THE MOUND AT FEDERAL POINT.
OFFICIAL RECORDS
OF THE
UNION AND CONFEDERATE NAVIES
IN THE
WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF
The Hon. JOHN D. LONG, Secretary of the Navy,
BY
PROF. EDWARD K. RAWSON, U. S. NAVY,
SUPERINTENDENT NAVAL WAR RECORDS,
COMMANDER GEORGE R. VOLCORESSES, U. S. NAVY,
AND
MR. CHARLES B. STEWART.

By authority of an Act of Congress approved July 31, 1894.

SERIES I—VOLUME 12.

NORTH ATLANTIC BLOCKADING SQUADRON
From February 2 to August 3, 1865.

SOUTH ATLANTIC BLOCKADING SQUADRON
From October 29, 1861, to May 13, 1862.

WASHINGTON:
GOVERNMENT PRINTING OFFICE,
1901.
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PREFACE.

The work of preparing for publication the Official Records of the Union and Confederate navies, which was begun July 7, 1884, was organized under the superintendency of Prof. J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

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

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

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

On December 8, 1899, Lieutenant-Commander George P. Colvocoresses, U. S. Navy, was ordered to duty in connection with the compilation and publication of the Records.

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 duplic-
ates 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 opera-
tions in the civil war of which they may have knowledge.

The eleventh volume of the records (Series I, vol. 11), which has
recently been published by the Department, gives the operations of the
North Atlantic Blockading Squadron from October 28, 1864, to Feb-
ruary 1, 1865. The present volume (Series I, vol. 12) gives the opera-
tions of the North Atlantic Blockading Squadron from February 2 to
August 3, 1865; and the operations of the South Atlantic Blockading
Squadron from October 29, 1861, to May 13, 1862.

The reports and correspondence are placed chronologically, with a
distinct heading for every paper. In the record of events in which
both sides took part, the Confederate reports (where they could be
obtained) immediately follow the Union reports, while the miscellane-
ous Confederate correspondence is placed at the end of the volume.
Reference to the table of contents will show the context of these Con-
 federate papers. It is believed that the chronological arrangement of
the records, in connection with the full and complete index to each vol-
ume, 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 chrono-
logical order has been somewhat modified, and such documents have
been placed together in the compilation.

Edward K. Rawson,
George P. Colvocoresse,
Charles W. Stewart,

Navv Department,
Washington, D. C., April, 1901.

Compilers.

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

* * * Of said number, six thousand eight hundred and forty copies
shall be for the use of the House of Representatives, two thou-
sand one hundred and twelve copies for the use of the Senate, and one
day 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 dis-
tribution 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 design-
nate 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 addi-
tional copies of series one, volumes one, two, three, and four, for sup-
plying officers of the Navy who have not received the work, two
thousand four hundred dollars.
ORDRE OF COMPOSITION OF NAVAL WAR RECORDS.

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2. Operations in the Gulf of Mexico, January to June 7, 1861.
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3. Operations on the Atlantic Coast, January to May 13, 1861.
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5. Atlantic Blockading Squadrons, 1861-1865.
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* 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.
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Gulf Blockading Squadron, under Flag-Officer McKeen, U. S. N., 1861-1862.

* Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
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West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.

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

* Mobile Defenses, under Flag-Officer Farrand, C. S. N.


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.
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* Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
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* Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.

* 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.
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† Formerly Tristram Shandy.
‡ Same as Picket Boat No. 2.
§ Same as Picket Boat No. 3.

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XVII
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**1865.**

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### XXIII
NORTH ATLANTIC BLOCKADING SQUADRON.

FROM FEBRUARY 2, 1865, TO AUGUST 3, 1865.
NORTH ATLANTIC BLOCKADING SQUADRON.

FROM FEBRUARY 2, 1865, TO AUGUST 3, 1865.

[Telegram.]

CITY POINT, VA., February 2, 1865.
Admiral Porter ordered picket launch No. 3 to Cape Fear River. Will send her to-day.

WILLIAM RADFORD,
Commodore.

Hon. G. WELLES,
Secretary Navy.

Order of the Secretary of the Navy to the commandant navy yard, Norfolk, forbidding the examination of ironclads by foreign officers.

NAVY DEPARTMENT, February 3, 1865.

Sir: In reply to your telegram of the 2d instant, asking if you can permit a captain in the Royal Navy to visit and examine the Dioratator, I enclose herewith copies of the instructions to Acting Rear-Admiral Lee and Captain Gansevoort, dated, respectively, December 1, 1862, and November 27, 1863, forbidding the examination of ironclads by foreign officers. The same rule will apply in this case.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain J. M. BERBRIEN,
Commanding Navy Yard, Norfolk.

Letter from the Secretary of War to the Secretary of the Navy, forwarding request of Lieutenant-General Grant, U. S. Army, for vessels for patrol duty.

WAR DEPARTMENT, WASHINGTON CITY,
February 3, 1865—8:30 p. m.

Sir: I enclose herewith a copy of a telegram just received from Lieutenant-General Grant, and respectfully request that you will comply with his request therein expressed, and keep two or three war vessels patrolling between Cape Henry and Cape Fear River, during the transit of General Schofield's troops, which are now embarking for North Carolina at Alexandria and Annapolis.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy.
I think it advisable to request the Navy to keep two or three vessels patrolling between Cape Henry and Cape Fear River, during the transit of Schofield's troops. It is barely possible for one of the enemy's privateers to be met on that route and do us great injury. If you agree with me, will you please request this?

Hon. Edwin M. Stanton,  
Secretary of War.

[Telegram.]  
NAVY DEPARTMENT, February 3, 1865.  
Are there two vessels, exclusive of the Rhode Island, at the yard or in the roads, available to patrol from Cape Henry to Cape Fear River whilst troops are moving south?  
Gideon Welles,  
Secretary of the Navy.

Captain J. M. Berrien, U. S. Navy,  
Commandant Naval Station, Norfolk.

[Telegram.]  
BERMUDA HUNDRED, February 4, 1865.  
Vessels are being stationed at points most required. Heavy artillery firing at front yesterday.  
William Radford,  
Commodore.

Hon. Gideon Welles.


COMMODORE: I received your communication notifying me that you were in charge up the James. I only wish you had been there sooner, and then we would not have had that disgraceful stampede. I do not think the rebels will attempt anything more; they are closed up for this season, and if, as General Grant says, he can take Richmond when he pleases, which I very much doubt, he may, I hope, soon have the rams on our side. I do not understand the ram fever; I never had it. I have ordered Captain Rhind, of the Agawam, to report to you when the Agawam is ready. You will find him a good person to have in the front. York River is in your division; will you enquire how matters are going on there?  
There are a number of tugs undergoing repairs at the yard; have the most useful of them sent to the front, and ask Captain Berrien to hurry them up. I hope you will try an extensive torpedo system near the obstructions, and two or three large ones on the upper side of Dutch Gap would be well.
There is a guard boat at Fortress Monroe, the Young America. Please order him to make his reports to you; forward them to the Department, and the duplicates to me. The light-houses are all in our charge; will you have them examined frequently and kept in order. I wrote some time since for some of the vessels to be sent to New Berne; that order is revoked for the present. The guard vessel at Oraney Island is under your charge. It will not be necessary for her to board vessels, but to look after the coal-schooners at the island.

You will please send me frequent reports of matters and things and do all that you may think necessary to make matters secure in the James.

If the vessels want men, apply direct to the Bureau of Equipment and Recruiting.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Commodore WM. RADFORD,
Commanding in James River.


CAPE FEAR, February 4, 1865.

Sir: You will keep your vessel off Flag Pond battery and be in communication with the army night and day. You will also keep the vessels outside lying in a line close into the beach, down as far as Half Moon battery, and the vessels will under no consideration leave these stations unless ordered by me to do so.

The enemy must be shelled whenever they show themselves or give indications of their presence. The Keystone State, Montgomery, Aries, Emma, Howquah, and Vicksburg must lie within half a mile of each other, ready to support the army at all times, and the vessel containing the army signal officer must always be close to Flag Pond battery.

I wish you to see that this arrangement is carried out.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander H. ROLANDO,
Commanding U. S. S. Keystone State.

Report of Lieutenant Cushing, U. S. Navy, regarding expeditions to Little River and Shallotte Inlet, February 4 and 6, 1865.

U. S. S. MONTICELLO,
Off Wilmington, N. C., February 7, 1865.

Sir: I have the honor to report that I entered Little River, South Carolina, on the night of the 4th instant, and proceeding about 8 miles up with four boats and 50 men, landed in the small town of All Saints Parish on Little River. The town was placed under guard without the knowledge of the inhabitants, and I succeeded in capturing some soldiers and arms. I held the place all the next day and discovered and destroyed about $15,000 worth of cotton. I also captured two flats at the mouth of the harbor, containing cotton (23 bales), which had sometime since been removed from a blockade runner to lighten her. This
we brought off, together with some negroes. The South Carolina planters, and all men whom I met, professed to be willing to come back under the old Government, and most of them seemed to be loyal men, only awaiting emancipation from military rule.

On the 6th I sent two boats’ crews ashore in Shallotte Inlet, under command of Acting Master Charles A. Pettit. He surprised and routed the rebel force detailed to collect provision in that county, captured 6 soldiers, with their arms and equipment, and destroyed the stores that had been gathered for the enemy at Fort Anderson. The soldiers lately stationed there (at Shallotte) had been withdrawn to assist in the defense of Wilmington. A hundred rebels are still at Lockwood’s Folly. The woods are full of deserters.

Very respectfully, your obedient servant,

W. B. Cushing,
Lieutenant, Commanding.

Rear-Admiral David D. Porter,
Commanding North Atlantic Squadron, Cape Fear River.

[Telegram.]

U.S.S. New iron sides,
Off Bermuda [Hundred], February 5, 1865.

I directed the vessels in the lower part of James River to cooperate with General Graham in destroying some torpedo boats said to be in Pagan Creek.

W. Radford, Commodore.

Hon. G. Welles,
[Secretary of the Navy.]

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Report of Acting Master Hargous, U.S. Navy, announcing the arrest of Mr. G. W. Lane.

NATIONAL HOTEL,
Norfolk, Va., February 5, 1865.

Sir: I respectfully report that Mr. G. W. Lane is now under arrest and in charge of the provost marshal.

Very respectfully, your obedient servant,

P. J. Hargous,
Acting Master, U.S. Navy.

Commander Wm. H. Macomb, U.S. Navy,
Comdy. District Sounds, North Atlantic Blockading Squadron.

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Letter from the Secretary of the Navy to Rear-Admiral Porter, U.S. Navy, regarding the extension of the limits of the Potomac Flotilla.

NAVY DEPARTMENT, February 6, 1865.

Sir: On the 31st ultimo the Department authorized Commander F. A. Parker to extend the limits of the Potomac Flotilla to Back River, Virginia, and to take command of the vessels of the North Atlantic Squadron within those limits.

Very respectfully, etc.,
Gideon Welles,
Secretary of the Navy.

Rear-Admiral D. D. Porter,
Comdy, North Atlantic Blockading Squadron, off Wilmington, N.C.
NORTH ATLANTIC BLOCKADING SQUADRON.

[Telegram.]

NAVY DEPARTMENT, February 6, 1865.

Cambridge was ordered to Port Royal. Let her go, but to go over the route of the troops to Fort Fisher, thence to Port Royal.

GIDEON WELLES,
Secretary of the Navy.

Captain J. M. Berrien,
Commandant Naval Station, Norfolk, Va.

Report of Rear-Admiral Porter, U. S. Navy, regarding the transfer of vessels to the Potomac Flotilla.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 6, 1865.

SIR: In obedience to order contained in Department's letter of January 11, last, I have ordered the Heliotrope (now at Norfolk) and one of the picket boats from James River to proceed to St. Inigoes, Md., and report to Commander F. A. Parker for duty in the Potomac Flotilla.

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

DAVID D. PORTER,
Rear-Admiral.

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


FLAGSHIP MALVERN,
Cape Fear River, North Carolina, February 6, 1865.

COMMODORE: Apply to the Department at once to make up deficiencies of officers, and have planted all the torpedoes that may render the passage of a ram an impossibility, although with the vessels you have with you I would like to see them come down.

Have an investigation made with regard to the absence of the engineer in charge of the Spryten Duylr.

The engineer of the picket launch No. 4, has been away several weeks. Report the matter at once to the Department.

Have those boats provided with proper officers and send me their names.

Send the prize torpedo boat to report to Commander W. H. Macomb, commanding the District of the Sounds, without delay. Send her through the canal [Albemarle and Chesapeake].

Direct Commander Rhind to report to Commander Macomb as soon as he can at or near Plymouth, N. C., up the Roanoke River.

Send all the vessels belonging to that district that are repairing at Norfolk, without delay; to their stations.

Let each of them have a spar fitted on the bow to carry a torpedo like our torpedo boats.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commodore WM. RADFORD,
Comdg, Fifth Division North Atlantic Squadron, James River.
NORTH ATLANTIC BLOCKADING SQUADRON.


NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 6, 1865.

Sir: I have the honor to acknowledge the receipt of your communication of January 31 in relation to a ram said to be building, or preparing at Rainbow Bluff. The Department is aware that there are only wooden vessels at Plymouth and New Berne, and one torpedo boat. I would recommend that a person who understands the business perfectly should be sent to lay a number of torpedoes at Plymouth, to be worked with galvanic batteries. I will try to have the river obstructed with what can be obtained there, and send vessels enough there to attack the ram if she gets into the sounds. Two good wooden vessels should capture her by boarding, but I think if we used the torpedoes as often as the rebels do, we would soon destroy all their rams. I would urgently recommend that the torpedo system be put into immediate operation, and that means be sent to obstruct the channel at Plymouth. I will do the best I can, but not knowing how far the ram in question is advanced, or what means there are to stop the channel, I must depend on the officer in charge there. I will send him full instructions.

General Grant can not be conversant with the hydrography of Hatteras Inlet, for none of our monitors can pass through there.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

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


FLAGSHIP MALVERN,
Cape Fear River, North Carolina, February 6, 1865.

Sir: I have the honor to enclose herewith a copy of my instructions this day sent to Commander W. H. Maconmb, commanding the District of the Sounds of North Carolina.

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

DAVID D. PORTER,
Rear-Admiral.

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

FLAGSHIP MALVERN,
Cape Fear River, North Carolina, February 6, 1865.

Sir: I send you a copy of a letter from General Grant, in relation to a rebel ram preparing to come down the Roanoke River.

Now, as I never had the "ram fever," which seems to set every one in a state of excitement when a ram heaves in sight, I don't see any more difficulty in destroying a ram than in anything else. A cool, determined officer will have no difficulty whatever.

Had Commander Parker followed my orders, he would have destroyed all the rebel rams in the James River.
Now, every vessel you have is a torpedo boat. All you have to do is to have a spar fitted to the bow of every gunboat and tug, with a torpedo on it, and run at the ram, all together. No matter how many of your vessels get sunk, one or the other of them will sink the ram if the torpedo is coolly exploded.

Have your large rowboats fitted with torpedoes also, and when the rebel comes along, and you put your large vessels alongside of her, let the launches and small torpedo boats run in and sink her. You can get alongside of a ram, make fast to her, and with musketry, keep her ports closed. You can sling a good sized anchor to an outrigger spar, and let it go on her deck, and by letting go your own anchor keep her from getting away until other vessels pile in on her.

Five or six steamers getting alongside of a ram could certainly take her by boarding. If you can get on board of her, knock a hole in her smokestack with axes, or fire a howitzer through it, and drop shrapnel down into the furnaces.

You must obtain full information in relation to the time this ram expects to visit you. Set torpedoes in the river at night, so that no one will know where they are. Obstruct the river above Plymouth, and get what guns are there to command the approaches. Get a net or two across the river, with large meshes, so that when the ram comes down the net will clog her propeller.

Have floating torpedoes also (anchored) in abundance, and let them float just below the water. It is strange if we, with all our resources, can not extinguish a rebel ram.

Don't place timid men in your torpedo boats, but choose those who won't flinch from anything.

I send the Theory back to you. I can ill spare her, but you must have XI-inch guns.

Now, remember one thing, and attend particularly to the orders I have heretofore given. Never allow your torpedo boats to be used for anything except the object in view. Keep good picket boats out at night, and don't be negligent in the daytime.

Now that troops are being sent to New Berne, increase your force on the Roanoke with the strongest and best vessels. Let all have the torpedo attachment. I send you eight torpedoes by this opportunity.

Across the stream, below all the devices I have mentioned, have logs 20 feet long anchored securely 10 feet apart, with a torpedo on the end looking up the river. These logs must be close to your pickets, where they can be watched and replaced whenever they get out of order.

Now, with all these appliances, and with ramming, boarding, and firing musketry and canister into the ports, if you can not stop a ram, I don't know how else it can be done. A full blow from all your vessels (don't be afraid of damaging them) would, I think, sink her in a short time; the torpedoes would, certainly.

In the meantime, go on and work night and day and raise the Albermarle. Those pumps I sent you a plan of ought to raise her in a few hours if you can get canvas over the hole. Where is the submarine man, and has he done anything?

Write me fully by return messenger. I have just ordered down the torpedo boat captured in James River. Don't let it fall into rebel hands again. It will be a good thing to use their own designs against them.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral,

Commander W. H. MACOMB,
Commanding District of the Sounds, U. S. S. Shamrock.
Letter of the Secretary of the Navy to the Secretary of War, regarding the patrolling of the route from Hampton Roads to Fort Fisher by naval vessels.

NAVY DEPARTMENT, February 6, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of the 3d instant, enclosing a copy of a telegram received from Lieutenant-General Grant, and to inform you that two steamers have sailed to patrol the route suggested.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

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

[Telegram.]

BERMUDA HUNDRED, VA.,
February 7, 1865.

Was at front all day yesterday. It was reported last night at 8:30 that the enemy's fleet [was] coming down toward obstructions. No news of them this morning.

W. RADFORD,
Commodore.

Hon. GIDEON WELLES.

Order of the Secretary of the Navy to the commandant navy yard, Norfolk, regarding the fitting of the U. S. S. Lilian.

NAVY DEPARTMENT, February 7, 1865.

SIR: The Lilian, now at navy yard, Norfolk, is to join the East Gulf Squadron. Rear-Admiral Porter says that she wants a little more accommodations for officers, and a thorough cleaning inside, and calking. Have her fitted up as soon as you can and order her, when ready, to proceed to Key West and report for duty as above indicated.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain J. M. BERRIEN,
Commanding Naval Station, Norfolk.

Reports of Commodore Schenck, U. S. Navy, commanding U. S. S. Powhatan, regarding expedition to Pagan Creek in search of torpedo boats.

U. S. S. POWHATAN,
Hampton Roads, February 7, 1865.

SIR: I have the honor to report that on Sunday, the 5th instant, Brigadier-General C. K. Graham sent an officer of his staff to inform me that he is now ready for an expedition to Pagan Creek and vicinity, in search of torpedo boats, which expedition had been delayed in consequence of the ice, and asked my cooperation with two armed launches and a sufficient number of boats to land 150 men. In compliance with this request, at 6 p. m. I dispatched the steamer Delaware, with the
two launchers and three cutters, all available boats of this ship, and two boats from the Alabama, having previously directed Captain Kilty, of the Roanoke, to have three boats in readiness to join the expedition at Newport News at 8 p.m. The expedition returned to the ship this morning at 2 a.m., having succeeded in capturing a torpedo and boat and a rebel naval officer, Ensign Heines [Acting Master Hines]. For further particulars I refer you to the enclosed letter of General Graham.

Lieutenant George W. Wood, of the Roanoke, was the senior naval officer engaged in this expedition, whose report will be forwarded to the Department as soon as I receive it.

I regret to add that one of the men of this ship, Svend Svendsen, ordinary seaman, was accidentally wounded, seriously, but not dangerously.

Very respectfully, your obedient servant,

J. F. SCHENCK,
Commodore and Senior Officer Present.

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

[Enclosure.]

HEADQUARTERS NAVAL BRIGADE,
James River, February 6, 1865.

COMMODORE: I desire to express my thanks for the important assistance rendered by Lieutenant Wood, of the Navy, and the officers and men under his command, in landing the men of this command on the banks of the James River and on Chuckatuck Creek last night and this morning, and my approbation of the manner in which they subsequently searched the creek and banks adjoining Jones and Chuckatuck.

Pagan Creek was likewise thoroughly examined for a distance of 3 miles above Smithfield by boats belonging to my own command.

Lieutenant Wood had the good fortune to capture in Jones Creek a torpedo boat and a torpedo weighing 75 pounds, already adjusted, and Major [Ferdinand R.] Hassler, of this command, captured Ensign Heines [Acting Master Hines], of the Confederate Navy, who was the leader in the destruction of a schooner in Warwick River last fall and a participant in destroying the tugboat Lizzie Freeman off Pagan Creek in December last.

I am also under obligations to Acting Master Eldridge, of the steamer Delaware, and to the officers of the vessels stationed off Pagan Creek for the assistance rendered by them.

I am, very respectfully, your obedient servant,

CHARLES K. GRAHAM,
Brigadier-General.

Commodore J. F. SCHENCK,
Commanding U. S. S. Powhatan.

U. S. S. POWHATAN,
Hampton Roads, February 7, 1865.

SIR: I have the honor to enclose you the report of Lieutenant George W. Wood, of the U. S. S. Roanoke, senior naval officer in the recent expedition in search of torpedo boats in Pagan and Jones creeks.

I have the honor to be, your obedient servant,

J. F. SCHENCK,
Commodore and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy.
U.S. Ironclad Roanoke,
Off Newport News, Va., February 7, 1865.

Sir: I have the honor to report that in obedience to your instructions I joined the expedition of Brigadier-General Graham, with the boats of the Powhatan, Roanoke, and Alabama, ten in all, including two launches, with howitzers, from the Powhatan.

At the request of General Graham, I sent four cutters up the Chuckatuck Creek in charge of Acting Ensign Taylor, of the Alabama, to land a party of soldiers. With the remaining six boats I assisted in landing the other troops of the expedition at a point about a mile below the mouth of Pagan Creek, and a short time afterwards started up Jones Creek. We pulled to the head of this creek without seeing anything that could be used as a torpedo boat. On our way up, however, we discovered a torpedo on the left bank, about a mile and a half from the mouth. It was loaded with 75 pounds of powder and was intended to be used on the boom of a torpedo boat. It was furnished with everything necessary for making it fast to the boom, and must have been left in a great hurry several days before we discovered it. When we arrived at the head of Jones Creek we branched off and pulled up Smith's Creek until the leading boat grounded and could go no farther. At this point we heard a shout, which was answered off in another direction, and which Lieutenant Crawford, of the Marine Brigade, informed us was a guerrilla signal. We then landed with a party of men and marched up to the house near which the first signal was heard, but the inmates, who were all women and children, pretended to know nothing about it.

We searched the house for arms, but only found one rifled flint-lock musket, which we carried away. We then set fire to a sloop which belonged to the owner of the house.

On our way back we received information that a torpedo boat was being fitted out in a small creek about three-quarters of a mile from the mouth of Jones Creek. We there found a schooner's yawl with a long oaken boom, intended, perhaps, to carry a torpedo. During the whole time we were in the creek we met with no resistance whatever and we only saw two men, one of whom was a very old contraband. I believe there are no torpedo boats in Jones Creek at this time, nor are there any boats which could be used to carry a torpedo. We brought away with us both the torpedo and the boat which we discovered.

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

Geo. W. Wood,
Lieutenant, U.S. Navy.

Commodore J. F. Schenck, U.S. Navy,
U.S.S. Powhatan, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U.S. Navy, regarding the transfer of two monitors to the command of Rear-Admiral Porter.

Navy Department, February 8, 1865.

Sir: Rear-Admiral Porter, off Fort Fisher, has asked for two of the Passaic class of monitors, which you will send to him as soon as positive operations against Charleston are finished.

Very respectfully, etc.,

Gideon Welles,
Secretary of the Navy.

Rear-Admiral John A. Dahlgren,
Commanding South Atlantic Blockading Squadron, off Charleston.
ORDER OF REAR-ADMIRAL PORTER, U. S. NAVY, TO ACTING VOLUNTEER LIEUTENANT GREEN, U. S. NAVY, COMMANDING U. S. S. TRISTRAM SHANDY.

CAPE FEAR RIVER, FEBRUARY 8, 1865.

Sir: You will proceed without delay to Norfolk, Va., and have your vessel repaired as soon as possible. Get a new outfit and then proceed to carry out your former orders and report to commanding officer of East Gulf Squadron.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant F. M. GREEN,
Commanding U. S. S. Tristram Shandy, Cape Fear River.

REPORT OF ACTING MASTER EARLE, U. S. NAVY, OF ARRIVAL AT BEAUFORT, N. C., OF THE U. S. S. MERRIMAC, UNDER HIS COMMAND.

U. S. S. MERRIMAC,
Beaufort, N. C., February 8, 1865.

Sir: I have the honor to report the arrival, after a tempestuous passage, of this vessel at this port.

I was compelled by stress of weather and a deficiency of coal to carry me through to touch here. I should have stated that I arrived here yesterday and I am ordered by Lieutenant-Commander West, commanding this station, to report to Admiral Porter in Cape Fear River. Allow me to state that the vessel is everything that a man can desire, except in a heavy seaway. She is at least 2 knots faster than she was the last cruise.

I am, sir, respectfully, your obedient servant,

WM. EARLE,
Acting Master, Commanding.

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

[Telegram.]

NORFOLK NAVY YARD, FEBRUARY 9, 1865.

Acting Master Hyde, of the Morse, arrived here this morning for coal and says it was reported at the Wolf-trap that one Fitzhugh with a number of men and boats intended to destroy Wolf-trap and other light-ships on the Chesapeake.

J. M. BERHIER,
Commandant Naval Station, Norfolk.

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

[Telegram.]

NAVY DEPARTMENT, FEBRUARY 9, 1865.

Ascertain correctly the depth of water in the Dutch Gap Canal, and report to the Department by telegraph.

GIDEON WELLES,
Secretary of the Navy.

Commodore W. RADFORD,
Commanding James River Flotilla, City Point, Va.
BERMUDA HUNDRED, VA., February 10, 1865.

Dutch Gap Canal, 3 feet of water at upper end. Nearly low tide when sounded. Rocks very numerous. Two feet, about, water at upper end. Water deepens at lower end, 9 feet.

W. RADFORD,
Commodore.

Hon. G. WELLES,
Secretary Navy.


NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 10, 1865.

SIR: As soon as you have discharged all the recruits brought down in your vessel you will proceed without delay to Hampton Roads, carrying the mails, and report yourself to the honorable Secretary of the Navy as ready to bring down the War Committee, who propose visiting this locality.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander S. D. TRENCHARD,
Commanding Rhode Island, off New Inlet.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, in view of consular information received regarding newly purchased Confederate ram.

NAVY DEPARTMENT, February 11, 1865.

SIR: The Department hastens to advise you that information has been received of the transfer to the rebels of the ram built at Bordeaux. The dispatch from the consul at Nantes, communicating this information, is dated the 28th ultimo. The ram was then at the island of Houat and preparing to leave immediately. Her destination is doubtless some point on our coast, and it behooves you to be prepared against surprise, as she is represented to be formidable and capable of inflicting serious injury.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron, off Fort Fisher.

[Telegram.]

NAVY DEPARTMENT, February 11, 1865.

The officers of the Galatea may visit the ironclads. Have the Roanoke and Powhatan prepared immediately for service. How long before they can be made ready?

GIDEON WELLES,
Secretary of the Navy.

Captain J. M. BERRIEN,
Commanding Naval Station, Norfolk.

U. S. S. New Ironsides,
Off Bermuda Hundred, February 11, 1865.

Sir: I have the honor to enclose a rough sketch of the canal at Dutch Gap and soundings.

At high tide a boat drawing 3 or 4 feet could pass through it; at low tide the smallest rowboat could not get through.

Very respectfully, your most obedient servant,
W. Radford,
Commodore, Commanding Fifth Division.

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


Cape Fear River, February 11, 1865.

Sir: You will assume temporary command of the U. S. S. Lenapee.

Very respectfully,
David D. Porter,
Rear-Admiral.

Lieutenant-Commander J. S. Barnes,
Commanding U. S. S. Bat.


Cape Fear River, February 11, 1865.

General: The Secretary of the Navy has referred your letter of the 24th January to me, in relation to the ram said to be building at Rainbow Bluff, as it is in my district. Ample precautions have been taken to meet any case of the kind, and more are in progress. No ram can get into the sounds if officers do their duty and carry out my orders. At New Berne there are torpedo boats, also at Plymouth, which are the best defense against rams.

The obstructions at New Berne, originally very strong, have given away in one place; the vessel sunk there has been moved by the force of the current. As these obstructions are under the charge of the military commander, I would suggest that the gap be filled up with cobblework and stone, which are stronger and will stand better than sunken vessels.

Torpedoes are ordered to be sunk in both rivers, worked by galvanic batteries.

The ram Albemarle is being raised, but could not be made available in four months, except to sink as an obstruction.

Very respectfully, your obedient servant,
David D. Porter,
Rear-Admiral.

Lieutenant-General U. S. Grant,
Commanding Armies of the United States, City Point, Va.

* Not necessary to publish.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 11, 1865.

SIR: Your letter has been received, with the plan of obstructions at New Berne. You must stop at the gap. Is it not possible to sink cob docks? Don't delay it, or if you can't do that, get a heavy chain from Beaufort and pass it double from wreck to wreck, and leave no opening. You must also plant heavy torpedoes opposite the opening and across the river. Have this attended to at once. Let us have no alarms. I want to wind up all rams that come down. I have sent you three or four torpedo boats. If you want more torpedoes, write to the bureau for them, and send an officer up to Norfolk after them. Have at least two torpedo boats at New Berne in case they might be wanted, and have the gunboats there, and tugs rigged with a torpedo on a spar ahead. The Taconsy has reached you by this time, and the Agawam will shortly join you. If I get through here soon I will cover the sounds with vessels. I want to hear from you once a week. There will be a vessel sent up to Beaufort every Monday. Have your communications in Beaufort ready to come by her. Tell me all that is going on in Army and Navy. Don't forget to obtain all the information you can about Lane. See that your coal don't run short. Keep 2,000 tons on hand, and discharge the schooners as fast as they come. If too much comes, write to the bureau (by my order) to say when you have enough. Don't permit any vessel to go north for repairs without my orders, and let me know if any of your vessels are absent now. Send me a list of all you have with you. Watch New Berne and Plymouth attentively, and carry out all my instructions to the letter. No rams can do much if my orders are carried out. Tell me how the Albemarle is getting on, and what chance there is of raising her.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds, U. S. S. Shamrock.

Report of Rear-Admiral Porter, U. S. Navy, regarding preparations for further offensive operations in the Cape Fear River.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 12, 1865.

SIR: Nothing of importance has occurred since the capture of Fort Fisher and other works to render it necessary for me to write to the Department.

We have been engaged in mounting XI-inch guns in the place of the 100-pounders. It is a slow business, as we have not the facilities here for doing the work that we would have at a yard. The army have been strengthening their position, and we are all about ready now to resume offensive operations.

I believe there is only one important work between us and Wilmington (Fort Anderson, which is very strong), and the army also has heavy
lines of earthworks in its front. These, I think, will all be taken in due time. We will be bothered in the river with the obstructions, which are of no ordinary kind. These seem to be in keeping with the other works hereabouts, and answer perfectly the object for which they were intended, viz., to keep vessels from passing up.

I sent Lieutenant W. B. Cushing up the river in small boats night before last to obtain information. He went within a mile of Wilmington. He found the river obstructed with heavy piles all the way across abreast of Fort Anderson, but above that to Wilmington it seemed to be clear. The Chickamauga* has been sunk across one point in the channel and is under water, the boats passing over her without touching her. On returning, the water having fallen, the boats had to be lifted over the obstructions abreast of Fort Anderson. The reconnaissance was made without the boats being discovered.

Last night I sent Lieutenant Cushing up again with four boats to make a more thorough examination. He found the obstructions at Fort Anderson too heavy to attempt to break through them with the vessels under full headway.

They consist of a double or treble row of piles filled in between. The boats had barely time to make good observations when they were hailed and then fired upon with grape and canister from seven or eight guns, which kept up the fire until they were out of sight. Fortunately we met with no loss.

Now, to remove these obstructions, sir, we will require the apparatus that was carried home in the Vanderbilt and a competent person to use it.

We will also want plenty of powder cans for blowing up the obstructions. Even when we do get into Fort Anderson the smallest steamer, drawing 3 feet, can not get by until a passage is made by blowing away the piles and stones, which can be done in a day with the fort in our possession.

It is so important when the army has taken the lines in front of it and is pushing on, that the light-draft transports should be able to get up the river and supply them at different points, that I respectfully request that the apparatus may be sent to me.

I keep the monitor and two or three gunboats firing into Fort Anderson to annoy the enemy. I don't know that we have done it any serious damage beyond disabling a gun.

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

DAVID D. PORTER,
Rear-Admiral.

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

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U. S. IRONCLAD NEW IRONSIDES,
Off Bermuda Hundred, February 13, 1865.

SIR: I have to report to you that the torpedo boat recently taken from the enemy, which you ordered to report to Commander Macion, U. S. Navy, was sunk while being towed to Norfolk by the U. S. S.

* See p. 57.

N W R—VOL. 12—2
NORTH ATLANTIC BLOCKADING SQUADRON.

Phlox, off Jamestown Island. This intelligence was communicated to me by telegraph. The following is a copy of the telegram:

The torpedo launch was run into and sunk by schooner Sam Rotan. One man drowned.

I have sent the Cactus down with orders to raise her if possible; if not, to procure assistance from the Norfolk navy yard. As soon as further reports are made to me I will send them to you.

I have sent the General Putnam to Mobjack Bay, it being reported that there is a great deal of smuggling and blockade running in those waters, and no vessel being stationed there.

I am, very respectfully, your obedient servant,

WM. RADFORD
Commodore, Commanding Fifth Division.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.

[Telegram.]

U. S. S. NEW IRONSIDES,
Bermuda Hundred, February 14, 1865—4:15 p. m.

I have made a requisition for 20 torpedoes that will stand immersion. Wanted now.

WM. RADFORD,
Commodore.

H. A. WISE,
Chief Bureau of Ordnance, Washington, D. C.

Letter from the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the annulling of a portion of the permit to Messrs. Steele, Henry & Co.

NAVY DEPARTMENT, February 14, 1865.

Sir: Messrs. Steele, Henry & Co. have exhibited to the Department the permit given to them by you—on the 5th instant—to bring stores to Beaufort, N. C., or any other point on the coast where the vessels may chance to be, solely for the use of the squadron.

The Department has annulled the permit so far as it authorizes stores to be brought to any point on the blockaded coast not opened by proclamation of the President of the United States. Through this whole war there has been an increasing effort of parties to obtain permits to carry stores to and to trade with the vessels engaged in blockade at points not opened by proclamation, and the Department has invariably refused to grant them.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron, off Fort Fisher.

NORTH ATLANTIC BLOCKADING SQUADRON.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 14, 1865.

Sir: I send by Mr. Bradford, of the Coast Survey, who goes to Washington, the plan of the attack on Fort Fisher, and also the plans of Forts Fisher and Caswell.

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

DAVID D. PORTER,
Rear-Admiral.

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


FEBRUARY 14, 1865.

Sir: You will, as soon as the weather permits, proceed to Plymouth or mouth of Roanoke River, through the Hatteras Inlet, and report to Commander Macomb for duty in the sounds. When you arrive you will see that your vessel is provided with solid XI-inch shot, and have torpedo poles rigged out on the bow according to general orders sent to Commander Macomb.

Don't start until this northeasterly and easterly wind is over, but cast loose and be ready to go when the wind comes out northwest or west, or light winds from southwest.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander J. S. THORNTON,
Commanding Iosco.


NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, February 14, 1865.

Sir: You will send the Lockwood to Beaufort to take the place of the Shokokon, which I am going to mount IX-inch guns on, and send her to you. You will give the enclosed orders to Acting Master Josselyn to command the Ilian, and put Acting Volunteer Lieutenant Wetmore in command of the Commodore Hull. Let the ensign of the Lockwood take her to Beaufort.

I have ordered the Iosco, Tacony, Hunchback, Ocieopee, Martin, and Agawam to report to you; also the Henry Brinker. If, with a torpedo on the bows of all of these, you can not destroy one ram, I do not know how it can be done.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of the Sounds.

NORTH ATLANTIC SQUADRON, U. S. Flagship Malvern, Cape Fear River, February 14, 1865.

Sir: Whenever any loyal persons wish to take out farm produce, you will allow them to do so.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander W. H. MACOMB,
Commanding District of Sounds, New Berne, N. C.

List of vessels composing the North Atlantic Blockading Squadron, February 15, 1865.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
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<tbody>
<tr>
<td>A. B. Vanco</td>
<td>5</td>
<td>4</td>
<td>Lieut. Com. J. H. Upshur</td>
<td>Hampton Roads</td>
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<td>Agawam</td>
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<td>3</td>
<td>Commander A. C. Rhind</td>
<td>Ordered to sounds, North Carolina</td>
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<td>3</td>
<td>Acting Ensign N. G. Bordon</td>
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<td>Arletta</td>
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<td>Lieut. Com. W. C. West</td>
<td>New Berne, N. C.</td>
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<tr>
<td>Alphonse</td>
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<td>4</td>
<td>Acting Ensign R. W. Howlett</td>
<td>Norfolk, Va</td>
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<tr>
<td>Iron Morgan</td>
<td>2</td>
<td>4</td>
<td>Acting Master A. B. Mulford</td>
<td>Sounds, North Carolina</td>
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<td>Bello</td>
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<td>Acting Master J. G. Green</td>
<td>Cape Fear River</td>
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<td>Berberry</td>
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<td>3</td>
<td>Acting Ensign W. Howlett</td>
<td>Hampton Roads</td>
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<td>Rat</td>
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<td>3</td>
<td>Commander A. D. Harrel</td>
<td>Norfolk Navy Yard, repairing</td>
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<td>Ceres</td>
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<td>4</td>
<td>Acting Master H. H. Foster</td>
<td>James River</td>
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<td>Cactus</td>
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<td>4</td>
<td>Acting Master and Pilot J. Evans</td>
<td>Cape Fear River</td>
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<td>Commodore Morris</td>
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<td>4</td>
<td>Acting Master R. G. Lee</td>
<td>James River</td>
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<td>Chippewa</td>
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<td>Lieut. Com. A. W. Weaver</td>
<td>Norfolk Navy Yard, repairing</td>
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<td>Commodore Perry</td>
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<td>Act. Vol. Lieut. A. P. Foster</td>
<td>Cape Fear River</td>
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<td>Chilton</td>
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<td>Acting Ensign G. W. Headden</td>
<td>Norfolk Navy Yard, repairing</td>
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<td>Cohasset</td>
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<td>Acting Ensign and Pilot (G. B.) Griffin</td>
<td>Craney Island, Va</td>
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<td>Delaware</td>
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<td>Acting Master J. H. Eldridge</td>
<td>James River</td>
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<td>4</td>
<td>Acting Master J. A. Jackaway</td>
<td>Order, Norfolk Navy Yard</td>
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<td>Daylight</td>
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<td>Acting Master [J. A.] Hamilton</td>
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<td>Acting Master G. W. Frost</td>
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<td>Fort Donelson</td>
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<td>Acting Master F. H. Webb</td>
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<td>Fuhkee</td>
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<td>Lieut. R. H. Lawson</td>
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<td>Governor Buckingham</td>
<td>6</td>
<td>4</td>
<td>Acting Master H. H. Savage</td>
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<td>General Putnam</td>
<td>4</td>
<td>4</td>
<td>Acting Master F. Boiler</td>
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<td>Granito (sloop)</td>
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<td>4</td>
<td>Acting Master H. Sober</td>
<td>Norfolk Navy Yard, repairing</td>
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<td>Acting Ensign H. Wheeler</td>
<td>Norfolk Navy Yard, repairing</td>
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<td>Lieut. Com. T. O. Solfridge</td>
<td>Norfolk Navy Yard, repairing</td>
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<tr>
<td>Henry Brinker</td>
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<td>4</td>
<td>Acting Ensign J. H. Kerens</td>
<td>Norfolk Navy Yard, repairing</td>
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<td>Hoyt</td>
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<td>Acting Ensign H. B. Twambly</td>
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<tr>
<td>Heitzol</td>
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<td>Acting Master [G. B.] Thompson</td>
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<tr>
<td>Harcourt</td>
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<td>Acting Master F. Josselyn</td>
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<tr>
<td>Isaco</td>
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<td>Lieut. [Class.] Franklin</td>
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<td>J. N. Seymour</td>
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</table>
**NORTH ATLANTIC BLOCKADING SQUADRON.**

**List of vessels composing the North Atlantic Blockading Squadron, February 16, 1865—Continued.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
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<tbody>
<tr>
<td>Lockwood</td>
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<td>4</td>
<td>Acting Ensign M. D. Ames</td>
<td>Beaufort, N. C.</td>
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<tr>
<td>Little Adia</td>
<td></td>
<td></td>
<td>Acting Master S. P. Graves</td>
<td>Cape Fear River</td>
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<tr>
<td>Leeppee..</td>
<td>10</td>
<td>3</td>
<td>Lieut. J. S. Barnes</td>
<td>Do.</td>
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<tr>
<td>Monticello</td>
<td>6</td>
<td>4</td>
<td>Lieut. W. B. Cushing</td>
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<tr>
<td>Manassas</td>
<td>3</td>
<td>4</td>
<td>Lieut. Com. E. Chandler</td>
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<tr>
<td>Macomb</td>
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<td>4</td>
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<td>Do.</td>
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<td>Mackinaw</td>
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<td>Commander J. C. Beaumont</td>
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<tr>
<td>Mussett</td>
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<td>3</td>
<td>Commander R. T. Renshaw</td>
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<td>Mattabesett</td>
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<td>Act. Vol. Lieut. T. C. Dunn</td>
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<tr>
<td>Montgomery</td>
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<td>3</td>
<td>Lieut. Com. G. W. Young</td>
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<td>Commander E. T. Nichols</td>
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<tr>
<td>Myflio</td>
<td>7</td>
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<td>Acting Master W. Wright</td>
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<tr>
<td>Marth</td>
<td>12</td>
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<td>Ensign [W. C.] Wiser</td>
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<td>Montauk</td>
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<td>Acting Ensign H. F. Curtiss</td>
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<tr>
<td>Rysack</td>
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<td></td>
<td>Acting Master's Mate W. P. Cragg</td>
<td>Do.</td>
</tr>
<tr>
<td>New Bernoe (supply steamers)</td>
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<td></td>
<td>Acting Master F. W. Minzter</td>
<td>Do.</td>
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<tr>
<td>Naasemund</td>
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<td>4</td>
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<tr>
<td>Oascoa..</td>
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<td>3</td>
<td>Commander J. H. M. Elitz</td>
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<tr>
<td>Ondangha</td>
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<td>3</td>
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<tr>
<td>Philox</td>
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<td>Lieut. Com. D. L. Brain</td>
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<tr>
<td>Parkway</td>
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<td>3</td>
<td>Commander J. H. Spote</td>
<td>Do.</td>
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<tr>
<td>Pontoonoe</td>
<td>12</td>
<td>3</td>
<td>Lieut. Com. W. G. Temple</td>
<td>James River</td>
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<tr>
<td>Plebok boat No. 1</td>
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<td>4</td>
<td>Acting Ensign W. Clarke</td>
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<tr>
<td>Plebok boat No. 3</td>
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<td>Acting Ensign N. R. Davis</td>
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<tr>
<td>Plebok boat No. 4</td>
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<tr>
<td>Plebok boat No. 5</td>
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<td>Acting Master's Mate W. F. Gragg</td>
<td>Do.</td>
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<tr>
<td>(Delta)</td>
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<td>Acting Master F. W. Minzter</td>
<td>Do.</td>
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<tr>
<td>Plebok boat No. 6</td>
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<td>Acting Ensign E. M. Buggs</td>
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<tr>
<td>(Alfa)</td>
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<td>Acting Master's Mate W. H. Bolton</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Plebok boat No. 7</td>
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<td>Acting Ensign J. H. Chapman</td>
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<tr>
<td>Plebok boat No. 8</td>
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<td>Acting Ensign C. S. Wilson</td>
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<tr>
<td>Rhode Inland</td>
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<td>Commander S. D. Troneckll</td>
<td>Hampton Roads</td>
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<tr>
<td>R. C. Crayle</td>
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<td>Commander C. H. B. Caldwell</td>
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<tr>
<td>Roanoke</td>
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<td>Gunner E. A. McDonald</td>
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<tr>
<td>Roman</td>
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<td>3</td>
<td>Acting Master J. Haker</td>
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<td>Republique</td>
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<td>Acting Ensign J. E. Dunott</td>
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<tr>
<td>Seneca</td>
<td>5</td>
<td>3</td>
<td>Lieut. Com. M. Steed</td>
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<tr>
<td>Santiago de Cuba</td>
<td>11</td>
<td>2</td>
<td>Capt. O. S. Gillison</td>
<td>Hampton Roads</td>
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<tr>
<td>Shaurock</td>
<td>11</td>
<td>3</td>
<td>Commander W. H. Macomb</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Shokokon</td>
<td>8</td>
<td>4</td>
<td>Act. Vol. Lieut. L. Hulse</td>
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<td>Acting Ensign H. M. Pinhorn</td>
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<tr>
<td>Sassacusina</td>
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<td>Lieut. Com. J. L. Davis</td>
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<tr>
<td>Tacon</td>
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<td>Lieut. Com. W. T. Truxton</td>
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<td>Vincro</td>
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<td>Acting Master W. U. Groves</td>
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<td>Vieta</td>
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<td>Acting Ensign W. Moody</td>
<td>Do.</td>
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<td>Valley City</td>
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<td>Acting Master J. A. J. Brooks</td>
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<tr>
<td>Western World</td>
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<td>4</td>
<td>Acting Ensign E. Hareck</td>
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<tr>
<td>William</td>
<td>14</td>
<td>3</td>
<td>Lieut. Com. E. English</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>William Badger</td>
<td>1</td>
<td>4</td>
<td>Acting Master G. W. Barrett</td>
<td>Do.</td>
</tr>
<tr>
<td>Watch</td>
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<td>4</td>
<td>Acting Master T. W. Show</td>
<td>Do.</td>
</tr>
<tr>
<td>Young America</td>
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<td>4</td>
<td>Acting Ensign J. W. Grosser</td>
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</tr>
<tr>
<td>Yance</td>
<td>5</td>
<td>4</td>
<td>Acting Master T. H. Olley</td>
<td>Cape Fear River</td>
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</tbody>
</table>
U. S. S. Shamrock,
Dist. of the Sounds of N. C., New Bern, February 15, 1865.

Admiral: I expect the Tacony here to-morrow, and shall start for Plymouth on her arrival, as the most important work in this district is going on at and about that place. I shall leave instructions with Lieutenant-Commander Truxtun to have the gap in the Neuse obstructions stopped.

