It will be necessary to blast the rocks to get the stone

required. For this purpose, drills should be sent here as soon as possible. I understand they can be had in Vicksburg. Lumber is greatly required here to construct a depot magazine, and to repair the batteries. I shall write to Yazoo City to send some down immediately. Up to this, 1:30 p. m., no negroes or spades have arrived.

I send a little diagram of the raft to show how it is braced.



More chains are necessary to secure the lower end of the first raft, and should be sent as soon as possible. I understand the chains can be had in Vicksburg.

Very respectfully, your obedient servant,

W. S. LOVELL,
Lieutenant-Colonel.

Lieutenant-General J. C. PEMBERTON,
Commanding Department of Mississippi and East Louisiana.

Letter from Lieutenant-General Pemberton, U. S. Army, to the governor of Louisiana, requesting the services of steamer William H. Webb.

HEADQUARTERS DEPARTMENT OF
MISSISSIPPI AND EASTERN LOUISIANA,
Vicksburg, January 28, 1863.

SIR: I have written to Captain [Beverly] Kennon, of the steamer *Webb*, requesting his cooperation in preventing the canal across the

neck opposite Vicksburg. It is essential that this be done, because it not only endangers the two main points on the river, but the interior of Louisiana. With the *Webb* and Captain Kennon, together with cooperation of our land batteries, the mouth of the canal on this side can be held. Feeling assured that your excellency will think with me, and that you will be willing to do anything in your power to assist me, I have requested Captain Kennon to proceed to this point with all possible dispatch.

I am, sir, very respectfully, etc.,

J. C. PEMBERTON.

His Excellency Governor THOMAS O. MOORE,
Opelousas, La.

[Telegram.]

GRENADA, *January 29, 1863.*

Scouts report General [W. A.] Gorman returned to Helena from White River. Reported a failure there. Enemy still falling back on Charleston Railroad toward Memphis. Reliable information makes the enemy 77,000 effective men to operate against Vicksburg. All accounts agree to their demoralization.

W. W. LORING.

Colonel J. R. WADDY,
Jackson.

[Telegram.]

JACKSON, *February 18, 1863.*

Do not allow our batteries to answer the mortar below canal.

J. C. PEMBERTON.

Major-General C. L. STEVENSON,
Vicksburg.

[Telegram.]

JACKSON, *February 18, 1863.*

Send steamboats down to Snyder's Bluff as soon as possible.

J. C. PEMBERTON.

Major-General LORING, or Captain I. N. BROWN,
Yazoo City.

[Telegram.]

CHATTANOOGA, *March 5, 1863.*

Yours of yesterday received. Ask Lieutenant-General Smith if he can cooperate with you. Try to get something accurate from Corinth.

J. E. JOHNSTON.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, *March 6, 1863.*

We will cooperate when practicable. Have had interview. No gunboats of the enemy between Vicksburg and Port Hudson. Water too high to raise *Indianola* now. Enemy works day and night at canal. Enemy reported yesterday at Coldwater, mouth of Yazoo Pass; large force. Enemy collecting mortar boats at Baton Rouge. My main difficulty to contend with at present is transportation of supplies. Railroad much injured by heavy rains. Have sent to Corinth for information. Latest is the enemy are massing troops there.

J. C. PEMBERTON.

General JOSEPH E. JOHNSTON,
Chattanooga, Tenn.

[Telegram.]

JACKSON, MISS., *March 7, 1863.*

My scouts report, 4th instant, 12,000 to 15,000 troops left Corinth for Florence by land, and six transports and ironclad have landed troops there. Reported they will take 25,000 troops up, and go on to Bridgeport, Tenn. Two ironclads and several transports lying in Tennessee River. Force left in Corinth, about 3,000.

J. C. PEMBERTON.

General JOSEPH E. JOHNSTON,
Chattanooga, Tenn.

[Telegram.]

JACKSON, *March 9, 1863.*

I learn from Florence, 6th instant, that all the gunboats and transports with troops have returned down river, and stopped opposite Hamburg. Land forces also returned to Corinth, making force there about 10,000.

J. C. PEMBERTON.

General JOSEPH E. JOHNSTON,
Chattanooga, Tenn.

[Telegram.]

JACKSON, *March 9, 1863.*

Reliable information received to-day represents six gunboats and about eighteen or twenty small transports passed into Tallahatchie River on Sunday, the 7th instant. We have cotton-clad boats and are fortified 6 miles above the mouth of Tallahatchie, General Loring in command. General [F.] Gardner reports to-day large reinforcements at Baton Rouge; arrived yesterday and day before. Enemy

not less than 30,000. We are strongly intrenched. Enemy is working night and day at canal opposite Vicksburg; I fear with prospect of success. I am arranging for batteries at Grand Gulf. Must take navy guns now here.