Commander Febiger has had charge of affairs at Plymouth, and he writes me that he has completed the chain blockades across the Roanoke and Middle rivers. These I have constructed as temporary obstructions until I could build the cobwork across the Roanoke at a point above the upper mouth of the Middle, and so shut up both rivers at once. I have written to Captain Berrien at Norfolk for a pile driver, and he says he can lend me one (I could not get one here), so I shall send the Ceres for it to-morrow morning. Commander Febiger also informs me that he has tried the box pumps (six of them) on the Albemarle without success. I had 12 more made here and sent them to Plymouth. The diver states that he has stopped the leaks in the bottom of the ram, made by Cushing's torpedo, but the casemate, which is partially submerged, is much shattered by the torpedo which the rebels exploded in her after she sank. Mr. Underdown, the head of the submarine party, wrote me yesterday from Norfolk, stating that he would get his steam pump down on the 11th, and he had no doubt but that he could raise the Albemarle.

The following is a list of vessels of this district now in the sounds: Shamrock, Wyalusing, Tacony, Valley City, Ceres, Lockwood, Commodore Hull, Henry Janes, and Granite, tugs Belle and Hoyt, and piquet boat No. 5. The Lockwood and Commodore Hull are unfit for service. The latter can not now move at all. The Henry Janes and Granite are sailing vessels.

The Ohioppee, Whitehead, tug Martin, and the Hetzel, all of this district, are at Norfolk for repairs, the last-named being worn out and, I hear, laid up. The Whitehead and Martin have been there for some time, and I wish you would order them back here again as soon as possible.

I shall have torpedoes put on the vessels' bows as soon as I can.

I wrote to-day to the Bureau of Ordnance for the torpedoes as you directed. I wrote a private note some time ago to Captain Wise asking for some torpedoes like those found in the Roanoke River, which could be constructed on the pattern of the one I sent to Washington by Lieutenant-Commander Arnold. The Bureau answered, however, that on being referred, the Department had decided that there was no more necessity for the torpedoes, and refused to authorize their construction. It would perhaps insure my getting the torpedoes for the river, were you (if you have not already done so) to write to the Bureau on the subject.

The torpedo boat you spoke of as being ordered here from Norfolk has not arrived.

In your letter of the 24th January you requested me to "make a note of it," when the army destroyed the ram in the Roanoke. I have been waiting patiently ever since I reported that the expedition had started in hopes of being able to "make the note," but I have waited in
vain. The troops left Plymouth and were landed by the steamers at Colerain on the Chowan River. Here one of the boats got on the stumps and sunk. The troops never marched a foot from the place they landed, and only came back a few days ago, having succeeded in raising their steamer. "The expedition," writes Captain Febiger, "seems to have resolved itself into a cotton and tobacco raid."

In regard to the man Lane, I know nothing, except that he was once before tried at New Berne by a military commission for contraband trading, and was sentenced to pay a heavy penalty, but he got his trial over again at Norfolk, where General Butler was, and was let off. That is the only connection that I know of between Lane and General Butler. When arrested by me this time Lane was trading under permits from the President (see General Order No. 42, Navy Department), and the only thing that I found wrong about him was that he was carrying supplies to the rebels which I considered to be contraband of war, and as such forbidden by the general order above cited. The main fault there, however, was that General Shepley should permit him to take such a cargo into the rebel country, which he did, as shown by his signature in the permits.

Very respectfully, your obedient servant,

W. H. Macomb,
Commander, Commanding.

Rear-Admiral David D. Porter,
Commanding North Atlantic Squadron.

[Telegram.]

NAVY DEPARTMENT, February 16, 1865.

You will remain at the front in command of the James River Division.

Gideon Welles,
Secretary of the Navy.

Commodore William Radford, U. S. Navy,
Commanding James River Division, Bermuda Hundred, Va.

Joint operations in Cape Fear River, including capture of Fort Anderson, February 16–19, 1865.


HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
Army of the Ohio, February 9, 1865.

Sir: Preparatory to operations against Wilmington, I desire to advance General Terry's line so as to threaten the enemy's position east of Cape Fear River. It will greatly facilitate the operations to have for a short time previous to the advance a strong fire from the gunboats upon the right of the enemy's lines, viz, immediately opposite Fort Anderson. Possibly the effect of this may be so great as to enable the troops to take possession of Sugar Loaf Hill, and thus obviate the necessity of the proposed operations west of the river. The fleet outside may
also render some assistance, though the fire will be at long range and inaccurate on account of the intervening woods. I would like to make the advance to-morrow, or the next day at the latest, if you can be prepared to cooperate so soon. If this movement results in a decided success, which I do not count upon, I will push for Wilmington at once. If not, I will then be prepared to transfer troops to the west bank of the river, and threaten in like manner Fort Anderson and the adjacent line, preparatory to the more extended movement to turn the enemy's position. These initiatory movements can be made while I am getting up the rest of my troops and materials, and preparing for an extended movement, if that prove to be necessary. I hope thus to save several days' time, which is important. Please be so kind as to inform me when you can cooperate in the movement I propose.

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

J. M. SCHOFIELD,
Major-General.

Rear-Admiral PORTER, U. S. Navy,
Commanding, etc., Cape Fear River.


CAPE FEAR RIVER, February 10, 1865.

GENERAL: I have examined the dock running out from the place spoken of this morning and find that troops can be easily landed there at half or full tide; at low water a boat can not get within 60 yards of it, and the men would have to wade through the mud. The wharf is about 350 feet long, a strong, substantial work, with one plank running all the way along through the center; only one man can go at a time. It wants about 700 feet of plank to be put on each side of the center piece to make it complete. Twenty men would fix it in a couple of hours.

There will be a good tide there to-night, and boats will be able to go to the dock up to 12 o'clock, midnight; to-morrow night, an hour later. I think we can get all the men landed there by the time you want them by commencing a little after sunset.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Major-General J. M. SCHOFIELD,
Comdg. Department of North Carolina, Federal Point, N. C.


CAPE FEAR RIVER, February 10, 1865.

SIR: The army expect to make a move along the beach to try and turn the enemy's left flank. The army are intrenched 2 or 3 miles below the Half Moon battery at the beginning of that long bayou. The object will be to get the gunboats in the rear of their intrenchments and cover the advance of our troops. When our troops are coming up, the gunboats will run close in and shell the enemy in front of them, so as
to enable the troops to turn their flanks, if possible. The intrenchments are about 800 yards from the beach and you will make your elevations accordingly. As the army come up, your fire will have to be very rapid, taking care not to fire into our own men. Go down and reconnoiter from aloft, so that you will be sure of the enemy's position, then send for all the captains and let them understand it. Put yourself in full communication with the general commanding on shore, and conform in all things to his wishes. Make your arrangements complete, so that there will be no failure.

Respectfully, your obedient servant, 

DAVID D. PORTER, Rear-Admiral,

Commander H. Rolando, 

Comdy. Keystone State and Senior Naval Officer, off New Inlet.

These operations will take place to-morrow.

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General order of Rear-Admiral Porter, U. S. Navy, giving instructions for operations against Wilmington, N. C.

**General Orders, No. 15.**

**North Atlantic Squadron,** U. S. Flagship Malvern, Cape Fear River, February 10, 1865.

The following orders will be observed in going up the river and in the operations that will be carried on against Wilmington:

All the vessels will come up their forecastays, and have everything clear for firing over the bows and directly ahead; all netting work and stanchion frames will be taken down. In commencing operations against a fort, it is intended to commence at long range and throw in a quick fire (after the proper elevation is obtained), while the monitor is getting a close position where she can fire effectively. As the guns of the enemy slacken their fire, the vessels will be ordered by signal to move up close to a point designated, when they will anchor or stop, as the signal may direct. While going up, the distance moved must be calculated and the direction of the guns altered accordingly. When it is no longer possible to fire over the bows with effect, I shall (at the proper time) direct the headmost vessels to push up within grape and canister distance. When this order is given, the vessels designated will push on, but not anchor until ordered. No vessel will pass the southern face of the fort, but keep 200 yards this side of it; nor will anyone go within 300 yards of the docks near the fort, as there the rebels have three torpedoes and obstructions. When vessels do get within grapeshot distance, they will use grape and canister from their broadside guns and howitzers and shell or shrapnel from the pivot guns or 30-pounder Parrots. The guns of the enemy must be the objects fired at, and the grape and canister are only to be used when the enemy are firing at us, unless the sharpshooters should fire on the vessels, in which case carefully cut shrapnel will be the best thing to burst right over the parapet. The vessels will move up in the following order: Osceola, Pawnee, Mackinau, Ponchook, Josco, Sassauros, Lenaape, Marananza, Yanite, Pequot, Sharmut, Nyack, Unadilla, Chipewa, Huron, Seneca.

There will be two orders of attack; the first order will be line abreast, where as many vessels as can anchor close abreast of each other will do
so. This applies to double-enders. Order No. 2 is forming line, as per diagram,

the leading vessel on the right, and the others coming up and anchoring so that their bow will lie nearly in a line with the stern of the vessel ahead. This will enable a few more vessels to fire ahead in the narrow channel. Every vessel will have a stout hawser and heavy kedge ready to run out, and anchor head and stern, so that the vessel will not swing when the tide turns, as they must be kept bow on all the time. When the pivot guns can be used out of their own ports it must be done, and direct firing commenced. Commanders are directed to watch the flagship closely for signals.

Boats will be kept in readiness, with grapnels to drag for torpedoes, and also ready to pick up the crew of any vessel that might be blown up.

The enemy have shifted their flagstaff. Do not fire at that, but only at the works and guns.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Special order of Major-General Schofield, U. S. Army, regarding movements of troops.

SPECIAL ORDERS,

HDQES. DEPT. OF NORTH CAROLINA,
Army of the Ohio, Federal Point, N. C.,

February 12, 1865.

1. The following movement will be made with a view to turn the enemy's position east of Cape Fear River and open the way to Wilmington:

One brigade of General Ames' division of General Terry's corps will embark on light-draft steamers at the Federal Point wharf and move outside to a point on the beach about 2 miles south of Masonboro Inlet, where the troops will land. The remainder of General Ames' division and General [J. D.] Cox's division, of the Twenty-third Corps, will march along the sea beach to the point of landing.

The pontoons, thirty in number, and about the same number of navy boats, will be towed by the steamers to the place of landing, where they will be landed and hauled across the beach into Masonboro Sound. This being accomplished, the troops will cross in the small boats to the mainland.

The portion of the expedition which moves by sea is placed under the immediate command of Brigadier-General Comstock, whose orders will be strictly obeyed by all. The commanding general will accompany the main body of the troops and will give orders for movements against the enemy after a landing is effected. The boats will all be at the wharf at 4 o'clock this p. m. and report to General Comstock for orders.
The troops to move by boat will report at the wharf at dark. The main body of the troops will march as soon as it is dark enough to conceal their movements from the enemy.

The utmost silence must be preserved by the troops during the movement; and on no account will fires be made or lights exhibited either on the boats or ashore by which the enemy might detect the movements. No straggling must be permitted.

The men will be supplied with three days' rations and as much ammunition as they can carry on their persons. The officers should also carry with them three days' rations.

General Terry, with the portion of his troops not included in this expedition, will press the enemy closely, commencing at daylight in the morning, and will follow him vigorously if he gives way, or attack him if he weakens his line so much as to justify it.

The troops will carry with them a good supply of intrenching tools.

By command of Major-General Schofield:

J. A. CAMPBELL,
Major and Assistant Adjutant-General.

Admiral D. D. PORTER.


HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
February 12, 1865.

ADMIRAL: If the wind continue favorable, I intend to turn the enemy's position to-night by crossing Masonboro Sound about 2 miles below the inlet. I propose to send a brigade of troops outside in small steamers with my pontoon boats and such small boats as you can furnish me. Let them land and haul the boats over the beach into the sound, and thus cross to the mainland. The main portion of the troops will march up the beach to the point of crossing.

I would like about thirty boats from the navy, with strong crews; also the steam tug Wilderness, with the pilot who went with General Comstock yesterday. It is also important to have a strong naval force outside to cover the landing.

I would like to have the boats report to General Comstock at the wharf at 4 o'clock this p. m. The men should be provisioned with two or three days' rations.

Very respectfully, your obedient servant,

J. M. SCHOFIELD,
Major-General.

Rear-Admiral PORTER,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Rolando, U. S. Navy, regarding measures of cooperation with the army.

FLAGSHIP MALVERN,
Cape Fear River, North Carolina, Sunday, February 12, 1865.

SIR: You will get all the gunboats outside together, and when the army is ready and comes out in the transports, you will proceed on with them and place your vessels above them to cover the landing and enfilade the place back when the troops go in.
Under no circumstances fire over the troops. One of your shells yesterday came near killing General Terry and staff, and as the fuzes of 1862 are not to be relied on, do not use them if you can help it. You will have all your boats ready to land the troops, but do not let the sailors carry any arms. If the sailors are required on shore to assist in manning the boats when they are taken into the sound, see that the men have their pea jackets and salt pork and bread enough to last them for three days.

Do whatever the general requires of you, and keep your vessels close in, so that you can communicate easily. You will lie (supposing you are 300 yards from the beach) exactly 1½ miles from the enemy's artillery or forces on the opposite side of Myrtle Sound, [North Carolina], and you must elevate your guns and time your fuzes accordingly.

There will be no enemy on the beach. There the troops want no covering, but the enemy will be across the sound.

Keep near the general or with him while on the water, so that you can act in accordance with his desires.

You will get all the vessels outside together, and have a proper understanding with the commanders regarding what is required of them.

Do not let any of the gunboats show any lights going down to-night. Leave one good gunboat to cover our troops.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander H. ROLANDO,
Commanding U. S. S. Keystone State.

Order of Rear-Admiral Porter, U. S. Navy, designating vessels to assist in moving troops.

FEBRUARY 13, 1865.

The tugs Nansemond, Eolus, Wilderness, and Moccasin will report without delay at the wharf near Fort Buchanan to General Schofield, or the army officer in command, to take on board such troops as may be there and obey the orders of the military commander.

DAVID D. PORTER,
Rear-Admiral.


HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
Army of the Ohio, Federal Point, N. C., February 13, 1865.

ADMIRAL: The movement ordered on the 12th will be made to-night, except that the pontoon boats will be hauled on wagons. Please order the gunboats outside to be ready to cover the crossing of the sound at daylight in the morning, and to land their small boats at the point of crossing about midnight, if the weather will permit.

Very respectfully, your obedient servant,

J. M. SCHOFIELD,
Major-General, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

**FLAGSHIP MALVERN,**

*Cape Fear River, February 14, 1865.*

Sir: The army will make its movement by the beach, and will be near Masonboro Inlet by daylight.

You will take all your vessels excepting one gunboat, which you will leave to protect General Terry's flank, to the above-named point, and be ready to cover the troops as they cross over Myrtle Sound.

You must be at that point before daylight, so that the troops will not have to wait for you.

One of your vessels will keep along with the troops near the beach, with the signal officer on board to communicate with the general, so that he can inform you at any time of his wishes in relation to your movements. If the army wishes the use of your boats, and it is possible to get them on shore, which I do not think it will be with this breeze, give every aid and assistance.

It may be possible to get some of your best and lightest surfboats on shore, and as it is not necessary for them to come back again, you might possibly be enabled to succeed.

That, however, depends on the weather, about which, inside here, I can tell nothing.

I send you the general's telegram, which will explain to you what he desires. Attend to his wishes.

Masonboro Inlet is about 10 miles from here, and you must allow plenty of time to get there. Do not be out of the way a minute. Remember not to fire over the troops, but get above and fire ahead of them in case you are attacked. Watch the army signal officer ashore, so that you can stop firing when told to.

After the army has landed successfully, and the services of all the vessels are no longer needed there, send two of them down to cover General Terry's troops, in case they should advance.

Respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

Commander H. ROLANDO,

Commanding U. S. S. Keystone State.

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*Cape Fear River, February 14, 1865.*

GENERAL: Your letter has been received. I am sorry to say I fear you will meet with disappointment in landing on the outside. The wind is northeast—one of the worst winds for making a surf on the beach—and I doubt if any boat could possibly land there without risking the loss of all on board. Even with wind at the north, the sea begins to set in, and the beach is never smooth enough to land in a boat unless it is directly off the land.

You might send one of our small vessels now with you down to examine the place, and you would feel better satisfied; but I am pretty sure that if you depend to-night on the water cooperation you will be disappointed and your plans be defeated.
NORTH ATLANTIC BLOCKADING SQUADRON.

The gunboats outside are directed to move when you do, and be subject to your orders. If you conclude to make no movement by water, will you please let me know?

Very respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

Major-General J. M. SCHOFIELD,

Comdg. Dept. of North Carolina, Federal Point, N. C.

[Telegram.]

FEDERAL POINT, NORTH CAROLINA,

February 14, 1865—3:30 p. m.

Our pilots say it is too rough on the bar to take the small steamers across now. I will send orders to the vessels outside to do as you have wished.

D. D. PORTER,

Rear-Admiral.

Major-General SCHOFIELD.


FLAGSHIP MALVERN,

Cape Fear River, February 14, 1865.

Sir: I enclose you a telegram just received from General Schofield, which I wish you to have carried out strictly.

Respectfully,

DAVID D. PORTER,

Rear-Admiral.

Commander H. ROLANDO,

Commanding Keystone State.

[Enclosure.—Telegram.]

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,

Army of the Ohio, Federal Point, N. C., February 15, 1865.

I failed to get my boats up the beach, and shall return to the original plan. I would like to use your tugs to carry troops across the river to-morrow.

J. M. SCHOFIELD,

Major-General.

Admiral D. D. PORTER,

Commanding North Atlantic Squadron.


FEBRUARY 16, 1865.

GENERAL: The tugs are directed to remain at your orders as long as you require them. Do you mean to land on the west bank? If so, I will have all the small boats ready to take the troops off. Will you
please let me know at what time you want the small boats to be ready, and they will be there. All the tugs are now near your vessel. I am going to send them to Western Bar to help get the troops off of a transport outside.

Whatever you wish done, please notify me. Two or three tugs might get the troops off the transport before dark. I think there are about a thousand.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Major-General J. M. SCHOFIELD,
Commanding Department of North Carolina.


U.S.S. PEQUOT,
Cape Fear River, North Carolina, February 17, 1865.

SIR: I have to report that, in obedience to signal, this afternoon I got underway and steamed up the river to the attack of Fort Anderson.

A few minutes after the vessel took position she was struck by a solid shot, wounding 5 of the crew, as follows:

William Brian, quartermaster, mortally; has died of his wounds.
Jer. Lyons, quartermaster, seriously; amputation of left arm.
Carl Poelstrom, ordinary seaman, seriously; amputation of foot necessary.
Thomas Donelly, landsman, slightly.
Edrick Hague, first-class boy, slightly.

The following is the list of ammunition expended:

Nineteen charges 150-pounder rifle, 16-pound; 19 percussion shell, 150-pounder rifle; 16 charges 30-pounder rifle, 34-pound; 16 percussion shell, 30-pounder rifle.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Blockading Squadron.

Order of Rear-Admiral Porter, U.S. Navy, to Lieutenant-Commander Young, U.S. Navy, assigning his position for the attack.

CAPE FEAR RIVER, February 18, 1865.

SIR: You will proceed up and get in line with the other vessels; anchor your vessel head and stern, with bow gun pointed at the fort. Do not fire a gun until you report your vessel by signal, anchored as I direct, and do not open fire until I direct.

Twice in this river have I been compelled to withdraw you from action for inattention to my orders and not placing your vessel where she ought to be. You have another opportunity to remove the impression made on my mind.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander GEORGE W. YOUNG;

**U. S. S. CHIEF**

_Cape Fear River, North Carolina, February 18, 1865._

**SIR:** I have to report that on board this vessel in the engagement of to-day, William Wilson, 1st (captain of forecastle), was killed, and Daniel Lund (ordinary seaman), wounded in left arm (arm since amputated).

I am, sir, very respectfully,

Edward E. Potter,

*Lieutenant-Commander, Commanding U. S. S. Chippewa*

Rear-Admiral David D. Porter,

_Commanding North Atlantic Squadron,
U. S. Flagship Malvern, Cape Fear River._

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Report of Lieutenant-Commander Stone, U. S. Navy, regarding the disabling of guns in Fort Anderson.

**U. S. IRONCLAD MONTAUK,**

_Off Fort Anderson, February 18, 1865._

**SIR:** Colonel [Olango I.] Moore's note to you has just been received and contents noted. As the picket boats appear to have orders to report to me, I shall have the river thoroughly dragged up to some buoys I have perceived about 500 yards above me. They were not visible yesterday, and I doubt not they were laid by the rebels.

I feel confident that the _Sassacus_ disabled the gun at the right angle of the fort, which I call No. 1, and I am equally certain that Acting Master Crowninshield, of this vessel, performed the same service to the next gun, which I call No. 2. There remains but one gun to disable, which points down the river. I will do my best to render it useless by 8 a. m. to-morrow.

There are no rifle pits in the open space in front of the fort.

If the gunboats lying near you fire to-morrow from their present position, they should be cautioned not to put their shells into the woods, as they to-day drove back our advance pickets by their shells falling short.

Respectfully, your obedient servant,

Edward E. Stone,

*Lieutenant-Commander, U. S. Navy.*

Rear-Admiral D. D. Porter,

_Commanding North Atlantic Squadron._

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**U. S. S. MACKINAW,**

_Cape Fear River, North Carolina, February 11, 1865._

_Saturday._ Wind westward; 1; weather, b. Let go forestay, rigged in anchor davits, and got ready to use XI-inch gun over bow. At 8 [a. m.] got underway and steamed up river. Cleared ship for action. Commenced shelling the rebels on east bank of river; fired 24 rounds from XI-inch. Fort Anderson opened on us from west side. At 10:20
steamed down to our position. At 11, Montauk steamed up and opened fire on Fort Anderson. We steamed up and opened fire on the fort with our XI-inch, firing 63 rounds, fort replying. At 2 p.m., having expended all of our XI-inch ammunition, we dropped down to our station and anchored. We were hit twice by Whitworth bolts; once through smoke pipe and once in main gaff. At 3:20 got underway and steamed down river to ammunition vessel. Received a quantity of XI-inch ammunition and proceeded up the river to our position and anchored.

U. S. S. MACKINAW,

Cape Fear River, North Carolina, February 18, 1865.

Saturday.—Wind northward and westward, 2; weather, b. c. f. At 8:40 [a. m.] got underway and steamed up to within 1 1/2 miles of Fort Anderson. Moored ship ahead and astern and opened fire on the fort with XI-inch pivot; fired 80 rounds. At 9:30 admiral signaled to us, 7531. At 12:30 [p. m.] got underway and steamed up toward the fort and came to anchor. Opened fire on the fort with our IX-inch guns, doing splendid execution, the fort occasionally replying. One shot struck us below the water line on port side, inflicting no damage. At 6 ceased firing, excepting once every five minutes. Sent boat on picket.

U. S. S. MACKINAW,

Cape Fear River, North Carolina, February 19, 1865.

Sunday.—Wind northward and eastward, 1; weather, b. c. f. Received from Wilderness 400 IX-inch shell and 4,000 pounds powder. Supplied the Sassacus with 40 IX-inch shell and 400 pounds powder. At 6 a.m. fired one shot at the fort, when a white flag was displayed, and we found that our forces were in possession, the enemy having evacuated during the night. Flagship got underway and steamed up the river, making signal to us to follow. Got underway and steamed up the river and came to anchor off Fort Anderson. Sent boats to ding for torpedoes; sent to the Nauset for fresh provisions. At 12:40 [p. m.] got underway and proceeded up to Campbell Island; came to anchor and sent boats to land troops. Sent to Montauk a boat, which was returned in the night. Received from Maratanz a quantity of XI-inch ammunition.


North Atlantic Squadron,

U. S. S. Flagship Malvern, Cape Fear River, February 19, 1865.

Sir: I have the honor to report the surrender or evacuation of Fort Anderson. General Schoefield advanced from Smithville with 8,000 men on the 17th. At the same time I attacked the works by water, placing the monitor Montauk close to the works and enfilading them with the Pawtuxet, Lenapee, Unadilla, and Pequot, the tide and wind not allowing more vessels to get under fire. The fort answered pretty briskly, but quieted down by sunset.

On the 18th at 8 o'clock moved up closer, with the monitor leading, followed by Mackinaw, Huron, Sassacus, Pontoosuc, Maratanza, Lenapee, Unadilla, Pawtuxet, Ossola, Shawmut, Seneca, Nyack, Chippewa, and.
Little Ada, and kept up a heavy fire through the day until late in the afternoon. The enemy's batteries were silenced by 3 o'clock, though we kept up a fire until dark. We also fired through the night. In the meantime General Schofield was working round to get in the rear of the rebels and cut them off. The latter did not wait for the army to surround them, but left in the night, taking five or six pieces of light artillery with them and everything of any value.

At daylight this morning some of our troops that were near by went in and hoisted the flag on the ramparts, when the firing from the monitor ceased. There were ten heavy guns in Fort Anderson and a quantity of ammunition.

We lost but 3 killed and 4 wounded.

I am, sir, respectfully,

DAVID D. PORTER,
Rear-Admiral.

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

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Harris, U. S. Navy, commanding U. S. S. Yantic, to take position to cover Fort Anderson.

FEBRUARY 20, 1865.

SIR: As your vessel has no long guns, and as only long guns can be used to advantage, you will drop down and lie abreast of Fort Anderson and cover that place. In case all the soldiers leave there, bring away the rammers and sponges, and if necessary spike the guns temporarily. While there, hunt around and ascertain if there are any obstructions, and place a spar buoy on them; also hunt for torpedoes.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander T. C. HARRIS,
Commanding Yantic.


U. S. S. PONTOOSUG,
Four Miles Below Wilmington, February 21, 1865.

MY DEAR ADMIRAL: Your letter of the 4th reached me yesterday, and found me leading the squadron up the river, after having got through a nice little fight at Fort Anderson. Since then we have had three days more of it. The rebs stand up to their work manfully; but we are too much for them, and hope to drive them out of Wilmington before many days. Porter built a bogus monitor out of an old scow and some canvas and barrel staves, and sent it majestically past Fort Anderson at midnight on the flood tide. Johnny Reb let off his torpedoes without effect on it, and the old thing sailed across the river and grounded in flank and rear of the enemy's lines on the eastern bank, whereupon they fell back in the night. She now occupies the most advanced position of the line, and Battery Lee has been banging away at her, and probably wondering why she does not answer. Last night,
after half a day's fighting, the rebels sent down about 50 torpedoes; but although "Old Bogey" took no notice of them, they kept the rest of us pretty lively so long as the ebb tide ran.

Please give my warmest regards to your family, and believe me,
Sincerely, yours,
WM. G. TEMPLE.


NAVY DEPARTMENT, March 9, 1865.

SIR: With great gratification the Department transmits herewith copy of a communication from Rear-Admiral D. D. Porter, testifying to your zeal and gallantry whilst in command of the Montauk in the attack on Fort Anderson, N. C.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Lieutenant-Commander EDWARD F. STONE,
Commanding U. S. S. Montauk, near Wilmington, N. C.

[Enclosure.]

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 24, 1865.

SIR: I beg leave to bring to the favorable notice of the Department Lieutenant-Commander E. F. Stone, commanding the monitor Montauk.

The officer has manifested proper zeal and spirit and been ready at all times to go into action.

When ordered to attack Fort Anderson he did it handsomely; laid within 1,000 yards with the fire of the fort concentrated on him for over thirty-six hours and convinced the rebels that no work could be held where a monitor or monitors were brought against it.

I am much pleased with Lieutenant-Commander E. F. Stone, and am sure he will give a good account of himself hereafter.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER.
Rear-Admiral.

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


February 18, 1865.—From 8 a. m. to meridian: A portion of the fleet stood up the [Cape Fear] River and engaged the rebel works at Fort Anderson. At 12 meridian got underway in obedience to signal and proceeded up the river. At 12:15 p. m. spoke the flagship, called all hands to quarters, manned the port battery. At 12:30 came to anchor with a spring on the port anchor. At 12:40 commenced firing at Fort Anderson. At 2 p. m. the enemy opened fire from a one-gun battery at Sugar Loaf. Brought battery to bear on it, and at 4 p. m. enemy ceased firing from Sugar Loaf. From 4 to 8 p. m., continued firing at Fort Anderson. At 5 p. m., tide having turned, hove up anchor and kedge and shifted our position into deeper water, and resumed firing as our
guns would bear. At 6:30 ceased firing. Expended during the engagement, 63 30-pounder charges, 38 100-pounder charges, 20 IX-inch, 27 12-pounder rifle.

February 19.—At daylight saw our flag hoisted over Fort Anderson and our land forces near it. Sent first and second cutters to drag for torpedoes. At 1:15 p. m. took our position in line and stood up the river [Cape Fear]. At 2:20 came to anchor 7 miles above Fort Anderson. At 9 p. m. sent first and second cutter in charge of Mr. Hopkins to land troops.

February 21.—At 3:30 p. m. sent launch and second cutter to flag and duty in charge of Mr. Jordan. At 4:20 p. m. hove up anchor and stood up the river; came to anchor near the flagship. At 5:10 went to quarters and manned the port battery, a portion of the fleet being engaged with Fort Strong. At 7:20 sent the first cutter in charge of Mr. Colby for duty up the river.

February 22.—At 5:45 a. m. first cutter returned in charge of Mr. Colby. At 10:30 a. m. flag got underway and stood up the river. Fort Strong apparently evacuated. At 5:35 p. m. came to anchor in Cape Fear River, opposite city of Wilmington.

Abstract log of the U. S. S. Yantle, Lieutenant-Commander Harris, U. S. Navy.

February 15, 1865.—At 10:30 p. m. the Quaker monitor was anchored near us and placed under charge of the captain, by order of the admiral.

February 18.—Several of the fleet moved up the river and engaged Fort Anderson. At 12:30 p. m. the Nyack steamed up to the fleet. The fleet engaging Fort Anderson. From 4 to 6 p. m. fleet engaging Fort Anderson. From 6 to 8 p. m. the ironclad Montauk firing occasionally at Fort Anderson. From 8 to midnight the Montauk firing occasionally at Fort Anderson.

February 19.—Commences and until 4 a. m. the fleet firing at Fort Anderson at intervals of twenty minutes. At daylight discovered that Fort Anderson had been evacuated by the enemy during the night and occupied by our troops. At 7 the fleet moved up the river abreast of the fort. Got underway and steamed up the river. At 8:30 a. m. came to anchor with fleet off Fort Anderson. At 8:35 sent launch to drag for torpedoes. At 3 launch returned.

February 20.—At 8 a. m. sent second launch in charge of Acting Ensign Dederer to assist in landing troops. At 4:30 ship swung to the ebb. The fleet engaging the enemy's batteries up the river. From 6 to 8 p. m., the fleet firing occasionally at the enemy's batteries up the river.

February 21.—Off Fort Anderson, Cape Fear River, the fleet engaging the batteries up the river.

February 22.—At daylight Wilmington was occupied by our troops, the enemy having evacuated the city and barrier forts during the night. The fleet moved up and anchored off Wilmington.


February 3, 1865.—At 11 a. m. Admiral Porter came on board. At 3:50 p. m. the steamer Tacony took her anchor and went up river ahead of us, and at 3:55 engaged the rebel Fort Anderson, and the
rebels returned the fire. At 4:30 p.m. the flagship made signal. At 4:50 went to quarters with 30-pounder gun and fired 12 rounds at the rebel works; they opened on us and fired 4 rounds, which came over us and fell a ship's length from us.

February 10.—From 4 to 8 a.m., the flagship proceeded up river 2 miles and anchored. At 11 a.m. proceeded up river to engage the batteries on the east side of the river. At 6 p.m. the Huron opened fire on the west shore. Battery Anderson answered with four or five shots.

February 11.—At 9:30 a.m. signal from the flagship for the surgeon to report on board. At 10 a.m. the Montauk, Lenapee, and Mackinaw went up and engaged the batteries on the east and west banks of the river. From 12 to 4 p.m., the monitor Montauk and gunboat Mackinaw firing occasionally on Fort Anderson, with reply from the fort occasionally. From 8 to 12 midnight, rebel batteries fired on picket boats.

February 17.—At 3:15 p.m. the Lenapee, Unadilla, Pequot, Maratanza, Montauk, and Pawtuxet engaged the rebel battery. At 5 p.m. the Little Ada steamed up within range of the rebel battery and opened fire.

February 18.—At 9 a.m. the following vessels went into action: Mackinaw, Lenapee, Maratanza, Osecola, Pontosooe, Huron, Pawtuxet, and Montauk. At 11:50 took up anchor and went up and engaged the Fort Anderson with 100-pounder, 30-pounder, and IX-inch gun. At 12 meridian, engagement going on. From 12 to 4 p.m., continued in action on rebel Fort Anderson, the whole fleet being engaged. At 12:30 p.m. the flagship made signal. Got our anchor and retired from action, 2:45 p.m. Ammunition expended: 30 100-pounder charges, 20 30-pounder charges, and 2 IX-inch charges. From 8 to 12 midnight: All this four hours there has been occasional firing.

February 19.—At 3 p.m. anchored 5 miles above Fort Anderson.

February 20.—The launch transporting troops. At 11:30 a.m. the Kolus steamed toward the rebel batteries. At 3:45 general signals from flagship. At 3:30 p.m. Admiral Porter came on board. We have up anchor and proceeded up the river about 2 miles and came to anchor. At 4:15 admiral left the ship. All the double-end vessels are lying above us in line of battle engaging the rebel fort. Coming up the river we struck the bottom several times. From 4 to 8 p.m.: Fleet firing at rebel battery on starboard hand. Sent dingey and gig sounding about the ship. At 4:45 got our anchor and, Admiral Porter being on board, steamed ahead and came to anchor at 5 p.m. in 3 fathoms of water and 10 fathoms chain, port anchor. Called to quarters and engaged rebel battery. Stopped firing at 5:45. At 10 lookout forward saw something floating down, it being ebb tide; all hands called to quarters by order of the captain. Saw other vessels ahead of us firing. Called away the first cutter; Acting Ensign William B. Trufant went in her and examined the objects, there being a large number in sight. The gig was called away. Mr. Davis went in her and captured five of them, which proved to be torpedoes; hauled them up to the vessel and made them fast astern. In trying to sink one of them by a shot from a pistol, firing into it from the first cutter, exploded it and killed 2 men and wounded Mr. Trufant in the head and arm. All boats were called away to pick up and save what we could. The coxswain of the gig was lost overboard and a seaman, James Cobb, killed in the boat. At 12 midnight hoisted all boats and piped down.

February 11, 1865.—At 8:20 a.m. made army signal to station ashore: "At what time will the troops be ready for moving?" Was answered: "The troops will move immediately." Steamed alongside the Aries and ordered her to follow us along the beach. At 9 we commenced firing in over the beach at the enemy's intrenchments abreast and south of Half Moon battery; also the Aries, Montgomery, Howqua, Emma, and Vicksburg. At 9:25 made general signal, and we stopped firing for a few minutes. At 10:45 Lieutenant James P. Robertson went on shore with orders to communicate with the commanding general; returned at 11:50 with answer from General Abbott that the firing had been all right, and that he would send for a signal officer to open communication with us, which had been the desire of Commander Rolando. During the time of action kept the ship underway, sounding from 3, 4, 5 fathoms water. At 2:25 p.m. made general signal: "Ceased firing on board this ship." At 12:20 p.m. opened communication with the troops ashore through army signals, and from that until 2:20 the following communications were made from shore: "Fire with fuze shell to your left over me at a distance of 1,800 yards." (From this ship:) "Have the shells been thrown as you directed?" (From shore:) "Stop the fire of the Emma, as she does no good; the other vessels are firing all right." (From this ship:) "Is the firing good?" (From shore:) "All right." At 2:20 p.m. (from shore:) "General Terry requests you to fire no more over the troops."

February 17.—At 1 p.m. sent fourth packet, in charge of Mr. Conger, to land one of the Signal Corps, U. S. Army, and 2 of our men on the beach. At 2 boat returned. At 2:35 heavy firing up the river. From 4 to 6 p.m., heavy firing in the river. At 8:15 wind hauled to the N.W. with very heavy squall and continued in the same direction with heavy flaps at times during the watch. Large fire on shore.

February 18.—From meridian to 4 p.m., heavy firing by fleet in the river on Fort Anderson. From 4 to 8 p.m., heavy firing from gunboats in the river.

February 19.—Commences and until 4 a.m., the vessels in the river firing slowly. At 2 a.m. heard the report of musketry ashore. At 11 a.m. the army advanced up the beach and went into the woods out of sight. At 7:30 p.m. the Monticello came alongside; sent on board two torpedoes and a circular regarding the rebel ram. Also a man to be sent to the R. R. Owler.

February 20.—At 11 a.m. heard the report of heavy guns in the direction of Wilmington during the watch. At 2 p.m. got underway and stood N.E. Heavy firing up the river. At 11 p.m. heard a heavy report bearing S.W.

February 21.—At 2 p.m. heard heavy firing up the river in the direction of Wilmington. At 6 p.m. quarters to muster. During the watch heavy firing up the river.


U. S. S. QUEEN,
Port Royal, S. C., February 17, 1865.

Sir: It becomes my painful duty to report the loss of the U. S. S. Merrimac, abandoned at sea in a sinking condition in latitude 29° 11' N., longitude 79° 12' W., on the evening of the 15th instant, after a succession of violent gales from the northeast to southeast.
After being exposed to the heavy seas of the Gulf Stream for thirty hours, I deemed it my duty on the afternoon of the 14th, for the safety of the ship, to bear up for nearest port to the north of us, for I was sure if the gale continued the vessel could last but a few hours longer, and that our coal was being rapidly consumed to keep her in any way manageable. At 5 p.m. one of the boilers became useless; remainder of the day steered to northward, shipping much water.

At twenty minutes past midnight, on the morning of the 15th, the tiller broke and the ship became perfectly unmanageable; hooked tackles to relieving chains, but they parted. We were now at the mercy of the heavy cross seas running, and being boarded by them in all directions. Drags were resorted to, to get ship before the wind, but failed. The steam pumps failed to keep the vessel free of water; all the hand pumps were manned, but it soon became evident that she had sprung a leak. Gangs of men were detailed to bail the ship with buckets, but the water steadily gained on us. About 9 a.m. another boiler gave out. At 10:30 communicated with the U.S. mail steamer Morning Star. She laid by us for several hours, while our exertions were unremitting to free the ship, but the water still gained.

At 4 p.m. I deemed it my duty for the preservation of the lives of those on board to abandon the vessel. It was night before the transfer of the officers and crew was completed, at which time the ship was fast settling.

I cannot mention any particular officer or man who did his duty best, when all performed it so cheerfully and so well.

I would respectfully refer you to the reports of Acting Master William Hedger, executive officer (marked "A"), Acting First Assistant Engineer D. S. Roberts ("B"), and Acting Second Assistant Engineer Wm. F. Golf ("C"), as to the causes that led to the loss of the vessel, and to Acting Assistant Surgeon J. J. Sowerby ("D") in regard to the casualties on board. I would likewise refer you to the latter part of my letter (No. 2), dated at Beaufort, N. C., February 8, 1865, as to my opinion in regard to the qualities of the Merrimac in a seaway.

The Morning Star called in at Port Royal, when I was ordered by Commander William Reynolds, in command of station, to report to the commander of the U.S.S. Queen for passage north, and on arriving there to report to you by letter.

There was nothing saved besides four boats and the chronometer; the boats were turned over to the naval authorities at Baypoint, S. C., taking a receipt therefor.

I would, sir, most respectfully, request a court of enquiry in regard to the loss of the Merrimac.

I am, sir, respectfully, your obedient servant,

WM. EARLE,
Acting Master, Late Commander U.S.S. Merrimac.

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

U.S. MAIL STEAMER MORNING STAR,
February 16, 1865.

Sir: By your request I have the honor to report the condition and loss of the U.S.S. Merrimac. On the 13th instant, at 12 m., the gale commenced from the eastward; we were steering to the southward the remainder of the day, the gale gradually increasing with a very heavy
cross sea, ship laboring and working heavily and shipping much water. On the 14th instant, gale increasing and hauling to the southward. At 1 p. m. very heavy cross sea, ship laboring heavily; we had to bear up and run to the northward. At 5 p. m. the starboard forward boiler became useless; made all sail possible and steamed ahead with three boilers. At 11 p. m. the ship commenced to leak; opened the gates, manned all pumps; the carpenter's mate reported to me the ship making much water. On the 15th instant, 12:15 a. m., the tiller broke off from the rudderhead and the ship came to the wind; called all hands and made every exertion to get the ship before the wind, but could not; we hooked preventive tackles on the rudder chains, but the heavy sea broke them immediately; the carpenter's mate reports the water gaining in the hold; the engineer on watch reports the fire room fast flooding; all hands pumping and bailing and employed making a drag; the ship entirely at the mercy of the waves, making very bad weather; gun deck full of water and finding its way below by various ways. At 5 p. m. got the drag overboard, but could not get headway enough on the ship to steer her. At 8:30 a. m. the chief engineer had his shoulder dislocated (by a heavy sea boarding her) while endeavoring to cut away the rudderhead to fit a temporary tiller; the carpenter's mate reports to me the water gaining in the hold, the engineer on watch the water rising in the fire room, and that the fires would soon be put out; all hands pumping and bailing ship. At 9 a. m. lengthened the drag rope, but could not get her before the wind. At 9:15 a. m. the port forward boiler gave out. At 9:30 a. m. saw a sail bearing SSW; set a signal of distress and fired a gun, and she bore down for us. At 10:30 a. m. I boarded her and she proved to be the U. S. mail steamer Morning Star, Captain Nelson, from New Orleans, bound to New York. By Captain Earle's request, I asked him to lay by us until the next morning; he said he could not, as he was short of coal, but he would render us all the assistance in his power. At 11:30 a. m. Captain Earle boarded her. At 12:10 p. m. the water put all fires out in the fire room, all hands pumping and bailing; the carpenter's mate reports the water gaining rapidly, 3 feet water in the hold. At 3:50 p. m., as the Morning Star could not render us the assistance we needed, Captain Earle called a consultation with his officers, and under the circumstances concluded to abandon her. At 4 p. m. we commenced to abandon her, which was done in good order, saving all hands and four boats. At 4:40 p. m. there were 4 feet water in the hold; Captain Earle was the last man to leave the ship. The Morning Star lay by the Merrimac until 6 p. m., when she was low in the water and fast settling down by the head.

I am happy to state that every officer and man was cool, and did his duty in a most cheerful and faithful manner, without noise or confusion.

Very respectfully, your obedient servant,

WILLIAM HEDGER,
Acting Master, Late Executive Officer of U. S. S. Merrimac.

Acting Master WILLIAM EARLE,
Late Commanding U. S. S. Merrimac.

[Enclosure B.]

U. S. MAIL STEAMER MORNING STAR,
February 16, 1865.

SIR: The following is a report of the condition of the engines, boilers, and pumps connected with the engineer's department of the late U. S. S. Merrimac:
At 11 o'clock a.m., February 14, I was notified that there was an increase of water in the fire room. I immediately went into the engine room and ordered all pumps examined and put in use, which was immediately done, and for a while the water appeared to be less in the fire room and remained so through the afternoon. At 5 p.m., the forward starboard boiler gave out. I ordered the fires hauled immediately, and depended on the other three boilers to make steam. I often examined the water in the fire room, and found it to remain about the same until about 6 a.m., February 15, when the water increased very fast, the pump still working; the bilge injection was then put in use, but the water still increased. At 6:30 I stationed a gang of men at bailing water from the fire room, and continued so, but the water gained fast; at 7:30 a.m., the water was up in the ash pits, and increasing rapidly; kept the pumps at work, and bailing as fast as possible. At 8:30 I got hurt, so I could not take any further charge of the engineer's department.

Very respectfully,

D. S. Roberts,
Acting First Assistant Engineer, in Charge.

Acting Master Wm. Earle,
Commanding.

[Enclosure D.]

U. S. Mail Steamer Morning Star,
At Sea, February 15, 1865,

Sir: I respectfully report the following accidents on board the U. S. S. Merrimac during a gale at sea in the Gulf of Florida [Straits of Florida].

February 14, 3 o'clock p.m., Edward Burke, captain after guard, was sent into the engine room to clear the gates and limber chains; was struck by the crank, receiving a contused wound of the head, detaching the right ear, and fracturing the zygomatic process of the temporal bone.

February 15, 8:30 a.m., Acting Assistant Engineer David S. Roberts, while engaged in fitting a tiller, was struck by a sea which dislocated his left shoulder.

Very respectfully, etc.,

J. J. Sowerby,
Assistant Surgeon, U. S. Navy.

Acting Master Wm. Earle, U. S. Navy,
Commanding late U. S. S. Merrimac.

[Telegram.]

Jones' Landing, Va., February 18, 1865.

The Ironsides left for Norfolk early this morning. The rebel flag-oftree boat William Allison was blown up yesterday off Cox's Ferry by one of their own torpedos.

William Radford,
Commodore.

Hon. G. Welles,
[Secretary of the Navy.]

NORTH ATLANTIC SQUADRON,

U. S. Flagship Malvern, Cape Fear River, February 19, 1865.

SIR: Your communication in relation to a permit given to Steele, Henry & Co. has been received. The permit was given with the understanding that it was to be in strict conformity to law, and so we permits to all others. These people can not obtain Treasury permits without an endorsement from me, and it is always understood that they are to conform to all the requirements of law. We are very glad to get sutler's stores here, for we have been for some time past living on ship's stores.

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

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of Navy, Washington.

Report of Lieutenant-Commander Braine, U. S. Navy, regarding the capture of a boat containing two officers and four men of the Confederate Navy.

U. S. S. PEQUOT,
Cape Fear River, North Carolina, February 19, 1865.

SIR: I have to report that a boat from this ship, in charge of Acting Ensign George Lamb, while dragging for torpedoes to-day, surprised and captured a boat with 2 officers and 4 men, as follows: O. L. Jenkins, acting master's mate; W. R. Howle, acting master's mate; John F. Henry, seaman; William Wilson, seaman; C. Waters, seaman, and James Easter, carpenter's mate, all of Confederate States Navy.

Very respectfully, your obedient servant,

D. L. BRAINE,
Lieutenant-Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, acknowledging consular information received from the Department regarding Confederate ram.

NORTH ATLANTIC SQUADRON,

U. S. Flagship Malvern, Cape Fear River, February 19, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's letter, giving me information in relation to the rebel ram shortly expected on this coast.

I have notified the vessels outside of the fact, and send Lieutenant-Commander W. B. Cushing, commanding the Monticello, to Norfolk to have a torpedo fitted to his ship.

I have several torpedo boats here, and I think that no apprehension need be felt.

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

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.
The steamer Morning Star, from New Orleans, bound to New York, while on the passage picked up the officers and crew of the U. S. gunboat Merrimac, which foundered at sea, and carried them into Port Royal; consequently she is short of coal. Will the Department authorize the yard to furnish coal enough, about 80 tons, to reach New York? There was no one lost belonging to the Merrimac when she foundered on the 15th instant.

STEPHEN D. TRENCHARD,
Commodore and Senior Officer Present.

Hon. G. WELLES.

[Endorsement.]

Tell Commodore Trenchard Morning Star can have the coal; let officers and crew of Merrimac go to New York in steamer Queen.


U. S. S. RHODE ISLAND,
Hampton Roads, Virginia, February 19, 1865.

SIR: Since dispatching the telegram to the Department this morning, I have questioned two men belonging to the Merrimac, John McBride, seaman, and John Murphy, seaman, who had secreted themselves on board the Morning Star, and from their statement it would appear that the disaster occurred during a gale from the northeast, about forty-eight hours after leaving Port Royal on her passage to Key West, causing the loss of her rudder, and to leak so as to extinguish the fires, thereby rendering the steam pumps useless.

The Merrimac, while in this condition, was fallen in with by the Morning Star, and her officers and crew taken to Port Royal after that vessel was abandoned.

McBride and Murphy were found secreted on board the Morning Star after that vessel had left Port Royal, and it is evident they intended to desert. They were directed to be brought on board of this vessel, where they will be retained in confinement until the wishes of the Department are known.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander and Senior Officer Present.

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

[Telegram.]

HAMPION ROADS, VIRGINIA,
February 19, 1865.

Arrived here this day in the U. S. S. Queen, with officers and crew of the late U. S. S. Merrimac, which foundered at sea on the 15th instant. Will send detailed report by mail. No lives lost.

WM. EARLE,
Acting Master, late in command of Merrimac.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.
Report of Commander Macomb, U. S. Navy, regarding the drafting of negroes into the Confederate Army.

U. S. S. SHAMROCK,
Dist. of the Sounds of N. C., Plymouth, February 20, 1865.

ADMIRAL: Since the rebel Congress has decided to draft the negroes into their Army, the contrabands have been pouring into our lines at such a rate that there will be very few left to cultivate the crops next year.

I received information yesterday that a number of negroes ran away from their masters, were waiting a short distance up the river for a chance to reach Plymouth. I sent up six boats from this ship and the Mattabesett and brought them all off. There were about 120 or 130 of them.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of the commandant navy yard, Norfolk, regarding the dispatching of vessels for the sounds of North Carolina.

COMMANDANT'S OFFICE,
U. S. Navy Yard, Norfolk, February 21, 1865.

ADMIRAL: I have the honor to acknowledge the receipt of your letter of the 14th instant, in relation to vessels for the sounds, and would respectfully state that the Martin reached Plymouth some days since, leaving the pile-driving machine at that place, and the Whitehead will sail to-day for the sounds with orders to report to Commander Macomb. The Brinker and Chicopee will be dispatched with as little delay as possible, though the latter requires very extensive repairs.

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

J. M. BERRIEN,
Commandant Naval Station, Norfolk.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron, Cape Fear River.


NORTH ATLANTIC SQUADRON,
U. S. S. Flagship Malvern, Cape Fear River, February 21, 1865.

SIR: I have the honor to inform the Department that by the explosion of a torpedo under the bow of a boat belonging to the U. S. S. Shawmut last night, the following casualties occurred: James Cobb, seaman, killed; James Hayes, seaman, drowned; Acting Ensign W. B. Trufant, severely wounded; Martin Wall, seaman, slightly wounded.

The above all belong to the Shawmut. I enclose report of surgeon.

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

DAVID D. PORTER,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of Navy, Washington, D. C.
Report of Rear-Admiral Porter, U. S. Navy, regarding the evacuation of Wilmington, N. C.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 22, 1865.

Sir: I have the honor to inform you that Wilmington has been evacuated and is in possession of our troops. After the evacuation of Fort Anderson I pushed the gunboats up as far as the water would permit, the army pushing up at the same time on the right and left banks of the river.

After sounding and buoying out the middle ground at Big Island I succeeded in getting the gunboats over, and opened fire on Fort Strong, the work commanding the principal obstructions, where the rebels had also sunk a large steamer, the North Bester. Our fire soon drove the rebels away from the fort. Now and then they would fire a shot, one of which struck the Sassacus below the water line and set her to leaking badly. She was struck once or twice more, but with no loss in men. That night (the 20th) the rebels sent down 200 floating torpedoes, but I had a strong force of picket boats out, and the torpedoes were sunk with musketry. One got in the wheel of the Osegola and blew her wheelhouse to pieces, and knocked down her bulkheads inboard, but there was no damage to the hull. Some of the vessels picked up the torpedoes with their torpedo nets. The next morning I spread two fishing nets across the river.

Yesterday evening General Ames, with his division, moved up within a short distance of the fort and had a sharp encounter with the rebels. On hearing the musketry and seeing where our troops were I opened a rapid fire on the fort and all along the enemy's line. The fort responded with three or four shot, but was soon silenced. This morning we heard that General Terry was within their works, and the road was clear to Wilmington.

The Montauk could not get across the shoals without lightening, which was a work of some labor. As I shall not need her here I will send her up James River, where her services are required.

I had the pleasure of placing the flag on Fort Strong, and at 12 o'clock noon to-day shall fire a salute of thirty-five guns, this being the anniversary of Washington's birthday.

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

David D. Porter,
Rear-Admiral.

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


CAPE FEAR RIVER, February 22, 1865.

Sir: You will proceed without delay, with your vessel in tow of the Keystone State, to Hampton Roads, and then proceed up James River and report to Commodore Radford for duty.

Respectfully,

David D. Porter,
Rear-Admiral.

Lieutenant-Commander E. E. Stone,
Commanding Montauk.

OFF WILMINGTON, February 22, 1865.

Sir: You will proceed with your vessel up James River and report to Commodore William Radford for duty in his district.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander JAS. PARKER,
Commanding Maumee, off Wilmington, N. C.

[Telegram.]

CITY POINT, February 22, [1865].

I will be up to-night. It is thought an attack will be made in a few days, or at any time.

W. RADFORD,
Commodore.

Captain NICHOLS,
U. S. S. Mendota, Aiken's Landing.


OFF WILMINGTON, February 22, 1865.

Sir: You will proceed to Hampton Roads, Virginia, and await further orders from me.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Master W. U. GROZIER,
Commanding Vicksburg, off New Inlet, North Carolina.

[Order of same date and like tenor to Acting Master Henry Arey, commanding U. S. S. Wilderness, and Acting Master J. H. Porter, commanding U. S. S. Nansemond.]

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Young, U. S. Navy, to cooperate with the army authorities in the protection of Wilmington, N. C.

OFF WILMINGTON, N. C. February 22, 1865.

Sir: You will remain off this place in charge until further orders, and will cooperate with the army authorities in protecting the town. You will take on board 100 XI-inch shells from the Bat at once.

The Nyack and Lanapee will stay here under your command; also the Bolus. You will send at once to the Sea Foam and get all the provisions the three vessels can stow. You will send down for two coal vessels and discharge their cargoes on a dock and then discharge the vessels.
NORTH ATLANTIC BLOCKADING SQUADRON.

As soon as possible you will go down yourself and remove enough of the obstructions to make a wide passage for vessels, and you will keep your boats employed removing torpedoes, which are indicated by a number of buoys on or near the obstructions.

You will also take charge of the vessels at the Mound and at Smithville. One tug will be left (the Moccasin) to take out pilots at the bar. The Mound will be no longer needed for naval purposes, and the sailors will be withdrawn.

You will visit the different posts yourself frequently and keep matters straight.

Report to me once a week.

Respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

Lieutenant-Commander GEO. W. YOUNG,

Commanding Maratazu, off Wilmington, N. C.


CAPE FEAR RIVER, February 22, 1865.

Sir: You will proceed with your vessel to the sounds of North Carolina and report to Commander W. H. Macomb for duty in his district.

Respectfully, your obedient servant,

DAVID D. PORTER,

Rear-Admiral.

Lieutenant-Commander W. G. TEMPLE,

Commanding U. S. S. Pontoosuc.

Order of Rear-Admiral Porter, U. S. Navy, to commanding officers who have been engaged on court-martial.

OFF WILMINGTON, February 23, 1865.

Sir: After the court-martial, of which you are a member, adjourns, you will proceed with your vessel, in company with the Shawmut, Huron, Unadilla, Seneca, and Chippewa, to Hampton Roads, and wait further orders.

Respectfully,

DAVID D. PORTER,

Rear-Admiral.

Lieutenant-Commander D. L. BRAINE,

Commanding Pequot.

Report of Commodore Radford, U. S. Navy, giving information of a grand attack proposed by the Confederates.

U. S. S. DUMBARTON,
Off Aiken's Landing, February 23, 1865.

SIR: In obedience to your orders I have sent the Hunchback to the sounds, directing the commanding officer to fill up at Norfolk with solid shot as required. I also caused to be placed on board of her before leaving three torpedoes, suitable for the uses to which they will probably be subjected.

In obedience to an order from the honorable Secretary of the Navy, I sent the Ironsides to Norfolk for repairs nearly a week since, and have been using the Dumbarton from that time, she being the most suitable and convenient vessel for that purpose.

In an interview I had with General Grant yesterday he informed me that he had received information from Richmond which indicated that the rebels propose making a grand attack on his intrenchments; at the same time the rebel navy (consisting of three vessels of the Atlanta class ready for action, and one of the monitor class that will be ready in a few days) will attack us, and if successful will get possession of the rivers, etc. I am in readiness, and have no fears of their success against us.

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

WM. RADFORD,
Commodore, Commanding James River Flotilla.

Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.


NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 23, 1865.

SIR: Your orders of yesterday are hereby revoked, and you will proceed up James River, and report to Commodore Radford for duty in his district.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander J. M. B. CLITZ,
Commanding Osceola, Cape Fear River.


OFF WILMINGTON, February 23, 1865.

SIR: You will proceed down to Fort Fisher and relieve the Fort Donelson and carry out all unexecuted orders. You will be guard vessel until the Fort Donelson returns. When she does return, she will relieve you, and you will then proceed to Hampton Roads.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander T. O. HARRIS,
Commanding Yantic.

CAPE FEAR RIVER, February 23, 1865.

SIR: You will proceed with your vessel to the sounds of North Carolina and report to Commander W. H. Macomb for duty in his district. Respectfully, your obedient servant,

DAVID D. PORTER, Rear-Admiral.

Commander J. C. BEAUMONT, Commanding Mackinaw, Cape Fear River.

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OFF WILMINGTON, February 23, 1865.

SIR: You will proceed down to New Inlet and there await the arrival of the Alabama; when she comes she will take you to Beaufort, N. C. You will then take command of the picket launch and proceed to the sounds of North Carolina and report to Commander W. H. Macomb, for duty in the sounds.

Your accounts will be taken up on the Shamrock.

Respectfully,

DAVID D. PORTER, Rear-Admiral.

Acting-Ensign CALVIN WILCOX, Commanding Picket Launch No. 6.

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CAPE FEAR RIVER, February 24, 1865.

SIR: You will proceed to Beaufort, N. C., with the vessel under your command, and deliver the ordnance supplies you have on board to Lieutenant-Commander West, commanding that station. If the picket launch No. 6 has not arrived at Beaufort, you will proceed here and take her with you to that place and leave her there.

After performing the above duty, proceed to Hampton Roads and await orders.

Respectfully,

DAVID D. PORTER, Rear Admiral.

Acting Volunteer Lieutenant A. R. LANGTHORNE, Commanding Alabama.

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Report of Rear-Admiral Porter, U. S. Navy, regarding orders issued to the U. S. steamers Aries and Howqua.}

NORTH ATLANTIC SQUADRON, U. S. Flagship Malvern, Cape Fear River, February 24, 1865.

SIR: I have the honor to inform the Department that I have ordered the Aries and Howqua to proceed to Key West, Fla., and report to
the commanding officer of the East Gulf Squadron, in place of the Lilian and Tristram Shandy, which vessels are repairing.

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

DAVID D. PORTER,
Rear-Admiral.

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


CAPE FEAR RIVER, February 24, 1865.

Sir: Until further orders you will cruise with your vessel up and down the coast from the Western Bar of this river to Georgetown, S. C., and keep on the lookout for blockade runners.

When you get short of coal, go in to Beaufort, N. C. If another monitor comes here after I am gone you will tow her to Hampton Roads.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant T. C. DUNN,
Commanding Montgomery.


NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 24, 1865.

Sir: I enclose original of letter from Commander J. O. Febiger, commanding Mattabesett, giving latest information received in regard to the rebel rams in the sounds of North Carolina.

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

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

U. S. S. MATTABESETT,
Plymouth, N. C., February 19, 1865.

Sir: In reply to your note of this morning in regard to the last information I had as to the rebel ram building up the river, I have the honor to state that it was received from a negro and was to the effect that the frame of the ram was not yet entirely up. This corresponds with all my previous information.

One small steamer had been launched at what they call the navy yard, near Edwards Ferry, and had been taken to Halifax, [N. C.], for completion. This and another, still unfinished, were intended as torpedo boats and tenders to the Albermarle.

All the rumors and information I have obtained during the past month amount to the fact of the rams not being near completion, and that the
rebels despair of ever being able to finish both from want of material and proper workmen.

Very respectfully, your obedient servant,

JOHN C. FERGER,
Commander.

Commander W. H. MACOMB,

[Telegram.]

NAVY DEPARTMENT, February 25, 1865.

Monadnock on her way from Charleston. Montauk from Cape Fear River.

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

Commodore WM. RADFORD,
City Point, Va.

[Telegram.]

CITY POINT, VA., February 25, 1865.

I think it not impossible that the enemy may send their rams down to-night or during present high water. I have directed vigilance on the part of pickets, to notice and report any such movements.

U. S. GRANT,
Lieutenant-General.

Commodore RADFORD,
Commanding James River Squadron, Jones' Landing, Va.

Special order of Rear-Admiral PORTER, U. S. Navy, for the James River Division.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 25, 1865.

The James River fleet will observe the following plan in case of a threatened attack from the rams up the river: The picket boats will take their stations at dusk near the obstructions, and permit no enemy's boats to approach for the purpose of sounding. Steam will be kept at all times on all the vessels, and at night steam enough to move. Every night at sunset the torpedo boats will be prepared, with steam up, ready to attack anything they are ordered to, and, when the opportunity occurs, must not hesitate to sacrifice their boats if necessary.

The Onondaga and Saugus will lie as close to the obstructions as they can without being fired on by Howlett's battery, and have the range of the obstructions with their guns. Solid shot must be used altogether, and full charges of powder. The Montauk and Atlanta will lie on each quarter of the Onondaga and Saugus, as follows:

<table>
<thead>
<tr>
<th>Onondaga</th>
<th>Saugus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montauk</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Atlanta</td>
</tr>
</tbody>
</table>

If necessary to keep the bows upstream, the before-mentioned vessels will get out stern hawser. In case the rebel rams force the
obstructions, the *Miami*, *Western World*, *Eutaw*, and *Daylight* will run in between the *Montauk* and *Atlanta*, let go both anchors, and let the rams sink them rather than they should pass.

The *Hunchback*, Commodore *Morris*, *Mendota*, *Osceola*, *Pawtuxet*, *Pontoosuc*, *Massasoit*, and *Sassacus* will form a line astern, close together, and get in water shoal enough to prevent the rams reaching them. The headmost vessel will lie 30 yards below the *Atlanta*, on the side where the vessels will be enabled to be in shoal water. The distance between each vessel will be 40 feet. The *Huron*, *Pequot*, and *Kansas* will form a line across the channel 100 yards below these last-mentioned vessels, with kedge astern and with springs from their quarters. They will also have their chain cables ready to pass from one to the other, to prevent the rams from passing. The *Seneca*, *Shawmut*, and *Unadilla* will form a line abreast 100 yards below the three last mentioned and observe the same precautions. All guns will be loaded with solid shot and full charges of powder, and trained forward ready for use. All other vessels not mentioned will be thrown across the channel, and the cocks turned to let them go on the bottom and obstruct the passage before and behind the rams, so that they can not get away again. To avoid floating torpedoes, the ironclads will carry a torpedo catcher ahead. With these instructions carried out, no ram will ever go back to Richmond.

Anyone who has a large boat will have her rigged with a spar and a torpedo, which will never be put on the spar until there is a certainty of these rams coming. I am confident there is pluck enough in this squadron to make a dash with their boats rigged with torpedoes. The officers and men will be instructed in the use of them. Boats will also be kept ready with poles with nets on them to clog the rams' propellers. The enemy's smokestacks must be shot away if possible, and shell thrown down. Everyone must set his wits to work, and have no such word as fail.

The following is the order in which the vessels must lie:

```
      Torpedo boats.
                |
       |    |
Onondaga.      Saugus.
       |    |
Montauk.       Atlanta.
       |    |
      Miami.     Western World.
       |    |    |
      Eutaw.     Daylight.
       |    |
                        |
       |    |    |
       |    |
      Seneca.   Shawmut.  Unadilla.
```

The commanding officer at the [Dutch] Gap will send to Norfolk and provide a heavy chain to stretch across the river 200 yards above the place.
where the monitors will lie. A couple of flats will also be necessary to hold the chains up; the ends must be secured firmly to each side of the bank, and one end kept ready for letting go at a moment's notice, so that in case the rebels run ashore before getting that far down our vessels can go by and attack them.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.


CAPE FEAR RIVER, February 25, 1865.

Sir: You must obtain all the information you can about the Chickamauga. I am told that she is only 15 miles above Wilmington stuck hard and fast and water enough to get to her. If that is the case let the Lenapee go up, taking all precautions against torpedoes, and capture her or destroy her. Get your pilots and do not send the vessel until you know all about her. Be careful this pirate does not slip past you and get to sea.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander G. W. Young,
Commanding U. S. S. Maratanka.


NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 25, 1865.

Sir: The retreat of the enemy from Wilmington has left a large naval force free to act elsewhere.

I have heavily reinforced the squadrons up the James and in the sounds of North Carolina, a sufficient number being kept in Cape Fear River to protect transports going up and down. I have also detailed a sufficient number to cruise along the coast to prevent the rebels from communicating with the outside world.

I send you a plan of the enemy's works from Fort Anderson up to Wilmington. These mounted in all 26 heavy guns, and in a good position.

The upper one, Fort Strong, was not very accessible to naval attack, except at long range, but was of no further use to the rebels after the division of General Terry had turned it on the right and the division of General Cox had obtained a footing on the island above it. The rebels left to avoid being cut off.

Everything in the shape of naval material was destroyed by the rebels, except the pirate Chickamauga, which, at a high stage of water, went up to Fayetteville, where she will fall into the hands of our Army before long.

I have left all the necessary orders here to remove the obstructions
and torpedoes and render navigation safe. At present it is rather dangerous.

Enclosed is a list of vessels and their present stations.

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

DAVID D. PORTER,
Rear-Admiral.

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

List of vessels composing the North Atlantic Blockading Squadron Feb
uary 25, 1865.

Norfolk Navy Yard.

Alpha. Harcourt.
Bignonia. Lilac.
Clematis. Monticello;
Chicopee. Mount Vernon.
Dumbarton (ready). New Ironsides.
Delta. Poppy.
Dictator. Samuel Rotan.
Governor Buckingham. Victoria.
Glance. Wyandotte (guard ship).
General Putnam. Watch.
Hetzel. Zouave.

James River.

Atlanta. Miami.
Chippewa. Mendota.
Commodore Barney. Montauk.
Commodore Morris. Onondaga.
Commodore Perry. Osceola.
Delaware. Phlox.
Dawn. Pequot.
Daylight. Pawtucket.
Eutaw. Pontoosuc.
Hunchback. Seneca.
Huron. Spuyten Duyvil.
I. N. Seymour. Saffron.
Kansas. Sussacuse.
Mackinaw. Unadilla.
Maumee. Western World.
Massasoit.

Sounds of North Carolina.

Agawam. Martin.
Belle. Mattabesett.
Commodore Hull. Shamrock.
Ceres. Shokokon.
Fort Donelson (temporary). Tacony.
Granite (guard ship). Valley City.
Hoyt. Whitehead.
Iosco. Wyalusing.
Lockwood.
Cape Fear River.

Berberry. Nyack.
Eolus. Republic.
Emma. Lenapee.
Moccasin (temporary). Yantic (temporary).
Maratanka.

Hampton Roads.

Keystone State. Santiago de Cuba.
Nansemond. Vicksburg.
Rhode Island. Wilderness.
R. R. Ouyler. Young America.

York River.

Crusader. Mystic.

Dispatch vessels.

Bat. Little Ada.
Falkee. Alabama (carrying ordnance stores).

Beaufort.

Release.

Arletta.

Anemone.

Cruising between Georgetown, S. C., and Western Bar.

Montgomery.


U. S. S. Emma,
Off Smithville, N. C., February 26, 1865.

Sir: I respectfully report my having arrived off the western bar of Cape Fear River on Saturday afternoon from Charleston, S. C., in the U. S. S. Tuscawora, having in tow the U. S. S. Sangamon, with directions from Admiral Dahlgren to take her off Wilmington and then return with the Tuscawora and report to him at that place.

I am, sir, very respectfully, etc.,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Rear-Admiral D. D. Porter,


CAPE FEAR RIVER, February 27, 1865.

Admiral: The Sangamon arrived here this morning too late to be of any service, as the works on the river had been rendered untenable by the Montauk and gunboats, and Wilmington is now in our possession. Six earthworks and 26 heavy guns fell into our hands. From information I have received I deem it of great importance to get the Sangamon...
to Dutch Gap, James River, as soon as possible, and I suppose she is of no longer any use to you.

Semmes is going to make a last effort with his rams, and may succeed if not prevented. I have ordered 1,000 tons of coal sent you from here.

Congratulating you on getting into Charleston, I remain,

Very truly and sincerely,

DAVID D. PORTER,
Rear-Admiral.

Rear-Admiral J. A. DAHLGREN,
Comdy. South Atlantic Squadron, off Port Royal, S. C.

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Report of Rear-Admiral Porter, U. S. Navy, transmitting list of the guns found in the evacuated Confederate works.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Cape Fear River, February 27, 1865.

Sir: Enclosed I send a list of the guns found in the forts evacuated by the rebels as the army and navy moved up on them. They are all good guns, and mostly have new carriages. The number captured in the works at the mouth of the river and near Wilmington amounts to 212. There are likely more which I know nothing about.

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

DAVID D. PORTER,
Rear-Admiral.

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

[Enclosure.]

Defenses of Cape Fear River.

Fort Anderson.—Three rifled 32-pounders, 6 smoothbore 32-pounders, 3 smoothbore 24-pounders.

Barrier on Fort Strong.—One rifled 32-pounder, banded; 1 rifled 32-pounder, 1 smoothbore 32-pounder, 1 IX-inch gun, 1 VIII-inch gun.

No. 2 (above barrier), Fort Lee.—Two 24-pounders, 1 30-pounder Parrott, 1 IX-inch gun, 1 42-pounder, 1 32-pounder smoothbore.

No. 3 (above No. 2).—Three 6-inch rifles, 1 IX-inch gun.


CAPE FEAR RIVER, NORTH CAROLINA, February 27, 1865.

Sir: Proceed to Hampton Roads and deliver the stores you have on board to the vessels as they arrive, after which you will proceed to Key West, Fla., and report to Acting Rear-Admiral Stribling for duty in his squadron.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant J. M. WILLIAMS,
Commanding U. S. S. Aries.
Order of Rear-Admiral Porter; U. S. Navy, to Lieutenant-Commander Young, U. S. Navy, for the destruction of the traverses in the captured works in Cape Fear River.

CAPE FEAR RIVER, February 27, 1865.

SIR: If the army has not taken charge of those forts on the river, you will move the gun carriages out of the way and burn up all the traverses. If there is any powder in the magazines, beware of wires or hidden torpedoes. The best plan will be to have the powder thrown overboard and then burn the traverses.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander GEORGE W. YOUNG,
Commanding Maratanzia.

[Telegram.]

U. S. FLAGSHIP DUMBARTON, February 28, 1865.

The barges were sunk as soon as they arrived at the place designated.

WM. RADFORD,
Commodore, Commanding Naval Forces.

Lieutenant-General GRANT, U. S. Army,
City Point, Va.

Report of Lieutenant-Commander Young, U. S. Navy, regarding the destruction by fire of the C. S. S. Chickamauga.

U. S. S. MARATANZA, February 28, 1865.

SIR: From information obtained at General Scholfield’s headquarters and by the report of a river pilot whom I sent up to Indian Wells, on the North West Branch of this river [Cape Fear], night before last, the Chickamauga has been destroyed by fire, and I am positive that it is the case.

Very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.


MARCH 1, 1865.

SIR: On your way down to Key West you will stop at Little River, where, I understand, there is a blockade runner reloading. Make enquiries concerning her whereabouts, and capture her if possible.

Respectfully,

DAVID D. PORTER,
Rear-Admiral.

Acting Volunteer Lieutenant J. W. BALCH,
Commanding Howquah.
Report of Lieutenant-Commander Young, U. S. Navy, regarding guns dismounted, powder destroyed, and preparations for the removal of obstructions in Cape Fear River.

U. S. S. MARATANZA, March 1, 1865.

SIR: I have the honor to report that on the 26th of February I sent a party to the forts on the eastern bank and dismounted some 17 guns and threw all the powder found in the magazine overboard. The names of forts and numbers and description of guns I will forward by the next mail. We are now preparing a heavy lighter to lift the obstructions, and as soon as the coal can be got alongside the dock, the Eolus will be put at the work.

Your general orders and instructions will be carried out, if it is in my power to do so.

Very respectfully, your obedient servant,

Geo. W. Young,
Lieutenant-Commander.

Rear-Admiral D. D. Porter,
Commanding North Atlantic Squadron.


U. S. S. SHAMROCK,
Dist. of the Sounds of N. C., Plymouth, March 1, 1865.

ADMIRAL: I have the honor to report the arrival of the U. S. S. Shokokon at this place. She arrived yesterday and I sent her to New Berne to have her decks shored up and breeching bolts fitted for her 9-inch guns.

The Agawam has also got over the Hatteras Swash.

There is no news to report.

Very respectfully, your obedient servant,

W. H. Macomb,
Commander, Commanding.

Rear-Admiral D. D. Porter,
Commanding North Atlantic Squadron.

P. S.—I am working hard at the obstructions to be placed in the river, and making good headway. In the meantime, I have chains stretched across.

W. H. M.

[Telegram.]

NORFOLK, March 2, 1865.

General Grant would like to see you and I shall be in Washington to-morrow morning with this vessel, the Bat, in which you can leave in the afternoon. She is a regular armed man-of-war, and the fastest vessel on the river. I think it would be best for you to use her.

G. V. Fox,
Assistant Secretary.

President LINCOLN,
Washington, D. C.
[Telegram.]

NAVY DEPARTMENT, March 2, 1865.

You may cruise about the bay and vicinity of Hampton Roads until the machinery is in perfect working order, not to be absent from the telegraph more than twenty-four hours.

GIDEON WELLES,
Secretary of the Navy.

Commodore JOHN RODGERS,
Commanding U. S. S. Dictator, Point Lookout, Md.

[Telegram.]

NAVY DEPARTMENT, March 3, 1865.

Have the ironclads Montauk and Monadnock arrived? When they arrive send them up James River immediately.

GIDEON WELLES,
Secretary of the Navy.

Captain O. S. GLISSON,
Senior Naval Officer, Hampton Roads, Virginia.

Report of Lieutenant-Commander Chandler, U. S. Navy, regarding an expedition up the Cape Fear River.

U. S. S. LENAPEE,
Wilmington, N. C., March 3, 1865.

SIR: In obedience to your order of the 1st instant, I got underway with this vessel on the 2d instant and proceeded up the North West Branch to a point where the Cape Fear River forms a junction with the Black River. The bends in the river I found too short to attempt to get the vessel higher without carrying away the wheelhouses and otherwise damaging the ship. I remained there until 1 o'clock p. m. to-day. During the night some negroes came down, and, on questioning them, they informed me that they had been told that General Sherman's forces were at a town called Robeson, 20 miles from Fayetteville. I gained no further intelligence of importance.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant Commander, U. S. Navy.

Lieutenant-Commander GEO. W. YOUNG, U. S. Navy,
Senior Naval Officer at Wilmington, N. C.

[Telegram.]

CITY POINT, Va., March 4, 1865.—7 p. m.
(Received 8:20 p. m.)

The James River is very high, and will continue so as long as the weather of the past week lasts.

It would be well to have at once all the ironclads that it is intended should come here.

U. S. GRANT,
Lieutenant-General.

Hon. G. V. FOX,
Assistant Secretary Navy.
NORTH ATLANTIC BLOCKADING SQUADRON.

[Telegram.]      NAVY DEPARTMENT,
                  Washington, D. C., March 4, 1865—8 : 50 p. m.

Send off a steamer to Cape Fear River to bring the Montauk, ironclad, to James River immediately, and let the same steamer go with great dispatch to Charleston to bring up two ironclads from there; all for James River. Answer what steamer leaves, and when.

GIDEON WELLES,
Secretary of the Navy.

Captain Glisson, U. S. Navy,
Senior Naval Officer, Hampton-Roads.

[Telegram.]      FORT MONROE, VA., March 5, 1865—10 a. m.
                  (Received 10:45 a. m.)

Your telegram was received this morning at fifteen minutes after midnight; blowing a gale of wind at the time.

U. S. S. Aries sailed at daylight this morning.

The monitors are expected every moment from Cape Fear, and I shall send them up the river immediately.

O. S. GLISSON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]      FORT MONROE, VA., March 5, 1865—2 : 30 p. m.
                  (Received 2:15 p. m.)

The monitor Sangamon is now in and is on her way up the James River.

O. S. GLISSON,
Captain, etc.

Hon. GIDEON WELLES,
Secretary of the Navy.


U. S. SCHOONER SAMUEL ROTAN,
Gosport [Norfolk] Navy Yard, March 6, 1865.

SIR: I very respectfully report that on Saturday, the 4th instant, at 1 p. m., two soldiers of the provost-guard and a civilian came on board of this vessel, arrested the commanding officer, Acting Master William G. Nutting, searched his stateroom, and took him from the vessel, refusing to show written authority. The guard stated that they made the arrest by the order of Major Cunningham, provost-marshal of Portsmouth, Va.

Very respectfully, your obedient servant,

T. IV. SPENCER,
Acting Ensign.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.
NORTH ATLANTIC BLOCKADING SQUADRON. 61

[Endorsement.]
I don't think Captain Berrien should recognize military authority on board a naval vessel.

[Fox.]

[Endorsement.]
Military arrest of naval officer on his vessel should not have been permitted.

[WELLES.]

Letter from the Assistant Secretary of the Navy to Acting Ensign Pratt, U. S. Navy, transmitting letter of commendation from Commander Trenchard, U. S. Navy.

NAVY DEPARTMENT, March 8, 1865.

SIR: By direction of the Secretary of the Navy, I herewith transmit you a copy of a letter from Commander Stephen D. Trenchard, of the 3d instant, commending the skillful manner in which you handled the boat sent to rescue the crew of the wrecked schooner Spray, and also the efficient services rendered by you in the embarkation of troops after the first bombardment of Fort Fisher.

Very respectfully,

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

Acting Ensign Nichols Pratt,

[Enclosure.]

U. S. S. RHODE ISLAND,
Hampton Roads, Virginia, March 8, 1865.

SIR: I have the honor to report that on the morning of the 2d instant, while on the passage up from Beaufort to Hampton Roads, discovered a schooner flying signal of distress on the shoals about 11 miles S. S. E. from Cape Lookout. Stood in and dispatched boat to her assistance.

The vessel proved to be the schooner Spray, of Egg Harbor, N. J., Israel G. Adams, master, from Fortress Monroe for Beaufort, with coal for the Army, and had been on shore since Monday night, the 27th ultimo, her stern washed in, and she was going to pieces very fast. Her crew had taken refuge upon the bowsprit and jib boom, from which they were rescued by our boat and brought to this port by the Rhode Island.

The master reports that during the time the schooner was on shore several vessels passed so near that he could see their signal for pilots and without rendering any assistance.

I take this opportunity to bring to your favorable notice Acting Ensign Nichols Pratt, for the skillful manner in which the boat was handled on this occasion, and also for the efficient service rendered by him after the first bombardment of Fort Fisher in the embarkation of troops.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Commander.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commanding North Atlantic Squadron.
NORTH ATLANTIC BLOCKADING SQUADRON.

[Telegram.]
CITY POINT, VA., March 9, 1865—8:30 p.m.

Naval force along the Virginia shore of the Chesapeake will be increased. Is the James high enough to make an attempt to go up? We have a very large naval force released, and the sacrifice of some of them might open the way for others to get through.

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

Lieutenant-General Grant.

[Telegram.]
CITY POINT, VA., March 9, 1865.

The James River is high enough for gunboats to ascend, except in cooperation with the army. However, I do not think any practical results could come from sending them up. If Admiral Porter comes down here, as I expect in a few days, I will consult with him on the subject and let you know the conclusion.

U. S. Grant,
Lieutenant-General.

G. V. Fox,
Assistant Secretary Navy.

[Telegram.]
NAVY DEPARTMENT, March 10, 1865.

Have the Rhode Island ready for sea.

Gideon Welles,
Secretary of the Navy.

Commodore John Rodgers,
Commanding U. S. S. Dictator,
or the Senior Commanding Officer, Hampton Roads.

Report of Lieutenant-Commander Young, U. S. Navy, regarding an expedition into the North West Branch of the Cape Fear River.

U. S. S. Maratanza,
Off Wilmington, N. C., March 10, 1865.

Sir: I have to report that since the first of this month the steamer Eolus, with a boat and crew from the Maratanza and Lenapee, boats' crews and officers under the command of Lieutenant-Commander L. H. Newman, of the Nyack, ascended the North West Branch as far as the steamer could go without knocking off wheelhouses and injuring the vessels materially, but sufficiently far enough to prove to my entire satisfaction that the river is obstructed above that point, and we will be compelled to employ smaller, and if they can be, steam launches, for up-river service. The gate obstructions are all clear, so that three or four vessels can pass abreast. The obstructions on the line of the two sunken steamers, where the buoy flags were planted, it will be necessary to take great pains to raise carefully. We have succeeded in destroying some four torpedoes which were found lodged in the logs of the obstructions.
I have thought proper to have all the traverses of all the forts on the east bank of Cape Fear River removed and destroyed by the axe than by fire, as I found the powder spread all along over the ground. I would respectfully request instructions in regard to the disposition of the guns in the forts, and get permission to mount one of the IX-inch guns, captured at one of the naval batteries, on board this ship to complete my complement.
I have not been enabled to get the ordnance schooners along as fast as might be had the weather been better. It has been such that ammunition of all kinds would have been ruined, as it has rained the greater part of the time.
Very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieutenant-Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

[Enclosure.]

U. S. S. NYACK,
Wilmington, N. C., March 9, 1865,

SIR: In obedience to your orders I proceeded with the Eolus up the Cape Fear River on the 7th instant as far as the mouth of Wood's Creek, about 28 miles from here. After passing the mouth of Black River the stream is very narrow and tortuous, with a strong current. Finding that I could not make the turns without using hawsers, and then fouling paddle boxes and smokestack in the branches of large trees, I concluded to return. The people, white and black, whom I questioned, state that the Chickamauga is sunk across the stream at Indian Wells, with a chain just below. Her two guns are on a bluff on the western bank of the river.

Very respectfully, etc.,

L. H. NEWMAN,
Lieutenant-Commander.

Lieutenant-Commander GEORGE W. YOUNG,
Senior Officer Present, Commanding U. S. S. Maratha.


JAMES RIVER FLOTILLA,
Flagship Dumbarton, March 11, 1865,

Lieutenant-Commander Homer O. Blake will hereafter have control of the naval picket lines.

No boat will be allowed to pass the Onondaga during the night on any pretense whatever, without first reporting on board the Onondaga and obtaining Lieutenant-Commander Blake's permission, or the permission of the senior officer of the ironclad division.

The following arrangement will be observed with regard to picket boats, commencing Saturday evening the 11th instant. Each vessel named will send a boat with a full crew, armed and equipped for the night, with an officer in charge.

Saturday, March 11, 1865.—Mackinaw, Acting Master J. A. Bullard (in charge of picket line); Massasoit, Futaw, Chippewa, Unadilla, Sassauc, Maumee.
Sunday evening, the 12th.—Mendota, Acting Master Digard (in charge of picket line); Commodore Perry, Pontoosuc, Osceola, Shawmut, Huron, Miami.

These boats, with the officers in charge as assigned, will do picket duty, alternating each night, as observed in this order. The tugs Alert, Clinton, and launch No. 4 will report for duty every night.

Respectfully,

WM. RADFORD,
Commodore, Commanding James River Flotilla.

Report of Commander Rhind, U. S. Navy, regarding the expedition into the Neuse River.

U. S. S. Agawam,
New Berne, March 11, 1865.

SIR: On the 9th I received a dispatch from General Palmer urging me to send a force up the Neuse, as the enemy were reported as putting a pontoon over, 11 miles below Kinston. I sent Lieutenant-Commander Thornton, of the Tosco, up yesterday with eight boats' crews and officers, in the army steamers Shrapnel and Ella May; the latter was armed with our howitzers. Lieutenant-Commander Thornton had received orders from you to go to Plymouth, but as there seems some important movement going on, and I am informed by the general that the enemy have been largely reinforced at Kinston, I have detained the Tosco until this expedition returns.

The acting master of the Commodore Hull showed me his orders to take command of the Shokokon.

The Ceres takes up some men from the hospital belonging to the Wyalusing. There is one schooner here under charter, and she will be sent to Roanoke Island after coaling the Tacony, unless you direct otherwise. We have been using her to coal our vessels, the lighter having sunk at the wharf of the storehouse.

Respectfully, your obedient servant,

A. C. RHIND,
Commander.

Commander W. H. MACOMB,
Senior Officer, Sounds North Carolina.

[Telegram.]

NAVY DEPARTMENT, March 12, 1865.

Report to Rear-Admiral Porter, at Hampton Roads, for command of the Monadnock.

GIDEON WELLES,
Secretary of the Navy.

Commander WM. RONCKENDORFF, U. S. Navy,
NORTH ATLANTIC BLOCKADING SQUADRON. 65

[Telegram.]
FORT MONROE, March 12, 1865—1:30 p.m.
(Received 2 p.m.)

Mahopac is in from Charleston, and the Oasco from New York, and both are on their way up the James River. We have no news of the Montauk.

O. S. GLISSON,
Captain.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]
WASHINGTON, March 13, 1865.

Send Montauk to Washington navy yard as soon as she arrives.

G. WELLES,
Secretary Navy.

Commanding Officer,
Hampton Roads.

Report of Commander Rhind, U. S. Navy, regarding the return of expedition up the Neuse River.


SIR: Lieutenant Commander Thornton returned last night with the expedition he took up the Neuse River. The Ella May and Shrapnel, army steamers, were not sufficiently supplied with coal to make a longer stay. The boats reached a point about 3 miles below Kinston. General Cox advised that they should return and patrol the river.

A deserter from a North Carolina regiment came on board the Ella May yesterday morning. He states that the whole rebel force under Bragg (estimated by him at 40,000) had evacuated Kinston, moving toward Goldsboro, but that Hoke's division returned when he left. The ironclad is afloat and ready for service; has two guns, draws 9 feet. No pontoon was found in the Neuse.

If you can send me a torpedo launch at once he may have an opportunity of destroying the ironclad. The bridge (railroad) at Kinston has been destroyed by the enemy.

We are, unfortunately, dependent on the army for light-draft steamers. If I had the proper vessels I should be able to act. I shall keep the Oasco for a few days, as we may require her boats and men.

I am making an effort to-day to have the Ella May fitted with a torpedo to send her up again, as General Cox telegraphs me that he would like to have the boats up again.

8 p. m.—I have received a note from an aid-de camp of General Schofield (commanding department), informing me that he will be unable to place the steamers at my disposal. Nothing can be done, therefore, by us. There is a chance of using the picket launch if she can be got here without delay.

Respectfully, your obedient servant,

A. C. RHIND,
Commander.

Commander W. H. MACOMB,
Commanding District of Sounds.

N W R.—VOL 12.—5
NORTH ATLANTIC BLOCKADING SQUADRON.

[Telegram.]

NAVY DEPARTMENT, March 14, 1865.

Have the Malvern at Hampton Roads Friday morning, ready to go up James River with the admiral and friends.

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

Captain J. M. Berrien,
Commandant Naval Station, Norfolk, Va.

[Telegram.]

FORT MONROE, VA., March 14, 1865—7 p. m.
(Received 7:30 p. m.)

Monitor Lehigh in from Charleston and will go up the James River immediately. No news of the Montauk. Our troops in possession of Kinston, N. C.

O. S. Glisson,
Captain and Senior Officer.

Hon. Gideon Welles,
Secretary of Navy.

[Telegram.]

CITY POINT, VA., March 14, 1865.

Will you please have a few gunboats, say six, including four already gone, sent into the York and Pamunkey rivers to keep open free navigation between White House and the mouth of York River. I have a large force now on its way to White House. When it is withdrawn the navy can withdraw also.

U. S. Grant,
Lieutenant-General.

Commodore Radford, U. S. Navy,
Caret of Major-General Ord.

[Telegram.]

FLAGSHIP DUMBARTON; March 14, 1865—12:55 p. m.

Telegram received. Will send vessels required immediately.

Wm. Radford,
Commodore.

Lieutenant-General U. S. Grant,
Commanding Armies of the United States, City Point, Va.

[Telegram.]

JONES' LANDING, March 14, 1865.

The Mahopac and Casco have arrived. At the special request of General Grant, I have sent two vessels from here to York River to cooperate with the army.

Wm. Radford,
Commodore.

Hon. Gideon Welles,
Secretary Navy.
NORTH ATLANTIC BLOCKADING SQUADRON.


U. S. S. AGAWAM, New Berne, March 14, 1865.

Sir: The Whitehead arrived here at 8 a.m. I found her not ready for immediate service, but shall have her ready by 8 a.m. to-morrow. I intend sending her up to Kinston. I had a torpedo fitted to her, and after I had the works started I received a telegram from General Cox at the bridge Kinston stating, "The ram is burned; her wreck is in sight; the torpedo will not be needed."

This evening I have another dispatch, dated at Kinston. As there seems to be no doubt of the destruction of the ram, there is no longer a necessity for the picket launch. The Isosco will go to Plymouth immediately on Captain Thornton's return. He goes up on the Whitehead. If the services of the Whitehead should be required here on her return, I will inform you and will retain her till further orders.

Respectfully, your obedient servant,

A. C. RHIND,
Commander.

Commander W. H. Macomb.

[Telegram.]

NAVY DEPARTMENT, March 15, 1865.

Send Monadnock up James River.

GIDEON WELLES,
Secretary of the Navy.

Captain O. S. Glisson,
Senior Officer, Hampton Roads, Virginia.


U. S. S. SANTIAGO DE CUBA,
Hampton Roads, March 15, 1865.

Sir: You will proceed with the U. S. S. Monadnock, under your command, up the James River and report to Commodore Radford for duty. Use every exertion to reach your destination as soon as possible.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain and Senior Officer in Hampton Roads.

Commander E. G. PARROTT,
Commanding U. S. S. Monadnock.

[Endorsement.]

W. RADFORD,
Commodore, Commanding James River Flotilla.

Reported March 20.

Report of Commodore Radford, U. S. Navy, regarding cooperation with the army in Rappahannock and York rivers.

JAMES RIVER FLONTILLA,
U. S. Flagship Dumbarton, March 15, 1865.

Sir: I have the honor to acknowledge the receipt of the Department's communication of the 7th instant.
I would respectfully state that I was requested by Lieutenant-General Grant, to whom I was ordered to report when ordered to the command of this flotilla, to send two or more gunboats up the Rappahannock. I telegraphed to General Grant that Commander Parker was in command of that district, and that he had gunboats better adapted for those waters. In reply the general stated that he wished me to send them, as they were to go on a special expedition, and to go immediately.

Supposing Commander Parker to be up the Potomac, and the general's dispatch indicating an emergency, I directed two gunboats to proceed immediately up the Rappahannock and cooperate with the army. Had I directed them to report to Commander Parker I could not have complied with General Grant's request, which was in substance an order.

In obedience to a telegram received from General Grant I yesterday sent the U. S. S. Shawmut and U. S. S. Commodore Morris up the York River. This telegram stated that a naval cooperation was required immediately.

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

WM. RADFORD,
Commodore, Commanding James River Flotilla.

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

[Telegram.]

FLAGSHIP DUMBARTON,
Jones' Landing, March 15, 1865.

I received an order last night to send this vessel to Washington. I should like to keep her until replaced.

WM. RADFORD,
Commodore.

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, March 16, 1865.

Proceed as soon as practicable to New York with the Dictator, taking the Rhode Island with you, when she can proceed to Maine.

G. WELLES,
Secretary of the Navy.

Commodore JOHN RODGERS,

[Telegram.]

NAVY DEPARTMENT, March 16, 1865.

Shall not be with you until Saturday. Notify Lieutenant-General Grant.

G. V. FOX,
Assistant Secretary.

Major-General J. G. BARNARD, U. S. Army,
City Point, Va.
NORTH ATLANTIC BLOCKADING SQUADRON.

[Telegram.]

NAVY DEPARTMENT, March 16, 1865.

When you can spare the Mahopac and Saugus, or either of them, send them to Washington. Withdraw neither except approved by Lieutenant-General Grant.

G. WELLES,
Secretary of Navy.

Commodore Wm. Radford,
Commanding James River Flotilla, Jones' Landing, Va.

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[Telegram.]

NAVY DEPARTMENT, March 16, 1865.

Retain Dumbarton while you are living on board.

G. WELLES,
Secretary of the Navy.

Commodore Wm. Radford,
Commanding James River Flotilla, Jones' Landing, Va.

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Instructions of Lieutenant-Commander Blake, U. S. Navy, regarding picket duty in James River.

U. S. IRONCLAD ONONDAGA,
James River, Virginia, March 16, 1865.

The picket boats doing duty at Dutch Gap will, in case of torpedo boats or fire rafts passing down the river, give the alarm by firing a rocket. Should the rebel fleet pass the gap, they will, in addition to the rocket, burn a red Coston light in such a position that it will be seen by the upper and lower fleets. Should torpedo boats come to the obstructions, they must be captured or destroyed. Should they, however, succeed in passing the obstructions, a rocket will be fired as a warning to the fleet; our picket boats will pursure them, showing a red light toward the Commodore Perry, that we may distinguish between friend and foe, care being taken that the light is not seen from up the river.

The firing of a musket from one of the picket boats will indicate danger. All boats will immediately get underway to be ready to execute any orders received from the officer in charge of the picket line. One long whistle will call the boats from the north channel to the assistance of those in the south channel; two long whistles will call the boats in south channel to the assistance of those in the north channel.

Picket boats will not leave their stations on any pretense whatever, except in case of an attack or by order of the officer in charge of the picket line.