J. C. PEMBERTON.

Hon. JAMES A. SEDDON,
Secretary of War, Richmond, Va.

[Telegram.]

JACKSON, *March 9, 1863.*

The enemy's operations in the canal indicate great probability of his getting through. If he succeeds will have to fortify Grand Gulf. Have no guns in department to do this, except two 8-inch and one 32, rifled, belonging to the Navy Department, en route to Shreveport, La. My transportation is utterly inadequate to my own necessities. Can not allow anything to be transported over railroads in department unless for use of same. I have taken guns. I will place them in position.

J. C. PEMBERTON.

General S. COOPER,
Adjutant and Inspector-General, Richmond.

[Telegram.]

RICHMOND, *March 10, 1863.*

What are the operations which indicate that the enemy will get through the canal? Do your guns prove effective against working parties and dredging machines on canal? What is state of affairs on the Coldwater and Tallahatchie? Have you further intelligence of the reported movement toward Aberdeen, as a second point for defense and obstruction to enemy's boats? How does Ellis Cliffs compare with Grand Gulf? What success in raising the *Indianola*? What is the stage of the Mississippi; is it rising or falling at Vicksburg?

JEFFERSON DAVIS.

General J. C. PEMBERTON.

[Telegram.]

JACKSON, *March 10, 1863.*

Hold all your force—cavalry, infantry, and artillery—ready to move at a moment's notice. Draw in your cavalry, if the enemy continues his advance by Tallahatchie.

J. C. PEMBERTON.

Brigadier-General TILGHMAN,
Grenada.

[Telegram.]

JACKSON, *April 7, 1863.*

The following just received from General Chalmers:

PANOLA, MISS., *April 7, 1863.*

I have received news from two sources from Memphis that Grant is about to attack Vicksburg in front, and that he will pretend to retreat. One says a spy has been hired to spike your guns on the night of the attack. Both urge that you should know it at once. I give it for what it is worth.

JAMES R. CHALMERS.

Keep a vigilant lookout.

J. C. PEMBERTON.

Major-General STEVENSON,
Vicksburg.

[Telegram.]

JACKSON, *April 7, 1863.*

There is reason to believe it is intended to attack Vicksburg in front. You must send a strong brigade to Stevenson at once. Turn over cotton-clad boats to Captain Brown, of Navy. They must not be used as transports for troops. Assist him all you can. Shall telegraph to Yazoo City to send up boats for a brigade, including field artillery; also General Maury.

J. C. PEMBERTON.

Major-General LORING,
Fort Pemberton, via Grenada.

[Telegram.]

JACKSON, *April 7, 1863.*

Have dispatched Loring to send you a strong brigade at once, with field artillery and Maury. You must turn over cotton clads to Captain Brown, of the Navy. They must not be used as transports.

J. C. PEMBERTON.

Major-General STEVENSON,
Vicksburg.

[Telegram.]

JACKSON, *April 10, 1863.*

The raft at Snyder's Mill is in danger. Retain cotton boats until it is repaired.

J. C. PEMBERTON.

General W. W. LORING,
Fort Pemberton.

[Telegram.]

JACKSON, *April 14, 1863.*

Do not allow any boat to come out of Red River. I was informed the *Hine* was at Natchez. Let her stay in Red River. Send courier.

J. C. PEMBERTON.

Captain E. POWELL,
Assistant Quartermaster, Natchez, Miss.

[Telegram.]

VICKSBURG, *April 17, 1863.*

The enemy were not aware of the loss of the raft when they started down their gunboats.

C. L. STEVENSON.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, *April 18, 1863.*

I regard the navigation of Mississippi River as shut out from us now. No more supplies can be gotten from trans-Mississippi department. Can you not keep 15,000 men supplied from Panola?

J. C. PEMBERTON.

Brigadier-General CHALMERS,
Panola.

[Telegram.]

JACKSON, *April 18, 1863.*

The passage of batteries at Vicksburg by a large number of enemy's vessels on night of 6th [16th] shows conclusively that we have an insufficient number of guns. There are so many points to be defended at this time—Vicksburg, Grand Gulf, Port Hudson, Snyder's Mill, and Fort Pemberton—that I have only 28 guns at Vicksburg. Of these two are smoothbore 32s, two 24s, one 30-pounder Parrott, one Whitworth, and one 10-inch mortar. Vicksburg and Port Hudson, and if possible Grand Gulf, ought to be greatly strengthened in guns. I have also sent 4,000 men from Port Hudson to General Johnston. The enemy has eleven armed vessels between Vicksburg and Port Hudson. A large supply of ammunition and projectiles should be constantly forwarded.

J. C. PEMBERTON.

President JEFFERSON DAVIS.