No boat will be allowed to pass up to the obstructions after dark without the order of the officer in charge of the ironclad division, nor above the obstructions without the sanction of the commander of the division.

A white light shown by one of the picket boats will indicate that the officer in charge of the pickets is wanted.

The officers in charge of picket boats will see that their respective boats are provided with the following articles:

A red and white lantern.
Rocket and grapnel, with at least 3 fathoms of chain attached to it, to be used in case of fire rafts.

The officers in charge of the picket boats are charged with a most important duty; the strictest vigilance is required at all times; they will avoid all unnecessary noise and be careful that no lights are shown from their boats unless absolutely necessary.

The officer in charge of the picket line will report in writing the slightest dereliction of duty on the part of any one on the picket line. Respectfully, etc.,

HOMER O. BLAKE,
Lieutenant-Commander, U. S. Navy,
In charge of Naval Picket Line, Trent's Reach.

Report of Lieutenant-Commander Young, U. S. Navy, senior officer off Wilmington, regarding general affairs of his command.

U. S. S. MARATANZA, March 16, 1865.

SIR: Since my last report of the 5th instant I have examined the forts on the east bank of the river, and, as reported before, find my orders have been carried out strictly. On the 7th instant Lieutenant-Commander Newman, commanding the Nyack, made an examination of the North West Branch of the [Cape Fear] River as far as the Devil's Bend, but returned on the 9th instant, finding the river to be very circuitous, and not wishing to damage the Bolus, he returned at the expiration of forty-eight hours. Enclosed please find Lieutenant-Commander Newman's report.*

On the 11th instant, in an interview with Major-General Scofield, he mentioned that he was anxious to open communication with Major-General Sherman. Acting Master H. W. Grinnell and Acting Ensign H. B. Colby, of the Nyack, volunteered to convey any communication to the army that the general might have to send, and as their commanding officer had no objections, I gave the permission to undertake the service. I am happy to state they were in time to meet General Sherman just outside of Fayetteville. I respectfully call your attention to Acting Master Grinnell's report,† a copy of which I respectfully submit.

On the morning of the 11th instant, Major-General Terry, in an interview, stated that he was about starting an expedition up the North West Branch for the purpose of clearing the way to Fayetteville, and wished to have one of the gunboats, as a support, to follow. I immediately prepared the Bolus, and with one boat's crew from each of the vessels (Maratanzo, Lenapec, and Nyack) I followed the army tug, but, owing to the circuitous nature of the river, the Bolus was compelled to anchor in what is called the Devil's Bend for the night; but the next morning we made our way through the difficulties and reached Fayetteville at 9:30 the evening of the 12th instant. On my arrival I found General Sherman's army making preparation for crossing. I called upon General Sherman, tendering my services, and he requested that I would leave the Bolus in the river until his army had left Fayetteville, which I have done. The obstructions in the upper part of Cape Fear River, owing to the heavy freshets, have been swept away, and with screw steamers of 100 or 130 feet in length, with 3 feet draft of

* See p. 62.
† See p. 90.
water, Fayetteville can be reached at any season. The Chickamauga was sunk across the narrow part of the channel, but the current has swept her alongside the bank.

Very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieutenant-Commander, U. S. Navy,
Senior Officer present off Wilmington.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Flagship Malvern.


U. S. S. AGAWAM,
New Bern, March 17, 1865.

SIR: The Hunchback arrived here this afternoon. I have directed Captain Fyffe to proceed to Plymouth as soon as he coals his vessel. The Iosco left this morning.

The Whitehead is in the river above the obstructions, being unable to proceed farther on account of the low stage of water. As she draws too much to navigate the Neuse, she is of no use here. Please inform me what disposition you wish made of her. I have sent orders to her commanding officer to remain above the obstructions till her coal gave out. She has but four or five days' supply.

I have no further intelligence from the army.

Respectfully, your obedient servant,

A. C. RHIND,
Commander.

Commander W. H. MACOMB.

List of vessels composing the North Atlantic Blockading Squadron, March 18, 1865.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
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</thead>
<tbody>
<tr>
<td>Anemone</td>
<td>4</td>
<td>do</td>
<td>Acting Ensign N. C. Borden</td>
<td>Beaufort, N. C.</td>
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<tr>
<td>Arietta</td>
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<td>Sail</td>
<td>Lieut. Commander W. C. West</td>
<td>Do.</td>
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<tr>
<td>Albenario</td>
<td>3</td>
<td>Screw</td>
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<tr>
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<td>Acting Master A. B. Mulford</td>
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<tr>
<td>Ben Morgan</td>
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<td>Do.</td>
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<td>Belle</td>
<td>4</td>
<td>do</td>
<td>Acting Ensign R. W. Rowntree</td>
<td>Beaufort, Norfolk Navy Yard.</td>
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<tr>
<td>Bat</td>
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<td>Clinton</td>
<td>5</td>
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<td>Do.</td>
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<td>Name</td>
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<td>Act. Ens. and Pilot Griffin</td>
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<td>Daylight</td>
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<td>do</td>
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<td>Poppo</td>
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<td>Acting Ensign W. Clarke</td>
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<tr>
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<td>Norfolk Navy Yard</td>
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<tr>
<td>R. E. Cayler</td>
<td>12</td>
<td>Screw</td>
<td>Commander S. H. Teachard</td>
<td>Norfolk Navy Yard</td>
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<td>10</td>
<td>Hulk</td>
<td>Gunner E. A. McDonald</td>
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<td>Release</td>
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<td>Sall</td>
<td>Acting Master J. Baker</td>
<td>Beaufort, N. C.</td>
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<td>Norfolk, Va</td>
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<td>Republic</td>
<td>1</td>
<td>Screw</td>
<td>Acting Ensign J. W. Bennett</td>
<td>Cape Fear</td>
</tr>
</tbody>
</table>

U. S. S. WYALUSING,
Off Croatan Light-House, March 19, 1865.

Sr.: In consequence of the prevailing bad weather I have been unable to get down any farther than Alligator River, which I reached yesterday afternoon. On Friday I went up the Scuppernong in the Ceres to Columbia, [N. C.], where I drew up sufficient of the piles of the burned bridge at that place to enable me to proceed on. I went on to Cross Landing, 10 miles above Columbia. In the Scuppernong I captured a schooner, and up to now have taken nearly sixty nets. This morning I dispatched the Ceres and a party up the Alligator, and in the meantime have run down to the island for my mail. Upon my arrival here I discovered a party hauling a seine near the light-house. I have had some correspondence with Colonel Lehmann on the subject, and send you the permit given by him.

Very respectfully, yours, etc.,

EARL ENGLISH,
Lieutenant-Commander.

Commander W. H. MACOMB,
Commanding District of Sounds of North Carolina.
NORTH ATLANTIC BLOCKADING SQUADRON.


JAMES RIVER, VIRGINIA, March 20, 1865.

SIR: You will proceed with the Shawmut to New York navy yard and report to Secretary of the Navy by letter on your arrival.

Respectfully,

DAVID D. PORTER,
[Rear-Admiral.]

Lieutenant-Commander J. G. WALKER,
Commanding Shawmut.

Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Frost, U. S. Navy, commanding U. S. S. Fort Donelson, regarding duties to be performed by that vessel.

NORTH ATLANTIC SQUADRON,

SIR: Proceed with the Fort Donelson under your command to Beaufort, N. C., and deliver the mail; then proceed to New Inlet, deliver the mail, and resume your duties as guard ship until you are relieved, when you will return to Beaufort and carry out your previous instructions in regard to the court-martial case of Acting Volunteer Lieutenant T. Pickering; after accomplishing which return to me at Hampton Roads.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Master GEORGE W. FROST,
Commanding Fort Donelson.


JAMES RIVER, VIRGINIA, March 20, 1865.

SIR: Proceed with the Nansemond under your command to St. Inigoes, Md., and report to Commander F. A. Parker for duty.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Master J. H. PORTER,
Commanding Nansemond.

[Orders of same date and tenor to Acting Ensign James Brown, commanding U. S. S. Mocassin, and Acting Master S. P. Crafts, commanding U. S. S. Little Ada.]

JAMES RIVER, VIRGINIA, March 20, 1865.

Sir: Proceed with the Eolus under your command to the sounds of North Carolina and report to Commander W. H. Macomb for duty.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Master E. S. KEYSER,
Commanding U. S. S. Eolus.

[Orders of same date and tenor to commanding officers of the U. S. steamers Delaware and Dawn.]


U. S. S. SHAMROCK,
Plymouth, [N. C.], March 20, 1865.

ADMIRAL: The submarine operators have succeeded in raising the ironclad ram Albemarle, and have kept her afloat for two days; but it has been necessary to keep the powerful pumps going continuously to do so. The diver has not been able to stop all the leaks so far. Mr. Brown, the chief of the party, thinks he will have to strip off all the iron on the casemate, in order to lighten her up sufficiently to stop the leaks near the overhang.

The rebels exploded a torpedo inside the casemate, which opened her planking and angles of the casemate very seriously. Mr. Brown informs me that he had a conversation with Mr. Lenthall, chief naval constructor, also the constructor at Norfolk, who gave him to understand that the casemate would have to be taken off when being repaired at the navy yard, so I see no objection to the armor being stripped from her casemate now.

It is very doubtful whether she could be taken through the canal without relieving her of this great weight.

Very respectfully,

W. H. MACOMB,
Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.


JAMES RIVER, VIRGINIA, March 21, 1865.

Sir: Proceed with the Western World under your command to St. Inigoes, Md., and report to Commander F. A. Parker for duty.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Ensign E. HERRICK, U. S. Navy,
Commanding U. S. S. Western World.
Order of Rear-Admiral Porter, U. S. Navy, to the commandant navy yard, Norfolk, to send certain vessels without delay.

CITY POINT, VA., March 21, 1865.

CAPTAIN: Please send the Clematis to me without delay and direct the Mount Washington to report to Commodore Radford with as little delay as possible.

Send all the tugs to me as soon as their machinery will permit them to move, and do not let them wait for repairs on their hulls.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. Berrien,
Commanding Naval Station, Norfolk, Va.


NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, City Point, Va., March 21, 1865.

SIR: Enclosed I have the honor to send you a partial description of the vessels of this squadron that I deem necessary for the interests of the Department to dispose of. They all require more repairs than is expressed, and can well be dispensed with. I propose the Dumbarton and Lilian as vessels answering the wants of the Army, and that they be turned over to them.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

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


U. S. S. SHAMROCK,
Dist. of the Sounds of N. C., Plymouth, March 21, 1865.

ADMIRAL: I am informed by Commander A. C. Rhind, from New Berne, under date of the 14th instant, of the gratifying news of the destruction of the rebel ironclad ram in the Neuse River, near Kinston, N. C.

The intelligence is conveyed to Commander Rhind from General Cox at the bridge near Kinston, stating “The ram is burned; her wreck is in sight; the torpedo will not be needed.”

The Whitehead and Hunchback arrived at New Berne; the latter is here.

The former was started up the Neuse, and is now a short distance above the obstructions.

The water is very low, and we will not be able to go up or down until high water.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.
NORTH ATLANTIC BLOCKADING SQUADRON. 77

[Telegram.]

NAVY DEPARTMENT, March 22, 1865.

When the *Santiago de Cuba* arrives, give her dispatch in such matters as are required by Captain Glisson.

GIDEON WELLES,
Secretary.

Commodore T. A. DORNIN,
Commandant Naval Station, Baltimore, Md.

Order of the Secretary of the Navy to the commandant navy yard, New York, regarding the U. S. S. *Chimo*.

NAVY DEPARTMENT, March 23, 1865.

SIR: Send the *Chimo* to Hampton Roads in tow of the *Huntsville*.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, March 22, 1865.

Have the *Bat* ready to convoy the *River Queen* to-morrow, noon. The President will be in the *River Queen*, bound to City Point.

By order of Secretary of Navy:

G. V. FOX,
Assistant Secretary of Navy.

Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Washington, D. C.


JAMES RIVER, VIRGINIA, March 22, 1865.

SIR: Proceed with the *Mendota*, under your command, to Hampton Roads and resume your duties as senior officer.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander E. T. NICHOLS,
Commanding *Mendota*.


JAMES RIVER, VIRGINIA, March 22, 1865.

SIR: Proceed with the *Huron*, under your command, to Pagan Creek, Virginia.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander T. O. SELFRIDGE,
Commanding U. S. S. *Huron*. 
[Telegram.] 

NAVY DEPARTMENT, March 23, 1865.

The River Queen leaves the Sixth street wharf about 1 p. m., with the President. Have the Bat accompany her to City Point and back.

By order Secretary Navy:

G. V. Fox,
Assistant Secretary of Navy.

Commodore J. B. Montgomery,
Commandant Navy Yard, Washington.

[Telegram.]

NORFOLK, March 23, 1865.

I have ordered the men transferred from the Wabash to this ship for the James River Flotilla on board the Constellation. George Beardslee is ordered by Admiral Gregory to inspect torpedoes.

Wm. Radford,
Commodore.

Rear-Admiral D. D. Porter,
Flagship Malvern, off Aiken's Landing.


COMMANDANT'S OFFICE, U. S. NAVY YARD,
Norfolk, March 23, 1865.

Sir: Proceed forthwith with the vessel under your command to City Point, and on arrival there report to Admiral D. D. Porter.

Very respectfully,

J. M. Berrien,
Commandant Naval Station, Norfolk.

Lieutenant-Commander D. L. Braine, or
Commanding Officer, U. S. S. Pequod,
Navy Yard, Norfolk, Va.


NORTH ATLANTIC SQUADRON,

Sir: It seems to be the policy now to break up all trade, especially that which may benefit the rebels, and you will dispose your vessels about the sounds to capture all contraband of war going into the enemy's lines. You will stop all supplies of clothing that can by any possibility benefit a soldier; seize all vessels afloat that carry provisions to any place not held by our troops and send them into court for adjudication. Recognize no permits where there is a prospect of stores of any kind going into rebel hands. I enclose you General Grant's order on the
NORTH ATLANTIC BLOCKADING SQUADRON.

[Telegram.]

CITY POINT, March 24, 1865—3:40 p. m.

I spoke to Commodore Radford about sending gunboats up the Chickahominy when Sheridan started to cross. I believe he made all the preparations to do so. It can have no special protecting advantage to have the navy go up, as they can not ascend to the point of crossing, but it may be desirable to make a reconnaissance there to see what is going on, and whilst the troops are crossing it will be safe to make it. Sheridan will be in camp to-morrow night on the Chickahominy.

Send this to Admiral Porter.

U. S. GRANT,
Lieutenant-General.

Major-General Ord.

[Telegram.]

CITY POINT, March 25, 1865—8 a. m.

The enemy have attacked and broken through the right of our line at Petersburg. If they are permitted to get through they may march toward City Point. I would suggest putting one or two gunboats on the Appomattox up as high as the pontoon bridge.

U. S. GRANT,
Lieutenant-General.

Admiral D. D. Porter,
Jones' Landing.

[Telegram.]

MARCH 25, 1865.

I sent one or two gunboats down the river to City Point yesterday. Others are on their way now. Will you please direct any commander of gunboats there to proceed to any point you wish to protect. I am ready to send light-draft gunboats up the Chickahominy. Do you wish them sent?

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-General U. S. Grant,
City Point, [Va.].
[Telegram.]

U. S. S. Malvern, March 25, 1865.

Move up at once, if not already there, and protect pontoon bridge and Appomattox. Keep gunboats there all the time, night and day.

David D. Porter,
Rear-Admiral.

Commanding Naval Officer,
Appomattox River.

[Telegram.]

James River, March 25, 1865.

Send the Alabama and picket boat to City Point immediately, to report to me on her arrival there.

David D. Porter,
Rear-Admiral.

Senior Naval Officer,
Hampton Roads.

Order of Rear Admiral-Porter, U. S. Navy, to Acting Master Arey, U. S. Navy, to proceed up the Chickahominy River for communication with General Sheridan, U. S. Army.

Aiken's Landing,
James River, March 25, 1865.

Sir: Proceed up the Chickahominy and try and communicate with General Sheridan. Gain all the information you can about the river and enemy and return here when there is no use for your services. Report to General Sheridan if he comes in, and bring his dispatches if necessary.

Respectfully, yours,

David D. Porter,
Rear-Admiral.

Commanding Officer U. S. S. Wilderness.


March 25, 1865.

Sir: You will move the Mackinaw up the Appomattox as far as the pontoon bridge, which place must be guarded at all times.

Respectfully,

David D. Porter,
Rear-Admiral.

Commander J. C. Beaumont,
Commanding Mackinaw.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, March 25, 1865.

SIR: You will proceed with the vessel under your command up the Appomattox River as far as the pontoon bridge. When your services are no longer required, return to this place.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

Commanding Officer U. S. S. Osceola.

[Telegram.]

CITY POINT, March 25, 1865.

I have just returned from the Army Potomac front, and find your dispatches of this morning. Quiet is entirely restored and there is now no necessity of sending boats up the Appomattox. Sheridan will leave the Chickahominy tomorrow morning, so that if boats have not gone up it will be too late. Everything went off well. We captured about 2,000 prisoners and killed and wounded a large number of the enemy.

U. S. GRANT,
Lieutenant-General.

Admiral D. D. PORTER.


POINT OF ROCKS, VA., ———, ——.

SIR: I have the honor to acknowledge the receipt of your orders by telegraph and Osceola of the 25th instant, directing me to move the Mackinaw up the Appomattox as high as the pontoon bridge.

At the time of the receipt of these orders the Mackinaw was at Port Walthall, a position about a half mile above the Point of Rocks, a position I had taken on the morning of the 23d instant.

The following is the present disposition of the vessels here: The Sassaquas, Osceola, and Mackinaw in line between the pontoon bridge and Point of Rocks; the Miami and Commodore Barney above the Point of Rocks, at Port Walthall. About 200 tons of coal are required for the Miami, Commodore Barney, and Mackinaw.

There are two cases on board the Miami for trial by court-martial.

J. C. BEAUMONT,
Commander.

Rear-Admiral D. D. Porter.

Report of Commander Nichols, U. S. Navy, regarding the movements of vessels to and from Hampton Roads.

U. S. S. MENDOTA,
Hampton Roads, March 25, 1865.

ADMIRAL: I have the honor to report my arrival at the roads at noon yesterday, in obedience to your order of the 22d instant. I found here
the Sabine, Alabama, Seneca, and Samuel Rotan. The Bat had arrived but a few minutes before, and after a delay of about an hour proceeded up the river, convoying the River Queen, with his Excellency the President of the United States on board. Lieutenant-Commander Lowry informed me that he had permitted the commanding officer of the Alabama to go up the river to report to you in person. Lieutenant Commander E. K. Owen reported for the command of the Seneca. Orders had been given by Captain O. S. Glisson for the Seneca to go to the yard for repairs. She went up yesterday, and I ordered Lieutenant-Commander Owen to report to you in writing from the yard. The schooner Samuel Rotan is guard vessel at present. The Pequot came down yesterday afternoon, and after remaining about an hour left again in the direction of James River. Last evening the Shawmut arrived from White House under orders for New York. She will proceed as soon as she procures some provisions. This morning received your telegrams of yesterday to send certain men to St. Inigoes, Md., by the Dumbarton, and to send Acting Master Crafts, of the Little Ada, to report to you. I sent copies at once to Captain Berrien, with a request to have them complied with, but about an hour after I sent them the Dumbarton passed out, towing the Lilian.

H. R. M. S. Styx is anchored here. The Banshee, from the Rappahannock, arrived last evening and proceeded to the yard this morning.

Very respectfully, your obedient servant,

Ed. T. Nichols,
Commander, U. S. Navy.

Rear-Admiral D. D. Porter,
Commanding North Atlantic Squadron.

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Report of Rear-Admiral Porter, U. S. Navy, regarding the transmission of important army dispatches by naval officers.

North Atlantic Squadron,
U. S. Flagship Malvern, James River, March 25, 1865.

Sir: Lieutenant-Commander Chandler, recently arrived from Wilmington, informs me that two of General Sherman's scouts came in, in full rebel uniform, and stated that General Sherman wished to communicate with General Terry. Acting Master H. W. Grinnell, Acting Ensign H. B. Colby, and two men from the Nyack volunteered, and by permission, carrying dispatches from General Terry, undertook and succeeded in communicating with General Sherman 15 miles south of Fayetteville. They had many adventures and narrow escapes. As soon as the official report arrives, I will forward it.* They were quite twenty-four hours in advance of any other communication and deserve much credit.

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

David D. Porter,
Rear-Admiral, Commanding North Atlantic Squadron.

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

* See p. 90.

U. S. S. LENAPEE,
Wilmington, N. C., March 25, 1865.

SIR: I have respectfully to report that on the evening of the 24th instant Brigadier-General Hawley informed me that there was a report in circulation that some of Wheeler’s cavalry were a few miles above this place. I immediately dispatched the Republic, Acting Ensign J. W. Bennett, commanding, to look after them. After proceeding cautiously about 6 miles up the river he discovered at 7 p. m. a squad of twelve of the above cavalry and immediately opened fire and drove them away. He then landed and reconnoitered the country, and about 2 miles back encountered a party of from two to three hundred of General Sherman’s men on their way to join the main body of the army.

The negroes reported that Wheeler’s cavalry are in small squads, scouring and plundering the country.

Captain Bennett appears to have acted with judgment and discretion.

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

T. S. PHILPS,
Lieutenant-Commander, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

[Telegram.]

CITY POINT, VA., March 26, 1865.

The President will start up the river about 10 a.m. this morning.

U. S. GRANT,
Lieutenant-General.

Admiral D. D. PORTER.

[Telegram.]

NAVY DEPARTMENT, March 26, 1865.

Let the R. R. Ouyler be ready to take the committee on Thursday morning.

The Sergeant-at-Arms of the House will be down previously to provide stores and supplies.

Let some other vessel or vessels go with the Ironsides to Philadelphia.

By order of the Secretary of the Navy:

G. V. FOX,
Assistant Secretary.

Captain J. M. BRENNEN, U. S. Navy,
Commandant Naval Station, Norfolk, Va.


JAMES RIVER, March 26, 1865.

SIR: As soon as your services can possibly be dispensed with in York River return to Hampton Roads, coal, and report to me.

Respectfully yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

 Acting Master F. R. WEBB,
Commanding Fahkee.

JAMES RIVER, March 26, 1865.

Sir: As soon as your services can possibly be spared you will return without delay and report to Lieutenant-Commander Selfridge, U. S. S. Huron, Pagan Creek, Virginia.

Respectfully, yours,

David D. Porter,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant H. H. Gorringe,
Commanding U. S. S. Commodore Morris.

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NORTH ATLANTIC SQUADRON,
U. S. Flagship Mabern, March 26, 1865.

Sir: In answer to your letter of the 22d relative to picket boats, I have to report that there are in this squadron picket launches No. 4, No. 5, and No. 6.

No. 4 is in the advance, James River; No. 5 is at New Berne, N. C., and No. 6 has just arrived from Cape Fear River, much out of repair. I will have her repaired at once at the Norfolk navy yard, and send her to report to Commander Parker, commanding Potomac Flotilla.

Very respectfully, your obedient servant,

David D. Porter,
Rear-Admiral.

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

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Order of Rear-Admiral Porter, U. S. Navy, to commanding officers, regarding Mr. Beardslee, appointed to take charge of torpedoes.

JAMES RIVER,
Near Aiken's Landing, March 27, 1865.

The bearer, Mr. G. W. Beardslee, is hereby appointed to take charge of all torpedoes and their fixtures on shore, in the water, on board ship, or elsewhere, and all commanders are hereby required to give him all assistance in carrying out his wishes and in making such experiments as he may desire.

Respectfully, etc.,

David D. Porter,
Rear-Admiral, Commanding North Atlantic Squadron.

[Telegram.]

CITY POINT, VA., March 27, 1865.

General Sherman has left Fortress Monroe on his way up here, and will probably arrive about 6 p. m. Can not you come down and see him? He will probably return to-night, and I know will be disappointed if he does not meet you.

U. S. Grant,
Lieutenant-General.

Admiral D. D. Porter.

U. S. S. MENDOTA,
Hampton Roads, March 27, 1865.

ADMIRAL: The Shawmut sailed yesterday morning for New York. During yesterday forenoon the Vicksburg, Fahkee, Delaware, and Commodore Morris arrived from York River. Our troops having all left White House and the transports all out of the river, I have directed the commanding officers to report to you in writing from the yard, where I have sent the vessels for coal, etc., and such repairs on boilers as the fleet engineer may deem necessary. They all, except the Delaware, report boilers in very bad condition. I have ordered the Delawares soon as coaled to resume her station and duties in the lower part of the James. Will you be pleased to instruct me as to the disposition of the others? The Queen also arrived yesterday, and I have sent her to the ordnance officer at Norfolk. She has on board a large amount of ordnance stores for the North Atlantic Squadron. Her arrival has been telegraphed to the Bureau. An acting master ordered by you to take command of the Young America reported to me day before yesterday, and I directed him to assume command yesterday, and while the tug was at the yard he received the acceptance of his resignation from Captain Berrien, and left by the Baltimore boat on the same evening. I found on the arrival of the Commodore Morris that Acting Volunteer Lieutenant Gorringe had not yet taken command, though he was on board. I ordered him to take the command at once, Acting Master Lee to report to you in writing after he had turned the command over.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Commander and Senior Officer, Hampton Roads.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

[Telegram.] MARCH 27, 1865.

Send the Gettysburg or Tristram Shandy to report to me at Aiken's Landing as soon as possible.

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. BERRIEN,
Commandant Navy Yard, Norfolk, Va.


JAMES RIVER, VIRGINIA, March 27, 1865.

SIR: Proceed without delay to New Berne, N. C., with the Wilderness under your command, and report to the senior officer there for duty.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Master H. AREY,
Commanding Wilderness.
Order of Rear-Admiral Porter, U. S. Navy, to the senior officer at New Bern, for the removal of obstructions at that place.

JAMES RIVER, March 27, 1865.

SIR: You will have the obstructions in the Neuse River at New Bern, N. C., removed sufficiently so as to allow gunboats to go up.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

SENIOR NAVAL OFFICER,
New Berne, N. C.

Order of Rear-Admiral Porter, U. S. Navy, to Lieutenant-Commander Barnes, U. S. Navy, for the transportation of Major-General Sherman, U. S. Army, and staff.

CITY POINT, James River, March 28, 1865.

SIR: You will wait the pleasure of Major-General W. T. Sherman at this place and when ready will convey him, with staff, either to New Berne, Beaufort, or such place as he may indicate. Return here as soon as possible.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander J. S. BARNES,
Commanding U. S. S. Bat.


CITY POINT, VA., March 28, 1865.

SIR: Proceed without delay with the Gamma, in company with the Delta, to New Berne, N. C., by the way of canal, and on arrival report to the senior naval officer there for duty. Procure a pilot at Norfolk.

Respectfully, yours,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Ensign H. P. CURTIS,
Commanding Officer U. S. S. Gamma.

[Order of same date and like tenor to Acting Master's Mate Gragg, commanding U. S. S. Delta.]

[Telegram.]

FORT MONROE, March 28, 1865.

The Fakkee has been ordered by Captain Berrien to convoy New Ironsides to Philadelphia. Both vessels are now in the roads. Fakkee will return from [Delaware] Breakwater.

Respectfully,

E. T. NICHOLS,
Senior Officer.

Rear-Admiral D. D. PORTER.
Order of Rear-Admiral Porter, U. S. Navy, to Commander Macomb, U. S. Navy, for a cooperative movement up the Chowan River to Winton, N. C.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern; James River, March 28, 1865.

SIR: Operations are soon about to be commenced on a large scale in your district, and I want you to cooperate with General Sherman to the fullest extent. They will want all your tags, particularly, to tow vessels or canal boats up to Kinston, [N. C.]. I have ordered the Eolus and Wilderness to report to you for that purpose, and will send other tags there to meet the demand. It will be absolutely necessary to supply General Sherman by the way of Kinston.

There will also be a movement made from Winton after a while. It is necessary for us to get possession of everything up the Chowan River, so that Sherman can obtain his forage up there. General Ord proposes to me to make an attack on that quarter frequently, and you will at once prepare the two ferry-built boats Commodore Hull and —— for service as far as their boilers can be repaired. Send one of these boats, in company with the Hunchback, under the command of Lieutenant Fyffe, up the Chowan River as far as Winton, and hold that place. Don’t forget all the precautions I have given in relation to torpedoes. The most particular attention must be paid to this matter, and if any vessel is lost I shall attribute it to want of proper lookout and not dragging the river sufficiently. When the ferry built boats get to Winton they will be required to transport the troops across, being well adapted for that purpose. If you have a couple of good flats at New Berne or Plymouth, send them up with the ferryboats.

I trust to Captain Rhind to remove the obstructions at New Berne and to tow up rapidly all the provisions, and General Sherman can supply his army for daily use by the railroad, and you can get up the stuff required for the march. All this must be done in four days after the receipt of this.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander W. H. MACOMB,
Commanding District of the Sounds.

Get vessels to Winton at once.


U. S. S. TAGONY,
New Berne, N. C., March 28, 1865.

ADMIRAL: On the 24th instant two escaped prisoners, a captain and lieutenant in the Army, who were captured by the rebels at Kinston, arrived at Plymouth from Halifax, [N. C.]. During their journey they conversed with numerous people, one a negro who had worked on the ram building at Edwards Ferry, Roanoke River, and the information gained was that she was planked, with no iron on her, and they (the rebels) did not know where they would get any. They did not ascertain if there was an engine in her or not.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.
Letter from Lieutenant-General Grant, U. S. Army, to Rear-Admiral Porter, U. S. Navy, requesting that gunboats be ordered to the Appomattox and James Rivers.

HEADQUARTERS ARMIES OF THE UNITED STATES,
City Point, Va., March 29, 1865.

ADMIRAL: In view of the possibility of the enemy attempting to come to City Point or, by crossing the Appomattox at Broadway Landing, getting to Bermuda Hundred during the absence of the greater part of the army, I would respectfully request that you direct one or two gunboats to lay in the Appomattox, near the pontoon bridge, and two in the James River, near the mouth of Bailey's Creek, the first stream below City Point emptying into the James.

Very respectfully, your obedient servant, 
U. S. Grant,
Lieutenant-General.

Admiral D. D. Porter,
Commanding North Atlantic Blockading Squadron.

[Telegram.]

FLAGSHIP MALVERN,
City Point, March 29, 1865.

Bring the Sassacus and Osceola here without delay.

DAVID D. PORTER,
Rear-Admiral.

Commanding Officer U. S. S. SASSACUS,
Jones' Landing, below Pile Bridge.

[Telegram.]

FLAGSHIP MALVERN,
City Point, March 29, 1865.

Keep all the vessels close up to the pontoon bridges and report to me by telegraph how your vessels are placed. Keep the Miami.

DAVID D. PORTER,
Rear-Admiral.

Commander Beaumont,
Commanding Mackinaw, Point of Rocks, Appomattox.

[Telegram.]

CITY POINT,
James River, March 29, 1865.

Allow no repairs on Gettysburg. Send her to Pagan Creek to report to Lieutenant-Commander Selfridge as soon as possible.

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. Berrien,
Commanding Naval Station, Norfolk, Va.
[Telegram.]

FLAGSHIP MALVERN,
City Point, Va., March 29, 1865.

Order Acting Volunteer Lieutenant Goringe, commanding Commodore Morris, to proceed to this place without delay and take command of the Monticello, reporting to me.

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. BERRIEN,
Commanding Naval Station, Norfolk, Va.

[Telegram.]

PORTSMOUTH, [Va.], March 29, 1865.

SIR: Telegram received. The Monticello is now on her way to City Point.

J. M. BERRIEN,
Commandant.

Rear-Admiral D. D. PORTER,
Flagship Malvern.

Order of Rear-Admiral Porter, U. S. Navy, to the commandant navy yard, Norfolk.

CITY POINT, VA., March 29, 1865.

Send the Delaware to report to me at this place.

DAVID D. PORTER,
Rear-Admiral.

Captain J. M. BERRIEN,
Commanding Naval Station, Norfolk, Va.

[Telegram.]

U. S. S. MACKINAW,
Point of Rocks, Va., March 29, 1865.

Proceed immediately with the Miami up the Appomattox River and anchor near the pontoon bridge.

J. C. BEAUMONT,
Commander, Senior Officer Present, Appomattox River.

 Acting Lieutenant-Commander G. W. GRAVES,
U. S. S. Miami, City Point.

Report of Acting Volunteer Lieutenant Dunn, U. S. Navy, regarding blockade duty performed by the U. S. S. Montgomery, under his command.

U. S. S. MONTGOMERY,
Beaufort, N. C., March 29, 1865.

SIR: I beg leave to report that since leaving Norfolk on the 12th instant I have been engaged (in obedience to your order of the 24th
ultimo) in blockading the coast from Western Bar (Cape Fear River) to Georgetown. I have as yet seen nothing to indicate the presence of any blockade runners on this part of the coast, with the exception of finding an English life preserver, painted white, anchored about 200 yards off the bar channel of Little River. Thinking from this that there might be a vessel up there, I went up on the night of the 18th instant as far as the town, but not finding anything I returned without landing or giving the inhabitants any notice of our presence, as I wished to repeat my visit as often as practicable until I satisfy myself as to the fact whether there is any blockade running at that point.

On the 26th instant I came into this port for coal (not having taken any at Norfolk, on account of the scarcity at that place), also to have my decks caulked, which were leaking very badly. I have only been able to obtain 60 tons of coal here, which will only last me about eight days. I shall sail again for my station to-morrow.

Very respectfully, your obedient servant,

THOS. C. DUNN,
Acting Volunteer Lieutenant.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.


NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, City Point, Va., March 29, 1865.

SIR: I beg leave to call your attention to the report of Acting Master H. Walton Grinnell, of the Nyaock.

The necessity of communicating with General Sherman was apparent. These officers and men volunteered for the service, and most handsomely performed it, reflecting credit upon themselves and the Navy.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

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

[Enclosure.]

HEADQUARTERS SHERMAN’S ARMY,
Fayetteville, N. C., March 12, 1865.

SIR: I have the honor to report that I have this day succeeded in handing to Major-General Sherman the cipher dispatch intrusted to me by Brigadier-General Schofield at Wilmington, N. C., on the 4th instant.

I left the Nyaock on the evening of the 4th in a small dugout, with a party consisting of Acting Ensign H. B. Colby, Thomas Gillespie, seaman, and Joseph Williams, ship’s painter, armed with Sharps rifles and revolvers, and taking two days’ rations. After proceeding up the river about 12 miles I met the enemy’s advance picket post, which I succeeded in passing without discovery; but at a point near Livingston’s Creek I found the picket so strongly posted that I deemed it the more prudent course to abandon my boat and to attempt to communicate with General Sherman’s forces near the Pedee River.
NORTH ATLANTIC BLOCKADING SQUADRON.

I left my boat on the morning of the 5th instant and struck for the Wilmington and White Hall road. On my way I passed through the village of Summerville, where I destroyed some arms, which I found in the possession of the citizens. Here I got information that a party of cavalry were endeavoring to cut me off at Livingston's bridge, and I was reluctantly compelled to secrete myself and party in a negro hut near by. Here I remained two days, when I received information that the enemy, tired of waiting, had recrossed the river, thus leaving me free to advance. At dark on the 7th instant, having secured the services of a negro guide, I started in the direction of Whiteville, advancing with caution and moving only by night.

After much tedious and difficult marching through the swamps, I reached a point near Whiteville on the morning of the 9th instant.

The town was held by the enemy in strong force, and finding traveling on foot consumed too much time, I determined to impress horses, and by a bold dash break through the pickets on the Lumberton road. With this purpose in view I left my bivouac in the swamps and succeeded in passing unobserved until I reached the crossroads to White Hall, which I found picketed. After satisfying myself that the picket had no reserve, we made a quick dash and captured two men without alarm, and before they became aware of our purpose I disarmed them, and after compelling them to follow me for about 5 miles I paroled them, leaving them apparently much satisfied at their capture. They were members of Company A, Fifty-first North Carolina Infantry, and represented their regiment as being much demoralized. After hard riding night and day I reached Drowning Creek, at a point near the town of Lumberton, on the afternoon of the 11th. Here I first learned definitely of the whereabouts of General Sherman's forces.

I met a small scouting party near the creeks, but they fled to the woods at our approach. On the morning of to-day I had the great satisfaction of meeting the rear scouts of General Sherman's forces on the Lumber Bridge road, about 20 miles from this place. The several roads being blocked up by wagons, artillery, etc., and our horses being quite worn out by hard riding, I did not reach these headquarters until 1 p. m. this afternoon. General Sherman received the dispatch and expressed himself much surprised at receiving it through the Navy and by such a route.

In parts of Robeson County I found a very large number of deserters from the rebel Army and quite a strong Union feeling.

I can not speak too highly of the conduct of Acting Ensign Colby, also of the two men, Thomas Gillespie and Joseph Williams, who were ever ready to encounter any dangers or hardships that came in their way.

General Sherman wishing me to communicate with you as soon as possible, I leave to-night by the army tug, hoping to meet you on my way to Wilmington.

In conclusion, allow me to thank you for giving me permission to undertake this rather novel naval scout.

I am, sir, your obedient servant,

H. WALTON GRINNELL,
Acting Master, U. S. Navy, Commanding Expedition.

Lieutenant-Commander George W. Young,
Senior Officer off Wilmington, N. C.

NEW YORK, March 30, 1865.

ADMIRAL: I have the honor to report that the torpedo arrangements of the U. S. S. Chimo are completed, that her gun has been changed, and that she is now in all respects ready for service.

I have had placed on board of her 3 obstruction and 3 buoyant torpedoes, and have shipped to Hampton Roads for her, by the U. S. S. Huntsville, 12 obstruction and 7 buoyant torpedoes.

With 55 tons of coal on board her draft is, forward, 6 feet 7 inches; amidships, 6 feet 9 inches; aft, 7 feet 5 inches. Out of water, forward, 13 inches; amidships, 11 inches; aft, 4½ inches.

Respectfully, your obedient servant,

JOHN L. WORDEN, Captain.

Rear-Admiral F. H. GREGORY.

[Telegram.]

PORTSMOUTH, [Va.], March 30, 1865.

SIR: Telegram in reference to Delaware just received. Will send the vessel to you.

Very respectfully,

J. M. BERRIEN, Commandant Naval Station.

Admiral PORTER.

Report of Commander Macomb, U. S. Navy, regarding the execution of orders relative to the holding of Wilson, in the Chowan River.

U. S. S. VALLEY CITY, Roanoke Island, March 31, 1865.

ADMIRAL: Your letter of the 28th instant, relating to my cooperation with General Sherman, was received yesterday per U. S. S. Bat, Lieutenant-Commander J. S. Barnes. I immediately had an interview with the general and arranged that Captain Rhind would attend to everything relating to the Navy in the Neuse. I am on my way to Plymouth to carry out your orders as regards sending vessels to Wilson, on the Chowan, and holding the same. The Shokokon and Commodore Hull are on their way up from New Berne. As soon as possible after my arrival at Plymouth I shall proceed up the Chowan, dragging ahead for torpedoes.

Very respectfully, your obedient servant,


Rear-Admiral DAVID D. PORTER, Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, requesting leave of absence for a few days.

FLAGSHIP MALVERN, March 31, 1865.

SIR: Business of importance requires my presence in the North, and I respectfully request that I may leave the station for a few days when I feel that I can go with perfect safety. I would be much gratified if
Commodore Radford could be ordered to command the James River division, as I can not well leave here under present circumstances. He is on a week’s leave now. His being here will allow me to move about more.

Very respectfully, your obedient servant,

David D. Porter,
Rear-Admiral.

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

List of vessels composing the North Atlantic Blockading Squadron, April 1, 1865.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agawam</td>
<td>10</td>
<td>Paddle</td>
<td>Commander A. G. Rhind</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Atlanta</td>
<td>3</td>
<td>Screw</td>
<td>Act. Vol. Lieut. T. J. Wood-</td>
<td>Trent's Reach, James River</td>
</tr>
<tr>
<td>Ammomus</td>
<td>4</td>
<td>do</td>
<td>Acting Ensign P. C. Asserson</td>
<td>Beaufort</td>
</tr>
<tr>
<td>Arletta</td>
<td>3</td>
<td>Sailing</td>
<td>Lieut. Com. W. C. West</td>
<td>Do</td>
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<tr>
<td>Alpha</td>
<td></td>
<td>Screw</td>
<td>Acting Ensign Jno. [S.] Blake</td>
<td>James River</td>
</tr>
<tr>
<td>Ben Morgan</td>
<td></td>
<td>Hulk</td>
<td>Acting Master A. B. Milford</td>
<td>Norfolk</td>
</tr>
<tr>
<td>Belle</td>
<td>2</td>
<td>Screw</td>
<td>Acting Master J. G. Green</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Borberry</td>
<td>4</td>
<td>do</td>
<td>Acting Ensign R. W. Rowntree</td>
<td>Beaufort</td>
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<tr>
<td>Bigmondia</td>
<td>3</td>
<td>do</td>
<td>Acting Ensign H. D. Trott</td>
<td>Norfolk Navy Yard</td>
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<tr>
<td>Bat</td>
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<td>Lieut. Com. J. S. Barnes</td>
<td>James River</td>
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<td>Chincotee</td>
<td>10</td>
<td>do</td>
<td>Commander H. K. Arnold</td>
<td>Norfolk Navy Yard</td>
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<tr>
<td>Ceres</td>
<td></td>
<td>Screw</td>
<td>Acting Master H. H. Foster</td>
<td>Do</td>
</tr>
<tr>
<td>Cato</td>
<td>3</td>
<td>do</td>
<td>Acting Master and Pilot J. Evans</td>
<td>Pagan Creek</td>
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<tr>
<td>Commodore Morris</td>
<td>7</td>
<td>do</td>
<td>Acting Master H. Bingham</td>
<td>Norfolk Navy Yard</td>
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<tr>
<td>Commodore Perry</td>
<td>5</td>
<td>do</td>
<td>Lieut. Com. E. R. Potter</td>
<td>Norfolk Navy Yard</td>
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<tr>
<td>Clifton</td>
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<td>Charles Phelps</td>
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<td>Acting Ensign W. Owell</td>
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<td>Cohasset</td>
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<td>do</td>
<td>Acting Ensign and Pilot Griffin</td>
<td>James River</td>
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<tr>
<td>Clematis</td>
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<td>Acting Master S. P. Crafts</td>
<td>Trent's Reach, James River</td>
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<tr>
<td>Casco</td>
<td>2</td>
<td>Screen</td>
<td>Acting Master C. A. Croker</td>
<td>James River; ordered to Sounds</td>
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<tr>
<td>Delaware</td>
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<tr>
<td>Daylight</td>
<td>8</td>
<td>do</td>
<td>Acting Master H. W. Wells</td>
<td>Norfolk, Virginia</td>
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<tr>
<td>Delta</td>
<td></td>
<td>do</td>
<td>Act. Master's Mate W. F. Gragg</td>
<td>Do</td>
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<tr>
<td>Eubie</td>
<td>4</td>
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<td>Sounds, North Carolina</td>
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<tr>
<td>Emma</td>
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<td>Screen</td>
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<td>Ordered to Hampton Roads</td>
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<tr>
<td>Epslon</td>
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<td>Screen</td>
<td>Acting Ensign C. F. Russell</td>
<td>Do</td>
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<tr>
<td>Fort Donelson</td>
<td>1</td>
<td>Paddle</td>
<td>Acting Master G. W. Frest</td>
<td>Ordered to Hampton Roads</td>
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<tr>
<td>Fahyian</td>
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<td>Paddle</td>
<td>Acting Master F. R. Webbe</td>
<td>Hampton Roads</td>
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<tr>
<td>Gettysburg</td>
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<td>Paddle</td>
<td>Act. Vol. Lieut. B. S. Washburn</td>
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<tr>
<td>Granite</td>
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<td>Acting Master E. Booner</td>
<td>Guard ship, Sounds</td>
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<td>Screen</td>
<td>Acting Ensign H. F. Curtis</td>
<td>James River</td>
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<tr>
<td>Gamma</td>
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<td>do</td>
<td>Lieut. Com. T. O. Selfridge</td>
<td>Pagan Creek</td>
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<td>Haroon</td>
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<td>do</td>
<td>Lieut. Com. [P.] Fyfe</td>
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<tr>
<td>Hunchback</td>
<td>7</td>
<td>Paddle</td>
<td>Acting Ensign Coren</td>
<td>Do</td>
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<td>Henry Brinker</td>
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<td>Acting Ensign H. F. Twombly</td>
<td>James River</td>
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<tr>
<td>Hoyt</td>
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<td>Screen</td>
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<td>Do</td>
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<tr>
<td>Harcourt</td>
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<td>Screen</td>
<td>Acting Master's Mate S.</td>
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<tr>
<td>Jasco</td>
<td>10</td>
<td>Paddle</td>
<td>Lieut. Com. Thornton</td>
<td>Sounds, North Carolina</td>
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</tbody>
</table>
## NORTH ATLANTIC BLOCKADING SQUADRON.

List of vessels composing the North Atlantic Blockading Squadron, April 1, 1865—Cont'd.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns.</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
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<tbody>
<tr>
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<td>Sounds, North Carolina</td>
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<td>Lieut. Com. A. A. Sommers</td>
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<td>Lieut. Com. T. S. Phelps</td>
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<td>Mantaneta</td>
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<td>Acting Ensign J. T. Stone</td>
<td>Washington, D.C.</td>
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<tr>
<td>Montauk</td>
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<td>Commander W. Romekoff</td>
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<tr>
<td>Maumee</td>
<td>8</td>
<td>do</td>
<td>Lieut. Com. Jas. Parker</td>
<td>Tender to President</td>
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<td>Macknaw</td>
<td>10</td>
<td>Paddle</td>
<td>Commander J. C. Beaumont</td>
<td>Appomattox River</td>
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<tr>
<td>Massasoit</td>
<td>10</td>
<td>do</td>
<td>Commander R. T. Renshaw</td>
<td>Trent's Reach, James</td>
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<tr>
<td>Mattabessett</td>
<td>10</td>
<td>do</td>
<td>Commander J. C. Fohler</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Maritanza</td>
<td>6</td>
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<td>Lieut. Commander G. W. Young</td>
<td>Combined Road,</td>
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<tr>
<td>Miami</td>
<td>6</td>
<td>do</td>
<td>Act. Vol. Lieut. G. W. Graves</td>
<td>Combined Roads,</td>
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<tr>
<td>Mendon</td>
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<td>do</td>
<td>Acting Master F. H. Haynie</td>
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<td>Martin</td>
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<td>Malvern</td>
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<td>New Berno, or Florida</td>
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<td>Supply vessel,</td>
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<td>Ongondaga</td>
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<td>Trent's Reach, James</td>
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<tr>
<td>Phlox</td>
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<td>Paddle</td>
<td>Acting Ensign [J. F.] O'Brien</td>
<td>Combined Roads,</td>
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<td>Pequot</td>
<td>8</td>
<td>do</td>
<td>Lieut. Com. D. L. Braine</td>
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<tr>
<td>Pawtuxet</td>
<td>10</td>
<td>do</td>
<td>Commander J. H. Spells</td>
<td>Combined Roads,</td>
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<td>Pontassoe</td>
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<td>Commander W. G. Temple</td>
<td>Combined Roads,</td>
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<td>Poppy</td>
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<td>Acting Ensign W. Clarke</td>
<td>Combined Roads,</td>
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<tr>
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<td>Acting Ensign [J. H.] Chapman</td>
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<td>Paddle</td>
<td>Acting Ensign J. O. Willis</td>
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<td>Release</td>
<td>3</td>
<td>Sailing</td>
<td>Acting Master J. Harker</td>
<td>Combined Roads,</td>
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<tr>
<td>Roman</td>
<td></td>
<td></td>
<td></td>
<td>Combined Roads,</td>
</tr>
<tr>
<td>Ruby</td>
<td></td>
<td></td>
<td></td>
<td>Combined Roads,</td>
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<tr>
<td>Seneca</td>
<td>5</td>
<td>do</td>
<td>Lieut. Com. E. K. Owens</td>
<td>Combined Roads,</td>
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<tr>
<td>Santiago de Cuba</td>
<td>11</td>
<td>Paddle</td>
<td>Capt. O. S. Gilman</td>
<td>Combined Roads,</td>
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<tr>
<td>Samuel Rotan</td>
<td>5</td>
<td>Sailing</td>
<td>Acting Master W. G. Nutting</td>
<td>Combined Roads,</td>
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<td>Shamrock</td>
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<td>Paddle</td>
<td>Commander W. H. Macomb</td>
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<tr>
<td>Shoshokan</td>
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<td>do</td>
<td>Act. Vol. Lieut. F. Jessop</td>
<td>Combined Roads,</td>
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<tr>
<td>Spuyten Duyvil</td>
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<td>Topedo boat</td>
<td>Acting Ensign J. Brennan</td>
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<td>Screw</td>
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<td>Sassacona</td>
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<td>Sangus</td>
<td>2</td>
<td>Paddle</td>
<td>Lieut. Com. E. C. Conklin</td>
<td>Combined Roads,</td>
</tr>
<tr>
<td>Sangamon</td>
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<td>do</td>
<td>Lieut. Com. R. Chandler</td>
<td>Combined Roads,</td>
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<tr>
<td>Tacony</td>
<td>12</td>
<td>Paddle</td>
<td>Lieut. Com. W. T. Truxton</td>
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<td>Tristan Shandy</td>
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<td>Act. Vol. Lieut. F. M. Green</td>
<td>Combined Roads,</td>
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<tr>
<td>Unadilla</td>
<td>6</td>
<td>Screw</td>
<td>Lieut. Com. F. M. Rumsey</td>
<td>Combined Roads,</td>
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<td>Uluru</td>
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<td>Paddle</td>
<td>Acting Ensign H. P. Rathawky</td>
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<tr>
<td>Wilderness</td>
<td>4</td>
<td>do</td>
<td>Acting Master J. A. Brooks</td>
<td>Combined Roads,</td>
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<tr>
<td>Wyanling</td>
<td>14</td>
<td>do</td>
<td>Acting Master H. Arey</td>
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<tr>
<td>Whitehead</td>
<td>4</td>
<td>do</td>
<td>Acting Master G. V. Barrett</td>
<td>Combined Roads,</td>
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<tr>
<td>Wyanbello</td>
<td>5</td>
<td>Screw</td>
<td>Acting Master W. White</td>
<td>Combined Roads,</td>
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<tr>
<td>William Badger</td>
<td>2</td>
<td>Sloop</td>
<td>Acting Ensign J. W. Swain</td>
<td>Combined Roads,</td>
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<tr>
<td>Watch</td>
<td>1</td>
<td></td>
<td>Acting Master J. A. R.</td>
<td>Combined Roads,</td>
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<tr>
<td>Young America</td>
<td>2</td>
<td>do</td>
<td>Acting Master's Mate J. H.</td>
<td>Combined Roads,</td>
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<tr>
<td>Yanho</td>
<td>5</td>
<td>do</td>
<td>Lieut. Com. T. C. Harris</td>
<td>Cape Fear River</td>
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<td>Zonave</td>
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<td>do</td>
<td>Acting Ensign J. L. Hayes</td>
<td>Norfolk navy yard</td>
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<tr>
<td>Zeta</td>
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<td>Acting Ensign P. Mintzer</td>
<td>Combined Roads,</td>
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</table>
Order of Rear-Admiral Porter, U. S. Navy, to Chief Engineer Henderson, U. S. Navy, to proceed to Norfolk for torpedo fixtures.

**FLAGSHIP MALVERN,**
City Point, Va., April 1, 1865.

SIR: Proceed to Norfolk and procure all articles required for the torpedo fixtures according to my instructions given you. Bring what you can in the barges, which you will see Captain Berrien about, and request him to send up the rest to you in the Mount Washington. Also obtain the necessary blacksmiths from Captain Berrien to carry on the work now going on here.

Respectfully, etc., your obedient servant,

David D. Porter,
Rear-Admiral.

Chief Engineer Alex. Henderson,
In charge of torpedoes, etc.

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Order of Rear-Admiral Porter, U. S. Navy, to Commander Ronckendorff, U. S. Navy, to make a feint above Howlett's battery.

**CITY POINT, VA., APRIL 1, 1865.**

SIR: You will go up to the monitors and direct the commanders of them to turn their turrets on the line of rebel works above Howlett's battery, across the island, and to give the guns their extreme elevation. You will do the same with your vessel, and point the guns through or over Dutch Gap when the moon is up. All the gunboats below the gap will move up above your vessel and below the upper monitors, and get their broadsides to bear on the rebel works above Howlett's battery, giving the guns an elevation of 2,400 yards.

You will have an officer and men stationed on the bend of the river above Dutch Gap, or through it, with about half a dozen rockets and three coston signals. As soon as the moon goes down (you will have everything ready to open fire) send off the rockets, burn the blue lights, and open fire, at the same time keeping up a brisk cannonade with all the guns, loaded with 10-second shells. Keep this up for half an hour, firing rapidly; then load up again with solid shot. When the firing has ceased, let the wooden gunboats drop down to their old positions or thereabouts. The object is merely to make the rebels think that we are about to make an attack. They are prepared to sink their gunboats at the first sign of one.

Understand perfectly what I want done, and let each commander understand what is required of him. It is not necessary for any one of the monitors to make any changes in their positions. The only object is to make a noise.

Respectfully,

David D. Porter,
Rear-Admiral.

Commander W. Ronckendorff,
Commanding Monadnock.

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**FORT MONROE, APRIL 2, 1865.**

The Tristram Shandy is down from the yard and awaits orders. I am informed that the Clematis is broken down at the yard. Your mails
were sent up this a.m. by the Bat. The Fahke is still in the roads
waiting your orders.

Respectfully,

E. T. Nichols,
Senior Officer.

Rear-Admiral D. D. Porter.

Report of Commander Macomb, U. S. Navy, regarding expedition in
Chowan River.

U. S. S. Shamrock, Dist. of Sounds of North Carolina,
Chowan River, off Winton, April 2, 1865.

Admiral: In obedience to directions contained in your letter of the
28th ultimo, I started yesterday evening from Plymouth with the Sham-
rock, Wyoming, Hunchback, Valley City, and Whitehead and proceeded
up this river as far as the Stumpy Reach (about 10 miles from the mouth),
where we came to anchor for the night. We had proceeded this far
without dragging for torpedoes, in order to make quicker time (the river
being broad and not suitable for torpedoes), but on starting this morn-
ing we dragged the channel ahead of us, in which manner we advanced
all day, and reached this place about 5 p.m. without having encoun-
tered any resistance or finding any torpedoes.

On our arrival here we found a picket of the First New York Mounted
Rifles, which regiment was encamped a few miles back from the river,
having reached it this morning. They said they had seen a few rebels
on the opposite (western) shore and had exchanged a few shots with
them just as we came up, when they left. We sent a few shells after
them.

I have brought up with me three large flaps, with which I can ferry
the regiment over. I left orders at New Berne for the Commodore Hull
and Shokokon to join me as soon as possible.

On our way up the river this morning we were overtaken by three
canal boats loaded with troops (which had come from Norfolk, I believe),
which followed us up and are now lying along the western shore, the
troops having debarked on that side.

I have not yet had an interview with the colonel commanding, but
expect to see him shortly. In the meantime I am getting the ferry
rigged.

10 p. m.—Colonel [E. V.] Sumner has just been aboard and informed
me of his plans and the object of the expedition.

The ferry works beautifully, and his regiment will soon be across.

He intends marching on Murfreesboro to-night to get there to-morrow
morning, if possible. I have started the dragging boats ahead again,
and shall try to be there as soon as he.

I am a little anxious about my supply of coal. Several months ago
the shipment from Philadelphia was discontinued on account of the
accumulation at New Berne of a large amount, caused by the withdrawal
of several vessels from this district. In February the superfluous
amount had been consumed, and I wrote to Commodore Adams (by your
direction) to resume the shipment, and I have written many times since
then, but as yet no coal arrived, and the coal at New Berne is run-
ning short. I wrote two days ago to Captain [J. M.] Berrien and
Lieutenant-Commander [W. C.] West asking each of them to send me 500 tons. Will you please see that coal is sent here?

Very respectfully, your obedient servant,

W. H. Macomb,
Commander, Comdg. District Sounds, North Atlantic Squadron.

Rear-Admiral D. D. Porter,
Commanding North Atlantic Squadron.

Order of Rear-Admiral Porter, U. S. Navy, to Commander Ronckendorff, U. S. Navy, for the removal of obstructions in view of the reported evacuation of Petersburg and Richmond.

FLAGSHIP MALVERN,
City Point, Va., April 3, 1865.

CAPTAIN: The admiral directs me to inform you that Petersburg was evacuated last night; that General Grant is in pursuit of the rebel army, and that it is generally supposed that Richmond has been evacuated. As this latter is not certain as yet, the admiral says be careful how you proceed until assured how far you may go. There must be no accident happen. Remove all our torpedoes carefully and such of the obstructions as may prevent the free navigation of the river, using our torpedoes for this purpose if necessary. Be careful and thorough in dragging the river for torpedoes and send men along the banks to cut the wires. Keep the Unadilla and Chippewa and Commodore Perry to assist you. Use all dispatch consistent with thorough work, letting the Commodore Perry cover the boats in their operations. The admiral also says he wishes you to be impressed with the necessity of driving ahead, but to have no accidents happen.

Please send me any reliable information you may have—what the explosions in your direction were.

Respectfully, your obedient servant,

K. R. Breese,
Fleet Captain.

Commander Wm. Ronckendorff,
Commanding Onondaga.

[Telegram.]

FLAGSHIP MALVERN,
City Point, April 3, 1865.

Send the Tristram Shandy here immediately, and the Pakkee to Pagan Creek to report to Lieutenant-Commander Selfridge.

DAVID D. PORTER,
Rear-Admiral.

Commander E. T. Nichols,
Senior Navy Officer, Fortress Monroe, Va.

[Telegram.]

CITY POINT, April 3, 1865.

Send the Miami and Commodore Barney here without delay.

DAVID D. PORTER,
Rear-Admiral.

Commander J. C. Beaumont,
Commanding U. S. S. Mackinaw, Appomattox River,

U. S. IRONCLAD SANGAMON,
Hampton Roads, May 24, 1865.

Sir: I have the honor to forward to the Department a prize list for rebel naval property captured at Richmond. On the afternoon of the 3d of April a telegram from Admiral Porter to Commander William Ronckendorff was shown me, ordering the river to be at once cleared of torpedoes as far up as Richmond, and Commander Ronckendorff ordered me to take charge (with the assistance of Lieutenant-Commanders Potter and Ramsay) of that duty and organize the party. The work commenced on the evening of the 3d, and was carried on until the wharves of Richmond were reached. The tugboats Alpha, Watch, and Saffron accompanied the expedition, and on the way back towed the rebel ram Texas down the river. Boats from the Sangus, Sangamon, Atlanta, Lehigh, Onondaga, Mahopac, Chippewau, Unadilla, Oaseo, and Monadnock were at Richmond when the rebel property named in the prize list was taken possession of. The work, instead of commencing at 6 o'clock on the morning of the 4th, commenced on the morning of the 3d. I have the honor to enclose the order sanctioned by Commander Ronckendorff for the organization and carrying out the duty assigned me. As a portion of the fleet at times was close astern of the boats, other boats may have been sent to assist. The steamer Commodore Perry accompanied as far as the Rocketts, and served rations to the crews of the boats. On my return from leave of absence I was informed that Rear-Admiral Porter directed prize lists to be made out for the capture of this property.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant-Commander.

[Enclosures.]

U. S. S. MONADNOCK,

Lieutenant-Commander Chandler will, with Lieutenant-Commanders Ramsay and Potter, take charge of a party detailed for the purpose of removing torpedoes from the James River.

You will be careful and thorough in dragging the river for torpedoes and send men along the banks to cut the wire. The Commodore Perry will assist you. Use all dispatch consistent with thorough work, letting the Commodore Perry cover the boats in their operations. Let this work be pushed ahead, but be careful that no accidents happen. Boats and men will be furnished you from the different vessels.

Respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

U. S. S. SANGAMON,
James River, April 3, 1865.

At 6 o'clock to-morrow morning the vessels, viz, the Sangus, Atlanta, Lehigh, Onondaga, Mahopac, Chippewau, Unadilla, and Oaseo will send two boats to the Sangamon equipped for dragging for torpedoes. The boats should be armed and will take position in the following order, heads upstream:
Each boat’s bow laps the port quarter of the boat just ahead and will lap within 2 or 3 feet of her. Each vessel will send an officer to take charge of the two boats. Lieutenant Gillett, of the Sangamon, and Lieutenant Reed, of the Lehigh, will have charge of shore parties to keep ahead of the boats and cut all torpedo wires. The wires should be cut in two places. Lieutenant Gillett will take the right bank going up and Lieutenant Reed the left. Twenty men from the Monadnock will be detailed for this service and will be armed as skirmishers with at least twenty rounds of ammunition. Two pairs of shears should be furnished the shore parties. The officer in charge will throw out the pickets, leaving two men to follow the beacon to cut the wires. Lieutenant-Commander Potter, of the Chippewa, or myself, will superintend the work.

The parties will be detailed and placed under their respective officers on their arrival at the Sangamon. The steamer Commodore Perry will follow the boats to protect them.

Commander William Ronckendorff, of the Monadnock, has sanctioned the above plan of operations.

Very respectfully,

R. Chandler,
Lieutenant-Commander, U. S. Navy.

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Report of Commander Rhind, U. S. Navy, regarding tugs placed at the disposal of the army authorities.

U. S. S. Agawam,
New Bern, April 3, 1865.

Sir: The tugs Gamma and Delta (7-foot propellers) arrived this morning and the Wilderness yesterday afternoon. The latter draws 6 feet and is a fine vessel when in good order. I had a telegram through General Palmer, asking that five of the tugs be placed at the disposal of Sherman’s quartermaster, and I went ashore, notified Colonel Conklin that the vessels were here and ready for service. He asked that they be turned over to Captain Kimball, quartermaster here. I have given the commanding officers orders to report to Captain Kimball. It seems to me they don’t know what to do with them, now that they have them.

Two coal schooners from Philadelphia arrived yesterday; one will go to you after I take out a little. I hear there are two others at Hatteras
Inlet, deep loaded. We had better stay there. The Nyack, being partly loaded, will be tilted and sent up also.

Very respectfully,

A. C. Rhind,
Commander.

Commander W. H. Macomb.
The Beaufort, drawing 11 feet or over, one of the vessels mentioned in the list of light drafts, is at Hatteras Inlet. I sent word to Captain Booher to tell her commanding officer to await orders from you. She can not cross the Swash.

Report of Commander Rhind, U. S. Navy, regarding the condition of the Neuse River as to obstructions.

U. S. S. Agawam,
New Berne, April 3, 1865.

Sir: I received yesterday by the Wilderness your order of March 27, ordering the obstructions in the Neuse "removed sufficiently so as to allow gunboats to go up." Vessels drawing over 4 to 4½ feet can not navigate the river above this. When the army under General [J. D.] Cox moved on Kinston I had the obstructions examined, and found a sufficient passage through for boats that could ascend the river. I then sent up an expedition in two light-draft steamers, borrowed for the occasion from the Quartermaster's Department.

On the arrival of the Whitehead I tried to get her up, but she could only advance about 12 miles above the obstructions, owing to her draft (7 feet).

Since then the light-draft steamers of the Quartermaster's Department have been using the river, finding no difficulty in getting through the obstructions. I offered to blow up a wreck to widen the passage (now about 70 feet), but it was not thought necessary or advisable.

Respectfully, your obedient servant,

A. C. Rhind,
Commander.

Rear-Admiral D. D. Porter,
Commanding North Atlantic Squadron.


U. S. S. Mendota,
Hampton Roads, April 4, 1865.

Admiral: Upon the receipt of the glorious news yesterday all the naval vessels in the roads dressed with flags, and a salute fired from the Sabine. I had hoped, after watching and waiting eleven months in the James River, that I should have been at the front when the move was made, and am much disappointed not to be able to move up with you, even though the passage to Richmond is probably a peaceful one. Your telegram giving me permission to come up, provided I could leave any one in my place, was received last night, but the only vessel here, the Sabine, is under orders from the Department to go to Philadelphia. The Fahkee and Tristram Shandy had been dispatched in accordance with your telegraphic order; so here I am, with small prospect of getting up unless some vessel from above can take my place. The light-draft Ohino arrived during the night under convoy of the Hunterville. I have sent her to Craney Island for coal, she having less than a day's
supply on board. The French steam advice boat D’Estaing arrived night before last from New York. I offered the usual civilities, etc. Yesterday morning the English yacht Octavia came in with her own colors flying, and also an American flag at the fore. As she passed the Styx she saluted by dipping her flags, and also dipped the American flag. When passing this vessel she did not salute. I immediately sent an officer on board to demand an explanation of the dipping of our flag to a foreign vessel of war. The explanation given was that everybody was green on board and our flag had been dipped once by mistake, for which profuse apologies were made, and any intent of disrespect disclaimed. Subsequently the owner came on board, and in person made ample apologies.

Very respectfully, your obedient servant,

Ed. T. Nichols,
Commander.

Rear-Admiral D. D. Porter,
Commanding North Atlantic Squadron.

Report of Rear-Admiral Porter, U. S. Navy, regarding operations following the evacuation of Richmond.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, April 5, 1865.

SIR: As the movements here have been of a military character, and have been regularly reported to the War Department, I have not deemed it necessary to report anything to the Department. After I was satisfied that the rebels were about to evacuate Richmond, I commenced removing the obstructions below Howlett’s battery, and in the course of the night after succeeded in getting a channel through and removed the torpedoes.

The gunboats moved up to Drewry’s, where the obstructions again presented a bar to further progress.

On the 4th of April I accompanied the President up to Richmond, where he was received with the strongest demonstrations of joy. We found that the rebel rams and gunboats had all been blown up, with the exception of an unfinished ram, the Texas, and a small tug gunboat, the Beaufort, mounting one gun.

The following is a list of the vessels destroyed: Virginia, flagship, 4 guns, ironclad; Richmond, 4 guns, ironclad; Fredericksburg, 4 guns, ironclad; Nansemond, 2 guns, wooden; Hampton, 2 guns, wooden; Roanoke, 1 gun, wooden; Torpedo, tender; Shrapnel; Patrick Henry, school ship.

Some of them are in sight above water, and may be raised. They partly obstruct the channel where they are now, and will either have to be raised or blown up.

The Beaufort and Texas I have taken for the use of the Navy.

Tredagar Works and the naval ordnance depot remain untouched.

Very respectfully, your obedient servant,

David D. Porter,
Rear-Admiral.

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

*See Official Records of the Union and Confederate Armies in the War of the Rebellion, Vol. XLVI, Parts I and III.
Order of Rear-Admiral Porter, U. S. Navy, to the commanding officer of the U. S. forces at Drewry's Bluff, regarding the clearing of torpedoes from the James River.

OFF RICHMOND, VA., April 5, 1865.

SIR: I send you two gentlemen (Mr. R. O. Crowley and Mr. E. Moore) who will point out to you where the torpedoes are located in your vicinity, also where the electric batteries are situated. You will have these torpedoes exploded, taken up, or destroyed as soon as possible.

Have all places pointed out thoroughly examined. Save the batteries after you have used them. Use the utmost dispatch in carrying out this order.

Respectfully, etc.,

DAVID D. PORTER,
Rear-Admiral.

COMMANDING OFFICER U. S. NAVAL FORCES,
Drewry's Bluff, James River, Virginia.

P. S.—Plant buoys with a red flag on them in any suspicious places.


OFF RICHMOND, VA., April 5, 1865.

SIR: Proceed with the Mahopac under your command to Washington navy yard and report your arrival to the honorable Secretary of the Navy.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander A. W. WEAVER,
U. S. S. Mahopac.


NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, Off Richmond, Va., April 5, 1865.

SIR: Proceed with the Saugus under your command to Washington navy yard and report your arrival to the honorable Secretary of the Navy.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant B. F. DAY,
Commanding Saugus.


U. S. S. SHAMROCK,
Meherrin River, near Murfreesboro, N. C., April 5, 1865.

ADmiral: We arrived here on the 3d, still encountering no opposition. No torpedoes have been found, though we have been up the Chowan as far as the Blackwater.
There are about 100 rebel cavalry hanging about here, but they do not attempt to attack us, although we have marched our men through the town. This seems to be all the troops they have in this neighborhood.

I left the Wyaliusing to hold Winton, and there are also at that place some 200 United States infantry. Colonel [I. V.] Sumner did not pass through this place as he had intended, on account of the bridge over the Potecasi Creek and other small rivers being burned. I learn from negroes (whom I consider more reliable than the white men) that Colonel Sumner is pushing on toward Weldon, having passed through St. John and Jackson, [N. C.]. The other force which Colonel Sumner told me was moving in the same direction along the Seaboard and Roanoke Railroad, is reported to be at Boykin's Depot.

The steamer Shokokom arrived at Winton yesterday, and I have stationed her a short distance below here near an ugly bluff some 60 or 80 feet high, on which I thought the rebels might give us some trouble on our return. There were some rifle pits on the brow of this bluff, but I sent a party down there and had them filled up. There is also an old earthwork, made to mount six guns, a short distance below here, which I have had partially destroyed. The river is rather narrower than the Roanoke, but not quite so crooked. I got 50 men (soldiers) from Winton to hold the bluff till we have passed, the river being very crooked and narrow at this point, so much so that we are unable to steam by, but will have to warp the ship round.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding District Sounds.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.


U. S. S. WYALUSING,
Off Winton, April 5, 1865.

Sir: I send you the note just brought in by an officer of Colonel Sumner's command. I presume before this reaches you he will have arrived at Murfreesboro. I will hold on here till further orders. I send the scows up by the transports in case they should be wanted by the colonel.

I am, yours, respectfully,

EARL ENGLISH,
Lieutenant-Commander, Commanding U. S. S. Wyaliusing.

Commander W. H. MACOMB,
Commanding District of Sounds, North Carolina.

[Enclosure.]

FIRST NEW YORK MOUNTED Rifles,
Rich Square, Va. [N. C.], [April 5], 1865,—7 o'clock a.m.

Commodore MACOMB: I have returned to this place. Will march to-day for Murfreesboro, and would like to see you there this evening on a matter of importance. I will arrive there probably about 2 o'clock p.m.

The bearer will tell you what I want done.

E. V. SUMNER,
Colonel New York Mounted Rifles, Commanding.
NORTH ATLANTIC BLOCKADING SQUADRON.

[Telegram.]

RICHMOND, April 6, 1865.

The tug *Zeta* has been sent to the Potomac Flotilla to report to Commander Parker.

D. D. PORTER,
Rear-Admiral.

Hon. Gideon Welles,
Secretary of the Navy.

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U. S. S. Unadilla,
James River, April 6, 1865.

Sir: I have the honor to report that in obedience to your order of the 5th instant, I endeavored to recover the torpedoes in the river, but could not find them. Near Battery Semmes sixteen torpedoes (friction) were planted. I dragged there for several hours, but failed to find them. When they were planted a channel way more than 100 feet wide was left on the right side of the river. I placed four buoys, with red flags on them, to show the clear channel. These buoys must be left on the starboard hand going up the river.

Just above Howlett's battery is a nest of fourteen friction torpedoes, which I have buoyed in the same manner.

All galvanic batteries were carried off or destroyed. At Chaffin's Bluff there was a torpedo containing 1,700 pounds of powder. At Battery Semmes there were two, containing 850 pounds each, and at Howlett's one containing 1,400 pounds. I cut the wires of them all close down, so that they are now perfectly harmless. I attempted to raise one, but could not. As soon as the work was finished I allowed Mr. Moore and Mr. Crowley to return to Richmond.

I was obliged to bring my vessel down to do the work, and came through the obstructions to get a better anchorage.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant-Commander, Commanding.

Rear-Admiral D. D. Porter,
Commanding North Atlantic Squadron.

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Order of Rear-Admiral Porter, U. S. Navy, to Commander Renshaw, U. S. Navy, to proceed with dispatches for General Sherman to Beaufort, N. C.

FLAGSHIP MALVERN,
Off City Point, Va., April 6, 1865.

Sir: You will proceed without delay to Beaufort, N. C., carrying the accompanying dispatches, and have them telegraphed at once to General Sherman, after which you will proceed through Hatteras Inlet to the sounds of North Carolina and report to Commander Macomb for duty.

Use all the haste you can, as these dispatches are very important.

Respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Commander R. T. Renshaw,
Commanding U. S. S. Massasoit, City Point, Va.
[Telegram.]

CITY POINT, April 7, 1865.

Leave this evening as convoy to President to Washington. Can you have Potomac River pilot and any mail for me on board the Mendota as I pass?

Jno. S. Barnes,
Lieutenant-Commander, Commanding Bat.

Commander Nichols,
U. S. S. Mendota, Senior Naval Officer.

[Telegram.]

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Norfolk, April 7, 1865.

SIR: The steamers Commodore Morris and Aries were dispatched from this yard yesterday to assist Commander Nichols in the effort to retake the steamer recently captured by rebels.

Respectfully,

J. M. Berrien,
Commandant.

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


U. S. S. Mendota,
City Point, April 7, 1865.

Admiral: I had the honor on the 5th instant to inform you by telegraph that I had received a telegram from the honorable Secretary of the Navy, directing me to use my best exertions to recapture the steamer Harriet De Ford from a gang of rebel marauders, etc. I had previously received the news of her capture and at once telegraphed it to the commander of Potomac Flotilla, and also sent off the armed tug Young America to notify the gunboats in the Rappahannock River and to guard the Wolf Trap light vessel. Upon receiving the telegram from the Department, I determined to go myself in search, but before doing so, wrote to Captain Berrien requesting him to send on this service any vessels at the yard that were available. I proceeded to Point Lookout that night and communicated with the commander of the Potomac Flotilla. Finding that he had ample force and was prosecuting the search, I returned on the 6th to my station in Hampton Roads and reported my return to you by telegraph and to the Department by letter. Finding the Morris in the roads (sent down by Captain Berrien), I sent her to Cherrystone and Back River, to return to-day. About an hour after my return the Young America came in with the information that the Harriet De Ford was in Indian Creek and gunboats had gone up after her. The Morris returned this morning from Cherrystone with information that the Stepping Stones had been sent into Indian Creek to recapture the steamer. I this morning turned over the command in the roads to Commander Temple and proceeded to this place, where I arrived at about 8 p. m. this day.

Very respectfully, your obedient servant,

Ed. T. Nichols,
Commander.

Rear-Admiral D. D. Porter,
Commanding North Atlantic Squadron.

U. S. S. MACKINAW,
Appomattox River, April 7, 1865.

SIR: I have the honor to inform you that in obedience to your order of this date I immediately dispatched two boats in charge of Mr. [A. J.] Louch, executive officer of this vessel, to examine the obstructions in this river and drag for torpedoes.

Mr. Louch has just returned, and reports that he has dragged the river as high as Petersburg and examined its banks for conducting wires, and feels assured that aside from the difficulty in passing through the obstructions at Fort Clifton, where the passage is but about 25 feet wide, vessels drawing not more than 5 feet may navigate the river in safety. The passage through these obstructions can easily be enlarged. I shall continue the examination of the river to-morrow, and, if possible, engage a tug for that purpose.

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

J. O. BEAUMONT
Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander Macomb, U. S. Navy, regarding the return to Winton, of expedition into Meherrin River.

U. S. S. SHAMROCK,
Dist. of the Sounds of N. C., Winton, N. C., April 7, 1865.

ADMIRAL: We arrived here from Murfreesboro last night without accident. The army force has returned and are going back to Suffolk. They found Weldon too strong for them, but succeeded in cutting the Seaboard Railroad near Seaboard for about a mile.

I shall lie here some time longer in order to be ready for any more troops that may wish to cross.

Very respectfully, your obedient servant,

W. H. MACOMB
Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant-Commander Phelps, U. S. Navy, regarding affairs at Wilmington, and the proposed celebration of the evacuation of Richmond.

U. S. S. LENAPEE,
Wilmington, N. C., April 8, 1865.

SIR: I have the honor to report all quiet in this section, there having been no appearance or information of rebel soldiers in this vicinity since my last report.

I have kept a large gang of men and the Republic, when she could be spared from other duty and the weather permitted, employed in removing obstructions, and have been very successful in widening the channel.
The rebels executed their work so well that it is slow business, but I hope in two weeks more to finish, when I shall endeavor to recover the rebel torpedo boat.

I have had the Armstrong gun at Fort Caswell moved to the wharf ready for shipment, but as yet have been unable to find a vessel to take it.

The prevailing epidemic in Wilmington—typhoid fever—appears to be about the same, without any perceptible increase or decrease.

On yesterday an official dispatch was received from General Sherman, conveying the glorious news of the occupation of Richmond by our troops, and in conjunction with the army I have directed the naval vessels here to set apart this day to celebrate the great event with appropriate ceremonies, which I trust will meet with your approval.

Since my last report the Nyack, Eolus, and Fort Donelson have left these waters, in obedience to your orders, and the bark Release arrived.

I am, very respectfully, your obedient servant,

THOS. S. PHELPS,
Lieutenant-Commander, Senior Officer in Cape Fear River.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

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U. S. S. SHAMROCK,
Dist. of the Sounds of N. C., Winton, N. C., April 8, 1865.

SIR: Enclosed please find receipts for the steamer Philadelphia and cargo, from D. Heaton, Treasury agent at New Berne, N. C.

This vessel was found transporting contraband of war into places under control of the rebels, and was seized by me and held till I was directed by Admiral Porter to turn her over to the Treasury agents and forward a receipt to the Department.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

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Report of Commander Febiger, U. S. Navy, regarding a reconnoissance in search of Confederate floating battery reported to be in the Roanoke River.

U. S. S. MATTABESETT,
Plymouth, N. C., April 9, 1865.

SIR: I yesterday received information that a floating battery had been seen some 8 or 10 miles up the river last night. I sent the launch of this vessel to make a reconnoissance, they proceeding to Jamesville and returning without seeing the battery, having passed it, supposing it to be the wreck of the Otsego. To-day the launch of the Iosco and first cutter of this vessel, under command of Lieutenant Franklin, went up the river and found the battery sunk about 8 miles above this place. The affair is in a dismantled state, and at present shows between 2 and 3 feet of the top of the casemates above water.

I suppose the advance of our troops toward Weldon caused its being set adrift, and in all probability it was sunk by one of the torpedoes.
planted in the river near where it now lies. The statement of a fisherman, residing near the locality, is that it came down on the night of the 5th instant, at which time one or two supposed guns were heard up the river by the Ceres, stationed at the obstructions.

Enclosed is the report of Lieutenant Franklin.

Very respectfully, your obedient servant,

Jno. C. FEBIGER,
Commander.

Commander W. H. MACOMB,

[Enclosure.]

U. S. S. IOSCO,
Plymouth, N. C., April 9, 1865.

SIR: In obedience to your verbal orders of 8th instant, I took charge of the boats, bound up the Roanoke, for the purpose of reconnoitering the rebel floating battery, reported to be somewhere below Jamesville. I found the object sought, about 9 miles above here sunk on a sand bar, nearly in the middle of the river, in the depth of 2½ or 3 fathoms water, only about 2 feet of the casemates being visible. I found it to be a four-sided box, 20 feet square on top, with sides sloping at an angle of about 45°. Height between decks, 8 feet, the box composed of heavy timber frames with a layer of yellow pine 1½ feet thick. On two of the sides this pine had been covered with 6-inch oak, bolted athwartships. I found two ports on either side. Soundings with ears and boat hooks over her floor, but could discover no evidence of scuttling. Fished up several pieces of chain, iron rods, and an old hand pump from her floor. To complete her ruin I cut in the pine end three beds for seating fires, and after filling them with combustibles and pitch wood, fired the work myself, withdrew my men, and started on the return. So long as the battery was in sight, I could see with my glass, my fires blazing brightly, and think that the destruction of that portion above water may be assumed as complete.

Very respectfully, your obedient servant,

CHAS. L. FRANKLIN,
Lieutenant, U. S. Navy.

Commander JOHN C. FEBIGER,
Senior Officer Present.


OITY POINT, VA., April 10, 1865.

SIR: Cruise between Cape Henlopen and Willoughby's Spitlight-boat. Permit no vessel or steamer to go out unless strictly examined and her character thorougly ascertained. Efforts are being made on the part of rebels to capture, pillage, and destroy everything they can, and they may attempt to get to sea.

Lieutenant-Commander Watmough will assign the limits of your cruising ground.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral.

Lieutenant-Commander D. L. BRAINE,
Commanding U. S. S. Pequot.

[Order of same date and like tenor to Acting Volunteer Lieutenant H. H. Gorringe, commanding U. S. S. Monticello.]

CITY POINT, VA., April 10, 1865.

Sir: The Pequot, Monticello, and Delaware will, with your vessel, cruise between Cape Henlopen and Willoughby's Spit light-boat, and you will assign the beat of each vessel. Permit nothing to go out of the bay without being examined and her character thoroughly ascertained. I enclose you a copy of a letter* from Commander Parker, showing the objects of the rebels.

Very respectfully,

D. D. PORTER,
Rear-Admiral.

Lieutenant-Commander P. G. WATMOUGH,
Commanding U. S. S. Kansas.

Report of Rear-Admiral Porter, U. S. Navy, naming vessels to be transferred to Potomac Flotilla.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, City Point, Va., April 10, 1865.

Sir: Agreeable to your order, I have sent the following vessels to report to Commander Parker: Delaware, Commodore Barney, Cactus, Watch, Casco, Chimo.

These are the lightest draft and best vessels here; the two latter are iron and carry heavy guns and can lie in shoal water at any point where it is desirable to have a gunboat. There are other vessels on the list I forwarded a few days since, which will do for service on the Chesapeake if they are needed.

I have the honor to be, very respectfully,

D. D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

FLAGSHIP MALVERN,
City Point, Va., April 10, 1865.

The committee on the Conduct of the War contemplate visiting Hampton Roads. If they want to come up here, place a vessel at their disposal to do so.

The Alabama will be there this evening to take them to Wilmington, if they wish to go there.

[David D. Porter],
Rear-Admiral.

Commander WM. RONCKENDORFF,
Commanding Monadnock, Hampton Roads, Virginia.


U. S. S. MASSACHUSETTS,
Plymouth, N. C., April 10, 1865.

Sir: A provision schooner in tow of the Eolus arrived this afternoon, and I shall have her ready to send up to you to-morrow by the Shokokon.

* See Series 1, volume 3, p. 547.
The Albermarle left this afternoon, accompanied by the Ceres, Martin, and Belle, the latter to return here after the Albermarle is across North River Bar, the two former to continue with her to Norfolk.

I have kept the Bolus here to picket the obstructions, as we hear a rumor that the enemy sent down the floating battery to clear the river for some future movement.

* * * * *

Very respectfully, your obedient servant,

Jno. C. FEBIGER,
Commander.

Commander Wm. H. MACOMB,
Commanding Sounds of North Carolina, Winton, N. C.

[Telegram.]

CITY POINT, VA., April 11, 1865.
(Received 6:30 p.m.)

The Committee on the Conduct of the War have arrived and want to go to Charleston. I have ordered the Alabama fixed up for them. Has the Department any orders to give?

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.


CITY POINT, VA., April 11, 1865.

SIR: Take your station at 3 miles below Rocketts as guard ship. Examine all vessels not in the quartermaster's employ, such as butchers, etc., and permit none to proceed to Richmond unless they have a regular permit from General Patrick, provost-marshal-general.

Respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant A. P. FOSTER,
Commanding Commodore Perry.


CITY POINT, VA., April 11, 1865.

SIR: Proceed up James River to a position 1 mile above Falling Creek until further orders, exercising due vigilance in the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander J. H. SPOTTS,
Commanding U. S. S. Paeon.

CITY POINT, VA., April 11, 1865.

SIR: You will take your station at Drewry's Bluff until further orders. Exercise due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander E. T. NICHOLS,
Commanding U. S. S. Mendota.


CITY POINT, VA., April 11, 1865.

SIR: Take your station just above Howlett's battery until further orders. Exercise due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander H. C. BLAKE,
Commanding U. S. S. Onondaga.


CITY POINT, VA., April 11, 1865.

SIR: Take your station at City Point, at the junction of the Appomattox, until further orders. Exercise due vigilance for the protection of vessels navigating the river. Permit no vessels, such as sutlers' etc., to go up the Appomattox, unless regularly permitted by the provost-marshal-general, General Patrick, except those in the army employ.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant G. W. GRAVES,
Commanding U. S. S. Miami.


CITY POINT, VA., April 11, 1865.

SIR: Take your station in Chippeoak Creek until further orders, exercising due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander R. CHANDLER,
Commanding U. S. S. Sangamon.

CITY POINT, VA., April 11, 1865.

SIR: Take your station at Windmill Point, [James River], until further orders. Exercise due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander A. A. SEMMES,
Commanding U. S. S. Lehigh.


CITY POINT, VA., April 11, 1865.

SIR: Take your station until further orders at Chickahominy River, exercising due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander RAMSAY,
Commanding U. S. S. Unadilla.


CITY POINT, VA., April 11, 1865.

SIR: Take your station at Hog Point until further orders, exercising due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander J. C. BEAUMONT,
Commanding U. S. S. Mackinaw.


CITY POINT, VA., April 11, 1865.

SIR: Take your station at Swan's Point until further orders, exercising due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander L. PAULDING,
Commanding U. S. S. Eutaw.

CITY POINT, VA., April 11, 1865.

SIR: Take your station halfway between Hog Point and Day's Point, exercising due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander J. L. DAVIS,
Commanding U. S. S. Sassacus.


CITY POINT, VA., April 11, 1865.

SIR: Take your station in the mouth of the Nansemond River until further orders.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander C. H. WELLS,
Commanding U. S. S. Galena.


CITY POINT, VA., April 11, 1865.

SIR: Take your station at Aiken's Landing until further orders. Exercise due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Lieutenant-Commander E. E. POTTER,
Commanding U. S. S. Chippewa.


CITY POINT, VA., April 11, 1865.

SIR: Take your station in Turkey Bend until further orders, and exercise due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Acting Volunteer Lieutenant T. J. WOODWARD,
Commanding U. S. S. Atlanta.

CITY POINT, VA., April 11, 1865.

SIR: Take your station just above Wilson's wharf until further orders, exercising due vigilance for the protection of vessels navigating the river.

Very respectfully,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commander J. M. B. Clitz,
Commanding U. S. S. Osceola.

Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the U. S. S. Alabama.

NAVY DEPARTMENT, April 12, 1865.

SIR: Order the U. S. S. Alabama to proceed off Mobile and report to Acting Rear-Admiral H. K. Thatcher for duty in the West Gulf Blockading Squadron.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Rear-Admiral D. D. Porter,
Commanding North Atlantic Blockading Squadron, City Point, Va.


U. S. IRONCLAD ONONDAGA,
James River, Virginia, April 12, 1865.

SIR: I find that Warwick Bar has a line of obstructions, extending across the river, of vessels filled with sand and stones. Two of them were removed yesterday, leaving a clear passage 200 feet wide and 16 feet deep.

To-day I am in hopes to remove sufficient of the piling of the bridge to admit of a free passage up the river, after which all of the force will be put to work at Drewry's Bluff, and then up and down the river, increasing the channel to the extent that the material I have at command will admit of.

The most water that I have been able to find at any time at Trent's Reach Bar is 12 feet 6 inches. The depth of water can, however, be increased by the use of torpedoes, should you be pleased to direct it and give the necessary order to supply the materials.

Very respectfully, your obedient servant,

HOMER C. BLAKE,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, City Point, Va.
Instructions from Rear-Admiral Porter, U. S. Navy, to Commodore Radford, U. S. Navy, for the guidance of the latter in temporary command of the squadron.

FLAGSHIP MALVERN,
City Point, Va., April 12, 1863.

COMMODORE: As I am about to leave the squadron for a short time, I wish you to carry out the following instructions, and, for your guidance in the management of the fleet in my absence, I send you a list of vessels, with their present stations, duties, etc.

You will open all official letters addressed to me, and act at your discretion concerning the matter contained therein.

Collect everything belonging to the rebel Navy at or near Richmond, and appoint boards to examine and appraise each vessel or article, including the Texas at Norfolk navy yard, whether everything must be sent, and requesting Captain Berrien to afford proper storage or protection from the weather. Have duplicate invoices of appraisement made out, signed by the appraisers.

Lieutenant-Commander Parker, commanding U. S. S. Munnec, has been instructed by me to procure all the information possible in these matters and report to you.

It is said there are engines, boilers, etc., at Richmond for the Texas, as also for the two torpedo boats building. These must be obtained, with the iron plating, etc., belonging to the Texas.

I enclose you general orders on the subject of trade in oystering, etc., along the river, together with General Grant's orders on the subject, which I wish carried out.

Acting Ensign Ottiwell, on board the Charles Phelps, a hulk at Craney Island, has charge of all coal matters about here. I have directed him to send 500 tons to Beaufort, N. C., New Inlet, and New Berne, respectively. The coal should be discharged as rapidly as possible, to prevent demurrage dues, keeping only enough afloat for immediate wants. Commander Macomb, by my direction, regulates coal matters in the sounds [of] North Carolina, corresponding with Commodore Adams direct.

Stores, etc., wanted in the sounds should be procured from Beaufort as far as possible, and the Secretary of the Navy wishes everything sent north that can be spared, and great care to be exercised in the approval of requisitions.

The vessels in the Cape Fear River procure their supplies from Beaufort as required. I have requested the Chief of Bureau of Equipment, etc., to send 500 tons coal to Beaufort and New Inlet, which, with what I have already ordered, will answer all probable wants.

The Secretary of the Navy has ordered three vessels to be kept between Cape Charles and Hampton Roads (to board any vessels going out of the bay, to see that no improper persons are on board or other than proper ones in possession), the Kansas, Pequot, and Monticello.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Commodore W. RADFORD,
Commanding James River Div., North Atlantic Blockading Squadron.
Report of Commander Macomb, U. S. Navy, regarding the rumored evacuation of Weldon, N. C.

U. S. S. Mattabesett,
Dist. Sounds of N. C., Plymouth, N. C., April 13, 1865.

Admiral: I have the honor to report that I have information from many different sources, which seems too strongly corroborated to be false, that the rebels have evacuated Weldon, burning the bridge, destroying the ram at Edwards Ferry, and throwing the guns at Rainbow Bluff into the river.

Except for torpedoes the river is therefore clear for navigation. The floating battery, as I informed you in my No. 144, has got adrift from Halifax and been blown up by one of their own torpedoes. She now lies between here and Jamesville.

Very respectfully,

W. H. Macomb,
Commander, Commanding.

Rear-Admiral D. D. Porter,
Commanding North Atlantic Squadron.


City Point, Va., April 14, 1865.

General: I have just received your communication, on the eve of departure, and you will excuse the liberty of my letter. I have directed all officers on the different boats to allow no oystering, unless the persons wishing to oyster or fish bring a permit from you or some provost-marshal. This rule was established to prevent improper persons from moving about the river and communicating with the enemy. All passes of whatever kind emanating from you will be recognized at once by the officers commanding the different vessels, and any of them will gladly give you any information that may enable you to regulate these fishing matters.

Very respectfully, your obedient servant,

David D. Porter,
Rear-Admiral.

Brigadier-General George H. Gordon, U. S. Army,
Commanding Eastern District Virginia.

List of vessels composing the North Atlantic Blockading Squadron, April 15, 1865.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agawam</td>
<td>10</td>
<td>Paddle</td>
<td>Commander A. C. Rhind</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Atlanta</td>
<td>3</td>
<td>Screw</td>
<td>Act. Vol. Lieut. T. J. Woodward</td>
<td>Turkey Bend</td>
</tr>
<tr>
<td>Anemone</td>
<td>4</td>
<td>do</td>
<td>Acting Ensign P. C. Asserson</td>
<td>Beaufort, N. C.</td>
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<tr>
<td>Arleta</td>
<td>3</td>
<td>Schooner</td>
<td>Acting Lt. Com. W. G. West</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Albatross</td>
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<td>Hulk</td>
<td>Acting Asst. Paymaster G. R. Watkins</td>
<td></td>
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<tr>
<td>Name</td>
<td>Guns</td>
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<tr>
<td>Alpha</td>
<td>Screw</td>
<td>do</td>
<td>Acting Ensign John Blake</td>
<td>James River</td>
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<tr>
<td>Belle</td>
<td>do</td>
<td>do</td>
<td>Acting Master J. G. Green</td>
<td>Sounds, N. C.</td>
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<tr>
<td>Berkeley</td>
<td>do</td>
<td>do</td>
<td>Acting Ensign E. W. Rountree</td>
<td>Norfolk (repairing)</td>
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<tr>
<td>Bignonia</td>
<td>do</td>
<td>do</td>
<td>Acting Ensign H. D. Trott</td>
<td>Carrying dispatches</td>
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<tr>
<td>Bat</td>
<td>Paddle</td>
<td>do</td>
<td>Lieut. Com. J. S. Barnes</td>
<td>Commandor H. M. Todd</td>
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<tr>
<td>Commodore Hull</td>
<td>Act. Master H. H. Foster</td>
<td>Paddle</td>
<td>(Chesapeake)</td>
<td>Ordered to Chickahominy</td>
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<td>Coree</td>
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<td>Paddle</td>
<td>Acting Master H. Bingham</td>
<td>Towng rebel ram Alberene</td>
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<td>Commodore Morris</td>
<td>7</td>
<td>Screw</td>
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<td>Ordered to cruise Chesapeake Bay</td>
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<td></td>
<td>6</td>
<td>Screw</td>
<td>Acting Ensign G. W. Hadden</td>
<td>Guardship below Richmond</td>
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<td></td>
<td>5</td>
<td>Screw</td>
<td>Acting Ensign W. Ottwell</td>
<td>Clearing obstructions</td>
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<td></td>
<td>4</td>
<td>Screw</td>
<td>Acting Ensign and Pilot Griffin</td>
<td>Cranes Island</td>
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<td>3</td>
<td>Screw</td>
<td>Acting Master C. A. Crooker</td>
<td>Towing coal</td>
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<td>Screw</td>
<td>Acting Master J. H. Eldridge</td>
<td>Norfolk (repairing)</td>
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<td>Screw</td>
<td>Acting Master G. W. Wells</td>
<td>Ordered to Potomac Flotilla</td>
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<td>8</td>
<td>Screw</td>
<td>Acting Master H. W. Wells</td>
<td>Do</td>
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<td>Screw</td>
<td>Acting Master E. K. Kaysor</td>
<td>Beaufort, N. C.</td>
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<td>Screw</td>
<td>Acting Master J. A. Hamilton</td>
<td>Deep Bottom, James River</td>
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<td></td>
<td>Screw</td>
<td>Acting Ensign C. F. Russell</td>
<td>Sounds, North Carolina</td>
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<td></td>
<td>Screw</td>
<td>Acting Master C. W. Frost</td>
<td>Do</td>
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<td>Screw</td>
<td>Acting Master F. H. Webb</td>
<td>James River</td>
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<td>Acting Ensign H. Wheeler</td>
<td>Smithville, N. C.</td>
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<td>Lieut. Com. T. O. Solfridge</td>
<td>Sounds, North Carolina</td>
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<td></td>
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<td>Screw</td>
<td>Lieut. J. [P.] Fyfe</td>
<td>Do</td>
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<td></td>
<td>7</td>
<td>Paddle</td>
<td>Lieut. Com. C. H. Wells</td>
<td>Pugan Creek, James River</td>
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<td>Screw</td>
<td>Lieut. Com. S. B. Washburn</td>
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<td>Lieut. Com. L. Paulding</td>
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<td>Screw</td>
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<td>Screw</td>
<td>Acting Master S. E. Eldridge</td>
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<td>Screw</td>
<td>Lieut. Com. [J. S.] Thornton</td>
<td>Do</td>
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<td>Screw</td>
<td>Acting Master J. G. Green</td>
<td>James River</td>
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<td>Screw</td>
<td>Lieut. Com. A. A. Sommes</td>
<td>Do</td>
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<td></td>
<td></td>
<td>Screw</td>
<td>Commander W. Ronkendorff</td>
<td>Cape Fear River</td>
</tr>
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<td></td>
<td></td>
<td>Screw</td>
<td>Lieut. Com. J. Parker</td>
<td>Chesapeake Bay</td>
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<tr>
<td></td>
<td></td>
<td>Screw</td>
<td>Commandant R. T. Ronsah</td>
<td>Richmond, Va.</td>
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<td></td>
<td></td>
<td>Screw</td>
<td>Commandant C. J. Foiliger</td>
<td>James River</td>
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<td>Screw</td>
<td>Lieut. Com. P. G. Wathamgh</td>
<td>Do</td>
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<td>Screw</td>
<td>Lieut. Com. G. W. Young</td>
<td>Little River, North Carolina</td>
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<td>Screw</td>
<td>Act. Vol. Lieut. G. W. Graves</td>
<td>Cape Fear River</td>
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<td></td>
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<td>Screw</td>
<td>Commander E. T. Nichols</td>
<td>City Point, Va.</td>
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<td>Lieut. Com. D. L. Braime</td>
<td>Supply vessel, James River</td>
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<tr>
<td></td>
<td></td>
<td>Screw</td>
<td>Commandant J. M. R. Gilts</td>
<td>Sounds, North Carolina</td>
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<td></td>
<td>Screw</td>
<td>Lieut. Com. G. E. Belknap</td>
<td>City Point</td>
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<td></td>
<td></td>
<td>Screw</td>
<td>Commandant J. H. Spotts</td>
<td>Ordered to Washington</td>
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<td></td>
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<td>Screw</td>
<td>Acting Ensign F. H. Crandall</td>
<td>James River</td>
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<td></td>
<td>Screw</td>
<td>Acting Master H. H. Foster</td>
<td>Do</td>
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<td>Screw</td>
<td>Acting Master H. H. Foster</td>
<td>Chesapeake Bay</td>
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<td>Screw</td>
<td>Acting Master H. H. Foster</td>
<td>James River</td>
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</tbody>
</table>
Report of Lieutenant-Commander Phelps, U. S. Navy, regarding conditions in and about Wilmington, N. C.

U. S. S. Lenapee, Wilmington, N. C., April 15, 1865.

SIR: I have respectfully to report that affairs in this section remain quiet. A few days since about thirty rebel cavalry appeared at a place on Broad River, 25 miles from this place; their business seems to have been confined to the capture of horses.

The fever which has been so fatal here is at last rapidly disappearing and the sickness on the vessels decreasing.

The removal of obstructions has progressed slowly the past week on account of high winds, and the Republic becoming disabled by striking on the logs, bending the shoe and loosening the rudderpost, I have had her taken out on the army ways and the necessary repairs executed.

We have succeeded in raising the hull of the small steamer General Whiting. The hull is badly burned amidships, and the machinery has never been set up.

I am, very respectfully, your obedient servant,

THOS. S. PHELPS,
Lieutenant-Commander, Commanding.

Rear-Admiral DAVID D. PORTER, U. S. Navy,
Commending North Atlantic Squadron, James River, Virginia.
WASHINGTON, April 16, 1865.

Sir: To prevent the escape of the assassin who killed the President and attempted the life of Secretary of State, search every vessel that arrives down the bay. Permit no vessel to go to sea without such search, and arrest and send to Washington any suspicious persons.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral Porter, or Senior Officer, at Hampton Roads.

FLAGSHIP PHLOX, April 17, 1865.

Any vessel that has been searched by one of the three steamers now guarding the bay will not be detained by the others.

By order of

WM. RADFORD,
Commodore, Commanding James River Flotilla.

NORTH ATLANTIC SQUADRON,
U. S. Flagship Malvern, off City Point, Va., April 18, 1865.

Sir: Proceed with the vessel under your command to Mobile, and on your arrival report to Acting Rear-Admiral H. K. Thatcher, for duty in the West Gulf Squadron.

Respectfully, your obedient servant,

Acting Master GEORGE W. FROST,
Commanding U. S. S. Fort Donelson.


* See Series 1, volume 5, page 553.
Report of Captain Slaght, U. S. Army, regarding the seizure, by the U. S. Navy, of C. S. vessels.

DEPOT QUARTERMASTER'S OFFICE,
Richmond, Va., April 19, 1865.

COLONEL: I have the honor to report that the tugboat Beaufort, belonging to the rebel Government, was, at the time of occupation of this city by our forces, on the marine railways, having been hauled up by the rebels for repairs. On assuming the duties of my office, under your orders, I took possession of this steam tug but subsequently the Navy seized the vessel, launched her, and have her now in their hands alongside the gunboat Mauwme.

In my opinion the Navy had no right to this vessel whatever, but that she is clearly the property of the Army and should be turned in to the Quartermaster's Department, her services being at this time very much needed.

I would also report that the steam tug Seaboard (after having been taken charge of by an army officer at tree Hill Bridge and ordered up to this city some thirty hours after its surrender) was stopped while on its route here in the river by one of our gunboats and taken possession of, a prize crew being placed on board. On their endeavoring to take her to Norfolk they ran her aground near the obstructions, where she now lies sunk. I regard this boat as a proper prize to the Army, by right of capture, and she can be raised with little expense. She is very valuable as a towboat and greatly needed here for service.

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

JAS. C. SLAGHT,
Captain and Assistant Quartermaster.

Colonel J. B. HOWARD,
Chief Quartermaster, Army of the James.

[First endorsement.]

OFFICE CHIEF QUARTERMASTER.
Army of the James, Richmond, April 20, 1865.

Respectfully forwarded and the attention of the major-general commanding called to the fact that the Navy have, without authority or right, seized and taken possession of vessels which properly belong to the quartermaster's department of this army.

I would respectfully request that such action be taken as will enable the Quartermaster's Department to regain possession of these boats, in which case means will be taken to raise the sunken boat.

JOHN B. HOWARD,
Colonel and Chief Quartermaster, Army of the James.

[Second endorsement.]

HDQRS. DEPARTMENT OF VIRGINIA, April 22, 1865.

Respectfully forwarded to Commodore Radford for such report or remarks as he may have to make in the matter. As this place was taken possession of entirely and exclusively by the Army, and my orders in regard to public property are peremptory, I most respectfully ask if this report is correct.

E. O. C. ORD,
Major-General, Commanding.
Explanatory report of Lieutenant-Commander Parker, U. S. Navy, regarding the seizure of the late C. S. S. Beaufort.

U. S. S. MAUMEE,
Richmond, April 24, 1865.

SIR: In regard to the letter of James C. Slaght, captain and assistant quartermaster, referred to you by Major-General Ord, I have respectfully to state that I took possession of the Confederate naval steamer Beaufort by order of Rear-Admiral Porter, and under an order of Major-General Weitzel, at that time commanding Richmond.

Captain and Assistant Quartermaster Slaght was fully informed of the facts and the order of General Weitzel was by me exhibited to him personally at the time. The machinery of the Beaufort has been overhauled by the engineers of the Maumee, and the vessel and ways were put in order under my directions. The Beaufort was launched and is now in my keeping alongside of the vessel, as stated. As to the other matters set forth in the letter of Captain and Assistant Quartermaster Slaght, above referred to, I know nothing.

Very respectfully,
your obedient servant,

JAMES PARKER,
Lieutenant-Commander, Commanding Maumee.

Commodore Wm. Radford,
Commanding James River Flotilla.


U. S. S. PHLOX,
Richmond, Va., April 24, 1865.

SIR: In obedience to your order, I have the honor to report that being in advance of the fleet ascending James River, on board the Lilac, I discovered a tug ahead, near the upper bridge below Richmond, and on boarding her found that she was in possession of a crew from the Engineer Corps, rebel Army. I therefore took possession of her. I was careful to ask if any army officers or soldiers had been on board, or given any orders in reference to her, and was told there had been none on board, and no orders received from anyone.

Respectfully, etc.,

K. R. BRESEE,
Fleet Captain.

Commodore Wm. Radford,
Commanding North Atlantic Squadron, pro tem.

[Telegram.]

NAVY DEPARTMENT, April 20, 1865.

Order Roanoke to New York to anchor off battery. Captain Kilty will apply to commanding officer of station for suitable convoy.

G. WELLES,
Secretary of Navy.

Rear-Admiral D. D. Porter,
NORTH ATLANTIC BLOCKADING SQUADRON.

[Telegram.]

NAVY DEPARTMENT, April 20, 1865.

Order Alabama to convoy Roanoke to New York, after which she will proceed to obey her orders.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. D. PORTER,

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Report of Commodore Radford, U. S. Navy, regarding the transfer to Potomac Flotilla of picket launches Nos. 4 and 6.

U. S. FLAGSHIP PHLOX,
Off Norfolk Navy Yard, April 20, 1865.

SIR: I have the honor to report that picket launches Nos. 4 and 6 have been ordered to report to Commander Foxhall A. Parker, commanding Potomac River Flotilla, for duty, in obedience to an order received from the Department.

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

WM. RADFORD,
Commodore, Commanding James River Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Commodore Radford, U. S. Navy, acknowledging Department's orders regarding the disposition of certain vessels.

U. S. FLAGSHIP PHLOX,
Off Norfolk Navy Yard, April 20, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's communications addressed to Rear-Admiral D. D. Porter, ordering several vessels of this squadron to other squadrons, etc. The Kineo had entered the bay and was on her way to Baltimore before the order directing her to proceed to Philadelphia was received. The Alabama is now lying at this yard undergoing repairs before proceeding to her destination, as is also the Fakkee, Bignonia, and Olematis. The Fort Donelson and Emma are at present stationed in the Cape Fear River. Orders will be forwarded there without delay. The Lockwood is now lying completely broken down at the entrance of the Dismal Swamp Canal. I will have her towed up to this yard as soon as possible, and if practicable to have her sold to an advantage, it shall be done.

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

WM. RADFORD,
Commodore, Commanding James River Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.
Report of Commander Febiger, U. S. Navy, regarding the presence of two steamers loaded with cotton and staves in the Roanoke River.

U. S. S. MATTABESETT,
Plymouth, N. C., April 20, 1865.

Sir: The coal schooner C. Moore, with 170-odd tons of coal, arrived here last night. As another arrived at the entrance of the river this evening, I shall discharge the Moore here and order the Belle to-morrow to take the other up to you.

I received information some days since that two steamers were up the river, some distance below Halifax, loaded with cotton and staves, and that it was the intention to attempt to run them through Middle River or the Cashie, and if possible get to the sea. I have picketed both places since receiving the report. Yesterday I was informed that they had gone farther up the river and had planted fresh torpedoes below them.

Both of these vessels are said to belong to the rebel Government, and that they were ordered to be destroyed at the time the ram was burned, but that they were taken possession of by the persons now on board with the intention of getting the cotton out if possible.

I enclose a letter from Colonel Frankle in regard to some cotton and horses he is desirous of getting possession of. As I have no scow, I can not assist him.

Very respectfully, your obedient servant,

JNO. C. FEBIGER,
Commander.

Commander WM. H. MACOMB,
Commanding Sounds of North Carolina,
U. S. S. Shamrock, Winton, N. C.

[Telegram.]

NAVY DEPARTMENT, April 23, 1865.

Continue to exercise the utmost vigilance over all vessels departing from the limits of your command. Booth is endeavoring to escape by water. Send a gunboat or some tugs to examine the shores and islands of the eastern shore of Virginia and all vessels in that direction, and arrest and seize all suspicious parties. If you have any tugs to spare, send them into the Potomac.

GIDEON WELLES,
Secretary.

Rear-Admiral D. D. PORTER,

[Telegram.]

CITY POINT, VA., April 23, 1865.

I have ordered the Pontoosuc and Osceola to eastern shore to carry out your instructions. There are three vessels in addition between Old Point and Cape Charles.

WM. RADFORD,
Commodore.

Hon. G. WELLES,
[Secretary of the Navy].
Order of Commander Temple, U. S. Navy, to Lieutenant Weidman, U. S. Navy, to proceed to the eastern shore of Virginia, in search of the President's assassin.

U. S. S. Pontoosuc,
Hampton Roads, Virginia, April 24, 1865.

SIR: You will proceed to Pocomoke Sound, on the eastern shore of Virginia, with the vessel under your command, and institute as thorough a search as is practicable, using your boats when necessary, throughout all the shoals and islands and on board all vessels between that place and Chincoteague Inlet, for the purpose of preventing the escape of Booth by water in that direction. You will arrest and seize all suspicious parties. From Chincoteague, you will return over the same ground, using the utmost vigilance, and in the meantime you will receive further orders, or, if not, you will return to this place for them.

Respectfully,

WM. G. TEMPLE,
Commander.

Lieutenant JOHN WEIDMAN, U. S. Navy,
In Command of Steamer Osceola.

[Telegram.]

NAVY DEPARTMENT, April 24, 1865.

Forward to the Department a list of the vessels in the North Atlantic Blockading Squadron, including sounds of North Carolina, etc., with their present positions.

G. WELLES,
Secretary of the Navy.

Commodore WM. RADFORD,
Commanding James River Flotilla, James River, Virginia.


U. S. FLAGSHIP PHLOX,
Off Richmond, April 25, 1865.

SIR: Your communications regarding the raising of sunken vessels in the James River have been received.

The rebel steamers Shrapnel, Nansemond, and Patrick Henry lie near Richmond, having been burned by the enemy. They are scarcely worth raising. The iron hull and machinery of the rebel steamer Torpedo, lying near Richmond, will be raised and sent to Norfolk by the Manatee.

The ironclad Richmond lies sunk abreast of Chapin's [Chaffin's] Bluff. She has been scuttled and blown up, and probably can be easily raised.

There are several schooners at various points to which the same remark can be applied.

Very respectfully, etc.,

WM. RADFORD,
Commodore, Commanding James River Flotilla.

JOHN LENTHALL,
Chief of Bureau of Construction.

U. S. FLAGSHIP PHLOX,
Off Richmond, April 25, 1865.

SIR: I have the honor to inform the Department that I have, in accordance with the order received from the honorable Secretary of the Navy, ordered the U. S. steamers Eutaw, Osceola, Mendota, and Mackinaw to the respective navy yards as directed.

I am, sir, very respectfully, your obedient servant,
WM. RADFORD,
Commodore, Commanding James River Flotilla.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]
NAVY DEPARTMENT, April 25, 1865.

Send a gunboat to the mouth of the Delaware for one week to examine and arrest all suspicious characters and vessels.

GIDEON WELLES,
Secretary.

Commodore WM. RADFORD, U. S. Navy,
Hampton Roads, Virginia.


U. S. S. WYALUSING,
Off Winton, N. C., April 25, 1865.

SIR: I send up in the Shokokon the troops (50 men) with instructions to land at the bluff which you mentioned. As you said nothing about how long they were to stay, they have only one day's rations. If more are required, I presume they can be sent for. Captain [George W.] Barrett will explain the reason of the long delay.

I am, respectfully, your obedient servant,
EARL ENGLISH,
Lieutenant-Commander, Commanding U. S. S. Wyalusing.

Commander W. H. MACOMB,
Commanding District of Sounds of North Carolina.

List of vessels composing the North Atlantic Blockading Squadron, April 26, 1865.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agawam</td>
<td>10</td>
<td>Paddle</td>
<td>Commander A. C. Rhind</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Atlanta</td>
<td>4</td>
<td>Screw</td>
<td>Act. Vol. Lieut. T. J. Woodward</td>
<td>Turkey Bend, James River</td>
</tr>
<tr>
<td>Anemone</td>
<td>6</td>
<td>Schooner</td>
<td>Acting Ensign F. C. Asserson</td>
<td>Beaufort, N. C.</td>
</tr>
<tr>
<td>Arletta</td>
<td>9</td>
<td>Schooner</td>
<td>Lieut. Com. W. C. West</td>
<td>Sounds, North Carolina</td>
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### Vessels composing the North Atlantic Blockading Squadron, April 26, 1865—Continued.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
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</thead>
<tbody>
<tr>
<td>Alpha</td>
<td>Screw</td>
<td>Acting Ensign J. Blake</td>
<td>James River</td>
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<tr>
<td>Belle</td>
<td>2</td>
<td>Acting Master J. G. Green</td>
<td>Sounds, North Carolina</td>
<td></td>
</tr>
<tr>
<td>Berberry</td>
<td>4</td>
<td>Acting Ensign R. W. Rowntree</td>
<td>Beaufort</td>
<td></td>
</tr>
<tr>
<td>Bat</td>
<td>2</td>
<td>Lieut. Com. J. S. Barnes</td>
<td>Hampton Roads</td>
<td></td>
</tr>
<tr>
<td>Bignonia</td>
<td>3</td>
<td>Acting Ensign H. D. Trott</td>
<td>Ordered to West Gulf Squadron</td>
<td></td>
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<tr>
<td>Chicone</td>
<td>10</td>
<td>Paddle</td>
<td>Norfolk (repairing)</td>
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<tr>
<td>Commodore Hull</td>
<td>6</td>
<td>do</td>
<td>Sounds, North Carolina</td>
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<td>Ceres</td>
<td>2</td>
<td>Acting Master H. H. Foster</td>
<td>Chickahominy River</td>
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<tr>
<td>Commodore Morris</td>
<td>7</td>
<td>Paddle</td>
<td>Cruising, month Chesapeake Bay</td>
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<tr>
<td>Chippewa</td>
<td>6</td>
<td>Screw</td>
<td>Guardship below Richmond</td>
<td></td>
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<tr>
<td>Commodore Perry</td>
<td>5</td>
<td>Act. Vol. Lieut. A. P. Foster</td>
<td>Ordered to tow rebel ram through the</td>
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<tr>
<td>Clinton</td>
<td></td>
<td>do</td>
<td>canal</td>
<td></td>
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<tr>
<td>Charles Phelps</td>
<td></td>
<td>do</td>
<td>Craney Island; ordered to South</td>
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<tr>
<td>Cohasset</td>
<td>1</td>
<td>Screw</td>
<td>Atlantic Squadron</td>
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<tr>
<td>Clintonat</td>
<td>3</td>
<td>do</td>
<td>Towing coal, Norfolk</td>
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</tr>
<tr>
<td>Daylight</td>
<td>8</td>
<td>do</td>
<td>Norfolk (repairing)</td>
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<tr>
<td>Delta</td>
<td></td>
<td>do</td>
<td>Beaufort, N.C.</td>
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<tr>
<td>Eolus</td>
<td>4</td>
<td>Paddle</td>
<td>Ordered north to Boston, near White</td>
<td></td>
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<tr>
<td>Epstein</td>
<td>8</td>
<td>Screw</td>
<td>Ordered to South Atlantic Squadron</td>
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<tr>
<td>Fort Donelson</td>
<td>1</td>
<td>do</td>
<td>Mall tug to City Point; ordered</td>
<td></td>
</tr>
<tr>
<td>Gettysburg Granette</td>
<td>7</td>
<td>do</td>
<td>to West Gulf Squadron</td>
<td></td>
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<tr>
<td>Gamma</td>
<td></td>
<td>do</td>
<td>Norfolk (repairing)</td>
<td></td>
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<tr>
<td>Galena</td>
<td>8</td>
<td>Act. Ensign H. Wheeler</td>
<td>Guardship, Batteras Inlet</td>
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<td>Hiron</td>
<td>5</td>
<td>Act. Ensign H. F. Curths</td>
<td>City Point</td>
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<td>Hunchback</td>
<td>7</td>
<td>Act. Ensign J. H. Kerena</td>
<td>Sounds, North Carolina</td>
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</tr>
<tr>
<td>Henry Brinker</td>
<td>3</td>
<td>do</td>
<td>Mouth Na'semond E. River</td>
<td></td>
</tr>
<tr>
<td>Hoyt</td>
<td></td>
<td>do</td>
<td>Pagan Creek, James River</td>
<td></td>
</tr>
<tr>
<td>Henry James Schooner</td>
<td>1</td>
<td>do</td>
<td>Sounds, North Carolina</td>
<td></td>
</tr>
<tr>
<td>Iosco</td>
<td>10</td>
<td>do</td>
<td>Do</td>
<td></td>
</tr>
<tr>
<td>Lockwood</td>
<td>3</td>
<td>do</td>
<td>Ordnance vessel</td>
<td></td>
</tr>
<tr>
<td>Lilae</td>
<td>2</td>
<td>do</td>
<td>Towing rebel ram Alambeir</td>
<td></td>
</tr>
<tr>
<td>Lehigh</td>
<td>2</td>
<td>do</td>
<td>New Berne, N.C.; ordered to be sold</td>
<td></td>
</tr>
<tr>
<td>Lenapee</td>
<td>10</td>
<td>do</td>
<td>Sounds, North Carolina</td>
<td></td>
</tr>
<tr>
<td>Monomock</td>
<td>4</td>
<td>do</td>
<td>James River, Towing, but unfit to go</td>
<td></td>
</tr>
<tr>
<td>Monticello</td>
<td>6</td>
<td>do</td>
<td>Cape Fear River</td>
<td></td>
</tr>
<tr>
<td>Maumee</td>
<td>8</td>
<td>do</td>
<td>Hampton Roads</td>
<td></td>
</tr>
<tr>
<td>Mackinaw</td>
<td>10</td>
<td>do</td>
<td>Cruising month Chesapeake Bay,</td>
<td></td>
</tr>
<tr>
<td>Massachusetts</td>
<td>10</td>
<td>do</td>
<td>Richmond</td>
<td></td>
</tr>
<tr>
<td>Mattabesett</td>
<td>10</td>
<td>do</td>
<td>Ordered to Portsmouth, N. H.</td>
<td></td>
</tr>
<tr>
<td>Montgomery</td>
<td>8</td>
<td>do</td>
<td>Sounds, North Carolina</td>
<td></td>
</tr>
<tr>
<td>Maratissa</td>
<td>8</td>
<td>do</td>
<td>Do</td>
<td></td>
</tr>
<tr>
<td>Miami</td>
<td>8</td>
<td>do</td>
<td>Cruising off Little River</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Cape Fear River</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Guardship, City Point</td>
<td></td>
</tr>
</tbody>
</table>
### Vessels composing the North Atlantic Blockading Squadron, April 26, 1865—Continued.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mendota</td>
<td>10</td>
<td>Paddle</td>
<td>Commander E. T. Nichols</td>
<td>Drewry's Bluff, ordered to Philadelphia, one week in Delaware River.</td>
</tr>
<tr>
<td>Malvern</td>
<td>12</td>
<td>do</td>
<td>Lieutenant G. M. Bache</td>
<td>City Point.</td>
</tr>
<tr>
<td>Omnondaga</td>
<td>4</td>
<td>Screw</td>
<td>Lieut. Com. H. C. Blake</td>
<td>Trent's Reach, James River.</td>
</tr>
<tr>
<td>Phlox</td>
<td></td>
<td>Paddle</td>
<td></td>
<td>Flagship, Commodore Radford.</td>
</tr>
<tr>
<td>Pequot</td>
<td>8</td>
<td>Screw</td>
<td>Lieut. Com. D. L. Braine</td>
<td>Cruising, mouth Chesapeake Bay.</td>
</tr>
<tr>
<td>Ponca</td>
<td>10</td>
<td>do</td>
<td>Commander W. G. Temple</td>
<td>Cruising, eastern shore of Virginia.</td>
</tr>
<tr>
<td>Poppy</td>
<td>2</td>
<td>Screw</td>
<td>Acting Ensign W. Clarke</td>
<td>Ordnance tug, Norfolk.</td>
</tr>
<tr>
<td>Picket Launch No. 5</td>
<td>1</td>
<td>do</td>
<td>Acting Ensign J. H. Chapman</td>
<td>Sounds.</td>
</tr>
<tr>
<td>Rehobeth</td>
<td>3</td>
<td>Sailing</td>
<td>Acting Master J. Baker</td>
<td>Guard ship, New Inlet.</td>
</tr>
<tr>
<td>Republic</td>
<td>1</td>
<td>Screw</td>
<td>Acting Ensign J. W. Bennett</td>
<td>Cape Fear River; ordered to Marigua Pass.</td>
</tr>
<tr>
<td>Santeiro de Cuba</td>
<td>11</td>
<td>Paddle</td>
<td>Capt. O. S. Glisson</td>
<td>Cruising, Hampton Roads.</td>
</tr>
<tr>
<td>Shamrock</td>
<td>11</td>
<td>Paddle</td>
<td>Commander W. U. Maconab</td>
<td>Do.</td>
</tr>
<tr>
<td>Salton</td>
<td></td>
<td>do</td>
<td>Acting Ensign H. M. Platon</td>
<td>Chesapeake Bay.</td>
</tr>
<tr>
<td>Unit</td>
<td></td>
<td>Screw</td>
<td>Acting Ensign P. P. Hathaway</td>
<td>Sounds, North Carolina.</td>
</tr>
<tr>
<td>Valley City</td>
<td>1</td>
<td>do</td>
<td>Acting Master J. A. J. Brooks</td>
<td>Do.</td>
</tr>
<tr>
<td>Wilderness</td>
<td>4</td>
<td>Paddle</td>
<td>Acting Master H. Arsy</td>
<td>Do.</td>
</tr>
<tr>
<td>Wylaving</td>
<td>14</td>
<td>do</td>
<td>Lieut. Com. E. English</td>
<td>Guard ship, 1 mile above Norfolk, Elizabeth River.</td>
</tr>
<tr>
<td>Whitehead</td>
<td>4</td>
<td>do</td>
<td>Acting Master G. W. Barrett</td>
<td>Beaufort.</td>
</tr>
<tr>
<td>Wyandotte</td>
<td>5</td>
<td>Screw</td>
<td>Acting Master E. W. White</td>
<td>Norfolk (repairing).</td>
</tr>
<tr>
<td>William Badger</td>
<td></td>
<td>do</td>
<td>Acting Ensign S. G. Swain</td>
<td>Cape Fear River.</td>
</tr>
<tr>
<td>Young America</td>
<td>2</td>
<td>Screw</td>
<td>Lieut. Com. T. C. Harris</td>
<td>James River, without officers and crew.</td>
</tr>
<tr>
<td>Yantic</td>
<td>1</td>
<td>do</td>
<td>Acting Ensign J. L. Hayes</td>
<td>Norfolk.</td>
</tr>
<tr>
<td>Zouave</td>
<td>2</td>
<td>do</td>
<td></td>
<td>Do.</td>
</tr>
</tbody>
</table>

[Telegram.]

U. S. S. LENAPEE,
Wilmington, N. C., April 26, 1865.

Your telegram* of yesterday is this instant received. The dispatches* for Admiral Dahlgren and General Gilmore will be immediately forwarded by gunboat.

THOS. S. PHILPS,
Senior Officer, Cape Fear River.

Major-General W. T. SHERMAN,
U. S. Army, Raleigh, N. C.


U. S. FLAGSHIP PHLOX,
Off Fortress Monroe, Va., April 27, 1865.

SIR: You will instruct the commanding officer of the Tristram Shandy to lie off Cape Henry until further orders.

Inform Acting Volunteer Lieutenant Green that the object of giving him this order is to have a vessel stationed at the mouth of the bay to give information concerning the rebel ram Stonewall. She may possibly attempt to enter this port. Should such an attempt be made, she will make every exertion to inform the senior officer in the roads in the shortest possible time. If at night, rockets should be thrown up and one or more guns fired, as may be deemed necessary.

Respectfully, etc.,

WM. RADFORD,
Commodore, Commanding James River Flotilla.

Lieutenant-Commander D. L. BRAINE,
Commanding U. S. S. Pequot.

Telegram,
NAVY DEPARTMENT, April 27, 1865.

Booth having been killed and his body brought up to Washington, special orders about searching and detaining vessels are revoked.

GIDEON WELLES,
Commodore Wm. Radford,
Commandant pro tem. of North Atlantic Squadron,
Hampton Roads.

[Telegram]


U. S. IRONCLAD ROANOKE,
New York, April 27, 1865.

SIR: I have the honor to report the arrival of the Roanoke at this port, in company with the Alabama, after a passage of thirty-six hours from Cape Henry to Sandy Hook.

Very respectfully, your obedient servant,

A. H. KILTY, Captain.

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

Report of Captain Berrien, U. S. Navy, of the arrival at Norfolk of the C. S. S. Albemarle.

U. S. NAVY YARD, Norfolk, April 27, 1865.

SIR: I have the honor to inform the Department that the Albemarle, late rebel ram, arrived at this yard to-day in tow of the U. S. S. Ceres.

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

J. M. BERRIEN,
Captain, Commanding Naval Station, Norfolk.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. O.
Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, detaching him from the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, April 28, 1865.

SIR: You are hereby detached from the command of the North Atlantic Blockading Squadron, and you will regard yourself as waiting orders. Keep the Department advised of your address.

Very respectfully,

G. WELLES.

Rear-Admiral D. D. PORTER, U. S. Navy,
Georgetown, D. C.

Order of the Secretary of the Navy to Commodore Radford, U. S. Navy, to guard against surprise from the approach of the O. S. S. Stonewall.

NAVY DEPARTMENT, April 28, 1865.

SIR: Information has been received from the U. S. consul at Teneriffe to the effect that the rebel ram Stonewall left that place, where she obtained a supply of coal, April 1, at 6 p. m., and steamed rapidly away to the south. Her destination is believed to be some point on our coast, and every precaution should be taken to guard against surprise and prevent her inflicting serious injury should she make her appearance anywhere within the limits of your command, and the best means in your power used to capture or destroy her.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Commodore WM. RADFORD,
Comdy. North Atlantic Blockading Squadron, pro tem.,
Old Point, Va.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, to assume command of the North Atlantic Blockading Squadron.

NAVY DEPARTMENT, April 28, 1865.

SIR: You are hereby appointed to command the North Atlantic Squadron and will hoist your flag as acting rear-admiral, commanding that squadron.

Very respectfully,

G. WELLES.

Acting Rear-Admiral WILLIAM RADFORD,


U. S. S. Pequot,
Chesapeake Bay, April 28, 1865.

SIR: Until further orders you will lay off Cape Henry, Virginia. The object in giving you this order is to have a fast vessel stationed at the
mouth of the bay for observation, and to give immediate information concerning the rebel ram Stonewall, as she may possibly attempt to enter this port.

Should such an attempt be made, you will make every exertion to inform the senior officer at Fortress Monroe in the shortest possible time; if at night, rockets should be thrown up and Coston signals burned, indicating an enemy, and one or two guns fired so as to attract attention.

Be certain your Coston signals are correct for the last changes.

I will inform the senior officer of the signals day and night you will make, should you have cause to indicate the rebel ram is entering the bay.

Very respectfully, your obedient servant,

D. L. Braine, 
Lieutenant-Commander.

Acting Volunteer Lieutenant Francis M. Green, 
Commanding U. S. S. Tristram Shandy.

[Telegram.]

FORT MONROE, April 28, 1865.

Proceed with the Malvern to Washington and report to Rear-Admiral D. D. Porter.

Wm. Radford, 
Commodore.

Fleet-Captain K. R. Breese, 
U. S. S. Malvern.


U. S. S. MENDOTA, 
Month of Delaware Bay, April 28, 1865.

SIR: In obedience to orders from Commodore William Radford, commanding James River Flotilla (a copy of which is herewith enclosed marked "A"), I have the honor to report that I left Fortress Monroe at 7 a. m. yesterday and arrived here at 10 p. m.

Very respectfully, your obedient servant,

Ed. T. Nichols, 
Commander, U. S. Navy.

Hon. Gideon Welles, 
Secretary of the Navy.

[Endorsement.]

Ask whether she requires any repairs; if so, make them at once.

[Enclosure.]

A.

U. S. FLAGSHIP PHLOX, 
Off Richmond, Va., April 26, 1865.

SIR: Proceed with your vessel to the mouth of the Delaware, where you will remain one week after your arrival, examining and arresting all suspicious characters and vessels.
Upon the completion of this duty, you will proceed up the river to Philadelphia, reporting upon your arrival to the commandant of the navy yard and the honorable Secretary of the Navy.

Very respectfully, etc.,

WM. RADFORD,
Commodore, Commanding James River Flotilla.
Commander E. T. NICHOLS, U. S. Navy,
Commanding U. S. S. Mendota.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, to make a selection of vessels to be retained under his command.

NAVY DEPARTMENT, April 29, 1865.

SIR: There is nothing to interfere now with a considerable reduction of the North Atlantic Blockading Squadron, which must be done as early as practicable. The Department will allow thirty vessels for service in the squadron and gives you the privilege of selecting that number from those now in the squadron, relying on your judgment to choose such as are best adapted to the service and can be employed with the greatest advantage. Make the selection as soon as you can and furnish the Department with a list of them, so that instructions may be immediately given as to the disposition of those remaining.

Be economical in all matters pertaining to the squadron, especially in the use of fuel, keeping the vessels under steam only when absolutely important or necessary.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron, City Point, Va.

[Telegram.]

NAVY DEPARTMENT, April 29, 1865.

You need not send off any of the tugs ordered to the southern squadrons. So advise Captain Berrien.

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.


WASHINGTON CITY, May 1, 1865.

SIR: I have the honor to acknowledge the receipt of my detachment from the command of the North Atlantic Squadron.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.
Letter from Rear-Admiral Porter, U. S. Navy, to Acting Rear-Admiral Radford, transferring his command.

FLAGSHIP MALVERN,
Navy Yard, Washington, D. C., May 1, 1865.

ADMIRAL: By direction of the honorable Secretary of the Navy, I hereby turn over to you the command of the North Atlantic Squadron.

The limits of the command are comprised between the mouth of the York River, Virginia, and Little River, North Carolina, including the sounds and rivers within.

I return various papers submitted to me for your action, as they refer to the future.

Very respectfully, your obedient servant,

David D. Porter,
Rear-Admiral.

Acting Rear-Admiral William Radford,
Commanding North Atlantic Squadron, City Point, Va.

Report of Acting Rear-Admiral Radford, U. S. Navy, naming certain vessels that can be dispensed with.

U. S. FLAGSHIP PHILLOX,
Off Fortres Monroe, May 1, 1865.

Sir: I have the honor to acknowledge the receipt of the Department’s communication of the 29th ultimo, containing instructions with regard to this squadron. I have written to Commander W. H. Macomb (commanding district of the sounds) for the desired information concerning the vessels of his division, and, as soon as practicable, will report to the Department the names of those vessels whose services can be dispensed with in the sounds.

The services of the following vessels can be dispensed with at once: Bat, Commodore Morris, Daylight, Bignonia, Wyandotte, Miami, and Samuel Rotan. The Onondaga (monitor) requires very extensive repairs, one of her propellers being broken. These repairs might be made at Norfolk navy yard, should the Department be pleased to deem it advisable. The names of other vessels will be forwarded as rapidly as possible, until the number of vessels within my command is reduced to the required number.

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

Wm. Radford,
Acting Rear-Admiral, Commanding North Atlantic Squadron.

Hon. Gideon Welles,
Secretary of the Navy.
# North Atlantic Blockading Squadron, Flagship Phlox, May 1, 1865

**List of vessels composing the North Atlantic Blockading Squadron, May 1, 1865.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agawam</td>
<td>10</td>
<td>Paddle</td>
<td>Commander A. C. Rhind</td>
<td>Sounds of North Carolina</td>
</tr>
<tr>
<td>Atlantic</td>
<td>3</td>
<td>Screw</td>
<td>Act. Vol. Lieut. T. J. Woodward</td>
<td>Ordered to Newport</td>
</tr>
<tr>
<td>Anemone</td>
<td>4</td>
<td>Sailing</td>
<td>Acting Ensign P. G. Assenron</td>
<td>Beaufort, N. C.</td>
</tr>
<tr>
<td>Arleto</td>
<td>3</td>
<td>Hulk, sailing</td>
<td>Lieut. Com. W. C. West</td>
<td>Do</td>
</tr>
<tr>
<td>Alpha</td>
<td></td>
<td>Screw</td>
<td>Acting Ensign J. Blake</td>
<td>James River</td>
</tr>
<tr>
<td>Bella</td>
<td>2</td>
<td>Do</td>
<td>Acting Master J. G. Green</td>
<td>Sound</td>
</tr>
<tr>
<td>Herbury</td>
<td></td>
<td></td>
<td>Acting Ensign H. W. Rowntree</td>
<td>Sound</td>
</tr>
<tr>
<td>Bat</td>
<td>2</td>
<td>Paddle</td>
<td>Lieut. Com. J. S. Barnes</td>
<td>Hampton Roads</td>
</tr>
<tr>
<td>Chicopee</td>
<td>10</td>
<td>Do</td>
<td>Commandant H. T. Arnold</td>
<td>Navy yard (repairing)</td>
</tr>
<tr>
<td>Ceros</td>
<td>6</td>
<td>Screw</td>
<td>Acting Master H. H. Foster</td>
<td>Sound</td>
</tr>
<tr>
<td>Commodore Morris</td>
<td>7</td>
<td>Screw</td>
<td>Acting Master H. Blighen</td>
<td>Chelkakumny</td>
</tr>
<tr>
<td>Chippea</td>
<td>9</td>
<td>Screw</td>
<td>Lieut. Com. E. F. Potter</td>
<td>Sound</td>
</tr>
<tr>
<td>Clinton</td>
<td>6</td>
<td>Screw</td>
<td>Acting Ensign G. W. Haden</td>
<td>Navy yard</td>
</tr>
<tr>
<td>Class, Phelps</td>
<td>1</td>
<td>Screw</td>
<td>Acting Ensign W. O'Fallon</td>
<td>Norfolk, Va.</td>
</tr>
<tr>
<td>Dawn</td>
<td>3</td>
<td>Do</td>
<td>Acting Ensign H. B. Twambly</td>
<td>Sound (ordnance vessel)</td>
</tr>
<tr>
<td>Daylight</td>
<td>8</td>
<td>Do</td>
<td>Acting Master H. W. Wells</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Delta</td>
<td>6</td>
<td>Do</td>
<td>A. Master's Mate W. F. Gragg</td>
<td>Naval Yard</td>
</tr>
<tr>
<td>Eluna</td>
<td>4</td>
<td>Screw</td>
<td>Acting Master H. Keyser</td>
<td>James River</td>
</tr>
<tr>
<td>Epislon</td>
<td>7</td>
<td>Paddle</td>
<td>Acting Ensign C. F. Russell</td>
<td>Sound</td>
</tr>
<tr>
<td>Gettysburg</td>
<td>1</td>
<td>Screw</td>
<td>Act. Vol. Lieut. B. Washburn</td>
<td>Guard ship, Beaufort</td>
</tr>
<tr>
<td>Granito</td>
<td>5</td>
<td>Screw</td>
<td>Acting Master E. Roomer</td>
<td>James River</td>
</tr>
<tr>
<td>Glance</td>
<td>1</td>
<td>Screw</td>
<td>Acting Ensign H. Wheeler</td>
<td>Sound</td>
</tr>
<tr>
<td>Gunna</td>
<td></td>
<td></td>
<td>Acting Ensign H. F. Curtis</td>
<td>Sound</td>
</tr>
<tr>
<td>Galena</td>
<td>6</td>
<td>Screw</td>
<td>Lieut. Com. J. S. Wells</td>
<td>James River</td>
</tr>
<tr>
<td>Hiron</td>
<td>6</td>
<td>Screw</td>
<td>Lieut. Com. T. O. Safford</td>
<td>Sound</td>
</tr>
<tr>
<td>Honorble</td>
<td>6</td>
<td>Screw</td>
<td>Acting Ensign H. B. Twambly</td>
<td>Sound</td>
</tr>
<tr>
<td>Hoyt</td>
<td>1</td>
<td>Schooner</td>
<td>Acting Ensign H. B. Twambly</td>
<td>Sound (ordnance vessel)</td>
</tr>
<tr>
<td>Henry James</td>
<td></td>
<td></td>
<td>Mato S. Eldridge</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Ingeo</td>
<td>2</td>
<td>Paddle</td>
<td>Acting Ensign J. C. Greene</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Lockwood</td>
<td>3</td>
<td>Do</td>
<td>Acting Ensign J. C. Greene</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Linco</td>
<td>2</td>
<td>Screw</td>
<td>Mato G. W. Lano</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Lehigh</td>
<td>2</td>
<td>Paddle</td>
<td>Commandant T. S. Phelps</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Lenocean</td>
<td>10</td>
<td>Screw</td>
<td>Commandant T. S. Phelps</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Monadnock</td>
<td>4</td>
<td>Screw</td>
<td>Commandant W. Rowanckendorf</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Mauhoo</td>
<td>8</td>
<td>Do</td>
<td>Lieut. Com. J. Parker</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Masonot</td>
<td>10</td>
<td>Paddle</td>
<td>Commander B. E. Rowntree</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Mathabott</td>
<td>10</td>
<td>Do</td>
<td>Commandant J. G. Fohler</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Maranau</td>
<td>6</td>
<td>Screw</td>
<td>Lieut. Com. G. W. Young</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Mount Washington</td>
<td>1</td>
<td>Do</td>
<td>Acting Master H. F. Grundall</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Martin</td>
<td>8</td>
<td>Screw</td>
<td>Lieut. G. M. Riche</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Malvern</td>
<td>12</td>
<td>Paddle</td>
<td>Acting Master H. North</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Omnadigea</td>
<td>4</td>
<td>Screw</td>
<td>Lieut. Com. H. C. Blinke</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Phlox</td>
<td>8</td>
<td>Paddle</td>
<td>Acting Master H. North</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Pauwaxted</td>
<td>10</td>
<td>Paddle</td>
<td>Commander J. H. Spotts</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Pontoonas</td>
<td>10</td>
<td>Do</td>
<td>Commander W. G. Temple</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Pompy</td>
<td>10</td>
<td>Screw</td>
<td>Acting Ensign W. C. Kirk</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Picket Launch No. 5</td>
<td>1</td>
<td>Do</td>
<td>Acting Ensign J. H. Chapman</td>
<td>Sound of North Carolina</td>
</tr>
<tr>
<td>Remshaw</td>
<td></td>
<td>Schooner</td>
<td>Gunner E. A. McDonald</td>
<td>Sound of North Carolina</td>
</tr>
</tbody>
</table>
### List of vessels composing the North Atlantic Blockading Squadron, May 1, 1865—Continued.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
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<tbody>
<tr>
<td>Release</td>
<td>3</td>
<td>Sailing</td>
<td>Acting Master J. Baker</td>
<td>Guard ship, New Inlet</td>
</tr>
<tr>
<td>Republic</td>
<td>1</td>
<td>Screw</td>
<td>Acting Ensign J. W. Bennett</td>
<td>Cape Fear River</td>
</tr>
<tr>
<td>Seneca</td>
<td>6</td>
<td>do</td>
<td>Lieut. Com. E. K. Owen</td>
<td>Navy yard (ordered to</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Marianna Pass).</td>
</tr>
<tr>
<td>Santiago de Cuba</td>
<td>11</td>
<td>Paddle</td>
<td>Capt. O. S. Gilson</td>
<td>Cruising</td>
</tr>
<tr>
<td>Samuel Rotan</td>
<td>5</td>
<td>do</td>
<td>Acting Ensign J. W. Willard</td>
<td>Guard ship (Hampton Roads)</td>
</tr>
<tr>
<td>Shamrock</td>
<td>11</td>
<td>Paddle</td>
<td>Commander W. H. Macomb</td>
<td>Sounds</td>
</tr>
<tr>
<td>Spyation Bayt</td>
<td>6</td>
<td>Torpedo boat</td>
<td>Acting Ensign H. B. Brookes</td>
<td>James River</td>
</tr>
<tr>
<td>Saffron</td>
<td>5</td>
<td>Screw</td>
<td>Acting Ensign H. M. Lishon</td>
<td>Chesapeake Bay</td>
</tr>
<tr>
<td>Sassaicus</td>
<td>12</td>
<td>Paddle</td>
<td>Lieut. Com. L. Davis</td>
<td>Hampton Roads</td>
</tr>
<tr>
<td>Sangamon</td>
<td>2</td>
<td>Screw</td>
<td>Lieut. Com. R. Chandler</td>
<td>New Berne, N. C.</td>
</tr>
<tr>
<td>Tacony</td>
<td>12</td>
<td>Paddle</td>
<td>Lieut. Com. W. T. Truxfitt</td>
<td>Off Cape Henry</td>
</tr>
<tr>
<td>Unit</td>
<td>6</td>
<td>Screw</td>
<td>Acting Ensign H. F. Huthaway</td>
<td>Sounds</td>
</tr>
<tr>
<td>Valley City</td>
<td>6</td>
<td>do</td>
<td>Acting Master J. A. J. Brooks</td>
<td>Norfolk</td>
</tr>
<tr>
<td>Wilderness</td>
<td>4</td>
<td>Paddle</td>
<td>Acting Master H. Array</td>
<td>Do</td>
</tr>
<tr>
<td>Wylandus</td>
<td>14</td>
<td>do</td>
<td>Lieut. Com. E. English</td>
<td>Do</td>
</tr>
<tr>
<td>Whitehead</td>
<td>4</td>
<td>Screw</td>
<td>Acting Master G. W. Barrett</td>
<td>Do</td>
</tr>
<tr>
<td>Wyandotte</td>
<td>5</td>
<td>do</td>
<td>Acting Master E. W. White</td>
<td>Elizabeth River</td>
</tr>
<tr>
<td>Young America</td>
<td>2</td>
<td>do</td>
<td>Mato J. H. Gilley</td>
<td>Navy yard (repairing)</td>
</tr>
<tr>
<td>William Bogard</td>
<td>2</td>
<td>Hulks</td>
<td>Acting Ensign S. W. Swain</td>
<td>Beaufort</td>
</tr>
<tr>
<td>Yandi</td>
<td>2</td>
<td>Screw</td>
<td>Acting Ensign J. I. Hayes</td>
<td>Cape Fear River</td>
</tr>
<tr>
<td>Zouave</td>
<td>2</td>
<td>do</td>
<td>Acting Ensign J. J. Hayes</td>
<td>James River</td>
</tr>
<tr>
<td>Bignonia</td>
<td>3</td>
<td>do</td>
<td>Acting Ensign H. D. Trotz</td>
<td>Navy yard (repairing)</td>
</tr>
</tbody>
</table>

Very respectfully,

WM. RADFORD,  
Acting Rear-Admiral, Commanding.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford,  
U. S. Navy, regarding the disposition of certain vessels of his command.

NAVY DEPARTMENT, May 2, 1865.

SIR: Your No. 2 has been received. For the present keep the Bat at Hampton Roads ready for sea. Send the Daylight, Bignonia, Wyandotte, and Samuel Rotan to New York to be sold, and the Miami to Philadelphia. Keep the ironclads in the roads with proper vessels to tow them until the rebel ironclad-ram Stonewall is disposed of.

Very respectfully,

G. WELLES,  
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,  


U. S. FLAGSHIP PHLOX,  
Hampton Roads, May 2, 1865.

SIR: I have the honor to report to the Department that the U. S. S. Sassaicus arrived here this morning from the upper part of the bay, where she had been cruising in obedience to orders.

Lieutenant-Commander John Lee Davis, commanding the Sassaicus,
NORTH ATLANTIC BLOCKADING SQUADRON.

reports to me that she requires very extensive repairs. I would therefore respectfully recommend that she be detached from this squadron.

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

WM. RADFORD,
Acting Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

——

Report of Commander Renshaw, U. S. Navy, transmitting report regarding the condition of the inhabitants of Washington, N. C.

U. S. S. MASSASOIT,

Sir: The Henry Brinker was about to start for Plymouth when the Eolus arrived from Hatteras Inlet. I thought it better that the Eolus should obey her orders.

It appears that the presence of a naval vessel near Little Washington, N. C., is really necessary. The Brinker will return to that place.

I have the honor to enclose you a report from Acting-Ensign Kerens, the substance of which I have made known to Brigadier-General Palmer, commanding the district.

The letter to you from the judge-advocate of the court-martial now sitting at Plymouth, N. C., and forwarded to me, has been fully complied with. Acting Volunteer Lieutenant Wetmore will return it to you.

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

R. T. RENSCHAW,
Commander and Senior Officer Present.

Commander W. H. MACOMB,
Comdg. Dist. of the Sounds, U. S. S. Shamrock, Plymouth, N. C.

[Enclosure.]

U. S. S. HENRY BRINKER,

Sir: I have the honor to report as follows on the condition of the inhabitants of Washington, N. C.:

On my arrival there I found great animosity existing between the loyal inhabitants and those who had evacuated previous to the capture of the place by our forces in 1862, but who have since returned, opening stores and trading under the guise of loyalty. I closed their stores and found great quantities of cotton stowed away, belonging to unloyal people. Thomas Myers, a strong secessionist, who assisted in carrying off Hatteras light, returned during my stay there with cotton and furniture. As it was landed without my permission, I immediately seized the cotton.

I am, sir; very respectfully, yours,

JAMES H. KERENS,
Ensign, Commanding.

Commander R. T. RENSCHAW,
Senior Officer, Commanding U. S. S. Massasoit.

U. S. S. Shamrock,
District of the Sounds of North Carolina, Plymouth, May 4, 1866.

Sir: In obedience to orders from Rear-Admiral Porter, I have ordered a prize master and crew to the steamer Philadelphia, and shall send her to Washington, D. C., to report to the United States district judge.

I enclose duplicate prize list of the steamer Valley City (the captor).

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

W. H. Macomb,
Commander, Commanding.

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

[Telegram.]

Hampton Roads, Virginia, May 5, 1866.

The Sassauc left last evening for Philadelphia, in obedience to orders received by telegraph from the Department.

Wm. Radford,
Acting Rear-Admiral.

Hon. G. Welles.

[Telegram.]

Navy Department, May 5, 1866.

Can you procure any of the torpedoes made at Richmond in imitation of pieces of coal? You may also find documents or reports touching rebel naval matters, which we would like, to make up a correct history of the times. We have the proof that the coal shells were made at Richmond.

G. V. Fox,
Assistant Secretary.

Major-General H. W. Halleck, U. S. Army,

[Telegram.]

Navy Department, May 6, 1866.

Send the Bat to Washington.

Gideon Welles,
Secretary of the Navy.

Acting Rear-Admiral Wm. Radford,

NORTH ATLANTIC SQUADRON,
Flagship Phoeb, Hampton Roads, May 7, 1865.

SIR: Proceed with your vessel up the James River to the mouth of Pagan Creek, where you will remain until further orders, exercising due vigilance in the passage of vessels at that point.

Very respectfully, etc.,

WM. RADFORD,
Acting Rear-Admiral.

Lieutenant-Commander D. L. BRaine,
Commanding U. S. S. Pequot.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding the reduction of the force on the coast.

NAVY DEPARTMENT, May 9, 1865.

SIR: Your No. 15 has been received. The Alabama, at New York, has been ordered to proceed to Hampton Roads and report to you for towing purposes. You can use her in towing disabled vessels, to be sent to the North, in the process of reducing your squadron.

The disabled vessels may be sent to Philadelphia. Those that can take care of themselves can go to New York; the most efficient of them to Boston.

The Department is anxious that its instructions for reducing the force on the coast may be carried out as early as practicable, and that the present large number of vessels in the sounds may be speedily reduced to the lowest necessary standard.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral William Radford,
Commanding North Atlantic Squadron, Hampton Roads.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding the disabled condition of the U. S. S. Onondaga, and the expected arrival of the C. S. S. Columbia at Norfolk, Va.

NAVY DEPARTMENT, May 9, 1865.

SIR: Your No. 10, relative to the disabled condition of the Onondaga, has been received. The Vanderbilt has gone to Charleston to tow the ironclad Columbia, captured at that place, to Norfolk. On her delivering the Columbia at Norfolk, direct her to tow the Onondaga to New York.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Report of Submarine Engineer Maillefort, regarding work performed in clearing a passage in the James River.

NORFOLK, [Va.], May 10, 1865.

SIR: I have the honor to submit to you the following report of the amount of work performed by me in the clearing of a channel 200 feet wide from Trent's Reach to Richmond, in the James River:

At Trent's Reach I destroyed and removed 5 schooners, 2 of which were loaded with coal; also 1 bark, 3 barges.

At Warwick Bar, 5 schooners, 2 of which were loaded with coal; also 2 barges.

At Fort Darling, 9 large stone cribwork, strong framed; 1 iron-hull gunboat; rebel rams Virginia and Richmond, or what portions of them as were in my way; also quite a quantity of piling.

Just below Richmond, a section of a bridge, its draw, and 3 stone cribworks.

At Richmond, demolished and removed a large portion of the wrecked steamer Patrick Henry.

I have also destroyed 12 rebel torpedoes, some of which contained 2,000 pounds powder.

In the performance of this work I prepared and fired 100 submarine charges of 120 pounds each, using mostly rebel gunpowder taken from captured forts. Began on the 4th of April and concluded on the 28th same month. Nineteen working days only were used, employing 1 steam tug with its crew and my own assistant as help.

All of which is respectfully submitted.

Very respectfully, your obedient servant,

B. MAILLEFORT,
Submarine Engineer.

Acting Rear-Admiral W. RADFORD,
Commanding James River Fleet, etc.


HEADQUARTERS, STATION OF PLYMOUTH,
PLYMOUTH, N. C., May 10, 1865.

SIR: I have the honor to inform you that the steamers Cotton Plant and Fisher, now at or near Halifax, N. C., have this day been surrendered to me by parties who claim to be the owners thereof, the boats having been taken from them by the Confederate authorities, as will more fully appear by the enclosed letter from the owner's agent, this day received.

In accordance with this surrender, I send a party of cavalry and infantry this evening, who will proceed at once to Hamilton or vicinity, where the boats are to be delivered up to the officer in charge of my party and brought to Plymouth for settlement of claim of ownership, etc.

My party will endeavor to communicate with Commander Thornton, on the Roanoke, and inform him of the surrender. Will you favor me by issuing instructions that your officers should permit the passage of these boats down the river?

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

JONES FRANKLE,
Colonel Second Massachusetts Artillery, Commanding Station.

Commander W. H. MACOMB, U. S. Navy,
Commanding District of the Sounds.
NORTH ATLANTIC BLOCKADING SQUADRON.

P. S.—If you desire to make any suggestions concerning this matter, please let me have them as soon as possible. I shall be within cavalry communication of Plymouth.

[Enclosure.]

STATE OF NORTH CAROLINA,
County of Halifax, May 10, 1865.

COLONEL: Having been but recently placed in possession of the steamboats Cotton Plant, Fisher, and two lighters, my private property, which have been used by the Confederate authorities contrary to my desire, I take this opportunity of making a formal surrender of said boats to the United States authorities, subject to their decision, laws, etc. I will have said boats at Hamilton, on Roanoke River, subject to your orders, on or by next Saturday.

Very respectfully, your obedient servant, etc.,
M. McMAHON,
Per J. CLIFTON MOSES,
Agent.

Colonel JONES FRANKLE,
Commandant Post, Plymouth, N. C.

Order of Lieutenant-Commander West, U. S. Navy, to Acting Master Frost, U. S. Navy, commanding U. S. S. Fort Donelson, to proceed in obedience to orders to the West Gulf Squadron.

BEAUFORT, N. C., May 11, 1865.

SIR: The U. S. S. Dawn will relieve you on picket duty. You will proceed at once to obey your orders of the 18th April from Commodore Radford. Should it be necessary, you can touch at Port Royal, S. C., or Key West, Fla., for supplies or repairs. Your communications to Commodore Radford and the tender of resignation of several officers have been received and will be forwarded by to-day's mail.

Very respectfully, your obedient servant,
WM. C. WEST,
Lieutenant-Commander, Commanding Naval Station.

Acting Master G. W. FROST,
Commanding U. S. S. Fort Donelson, off Beaufort, N. C.

[Telegram.]

NAVY DEPARTMENT, May 11, 1865.

Send any vessels you may have ready for immediate service, not exceeding six, to Key West, to report to Acting Rear-Admiral Stribling to assist in patrolling the coast, so that Jefferson Davis and his party shall not escape.

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Hampton Roads, Virginia.
[Telegram.]

NORTH ATLANTIC BLOCKADING SQUADRON.

[Telegram.]

NORTH ATLANTIC BLOCKADING SQUADRON.

NORFOLK, [VA.], May 11, 1865.

Sir: Telegram received. Five vessels, including Muscota, will be dispatched immediately.

WM. RADFORD,
Acting Rear-Admiral.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, May 12, 1865.

Advise the vessels going south that the rebel ram Stonewall has arrived at Nassau.

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,

[Telegram.]

NAVY DEPARTMENT, May 12, 1865.

Send only two instead of six vessels to Key West. Retain the Monticello under orders for special duty until arrival by mail of special instructions issued this day.

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,

[Telegram.]

FORTRESS MONROE, VA., May 13, 1865.

Sir: The Monticello has been reached by a telegram. Is here now. Instructions relative to her not received.

WM. RADFORD,
Acting Rear-Admiral.

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, May 13, 1865.

Instructions for Monticello not yet issued. They may be by Monday. Keep her prepared for sea.

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Report of Acting Rear-Admiral Radford, U. S. Navy, regarding orders issued to various vessels, and reduction of the force in the sounds.

FLAGSHIP PILLOX,
Hampton Roads, Virginia, May 15, 1865.

Sir: I have the honor to acknowledge the receipt of the Department's communications of the 9th instant. Instructions have been issued for the Onondaga to be in readiness to be towed to New York by the Vanderbilt.

Orders have been sent to Commander Macomb to hasten the reduction of the force now employed in the sounds.

I have sent the Daylight to New York in tow of the Gettysburg; the latter is ordered to proceed to Boston. The Governor Buckingham left this morning with the Miami in tow for Philadelphia.

The only vessel in this division of the squadron unable to take care of herself is the Wyandotte.

I will send her by the first opportunity that offers.

Very respectfully, your obedient servant,

Wm. Radford,
Commanding North Atlantic Squadron.

Hon. Gideon Welles,
Secretary of the Navy.


COMMANDANT'S OFFICE, NAVY YARD,
Washington; May 13, 1865.

Sir: Proceed with the U. S. S. Malvern to Hampton Roads, and on your arrival there report to Acting Rear-Admiral Radford.

Respectfully,

J. B. Montgomery,
Commandant.

Acting Master H. [H.] North,
Commanding U. S. S. Malvern.

[Telegram.]

NAVY DEPARTMENT, May 15, 1865.

Have the Monadnock ready to sail by to-morrow evening or the following morning; also the Monticello and two other gunboats of the Pequot or Seneca class.

G. Welles,
Secretary of the Navy.

Acting Rear-Admiral William Radford,
Commanding North Atlantic Squadron, Hampton Roads.
NORTH ATLANTIC BLOCKADING SQUADRON.

[Telegram.]

HAMPTON ROADS, VIRGINIA, May 15, 1865.

SIR: Pequot and Chippewa [are] the only vessels of their class here. Pequot's engines broken down. Chippewa and the other vessels will be ready.

WM. RADFORD,
Acting Rear-Admiral, Commanding.

Hon. G. WELLES.

[Telegram.]

FLAGSHIP MALVERN,
Hampton Roads, May 15, 1865—10:30 p.m.

Will the Quartermaster-General please forward to commanding officer [Lieutenant-Commander James Parker] U. S. S. Mauvee, Drewry's Bluff, James River, Virginia:

Proceed with the Mauvee immediately to Hampton Roads.

WM. RADFORD,
Acting Rear-Admiral, Commanding North Atlantic Squadron.

QUARTERMASTER-GENERAL,
City Point, Va.

Report of Commander Ronckendorff, U. S. Navy, naming vessels entitled to share in prizes consequent on the capture of Richmond.

U. S. S. MONADNOOK,
Hampton Roads, Virginia, May 15, 1865.

SIR: In forwarding the accompanying prize lists of this vessel "at the time of the capture of Richmond, Va., and the destruction of the rebel rams in James River, on or about April 2, 1865," it becomes my duty to present the following statement of the position of this vessel at that time:

At the time of the blowing up of the rebel ironclads the Monadnock was lying in Trent's Reach, opposite Dutch Gap, James River. The explosions were distinctly visible from this ship, and so powerful at this distance as to perceptibly jar the vessel. I was next to Admiral Porter in command up James River, and at the time in charge of the ironclads in Trent's Reach. I was thus senior officer in charge of the torpedo party, in which two of my boats, under Acting Ensign W. B. Mix, of this ship, were engaged in clearing the torpedoes out of the river between Trent's Reach and Richmond. The officers on this duty were Lieutenant-Commanders R. Chandler, F. M. Ramsay, and E. E. Potter. I followed the party up to Richmond in person in a naval tug.

In my opinion, the following vessels are entitled to share in these rams, etc., and the other prizes consequent to the capture of Richmond, viz. Monadnock, Sangus, Sanyamon, Atlanta, Lehigh, Onondaga, Mahopac, Chippewa, Unadilla, and Casco.

Respectfully, etc.,

WM. RONCKENDORFF,
Commander.

Hon. GIDEON WELLES.
# NORTH ATLANTIC BLOCKADING SQUADRON

## List of vessels composing the North Atlantic Blockading Squadron, May 15, 1865.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agawam</td>
<td>10</td>
<td>Paddle</td>
<td>Commander A. C. Rhind</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Atlanta</td>
<td>3</td>
<td>Screw</td>
<td>Acting Vol. Lieut. T. J. Woodward</td>
<td>Hampton Roads</td>
</tr>
<tr>
<td>Anson</td>
<td></td>
<td></td>
<td>Acting Ensign P. C. Ascasen</td>
<td>Beaufort, N.C.</td>
</tr>
<tr>
<td>Athleta</td>
<td>3</td>
<td>Screw</td>
<td>Acting Ensign W. C. Ulling</td>
<td>Norfolk, Va., captured rebel ram raised</td>
</tr>
<tr>
<td>Albemarle</td>
<td></td>
<td>Hulk</td>
<td>Acting Assistant Paymaster G. R. Watkins</td>
<td>James River</td>
</tr>
<tr>
<td>Alpha</td>
<td>3</td>
<td>Screw</td>
<td>Acting Master J. G. Green</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Bello</td>
<td></td>
<td></td>
<td>Acting Ensign R. W. Roundtree</td>
<td>Beaufort, [N.C.], Norfolk navy yard (repairing)</td>
</tr>
<tr>
<td>Berberry</td>
<td>4</td>
<td>Screw</td>
<td>Acting Ensign W. Ottivell</td>
<td>Plymouth, N. C., under orders to New York, Norfolk navy yard (repair finished)</td>
</tr>
<tr>
<td>Chicopee</td>
<td>10</td>
<td>Paddle</td>
<td>Commander H. N. T. Arnold</td>
<td>Norfolk, Va.</td>
</tr>
<tr>
<td>Commodore Hull</td>
<td>6</td>
<td>Screw</td>
<td>Acting Master H. H. Funtier</td>
<td>Guard ship below Richmond</td>
</tr>
<tr>
<td>Caros</td>
<td>2</td>
<td>Screw</td>
<td>Acting Master H. H. Funtier</td>
<td>Ordered to tow Lockwood through canal Norfolk, Va.</td>
</tr>
<tr>
<td>Commodore Morris</td>
<td>7</td>
<td>Screw</td>
<td>Acting Master H. Blighman</td>
<td>Norfolk navy (repairing)</td>
</tr>
<tr>
<td>Chippewa</td>
<td>6</td>
<td>Screw</td>
<td>Lieut. Com. E. E. Potter</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Commodore Perry</td>
<td>5</td>
<td>Screw</td>
<td>Acting Ensign A. P. Foster</td>
<td>Norfolk, Va.</td>
</tr>
<tr>
<td>Clinton</td>
<td>5</td>
<td>Screw</td>
<td>Acting Ensign G. W. Hadden</td>
<td>James River, Guard ship, Hatteras Inlet Norfolk, Va.</td>
</tr>
<tr>
<td>Chan, Phelps</td>
<td>1</td>
<td>Screw</td>
<td>Acting Ensign W. Ottivell</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Cohasset</td>
<td>4</td>
<td>Screw</td>
<td>Acting Master's Mate W. F. Gragg</td>
<td>Newport News, Order to Key West, Sounds, North Carolina Newport News</td>
</tr>
<tr>
<td>Dawn</td>
<td>3</td>
<td>Screw</td>
<td>Acting Master's Mate W. F. Gragg</td>
<td>The South Side, Norfolk, Va.</td>
</tr>
<tr>
<td>Delta</td>
<td>4</td>
<td>Screw</td>
<td>Acting Master's Mate W. F. Gragg</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Eolus</td>
<td>1</td>
<td>Screw</td>
<td>Acting Ensign G. W. Hadden</td>
<td>Norfolk, Va.</td>
</tr>
<tr>
<td>Epislon</td>
<td>1</td>
<td>Screw</td>
<td>Acting Master E. Bonner</td>
<td>James River, Guard ship, Hatteras Inlet Norfolk, Va.</td>
</tr>
<tr>
<td>Granito</td>
<td>1</td>
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<td>Acting Ensign H. Wheeler</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Glance</td>
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<tr>
<td>Galena</td>
<td>9</td>
<td>Screw</td>
<td>Lieut. Com. C. H. Wells</td>
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<tr>
<td>Harrow</td>
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<td>Lieut. Com. C. H. Wells</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Hunchback</td>
<td>7</td>
<td>Screw</td>
<td>Lieut. J. P. Fyfe</td>
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<tr>
<td>Henry Drinker</td>
<td>3</td>
<td>Screw</td>
<td>Acting Ensign J. H. ker S. Turnbull</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Hoyt</td>
<td></td>
<td></td>
<td>Acting Ensign J. H. Ker christmas</td>
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<tr>
<td>Henry James</td>
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<td>Screw</td>
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<tr>
<td>Harcourt</td>
<td>5</td>
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<td>Acting Master W. H. Turnbull</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Iosco</td>
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<tr>
<td>Lockwood</td>
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<tr>
<td>Lilau</td>
<td>2</td>
<td>Screw</td>
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<tr>
<td>Lehigh</td>
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<td>Lamoee</td>
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<td>Commander T. C. Phelps</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Massies</td>
<td>4</td>
<td>Screw</td>
<td>Commander Wm. Roush</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Monticello</td>
<td>3</td>
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<td>Acting Master H. H. Goring</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Mumford</td>
<td>8</td>
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<td>Acting Master H. H. Goring</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Massanoff</td>
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<td>Screw</td>
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<td>Mattheyett</td>
<td>10</td>
<td>Screw</td>
<td>Commander J. C. Febiger</td>
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</tr>
<tr>
<td>Montgomery</td>
<td>6</td>
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<td>Acting Master T. C. Daniel</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Marathus</td>
<td>1</td>
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<td>Acting Ensign F. H. Grandall</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Mount Washington</td>
<td>1</td>
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<td>Acting Ensign F. H. Grandall</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Marshall</td>
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<td>Screw</td>
<td>Acting Ensign F. H. Grandall</td>
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<tr>
<td>Malvern</td>
<td>12</td>
<td>Screw</td>
<td>Acting Master H. North, pro tem</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Onondaga</td>
<td>4</td>
<td>Screw</td>
<td>Acting Master H. North, pro tem</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Phlox</td>
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<td>Schooner</td>
<td>Acting Ensign H. S. Livermore, pro tem</td>
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<tr>
<td>Pequot</td>
<td>8</td>
<td>Screw</td>
<td>Lieut. Com. D. L. Braine</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Pawtucket</td>
<td>10</td>
<td>Screw</td>
<td>Commander J. H. Spots</td>
<td>Sounds, North Carolina</td>
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<tr>
<td>Penobscot</td>
<td>10</td>
<td>Screw</td>
<td>Commander W. G. Towner</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Poppy</td>
<td>2</td>
<td>Screw</td>
<td>Acting Ensign W. Clarke</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Picklet launch No.8</td>
<td>1</td>
<td>Screw</td>
<td>Acting Ensign J. H. Chapman</td>
<td>Sounds, North Carolina</td>
</tr>
<tr>
<td>Reynolds</td>
<td>1</td>
<td>Schooner</td>
<td>Gunner E. A. McDonald</td>
<td>Sounds, North Carolina</td>
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</table>
### Vessels composing the North Atlantic Blockading Squadron, May 15, 1865—Continued.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
</tr>
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<tbody>
<tr>
<td>Rosalin</td>
<td>15</td>
<td>Sailing</td>
<td>Acting Master J. W. Baker</td>
<td>Guard ship, New Inlet.</td>
</tr>
<tr>
<td>Republic</td>
<td>5</td>
<td>Screw</td>
<td>Acting Ensign J. W. Bennett</td>
<td>Cape Fear River.</td>
</tr>
<tr>
<td>Santiago de Cuba</td>
<td>11</td>
<td>Paddle</td>
<td>Captain O. S. Gilson</td>
<td>On a cruise.</td>
</tr>
<tr>
<td>Shokoken</td>
<td>6</td>
<td>Screw</td>
<td>Acting Ensign H. M. Pishon</td>
<td>Do.</td>
</tr>
<tr>
<td>Sallion</td>
<td>4</td>
<td>Screw</td>
<td>Acting Ensign H. M. Pishon</td>
<td>Hampton Roads.</td>
</tr>
<tr>
<td>Sangamon</td>
<td>14</td>
<td>Sailing</td>
<td>Acting Master H. A. McRae</td>
<td>New Bern, N. C.</td>
</tr>
<tr>
<td>Seawolf</td>
<td>12</td>
<td>Paddle</td>
<td>Acting Master W. T. Truxton</td>
<td>Off Cape Henry.</td>
</tr>
<tr>
<td>Shackle</td>
<td>11</td>
<td>Screw</td>
<td>Acting Ensign H. P. Hathaway</td>
<td>Fleet engineer tug, Norfolk.</td>
</tr>
<tr>
<td>Shrub</td>
<td>4</td>
<td>Paddle</td>
<td>Acting Master G. W. Barrett</td>
<td>Do.</td>
</tr>
<tr>
<td>Shrub</td>
<td>4</td>
<td>Screw</td>
<td>Acting Master G. W. Barrett</td>
<td>Do.</td>
</tr>
<tr>
<td>Shrub</td>
<td>4</td>
<td>Screw</td>
<td>Acting Master E. W. White</td>
<td>Awaiting tow to New York.</td>
</tr>
<tr>
<td>William Badger</td>
<td>8</td>
<td>Screw</td>
<td>Acting Ensign C. S. Smith</td>
<td>Beaufort, N. C.</td>
</tr>
<tr>
<td>Young America</td>
<td>4</td>
<td>Screw</td>
<td>Acting Master J. L. Graff</td>
<td>Norfolk, N. C.</td>
</tr>
<tr>
<td>Yantle</td>
<td>11</td>
<td>Paddle</td>
<td>Acting Master J. L. Graff</td>
<td>Cape Fear River.</td>
</tr>
<tr>
<td>Zouave</td>
<td>12</td>
<td>Screw</td>
<td>Acting Ensign J. L. Graff</td>
<td>Norfolk, N. C. (repairing).</td>
</tr>
</tbody>
</table>

Very respectfully,

WM. RADFORD,

*Acting Rear-Admiral.*

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**FLAGSHIP MALVERN,**

*Hampton Roads, May 16, 1865.*

Sir: The *Samuel Rotan* has been for some time stationed off Fortress Monroe to board and examine the papers of vessels entering and departing from the roads. I would respectfully ask if the Department considers it necessary for a guard ship to be retained at that point.

Respectfully, your obedient servant,

WM. RADFORD,

*Acting Rear-Admiral, Commanding North Atlantic Squadron.*

Hon. GIDEON WELLES,

*Secretary of the Navy.*

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Report of Commander Macomb, U. S. Navy, requesting to be relieved from command of the sounds of N. C. in Carolina.

U. S. S. SHAMROCK,

*Dist. of the Sounds of N. C., Albemarle Sound, May 17, 1865.*

Sir: I would respectfully request to be relieved from the command of this district and ordered to take the *Shamrock* to New York.
As hostilities with the rebellious States have ceased, there is nothing further to be done by the Navy in this district, and I have already, by direction of the admiral, ordered five vessels north.

The Shamrock is a fine vessel and might be used to advantage on other service. She is in excellent condition.

There are still two double-enders, the Massasoit and Iosco, in the sounds.

Very respectfully, your obedient servant,

W. H. Macomb,
Commander, Commanding.

Hon. Gideon Welles,
Secretary of the Navy.

[Telegram.]

HAMPTON ROADS, May 18, 1865.

Commodore Godon received his orders at 5:45 p. m., May 16. He sailed at 9:29 a. m., May 17. The Monadnock, Monticello, Chippewa, and Emma Henry went with him. The Huron is ordered to join him.

W. Radford,
Acting Rear-Admiral.

Hon. G. Welles.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding the reduction of the force under his command.

NAVY DEPARTMENT, May 19, 1865.

SIR: Your letter of the 15th instant, with list of vessels on your squadron, has been received. The Pequot should be sent north, the Pontooko and Pawtuxet should be docked, and your squadron should be reduced immediately, as ordered.

Very respectfully, etc.,

G. Welles,
Secretary of the Navy.

Acting Rear-Admiral Wm. Radford,

[Telegram.]

U. S. S. Tuscarora,
Hampton Roads, Virginia, May 19, 1865.

SIR: I have the honor to report my arrival off Hampton Roads with the U. S. S. Tuscarora at noon of this date, under orders from Captain C. W. Pickering, senior officer in Port Royal, a copy of which I forward and will present a duplicate in person.

I left that port on the 16th instant at 3:45 p. m., convoying the transport steamer William P. Olyde, which vessel has on board Jefferson Davis, wife, son, and two daughters; Alexander H. Stephens; C. O. Clay and lady; William [John H.] Reagan, late Postmaster-General; General Wheeler, and other prisoners of less note.

N W R.—VOL. 12——10
As soon as this is forwarded I will proceed to execute the balance of my orders, and convoy the *Olyde* to Washington.

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

JAMES MADISON FRAILEY,
Commander, U. S. Navy.

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

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[Telegram.]

FLAGSHIP MALVERN,
Hampton Roads, May 19, 1865.

I have ordered the *Tuscarora*, Commander Frailey, to remain here with the prisoners until the Department is heard from.

WM. RADFORD,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

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[Telegram.]

NAVY DEPARTMENT,
Washington City, May 19, 1865.

Direct Commander Frailey to remain with the *Tuscarora* in convoy of William *Olyde*. Retain the prisoners in close custody. Allow no one to communicate with them. Hold them subject to the order of Major-General Halleck or the Secretary of War. Take every precaution to prevent rescue or escape.

GIDEON WELLES;
Secretary Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron, Fortress Monroe.

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Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding guard vessel.

NAVY DEPARTMENT, May 20, 1865.

Sir: You are informed, in answer to your dispatch of the 16th instant, No. 28, that a guard vessel at Fortress Monroe is no longer considered necessary.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding the U. S. S. Fort Donelson.

NAVY DEPARTMENT, May 20, 1865.

SIR: Send the Fort Donelson to Boston to be put out of commission and sold.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,

[Telegram.]

NAVY DEPARTMENT, Washington, May 20, 1865.

If any vessel, public or private, sails for Charleston, send word to Admiral Dahlgren that the Santiago de Cuba will not sail until Thursday, the 25th, instead of Saturday.

GIDEON WELLES,
Secretary of the Navy.

Commodore WM. RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

[Telegram.]

FORT MONROE, May 21, 1865.

The Tuscarora, with prisoners, has sailed for Fort Warren.
The Maumee, with prisoners, has sailed for Fort Delaware.
The Pawtuxet is ready to convoy the William Clyde. Will leave for Fort Melleny when prisoners are ready.

WM. RADFORD,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.


FLAGSHIP MALVERN,
Hampton Roads, Virginia, May 21, 1865.

SIR: I have the honor to acknowledge the receipt of the Department's letter of the 19th instant.
The necessary orders have been given dispatching to the North all vessels in this squadron with the exception of 30 to be retained, 4 tugs, and a few hulks in use as coal and stone vessels.
They will leave as soon as possible, all my orders to that effect having been explicit.

Very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.
The Rhode Island from Mobile arrived this day with paroled rebel naval officers; two lieutenants, others of lower grades. I have turned them over to provost-marshal. Have sent Pontoon to Washington with Mr. Harrison, secretary to Jeff. Davis, per request of General Halleck.

W. Radford,
Acting Rear-Admiral.

Hon. G. Welles.

Report of Commander Macomb, U. S. Navy, regarding late Confederate steamers seized as prize.

U. S. Picket Boat No. 5,
Off Halifax, Roanoke River, North Carolina, May 22, 1865.

I have seized late C. S. steamers Cotton Plant, Fisher, Skirwan, and Egypt Mills as prizes to the squadron; also a small steamer nearly finished on the stocks at the rebel navy yard at this place.

The Cotton Plant and Egypt Mills are claimed as private property by citizens of Halifax and elsewhere.

The Cotton Plant I am desired to turn over to the U. S. Treasury purchasing agent, now stationed here, for the purpose of transporting cotton and other produce, until I can receive orders or instructions in relation thereto.

The vessel will be delivered to the Navy, when required to do so by proper authority.

This arrangement would both accommodate the views of the Government and the citizens residing on and near the Roanoke River. Refer to my report to admiral.

Very respectfully, your obedient servant,

W. H. Macomb,
Commander, Comdy. District Sounds, North Atlantic Squadron.

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

Letter from the Secretary of the Treasury to the Secretary of the Navy, requesting the release of vessels seized by Commander Macomb, U. S. Navy.

Treasury Department, May 24, 1865.

Sir: I have the honor to transmit herewith copy of a telegram received at this Department stating that two vessels have been seized in the waters of North Carolina. If they were upon a lawful voyage—that is, if they had no contraband of war on board, it is proper they should be released, and I respectfully suggest that an order to that effect be issued by your Department.

I am, respectfully,

H. McCulloch,
Secretary of the Treasury.

Hon. Gideon Welles,
Secretary of the Navy.
Commander Macomb, commanding the sounds in North Carolina, has seized the steamers Cotton Plant and Egypt Mills at Halifax, on the Roanoke River, which has entirely suspended all trade and transportation. Both boats are private property. Will you have them relieved by Secretary Welles, that business may go on as usual? There is a large amount of cotton in the Roanoke River that can be brought to market the moment the boats are returned to their loyal owners. The Fisher and Skirven, seized at the same time, could be very profitably employed in transporting cotton for a short time.

PETER LAWSON,
Purchasing Agent for United States.

Hon. H. McCulloch,
Secretary of Treasury.


FLAGSHIP MALVERN,
Hampton Roads, Virginia, May 25, 1865.

SIR: I have the honor to enclose herein to the Department a copy of a letter from Commander Macomb, with its enclosures.

I would respectfully ask the honorable Secretary what steps I am to take regarding the vessels and cotton therein mentioned as captured, and also of the property now in our possession at Halifax, N. C.

Very respectfully, your obedient servant,
WM. RADFORD,
Acting Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

U. S. S. SHAMROCK,
Off Cape Hatteras Light, North Carolina, May 18, 1865.

ADMIRAL: I have the honor to enclose herewith the report of a successful expedition up the Roanoke River by the Jusco, Valley City, and packet boat No. 5, under command of Lieutenant-Commander Thornton, of the first-named vessel.

These vessels (the captured ones mentioned) were all used by the rebel Government, though some were seized from private citizens by that Government. The cotton is also rebel property, without much doubt, though claimed by certain parties as private property. It is pretty certain that these persons took possession of it on the evacuation of the rebels from that part of the country.

I most respectfully request instructions as to their disposal.

Very respectfully, your obedient servant,

W. H. MACOMB,
Acting Rear-Admiral WM. RADFORD,
Commander, Commanding North Atlantic Squadron.

P. S.—You will see by the enclosed reports that the late rebel naval station at Halifax is in our possession. I shall keep possession there till further orders.
NORTH ATLANTIC BLOCKADING SQUADRON.

There is a gunboat on the stocks nearly completed and some good timber in the yard. I would respectfully request orders in regard to the above and also the captured cotton.

W. H. Macomb,
Commander.

[Submissions.]

U. S. S. Iosco,
Hamilton, N. C., May 14, 1865.

Sir: I have the honor to report that I reached Hamilton early on Saturday morning, leaving the Iosco at Rainbow with orders to search for the sunken guns and to make preparations for raising them. I have dragged the river as far as Palmyra, to which point I have this morning sent the Valley City to await the return and assist Captain Brooks on his return with his prizes captured at Edwards Ferry and elsewhere in that vicinity, the Cotton Plant, Fisher, Dolly, the engine of Cushing's torpedo boat, and another craft of some kind built by the rebels. Captain Brooks has not reached me as yet, so I have no particulars other than the above. These I received through Captain Haskell, adjutant at Plymouth, Mr. McMahon, Mr. Smith, and Mr. Moses, these latter gentlemen claiming ownership of Cotton Plant. They wish to go down in the Cotton Plant to communicate with you. As I see no objections, I shall give them permission. The detachment of infantry at Hamilton also wish a passage, which I accord with pleasure, as they are worn out with vain exertion. As soon as Captain Brooks arrives I shall forward the prizes to Plymouth. I do not think the Valley City can cross the bar above Palmyra, nor do I think it worth while to dredge above that place, as I am assured on all hands that torpedoes have never been laid down there, and as I am sure there are none below, I am happy to report the river clear. I can find thus far but three guns; they are sunk under the embrasures from which they were thrown. The others have launched out into deep water, and if sunk in the mud, will, I think, never be recovered; if not, the sweeping line may find them. There were originally fourteen or fifteen guns of all classes in the fort; two were burst, one of which was a 32-pounder; one, a Blakely, carried to Weldon; one 12-pounder, carried away by Captain Lee; one 12-pounder, sent to Plymouth; leaving nine or ten in the river, three of which I think can be raised.

The obstructions before Poplar Point are sufficiently clear for the passage of any vessel likely to navigate this river, and will wear away in time. I have no need of the cutters unless you wish to dredge the river higher up than I have thought necessary. I have obtained a flat of sufficient size with which to raise the guns, and will commence that work to-morrow.

May 15, 1865.

I have succeeded in raising three guns this morning bearing the following marks, viz: One rifle-gun, 6-inch caliber, C. W. S., 1852; one smoothbore 32-pounder, 5,522 pounds, J. M. C. E., 1829; one smoothbore 12-pounder [illegible], J. R. A. & Co., 1851. I dragged the river up and down and almost in the attempt to find the other guns, but without success. If there are any others, they must be in deep water and under the mud, in which case it will be impossible to recover them with the means at our disposal. By close questioning the people in this vicinity in regard to the number of guns in the fort I find that the accounts differ from five to seventeen. I have finally come to the conclusion that ten guns of all classes battered the works, five of which were heavy
guns, the others light guns mounted on field carriages. Of the heavy
guns, two (32-pounders) were burst, two I have secured, and the other,
a Blakely rifle, has been carried to Weldon. Of the light guns, one
was taken by Captain Lee when he evacuated, two I have secured, and
the other may be sunk in the river, or may have been carried off for
aught I can tell. The success of Captain Brooks fulfills the require-
ments of your orders.

MAY 16, 1865.

Captain Brooks has returned and his report is enclosed. He reports
a large quantity of Confederate cotton stowed away along the banks
of the river. As every duty embraced in my orders has been fulfilled,
I judge it best to go down in person to communicate with you, leaving
Captain Brooks in charge, with instructions not to permit the cotton
to be removed. I shall use the Cotton Plant for that purpose, and shall
leave early to-morrow morning, bringing Brooks' flotilla with me.

Very respectfully, your obedient servant,

JAS. S. THORNTON,
Lieutenant-Commander, Commanding Iosco.

Commander MACOMB,
Commanding District Sounds, North Atlantic Squadron.

U. S. S. VALLEY CITY,

Hill's Ferry, Roanoke River, May 15, 1865.

SIR: In obedience to orders, I took the picket launch No. 5, Acting
Ensign John H. Chapman, commanding, taking with me Paymaster
J. W. Sands and a detachment of men from this vessel, and the launch
and crew from the Iosco; also a boat from the Iosco, in charge of Acting
Ensign U. Feilberg, which was to pull up. I left this vessel at Wil-
liamston at 6:30 p. m. of Thursday, the 11th instant, and proceeded up
the river to Halifax with all dispatch. Arrived at Edwards Ferry at
3 p. m. the next day and captured two steamers. There was but one
man on board, who stated that he was taking care of a small quantity of
corn. One of the steamers was loaded with staves. I immediately
took possession, and Mr. Samuel Hawkins, acting third assistant engi-
neer of the launch, after much trouble succeeded in getting steam on
one of the vessels. In the meantime I pushed on with the launch,
leaving a guard with the steamer in charge of Mr. Abbot. When about
2 miles from Halifax, discovered another steamer tied up in the bushes
with a barge alongside. The steamer contained some 30 bags cotton,
3 cases goods, and 6 barrels brandy, which I broke open and threw
overboard in order that the men should not get drunk. There were
three men and a negro on board. I placed Paymaster Sands with five
men in charge and proceeded to Halifax, where I found a small steamer
with no one on board; taking her in tow, I returned to the steamer
below, and set to work getting steam, which was soon accomplished by
Mr. Hawkins, when I returned to Edwards Ferry, arriving at 6 a. m.
Saturday. At this place the enemy had in operation quite a yard, but
had burned everything but a steam engine and boiler, which I took on
board. At 11 a.m. Mr. Feilberg arrived, having pulled a distance of
about 100 miles. At 4 p. m. started down the river, all but one steam-
ing. On the way down discovered 23 bales cotton on the river bank,
which I took on board. When about 15 miles from the ferry I stopped
to wood up, and Monday afternoon again started down the river and
met the Valley City at Palmyra.
The steamers found at Edwards Ferry were said to be the Fisher and the Egypt Mills, the former having been built by the rebels and had mounted a pivot gun. The one found near Halifax they called the Cotton Plant, which had been in the service of the enemy, but is claimed by a Mr. McMahon, who has been a rebel agent, and, from what I hear, a strong disloyal man.

I can not but mention Mr. Sam. Hawkins, engineer of the launch, for his skill and perseverance in getting the steam in running order, and my thanks are due to Captain Chapman and all the officers who accompanied me for their assistance.

Very respectfully,

[John A. J. Brooks,]
Acting Master.


U. S. FLAGSHIP MALVERN,
Norfolk Navy Yard, May 29, 1865.

SIR: I have the honor to state that the Onondaga will leave to-day in tow of the U. S. S. Vanderbilt for New York.

The ironclads Lehigh, Sangamon, and Atlantic have been ordered from the roads to Norfolk and are now lying off the hospital; the [G. S. S.] Columbia is at the navy yard here and will go into dock as soon as the Mount Vernon is floated out, probably to-morrow.

I am, very respectfully, your obedient servant,

Wm. Radford,
Acting Rear-Admiral, North Atlantic Squadron.

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


U. S. FLAGSHIP MALVERN,
Norfolk Navy Yard, May 29, 1865.

SIR: The Tristram Shandy has returned from her duties at Cape Henry.

I respectfully ask if it be the pleasure of the Department to keep her in this squadron as a dispatch boat, or if she shall be sent north?

I am, very respectfully, your obedient servant,

Wm. Radford,
Acting Rear-Admiral.

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

[Telegram.]

NAVY DEPARTMENT, May 30, 1865.

Major-General Halleck has three or four prisoners at Richmond to be conveyed to Fort Pulaski, Ga. Communicate with him by telegraph and take them as he shall request.

G. V. Fox,
Acting Secretary.

Acting Rear-Admiral Wm. Radford,
Commanding North Atlantic Squadron, Hampton Roads.
Instructions of the Acting Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding affairs of the squadron.

**NAVY DEPARTMENT, May 31, 1865.**

Sir: Reduce the North Atlantic Squadron to the following number of vessels, with all possible dispatch, viz: Six tug boats, seven other steamers, one monitor.

You can have, in addition, such store vessels as may be required in connection with this force.

Select the most efficient vessels for retention and send to the Department a list of them. Consult with Captain Berrien and transfer to him two good tugs. Send all the other vessels to Philadelphia, New York, Boston, and Portsmouth, the iron vessels to Philadelphia. You will always have a vessel ready to go to sea from Hampton Roads, and the monitor is to spend half her time in fresh water.

Fill up the vessels that remain as the fixed force of the squadron with their complement of officers and men. Retain for this purpose good volunteer officers, so far as possible those who wish to continue a while longer in the service, and send north all other volunteer officers for the purpose of being mustered out of the service. Of the men send home those who have the least time to serve.

In forwarding to the Department a list of the vessels retained send with it lists of the officers of each and complete muster rolls of their crews, the latter to the Bureau of Equipment and Recruiting.

All property hitherto belonging to the rebel Naval Department, or that was under its control, will be taken possession of by you, and an account taken, with an estimate of the value thereof, and forwarded to this Department. If such property is in possession of the United States military forces, make a written request for it, and report your action to this Department, that the necessary orders may be given by the War Department for its delivery to the Navy.

Econonimize in the use of coal, and give directions to all vessels to keep steam down, except in an emergency, of which the senior officer shall judge, under directions of commander of the squadron.

The title of the squadron under your command will hereafter be the "North Atlantic Squadron."

Very respectfully, etc.,

G. V. Fox,

Acting Secretary of the Navy.

Acting Rear-Admiral Wm. Radford,

Commanding North Atlantic Squadron, Hampton Roads.

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**List of vessels composing the North Atlantic Squadron, June 1, 1865.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agawam</td>
<td>10</td>
<td>Paddle</td>
<td>Commander A. C. Rhind</td>
<td>Hampton Roads, Norfolk</td>
</tr>
<tr>
<td>Atlanta</td>
<td>3</td>
<td>Screw</td>
<td>Lt. Com. B. Wilson</td>
<td>Navy yard, Norfolk (repairing)</td>
</tr>
<tr>
<td>Aneemo</td>
<td>4</td>
<td>do</td>
<td>Acting Ensign A. O. Krug</td>
<td>Beaufort, N.C.</td>
</tr>
<tr>
<td>Ariston</td>
<td>3</td>
<td>Schooner</td>
<td>Lt. Com. W. C. West</td>
<td>D. Neals, North Carolina</td>
</tr>
<tr>
<td>Alphonse</td>
<td></td>
<td>Hulk</td>
<td>Acting Assistant Paymaster</td>
<td></td>
</tr>
<tr>
<td>Alpha</td>
<td>10</td>
<td>Paddle</td>
<td>Commander H. R. T. Arnold</td>
<td>Hampton Roads, Norfolk</td>
</tr>
<tr>
<td>Chichepeo</td>
<td></td>
<td>do</td>
<td>Acting Master H. Bingham</td>
<td>Navy yard, Norfolk (repairing)</td>
</tr>
<tr>
<td>Commodore Perry</td>
<td>6</td>
<td>do</td>
<td></td>
<td>James River</td>
</tr>
<tr>
<td>Name</td>
<td>Guns.</td>
<td>Class.</td>
<td>Commanding officer</td>
<td>Present duty or station</td>
</tr>
<tr>
<td>--------------------</td>
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<td>----------------------------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>Charles Phelps</td>
<td></td>
<td>Hulk</td>
<td>Acting Ensign W. Ottwell</td>
<td>Crane Island coal station</td>
</tr>
<tr>
<td>Delta</td>
<td></td>
<td>Screw</td>
<td>Acting Ensign W. F. Gragg</td>
<td>Sounds</td>
</tr>
<tr>
<td>Holmes</td>
<td>4</td>
<td>Paddle</td>
<td>Acting Master H. Kuyser</td>
<td>New York</td>
</tr>
<tr>
<td>Gamma</td>
<td>1</td>
<td>Screw</td>
<td>Acting Ensign H. Wheeler</td>
<td>Newport News</td>
</tr>
<tr>
<td>Galena</td>
<td>11</td>
<td>do</td>
<td>Acting Ensign H. F. Ollert</td>
<td>Off Fort Norfolk</td>
</tr>
<tr>
<td>Harrow</td>
<td>6</td>
<td>do</td>
<td>Acting Ensign J. H. Kevins</td>
<td>Sounds</td>
</tr>
<tr>
<td>Henry Brinker</td>
<td>3</td>
<td>do</td>
<td>Acting Ensign J. Miller</td>
<td>Hampton Roads</td>
</tr>
<tr>
<td>Harcourt</td>
<td></td>
<td>do</td>
<td>Acting Ensign J. Miller</td>
<td>Sounds</td>
</tr>
<tr>
<td>Lehigh</td>
<td>2</td>
<td>Screw</td>
<td>Lt. Com. A. A. Sennett</td>
<td>Cape Fear River</td>
</tr>
<tr>
<td>Lampeot</td>
<td>10</td>
<td>Paddle</td>
<td>Lt. Com. T. S. Phelps</td>
<td>Off navy yard, Norfolk</td>
</tr>
<tr>
<td>Marcus</td>
<td>8</td>
<td>Screw</td>
<td>Lt. Com. J. Parker</td>
<td>Navy yard, Norfolk</td>
</tr>
<tr>
<td>Massasoit</td>
<td>10</td>
<td>Paddle</td>
<td>Lt. Com. R. T. Renshaw</td>
<td>Hampton Roads</td>
</tr>
<tr>
<td>Montgomery</td>
<td></td>
<td>Screw</td>
<td>Lt. Com. R. T. Renshaw</td>
<td>Cape Fear River</td>
</tr>
<tr>
<td>Maratunza</td>
<td>6</td>
<td>Paddle</td>
<td>Lt. Com. G. W. Young</td>
<td>Ordinance tug</td>
</tr>
<tr>
<td>Pontoonus</td>
<td>10</td>
<td>do</td>
<td>Act. Vol. Lt. A. Y. Reed ...</td>
<td>Sound</td>
</tr>
<tr>
<td>Poppy</td>
<td>2</td>
<td>Screw</td>
<td>Acting Ensign W. Clarke</td>
<td>Sound</td>
</tr>
<tr>
<td>Pickel Loch No. 5</td>
<td>2</td>
<td>do</td>
<td>Acting Ensign J. H. Chapman</td>
<td>Sound</td>
</tr>
<tr>
<td>Renshaw</td>
<td></td>
<td>Schooner</td>
<td>Acting Ensign F. A. McDonald</td>
<td>Sound</td>
</tr>
<tr>
<td>Release</td>
<td>3</td>
<td>Bark</td>
<td>Acting Master J. Baker</td>
<td>Sound</td>
</tr>
<tr>
<td>Republic</td>
<td>1</td>
<td>Screw</td>
<td>Acting Ensign J. W. Bennett</td>
<td>Sound</td>
</tr>
<tr>
<td>Shamrock</td>
<td>11</td>
<td>Paddle</td>
<td>Lt. Com. W. H. Macomb</td>
<td>Sound</td>
</tr>
<tr>
<td>Sangamon</td>
<td>2</td>
<td>Screw</td>
<td>Lt. Com. R. Chandler</td>
<td>Sound</td>
</tr>
<tr>
<td>Valley City</td>
<td>6</td>
<td>Screw</td>
<td>Acting Master J. A. J. Brooks</td>
<td>Sound</td>
</tr>
<tr>
<td>Wilderness</td>
<td>4</td>
<td>Paddle</td>
<td>Acting Master H. Arey</td>
<td>Sound</td>
</tr>
<tr>
<td>Whitehead</td>
<td>4</td>
<td>Paddle</td>
<td>Acting Master C. W. Clark</td>
<td>Sound</td>
</tr>
<tr>
<td>William Badger</td>
<td>1</td>
<td>Paddle</td>
<td>Acting Ensign E. S. Clark</td>
<td>Sound</td>
</tr>
<tr>
<td>Yantle</td>
<td>5</td>
<td>Screw</td>
<td>Lt. Com. T. C. Harris</td>
<td>Sound</td>
</tr>
</tbody>
</table>

Very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding North Atlantic Squadron.


U. S. S. MALVERN, June 1, 1865.

The following vessels have gone to the North:

1. Belle.
2. Berberry.
3. Dawn.
5. Cohasset.
7. Onondaga.
8. Pequot.
10. Unit.

The following vessels have been ordered and are on their way north, or will leave as soon as some necessary repairs are completed:

1. Ceres.
2. Clinton.
5. Martin.
6. Philox.
7. Saffron.
8. Zouave.

---

The end of the list...
The following vessels are on detached service under Acting Rear-Admiral S. W. Godon:

Monadnock. Chippewa.
Monticello. Emma Henry.

Three of the five vessels in Cape Fear River have been ordered north, as have all the vessels in the sounds with the exception of nine. Very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding North Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Acting Rear-Admiral Radford, U. S. Navy, regarding the disposition of vessels in the reduction of the squadron under his command.

U. S. FLAGSHIP MALVERN,
Hampton Roads, June 2, 1865.

Sir: I have the honor to acknowledge the receipt of your communication of May 31st, ultimo, relative to the reduction of the North Atlantic Squadron.

Orders have been issued to Commander W. H. Macomb to send to Portsmouth, [N. H.], Boston, or New York all the vessels of the North Atlantic Squadron in the sounds except the Shamrock and Josco, third rates, and the tugs Gamma and Delta; to Lieutenant-Commander T. S. Phelps, senior officer, Cape Fear River, ordering all the vessels there stationed to the above-mentioned ports except the Lenapee; orders to Captain J. M. Berrien to dispatch all vessels of the North Atlantic Squadron now repairing at the navy yard, Norfolk, to the same ports as soon as they are sufficiently repaired to render it safe for them to go to sea except the Chicopee, which vessel's repairs will not be completed for two weeks.

The Yantie, fourth rate, has been ordered to report to me here. Upon her arrival, if she be in good repair, the Montgomery, third rate, will be sent north.

The Maumee, fourth rate, Lieutenant-Commander James Parker, is at the Norfolk navy yard, and her commander is at Richmond attending to the appraisement, inventory, and shipment of rebel naval stores, machinery, etc. The Maumee needs a new condenser and some repairs to machinery. She will be sent north as soon as Lieutenant-Commander Parker finishes the duty with which he has been charged. It would give me satisfaction if she could be returned to this squadron, as Lieutenant-Commander Parker is conversant with the details of the seizure of the rebel naval stores, and would be of much service in finally disposing of all claims to them.

The schooner Arletta, ordnance schooner at Beaufort, has not been ordered north. The Arletta has a small crew, is an economical vessel, and would be of service. I respectfully ask that she may be retained for the present.

I would respectfully recommend that there should be at least two vessels for service in the James River—one at Newport News, where we now have some 3,000 prisoners, the other to patrol the river and afford protection and assistance, if needed, to the numerous transports navigating the James.
The squadron, as reduced, will consist of the following vessels:

<table>
<thead>
<tr>
<th>Name</th>
<th>Class</th>
<th>Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malvern</td>
<td>Flagship</td>
<td>Sounds of North Carolina</td>
</tr>
<tr>
<td>Shamrock</td>
<td>Third rate</td>
<td>Cape Fear River</td>
</tr>
<tr>
<td>Ioseo</td>
<td></td>
<td>Newport</td>
</tr>
<tr>
<td>Lenapee</td>
<td></td>
<td>Hampton Roads</td>
</tr>
<tr>
<td>Agawam</td>
<td></td>
<td>James River and Hampton Roads</td>
</tr>
<tr>
<td>Tristram Shandy</td>
<td>Fourth rate</td>
<td>Sounds of North Carolina</td>
</tr>
<tr>
<td>Montgomery, or Antie, when she arrives</td>
<td>Third rate</td>
<td>Do.</td>
</tr>
<tr>
<td>Harcourt</td>
<td>Tug</td>
<td>Beaufort.</td>
</tr>
<tr>
<td>Glance</td>
<td></td>
<td>Navy yard.</td>
</tr>
<tr>
<td>Alpha</td>
<td></td>
<td>Do.</td>
</tr>
<tr>
<td>Gamma</td>
<td></td>
<td>Do.</td>
</tr>
<tr>
<td>Delta</td>
<td></td>
<td>Do.</td>
</tr>
<tr>
<td>Anemone</td>
<td></td>
<td>Do.</td>
</tr>
<tr>
<td>Poppy</td>
<td></td>
<td>Do.</td>
</tr>
<tr>
<td>Snowdrop</td>
<td></td>
<td>Do.</td>
</tr>
</tbody>
</table>

List of officers and muster rolls will be sent as soon as received. The Phlox is an unarmed, side-wheel steamer, consuming but 8 tons of coal per diem. A quantity of ordnance and other stores are to be sent to Washington, and I will retain the Phlox for this purpose unless otherwise directed by the Department.

I am, very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding North Atlantic Squadron.

G. V. FOX,
Acting Secretary of the Navy, Washington, D. C.

Order of Acting Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding the U. S. S. Tristram Shandy.

NAVY DEPARTMENT, June 2, 1865.

SIR: In reply to your letter of the 29th ultimo, the Department directs that the Tristram Shandy be retained in the North Atlantic Squadron until further orders.

Very respectfully,

G. V. FOX,
Acting Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,

Order of the Acting Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding ironclads.

NAVY DEPARTMENT, June 2, 1865.

SIR: Your dispatch No. 45, of the 29th ultimo, has been received. Retain one of the ironclads in the squadron, either the Lehigh or the Sangamon, and send the other two to Philadelphia.

Very respectfully,

G. V. FOX,
Acting Secretary of Navy.

Acting Rear-Admiral WM. RADFORD,
NORTH ATLANTIC BLOCKADING SQUADRON.

[Telegram.]

NAVY DEPARTMENT, June 3, 1865.

You can retain Lieutenant-Commander Parker. Send the Maumee to Philadelphia. Other matters in your No. 54 approved.

G. V. Fox,
Acting Secretary Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, to combine the North and South Atlantic Squadrons in one command.

NAVY DEPARTMENT, June 9, 1865.

SIR: As soon as the North Atlantic Squadron is reduced to the number of vessels designated in the order of the Department dated May 31, you will proceed to Port Royal, S. C., and in Rear-Admiral Dahlgren's absence you will assume command of the Atlantic Squadron, which will comprise the remaining vessels of the North and South Atlantic Squadrons. The limits of your command will be from Cape Florida to, but not including, York River, with headquarters at Port Royal, S. C. Leave a senior officer in Hampton Roads, to whom the Department can communicate, and have a dispatch vessel at that anchorage.

You are authorized to fit up the Tristram Shandy, or any other vessel of your squadron, to be used for the purpose of enabling you to visit different stations of your squadron.

A copy of Rear-Admiral Dahlgren's orders are herewith enclosed.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron, Old Point, Va.

[Telegram.]

NAVY DEPARTMENT, June 16, 1865.

Orders have been given to land stores of Seneca. You may detain Tahoma for service in your squadron.

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

[Telegram.]

NAVY DEPARTMENT, June 16, 1865.

Direct the Alabama to tow the Monadnock to Philadelphia.

G. WELLES,
Secretary of Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.
Letter from the Secretary of War to the Secretary of the Navy, transmitting report urging the restriction of further seizure of private property in North Carolina.

WAR DEPARTMENT,
Washington City, June 17, 1865.

SIR: I have the honor to invite your attention to the enclosed extract from a report of Colonel Frankle, commanding at Plymouth, N. C., and to the copies of the endorsements made thereon by General Grant and General Schofield in regard to the importance of arresting the further seizure of private property by naval commanders on the coast of North Carolina.

Your obedient servant,

E. M. STANTON,
Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

HEADQUARTERS STATION OF PLYMOUTH,
Plymouth, N. C., May 19, 1865.

CAPTAIN: * * * The order of General Schofield announcing the cessation of hostilities in this State and proclaiming peace has been received here and by me published to the citizens with the assurance, as by that order secured, of no further molestation of their property, and I have striven to foster friendly feelings on the part of the citizens hereabouts, which they are well disposed to. But the Navy, on their up-river expeditions, seem to have no such notification of peace, and are loading and securing cotton, the property of private citizens, and such other general property as falls in their way. They are, of course, supposed by the people to be a cooperative authority with the Army, but of what avail is the publication of an order declaring peace in the State and protection to the people if their property is taken before their eyes a week or a month after the order is issued? The people do not understand the distinctive character of the Army and Navy, and are apt to look for the carrying out of such orders to one branch of the service as well as the other.

I trust this affair may receive the attention it seems to demand and that the early action of the authorities may be had on it.

* * * * * * * * *

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

JONES FRANKLE,
Colonel Second Massachusetts Artillery, Commanding.

Captain J. A. JUDSON,
Acting Adjutant-General, District of Beaufort.

[Endorsements.]

HEADQUARTERS DEPARTMENT OF NORTH CAROLINA,
Raleigh, N. C., June 2, 1865.

Respectfully forwarded to Lieutenant-General Grant, commanding armies of the United States.

It is of importance that the orders to stop seizures of private property be complied with, and I request that such orders may be sent naval commanders on the coast of North Carolina.

J. M. SCHOFIELD,
Major-General.
Headquarters Army United States, June 12, 1865.

Respectfully forwarded to the Secretary of War, and attention invited to that part of General Schofield's endorsement in which he speaks of the importance of compliance with the orders to stop seizures of private property, and requests that such orders may be sent to the naval commanders on the coast of North Carolina.

U. S. Grant,
Lieutenant-General.


U. S. S. Shamrock,
District of the Sounds of North Carolina, Plymouth, June 19, 1865.

Admiral: I have the honor to report the termination of the expedition up the Roanoke River, under Lieutenant-Commander Thornton. A large amount of ex-rebel property has been captured, of which the inventories are not quite completed yet, but which I will forward in a few days.

If you have no objections, I will retain the Fisher and Skirvan in this district, the former to carry supplies from the naval storehouse at New Berne for vessels in the upper sounds and the latter for a mail and dispatch boat. In consequence of the reduction in the number of the vessels of this district, I have none of light draft and sufficient capacity to transport stores from New Berne here.

Very respectfully, your obedient servant,
W. H. Macomb,
Commander, Commanding.

Acting Rear-Admiral Wm. Radford,
Commanding North Atlantic Squadron.

P. S.—We can man these vessels from the double-enders when it is necessary to use them.

——


U. S. S. Shamrock,
District of the Sounds of North Carolina, Plymouth, June 19, 1865.

Admiral: I have received a communication from Gilbert Elliott & Co., owners of the shipyard at Edwards Ferry, who state that that yard was a private one, and that the ironclad built there was by contract to the rebel Government, in proof of which they enclosed me their contract, which is signed on the part of the rebel Navy Department by John L. Porter, Chief Naval Constructor of the rebel Navy. It follows from this, they state, that the property taken by our naval forces from that yard, viz., a steam sawmill and some lumber, did not belong to the rebel Navy, and therefore are not liable to seizure.

Will you please inform me what course to pursue in this and similar cases.

Very respectfully, your obedient servant,
W. H. Macomb,
Commander, Commanding.

Acting Rear-Admiral Wm. Radford,
Commanding North Atlantic Squadron.

P. S.—I do not consider this claim worth anything; in fact, I think that this contract would render all the property of this firm confiscable.

W. H. M.

FLAGSHIP MALVERN,
Norfolk, Va., June 19, 1865.

SIR: I have the honor to enclose herewith the list of vessels composing the North Atlantic Squadron at this date.

The U. S. S. Oeres is at Halifax, N. C., and will be sent north as soon as possible.

Picket launch No. 1 has been lately raised by Commander W. H. Macomb and will be sent to Norfolk as soon as sufficiently repaired.

The Monticello is under repairs at the Norfolk navy yard. Her piston rod was bent.

The Tahoma is waiting to be docked.

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

WM. RADFORD,
Acting Rear-Admiral.

[Encloure.]

NORTH ATLANTIC SQUADRON,
Off Norfolk, June 15, 1865.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anemone</td>
<td>4</td>
<td>Screw</td>
<td>Acting Ensign A. O. Kruger</td>
<td>Beaufort, N. C.</td>
</tr>
<tr>
<td>Arlettia</td>
<td>3</td>
<td>Screw</td>
<td>Acting Ensign W. J. West</td>
<td>Do.</td>
</tr>
<tr>
<td>Alpha</td>
<td></td>
<td>Screw</td>
<td>Acting Ensign John Brown</td>
<td>Hampton Roads.</td>
</tr>
<tr>
<td>Chicopee</td>
<td>10</td>
<td>Paddle</td>
<td>Commander H. N. T. Arnold</td>
<td>Repairing, Norfolk navy yard.</td>
</tr>
<tr>
<td>Charles Phelps</td>
<td></td>
<td>Hulk</td>
<td>Acting Ensign W. Ottiswell</td>
<td>Crancey Island coal station.</td>
</tr>
<tr>
<td>Glance</td>
<td>1</td>
<td>do</td>
<td>Acting Ensign H. Wheeler</td>
<td>Hampton Roads.</td>
</tr>
<tr>
<td>Gamma</td>
<td></td>
<td>do</td>
<td>Acting Ensign H. F. Curtis</td>
<td>Sounds.</td>
</tr>
<tr>
<td>Harcourt</td>
<td></td>
<td>do</td>
<td>Acting Ensign J. Miller</td>
<td>Hampton Roads.</td>
</tr>
<tr>
<td>Phlox</td>
<td></td>
<td>Paddle</td>
<td>Acting Master H. North</td>
<td>Repairing, Norfolk navy yard.</td>
</tr>
<tr>
<td>Renshaw</td>
<td>1</td>
<td>Screw</td>
<td>Gunner E. A. McDonald</td>
<td>Sounds.</td>
</tr>
<tr>
<td>Shumway</td>
<td>11</td>
<td>Paddle</td>
<td>Commander W. H. Macomb</td>
<td>Do.</td>
</tr>
<tr>
<td>Sangamon</td>
<td>2</td>
<td>Screw</td>
<td>Lt. Com. E. Chandler</td>
<td>Repairing, Norfolk navy yard.</td>
</tr>
<tr>
<td>William Hagar</td>
<td>1</td>
<td>Hulk</td>
<td>Acting Ensign S. G. Swain</td>
<td>Beaufort, N. C.</td>
</tr>
<tr>
<td>Yantie</td>
<td>5</td>
<td>Screw</td>
<td>Lt. Com. T. C. Harris</td>
<td>Hampton Roads.</td>
</tr>
</tbody>
</table>

Respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral.

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

FLAGSHIP MALVERN,
Norfolk, Va., June 20, 1865.

SIR: I have the honor to transmit herewith a copy of a communication received from Commander W. H. Macomb, and respectfully ask instructions as to the disposition to be made of the captured property.

As the cotton is likely to deteriorate by exposure, I would respectfully suggest that it be sold at once, and the proceeds of sale be held by the Government until it can be seen what claims, if any, will be made upon it, or until it is properly adjudicated.

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

WM. RADFORD,
Acting Rear-Admiral.

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

[Enclosure]

U. S. S. SHAMROCK,
Pamlico Sound, June 12, 1865.

AD MirAl: I have sent the two steamers, Cotton Plant and Egypt Mills, which were captured in the Roanoke River in May, to Norfolk to report to you. On the latter there is a quantity of cotton, also captured in the Roanoke, which was formerly in the possession of the rebel Government, but was seized and carried off from the navy yard at Halifax by citizens residing therabouts in the evacuation of that place.

The steamers were once private property, but have been used by the rebels as transports during the war. Whether they were purchased or seized by the rebels from their owners I am unable to say, but they were certainly rebel Government property. I have sent them to you in order that some disposition may be made of them and the cotton (especially the cotton) before they become valueless from exposure and disuse.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron.

Letter from the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, regarding the action of France and Great Britain, in view of the cessation of hostilities.

NAVY DEPARTMENT, June 22, 1865.

SIR: Information has been communicated to this Department by the Secretary of State that the Imperial Government of France has removed all restrictions heretofore imposed by it upon naval intercourse with the United States, and has withdrawn from the insurgents the character of belligerents.

The Government of Great Britain also withdraws her concessions, heretofore made, of a belligerent character from the insurgents, but the
withdrawal of the twenty-four hours rule has not been made absolute; reciprocal measures will be extended to the vessels of that country. The blockade of the ports and coast of the United States will soon cease, and with the cessation of hostilities the belligerent right of search will also cease.

Very respectfully,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding Atlantic Squadron, Old Point, Va.


U. S. FLAGSHIP MALVERN,
Hampton Roads, Va., June 22, 1865.

SIR: In the absence of Acting Rear-Admiral W. Radford, I have the honor to state that yesterday a letter was received from Brevet Brigadier-General N. A. Miles, commanding at Fortress Monroe, requesting that a guard vessel might be stationed "at the entrance of the harbor for the purpose of requiring all vessels arriving after this date from Southern ports to await an examination by a health officer." The U. S. S. Boxer* was detailed for this duty temporarily, and I would very respectfully suggest that one of the bomb schooners, provided with good boats, would answer all the requirements of a guard vessel and be of very little expense to the Government.

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

J. C. HOWELL,
Commander, U. S. Navy, Senior Officer, Hampton Roads.

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

Letter from the Secretary of the Navy to the Secretary of War, regarding orders issued forbidding further seizures of property by naval officers.

NAVY DEPARTMENT, June 23, 1865.

SIR: I have the honor to acknowledge the receipt of your letter of the 17th instant, and its enclosure, and to inform you that instructions have been given to arrest further naval expeditions or seizures of property by naval officers on the coast of North Carolina.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

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

* Formerly U. S. S. Tristram Shandy.
Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, for immediate cessation of seizures of property in the sounds of North Carolina.

NAVY DEPARTMENT, June 23, 1865.

SIR: The Department has received the report of Commander Maconch, dated the 19th instant, forwarded by you to it, announcing the termination of the expedition up Roanoke River and the capture of a large amount of ex-rebel property. It received at the same time a communication from the Secretary of War, enclosing a copy of one from Colonel Frankle, bearing endorsements of Generals Schofield and Grant, in regard to the importance of arresting the further seizure of private property by naval commanders on the coast of North Carolina. The order of General Schofield announcing the cessation of hostilities in North Carolina, proclaiming peace, and assuring the citizens that there would be no further molestation of their property, was received about the middle of May, yet it would seem that seizures of property continue to be made.

The Department does not understand what Commander Maconch means by ex-rebel property. The instructions of the Department sent to you on the 31st of May authorized the seizure of all property which belonged to the rebel naval service; not the property of private individuals.

There is no necessity for the Navy to make further excursions or expeditions. Such unnecessary and improper seizures as those indicated must cease, and you will give immediate instructions accordingly.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, for the abandonment of the naval station in the sounds of North Carolina.

NAVY DEPARTMENT, June 24, 1865.

SIR: The sounds of North Carolina as a naval station is to be abandoned. Withdraw all naval vessels and all naval property from those waters without unnecessary delay. Keep at Beaufort, N. C., a steamer which can cross the bulkhead and proceed to New Berne, or elsewhere in the sounds in case of emergency.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.


U. S. S. SHAMROCK,
District Sounds, Edenton Bay, June 24, 1865.

ADMIRAL: I send by the Ceres the inventory of captured property from the navy yards on the Roanoke River.
There is a steam sawmill at New Berne which was taken from Edwards Ferry (I wrote concerning it in my No. 30), which was sent down before the inventory was made out, and therefore was not included. I have ordered it appraised, and shall forward the report as soon as received from New Berne.

The _Geres_ takes to Norfolk the steamer _Halifax_, which we captured in the stocks and launched.

In this connection I think it my duty to bring to the notice of the Department the work performed on this occasion by Carpenter Mark W. Paul, U. S. Navy, who managed, with the small means at his command, to launch this craft without any injury, though on account of the low state of the river the vessel was full 30 feet above the level of the water and only a few yards distant from the bank. The ways he constructed are 200 feet long and very steep.

Very respectfully, your obedient servant,

WM. H. MACOMB,
Commander, Commanding.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron.

P. S.—On board the captured steamer _Egypt Mills_ there is a quantity of cotton, a few bags of sea-island and 90 bales, formerly the property of the rebel Government (whether naval authorities or not, I do not know), which should be included in the inventory, but she had been sent down the river before the inventory had been made out.

W. H. M.

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FLAGSHIP MALVERN,
Hampton Roads, Virginia, June 27, 1865.

SIR: In the absence of Acting Rear-Admiral Radford, I have the honor to report that the U. S. S. _Ossipee_ sailed for Philadelphia in tow of the U. S. S. _Yankee_, on the afternoon of June 26 instant.

Very respectfully, your obedient servant,

J. C. HOWELL,
Commander, Fleet Captain, and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

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FLAGSHIP MALVERN,
Hampton Roads, Virginia, June 27, 1865.

SIR: In the absence of Acting Rear-Admiral William Radford, I have the honor to enclose herewith an inventory of property captured in the Roanoke River, by direction of Commander W. H. Macomb. Some bags of sea-island and 90 bales of other cotton are to be added to the list. I also enclose the copy of a letter from Commander Macomb, referring to the captures.

There is now at the Navy Yard, Norfolk, the following-named captured property:

Steamer _Cotton Plant_, stern wheel; Steamer _Fisher_, screw propeller; steamer _Egypt Mills_, screw propeller; one lighter, containing iron plat-
ing; *Halifax*, unfinished gunboat; one 6-inch rifle gun; 99 bales and some bags cotton.

The steamer *Dolly* and one lighter, containing iron plating, were sunk in the canal.

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

J. O. HOWELL,
Commander, Senior Officer Present.

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

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Order of the Secretary of the Navy to Acting Rear-Admiral Radford, U. S. Navy, to send captured property to Philadelphia for adjudication.

NAVY DEPARTMENT, June 27, 1865.

SIR: Your letter of the 20th instant (No. 08) and enclosure have been received. You will have the captured property sent to Philadelphia and delivered to the prize commissioners with a report of the circumstances attending the seizure.

I am, respectfully, your obedient servant,

G. WELLES,
Secretary of the Navy.

Acting Rear-Admiral WM. RADFORD,
Commanding North Atlantic Squadron, Hampton Roads.

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List of vessels composing the North Atlantic Squadron, July 1, 1865.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agawam</td>
<td>10</td>
<td>Paddle</td>
<td>Lt. Com. C. L. Franklin</td>
<td>Hampton Roads</td>
</tr>
<tr>
<td>Anemoon</td>
<td>4</td>
<td>Screw</td>
<td>Acting Ensign A. O. Kruger</td>
<td>Beaufort, N. C.</td>
</tr>
<tr>
<td>Arbella</td>
<td>3</td>
<td>Schooner</td>
<td>Lt. Com. W. C. West</td>
<td>Do.</td>
</tr>
<tr>
<td>Albemarle</td>
<td></td>
<td>Hulk</td>
<td>Acting Assistant Paymaster G. R. Watkins</td>
<td>Norfolk.</td>
</tr>
<tr>
<td>Alpha</td>
<td>10</td>
<td>Paddle</td>
<td>Acting Ensign John Brown</td>
<td>Hampton Roads</td>
</tr>
<tr>
<td>Chicopee</td>
<td></td>
<td>Screw</td>
<td>Commander H. N. T. Arnold</td>
<td>Repairing, navy yard, Norfolk.</td>
</tr>
<tr>
<td>Charles Phulp</td>
<td></td>
<td>Hulk</td>
<td>Acting Ensign W. Ottwell</td>
<td>Craney Island coal station.</td>
</tr>
<tr>
<td>Glance</td>
<td>1</td>
<td>do</td>
<td>Acting Ensign H. Wheeler</td>
<td>Hampton Roads</td>
</tr>
<tr>
<td>Gamma</td>
<td></td>
<td>do</td>
<td>Acting Ensign H. F. Curtis</td>
<td>Sounds, North Carolina.</td>
</tr>
<tr>
<td>Losco</td>
<td></td>
<td>do</td>
<td>Acting Ensign I. Miller</td>
<td>Sounds, North Carolina.</td>
</tr>
<tr>
<td>Lemapee</td>
<td>12</td>
<td>do</td>
<td>Lt. Com. T. S. Phelps</td>
<td>Hampton Roads</td>
</tr>
<tr>
<td>Philo</td>
<td></td>
<td>do</td>
<td>Acting Master H. North</td>
<td>Hampton Roads</td>
</tr>
<tr>
<td>Pickel heap No.</td>
<td>1</td>
<td>Screw</td>
<td>Acting Ensign [J. H.] Chapman</td>
<td>Navy yard, Norfolk; ordered to Philadelphia.</td>
</tr>
<tr>
<td>Renshaw</td>
<td></td>
<td>Schooner</td>
<td>Gunner E. A. McDonald</td>
<td>Sounds, North Carolina.</td>
</tr>
<tr>
<td>Shamrock</td>
<td>11</td>
<td>Paddle</td>
<td>Commander W. H. Macomb</td>
<td>Do.</td>
</tr>
<tr>
<td>Sangamon</td>
<td>2</td>
<td>Screw</td>
<td>Lt. Com. R. Chandler</td>
<td>Repairing, navy yard, Norfolk.</td>
</tr>
<tr>
<td>William Badger</td>
<td></td>
<td>Hulk</td>
<td>Acting Ensign S. G. Swain</td>
<td>Beaufort, N. C.</td>
</tr>
<tr>
<td>Yankee</td>
<td>5</td>
<td>Screw</td>
<td>Lt. Com. T. C. Harris</td>
<td>Hampton Roads(Philadelphia at present).</td>
</tr>
</tbody>
</table>

Very respectfully,

J. O. HOWELL,
Commander and Senior Officer.

FLAGSHIP MALVERN,
Hampton Roads, Virginia, July 4, 1865.

SIR: I have the honor to inform the Department that the dock will be ready for this ship to-morrow, when she will be put in it. The necessary work will require about three days. As soon after coming out as possible, I shall proceed to Port Royal, touching at the different stations on the route.

Very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Statement of Commander Macomb, U. S. Navy, regarding the seizures made in the Roanoke River.

U. S. S. SHAMROCK,
Dist. of the Sounds of N. C., Croatan Sound, July 8, 1865.

SIR: I have received a copy of a communication from the Department to Acting Rear-Admiral Radford in regard to seizures of property made by the vessels of this district on the Roanoke River. The property referred to in my report of the 19th June as "ex-rebel property," was entirely such as had belonged to the rebel Navy Department, "or had been under its control," which I had been directed by Admiral Radford, under date of the 2d of June, to take possession of and forward an inventory of the same to the Department. (In this letter the admiral quotes an extract from a communication from the Department, and directs me to "conform to the above order as soon as possible.") Two of the vessels seized—the Cotton Plant and Egypt Mills—had been private property, but were taken possession of by the rebels during the rebellion and used by them up to the time when the rebel forces were withdrawn from the vicinity of the Roanoke River, in April last. The other vessels were all built by the rebel authorities, except the picket boat No. 1 (Cushing's), which was captured by them. The cotton which was taken had belonged to the rebel authorities, but on their evacuation was seized by citizens, who carried it away from the place where it was stored by the rebels in the rebel navy yard at Halifax, N. C. I was only able to recover a small portion of it.

The property seized at Edwards Ferry (a steam sawmill and some lumber) belonged to the company (Elliot, Smith & Co.) that had the contract for building the ironclad ram for the rebel Navy. (The ram was burned on the ways by the rebels before evacuating.) Elliot also built the ram Neuse, on the Neuse River.

If Colonel Frankle states in his report (a copy of which is mentioned as having been referred to the Navy Department) that any of this property was private and had not been "under the control of the rebel Government," he makes a misrepresentation.

In regard to General Schofield's order, although that order was issued about the middle of May and consequently after my seizures had been made, and although those seizures were in no respect contrary to the
proclamation contained therein, I would respectfully state that I never received a copy and knew nothing about said order until I saw it in the papers.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Commanding.

Hon. GIDEON WELLES,
Secretary Navy.


FLAGSHIP MALVERN,
[Norfolk] Navy Yard, Gosport, Va., July 8, 1865.

SIR: I have the honor to inform the Department that I have ordered Commander Arnold, commanding Ohiopee, to proceed with his vessel, as soon as ready, to the sounds of North Carolina, and report to Commander Macomb as a relief to the Iosco. The latter vessel I have directed Commander Macomb to send to Boston as soon as she is relieved.

Very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Lieutenant-Commander Parker, U. S. Navy, regarding the prize tug Seaboard.

NORFOLK, VA., July 10, 1865.

ADMIRAL: I have to report that I learned at Richmond that the tug Seaboard, captured as a prize by the naval forces of the James River Division of the North Atlantic Squadron, of which you were then commodore commanding, on the 4th April, 1865, and afterwards sunk, had been raised by the U. S. quartermaster at Richmond and sent to this place for repairs. Acting upon your verbal instructions, I have this day made a written demand upon Brevet Colonel A. P. Blunt, assistant quartermaster (copy of which is enclosed, "A") for her. Brevet Colonel Blunt informs me that he will have to refer the matter to Quartermaster-General M. C. Meigs.

Very respectfully, your obedient servant,

JAMES PARKER,
Acting Rear-Admiral WM. RADFORD,
Lieutenant-Commander, Commanding Atlantic Squadron.

[Norfolk, Va., July 10, 1865.

SIR: Acting under orders from Acting Rear-Admiral William Radford, commanding Atlantic Squadron, I have to request that you will deliver to me the tug Seaboard, now in your possession.
This tug was captured as prize on the James River below Richmond, Va., on the 4th April, 1865, by the United States naval forces, then under command of Rear-Admiral D. D. Porter.

In bringing her through the obstructions at Drewry's Bluff she struck thereon and was bilged. The officer having her in charge ran her upon the bank just below the obstructions to prevent her sinking in deep water. Arrangements were being made for raising her by the Navy when the quartermaster at Richmond took possession of her and raised her. She has since been brought to Norfolk for repairs. I understand that you are about to send the Seaboard to Baltimore for repairs, and I have to ask that you delay doing so until the request first above made shall have been acted upon by the proper authority.

I am, sir, your obedient servant,

JAMES PARKER,
Lieutenant-Commander, U. S. Navy.

Brevet-Colonel A. P. BLUNT,
Assistant Quartermaster, etc.


ATLANTIC SQUADRON,

U. S. Flagship Malvern, Norfolk, Va., July 15, 1865.


The tugs Gamma and Delta have been ordered to the sounds of North Carolina to assist in bringing north the public property there; the Boxer is at present in the sounds for the same purpose.

The vessels within the limits of the late North Atlantic Squadron will be the Sangamon, ironclad, Lieutenant-Commander R. Chandler; Chicopee, third rate, Commander H. N. T. Arnold; Agawam, third rate, Lieutenant-Commander C. L. Franklin (in temporary command); Yantic, fourth rate, Lieutenant-Commander T. C. Harris; Harcourt, tug, Acting Ensign I. Miller.

The Agawam will be stationed at Hampton Roads as senior officer's vessel, Lieutenant-Commander C. L. Franklin.

The Yantic at Hampton Roads, as dispatch vessel.

The Chicopee at Cape Fear River, to relieve the Lenapec.

The Harcourt, tug, at Hampton Roads.

The Sangamon is at the yard ready for service. On the return of her commander from leave granted by the Department, I shall, unless otherwise directed, order her to City Point for the benefit of fresh water.

I am, very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral, Commanding Atlantic Squadron.

Honorable GIDEON WELLES,
Secretary of the Navy, Washington, D. C.
### List of vessels composing division of the North Atlantic Squadron, July 15, 1865.

<table>
<thead>
<tr>
<th>Name</th>
<th>Guns</th>
<th>Class</th>
<th>Commanding officer</th>
<th>Present duty or station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aeneas</td>
<td>6</td>
<td>Screw</td>
<td>Acting Ensign A. O. Kruger</td>
<td>To go north, Beaufort.</td>
</tr>
<tr>
<td>Albemarl</td>
<td>4</td>
<td>Screw</td>
<td>Acting Assistant Paymaster</td>
<td>Sounds.</td>
</tr>
<tr>
<td>Alpha</td>
<td>3</td>
<td>Schooner</td>
<td>Acting Ensign John Brown</td>
<td>Hampton Roads, to go north.</td>
</tr>
<tr>
<td>Boxer</td>
<td>4</td>
<td>Paddle</td>
<td>Acting Ensign W. F. Gragg</td>
<td>Sounds, to go north.</td>
</tr>
<tr>
<td>Chicopee</td>
<td>10</td>
<td>Schooner</td>
<td>Acting Ensign H. Wheeler</td>
<td>Hampton Roads, to go north.</td>
</tr>
<tr>
<td>Charles Phelps</td>
<td>4</td>
<td>Rocket</td>
<td>Acting Ensign W. Ottwell</td>
<td>Sounds, to go north.</td>
</tr>
<tr>
<td>Delta</td>
<td>4</td>
<td>Screw</td>
<td>Acting Ensign W. F. Gragg</td>
<td>Hampton Roads, to go north.</td>
</tr>
<tr>
<td>Glace</td>
<td>1</td>
<td>Screw</td>
<td>Acting Ensign H. Wheeler</td>
<td>Sounds, to go north.</td>
</tr>
<tr>
<td>Gamma</td>
<td>1</td>
<td>Schooner</td>
<td>Acting Ensign J. Miller</td>
<td>Convoying Launch No. 5.</td>
</tr>
<tr>
<td>Lunapoo</td>
<td>12</td>
<td>Schooner</td>
<td>Acting Ensign H. Wheeler</td>
<td>Flagship.</td>
</tr>
<tr>
<td>Malvern</td>
<td>12</td>
<td>Schooner</td>
<td>Acting Master H. North</td>
<td>Hampton Roads, to go north.</td>
</tr>
<tr>
<td>Phlox</td>
<td>12</td>
<td>Schooner</td>
<td>Gunner, E. A. McDonald</td>
<td>Sounds, to go north.</td>
</tr>
<tr>
<td>Ronshaw</td>
<td>4</td>
<td>Schooner</td>
<td>Gunner, E. A. MacDonald</td>
<td>Do.</td>
</tr>
<tr>
<td>Sanger</td>
<td>2</td>
<td>Screw</td>
<td>Lieut. Com. R. Chandler</td>
<td>Yard, to go up James River.</td>
</tr>
<tr>
<td>Shannock</td>
<td>4</td>
<td>Paddle</td>
<td>Commander W. H. Macomb</td>
<td>Ordered north.</td>
</tr>
<tr>
<td>William Badger</td>
<td>5</td>
<td>Screw</td>
<td>Acting Ensign S. G. Swain</td>
<td>Dispatch vessel, Hampton Roads.</td>
</tr>
<tr>
<td>Yantie</td>
<td>5</td>
<td>Screw</td>
<td>Lieut. Com. T. C. Harris</td>
<td></td>
</tr>
</tbody>
</table>

Very respectfully, etc.,

W. R. RADFORD,
Acting Rear-Admiral.

---

**[Telegram.]**

**NAVY DEPARTMENT, July 18, 1865.**

Under the President's proclamation this Department is authorized to take possession of all property that belonged to the rebel Navy Department. There is a lot of timber at Richmond, coming under this class of property, which the naval authorities were directed to remove. The special agent of the Treasury declined to allow its removal, but the Secretary of the Treasury will instruct him not to interfere with you. Please detail a guard to protect the timber until the naval authorities can remove it.

GIDEON WELLES,
Secretary of Navy.

General A. H. TERRY,
Richmond, Va.

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**[Telegram.]**

**NAVY DEPARTMENT,**
Washington, July 18, 1865.

Take possession of the timber at Richmond that belonged to the rebel Navy Department, as previously ordered, and in pursuance of the
proclamation of the President. The Treasury Department will instruct the special agent not to interfere with the matter and I have requested General Terry to detail a guard to protect the timber until it can be removed by the Navy.

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral WILLIAM RADFORD,
Commanding Atlantic Squadron, Norfolk, Va.


FLAGSHIP MALVERN,
Hampton Roads, July 19, 1865.

SIR: I have the honor to inform the Department that I will sail this day for Hilton Head, S. C., touching at the different ports on my way south.

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

WM. RADFORD,
Acting Rear-Admiral.

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

[Telegram.]

NAVY DEPARTMENT, July 20, 1865.

The President's proclamation directs the Secretary of the Navy to take possession of all property belonging to the Navy Department, within certain geographical limits, in which Richmond is included. You are authorized and directed to take possession in the name of the Secretary of the Navy of all property at Richmond which belonged to the rebel Navy Department and to call on General Terry for a guard to protect it. If anyone holding such property refuses to give it up, report fact by telegraph, stating the person and kind of property.

The Treasury agent will not withhold naval property on your demand for it, under the President's proclamation and the orders of this Department.

GIDEON WELLES,
Secretary of the Navy.

Commander R. T. RENSHAW,
Senior Naval Officer, Richmond, Va.

Furnish one copy of the above telegram to Major-General Terry.

G. WELLES,
Secretary.


FLAGSHIP MALVERN,
Beaufort, N. C., July 23, 1865.

SIR: I have the honor to forward herewith to the Department the report of Lieutenant-Commander W. O. West, in the case of the loss
of the U. S. steam transport Quinnebaug, in crossing the bar at this place on the morning of the 20th instant.

Very respectfully, your obedient servant,

WM. RADFORD,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure]

NAVAL STATION, Beaufort, N. C., July 23, 1865.

SIR: I have the honor to report that the transport steamer Quinnebaug, loaded with troops, left this port July 20, 1865, at 7:30 a.m. At about 8:45 a.m. she struck on the reef off Shackleford Banks and set her colors half-mast, union down. The U. S. S. Corwin, Coast Survey, which was coaling at the wharf at the time, was ordered and proceeded immediately to the steamer’s assistance.

The following officers of the station volunteered their services and went out in charge of launches which were taken in tow by the Corwin and the army tug Goliah, viz., Acting Master and Pilot J. P. Foote, Gunner Stephen Young, Acting Ensign Samuel G. Swain, of naval station; Acting Ensign A. O. Krage, and Mate G. W. Briggs, of U. S. Avenone, these officers taking with them men from the station. Great credit is due to these officers and men for their prompt and valuable services rendered in saving the lives of those on board the Quinnebaug. Acting Ensign J. Chadwick, who deserves much credit for his services rendered while on board the ship Benjamin Adams, at anchor outside, for the promptness which he manifested to have boats sent from said ship to render assistance, from which ship Mr. Charles Freekroll, second officer, rendered invaluable service in saving life at the time the steamer struck. I would also present to your notice Acting Master R. Platt, commanding U. S. S. Corwin, Coast Survey, and his officers and crew, whose prompt and valuable assistance to the saving of many lives is worthy of special notice.

Captain T. [C.] Dunn, late in command of U. S. S. Montgomery, deserves much praise for his valuable services in doing all in his power toward saving life.

Captain J. Cox, harbor master at Morehead [City], Captain Henry Melvern, of army tug Goliah, and Mr. J. Green, U. S. Army, clerk to the quartermaster, U. S. Army, did efficient service, and deserve much praise for their services rendered, thereby assisting in saving the lives of those on board.

To the energy and unceasing efforts of these officers and men the preservation of the lives of those men is due. Some twenty-five lives were lost in the panic at the time of the steamer first striking.

I enclose a report from signal officer, Mate L. T. Lee, of the above disaster.

Very respectfully, your obedient servant,

WM. C. WEST,
Commanding Naval Station.

Acting Rear-Admiral WM. RADFORD,
Commanding Atlantic Squadron.
NORTH ATLANTIC BLOCKADING SQUADRON.


FLAGSHIP MALVERN,
Port Royal, S. C., July 25, 1865.

SIR: I have the honor to inform the Department that I arrived here to-day in the Malvern from Beaufort, N. C.

I have the honor to be, very respectfully, your obedient servant,
WM. RADFORD,
Acting Rear-Admiral, Commanding Atlantic Squadron.

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

[Telegram.]

NAVY DEPARTMENT, July 27, 1865.

Have you carried out the Department's instructions of the 20th instant to take possession of all rebel property belonging to rebel Navy Department? The Department has received no answer to its telegram, nor has it been advised of your action.

G. WELLES,
Secretary of the Navy.

Commander R. T. RENSHAW, U. S. Navy,
Senior Naval Officer, Richmond, Va.

[Telegram.]

RICHMOND, July 28, 1865.

Your instructions to take possession of timber belonging to rebel Navy have been carried out, and will soon be ready to send to Norfolk navy yard. I have received no other instruction or telegram from the Department.

R. T. RENSHAW,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.


FLAGSHIP MALVERN,
Port Royal, S. C., August 3, 1865.

SIR: I have the honor to enclose herewith a copy of a report which I have this day received from Lieutenant-Commander T. S. Phelps, commanding U. S. S. Lenapee, senior officer, Cape Fear River, N. C.

The rebel torpedo boat, referred to in the report, will be sent north in the Hetzel.

I have the honor to be, very respectfully, your obedient servant,
WM. RADFORD,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.
SIR: I have the honor to acknowledge the receipt of your order dated 26th instant, and will respectfully state that, as there is much here requiring my personal supervision, I have directed the Donegal to return to Port Royal.

The presence of an armed vessel in the Cape Fear River is necessary in consequence of the bitter feeling between the white and black population, which may at any time rise into an actual outbreak, but is at present kept subdued by the knowledge that the means to quell it are within reach. The crew of the Lenaee is, to a certain extent, acclimated, and thus by retaining her the hazard of bringing a new crew into the river at this season will be avoided.

The preliminary party for raising wrecks, etc., in this river arrived and reported a few days since.

I have in my charge, at this place, about 200 tons (estimated) of iron plating, prize of war, which I am anxious to ship to Norfolk, but have been unable to charter a vessel for that purpose.

The Release will be dispatched, according to your order, as soon as practicable.

I shall send by her north a quantity of rod iron and iron shafting, prize of war.

The rebel torpedo boat raised by my orders is at present used by the surveying party, and will be sent north on the Hetzel unless you otherwise direct.

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

THOS. S. PHELPS,
Lieutenant-Commander.

Acting Rear-Admiral WILLIAM RADFORD, U. S. Navy,
Commanding Atlantic Squadron, Port Royal, S. C.

Abstract log the U. S. S. Malvern, February 5 to April 14, 1865.

February 5.—At 9:30 a. m. called all hands to muster. The artillery shelling the rebel intrenchments. At 2:10 p. m. a rebel steamer in sight crossing the river opposite the light-house, supposed to be a ram. At 2:30 the army transport steamer S. R. Spaulding arrived from sea. At 3:30 the rebel steamer recrossed the river and came to again off the light-house. At 5 the rebel steamer proceeded up toward Wilmington.

February 6.—From 8 to meridian the gunboats off Flag Pond Hill engaged in shelling the woods.

February 8.—At 4:10 p. m. received on board eight prisoners captured by Lieutenant Cushing with their muskets, etc. Major-General Schofield and Brigadier-General Comstock and staff came on board this ship; left at 9:30.

February 9.—From 8 to meridian: Lieutenant Cushing went in at Fort Anderson under a flag of truce; returned at 12 meridian. At 1 p. m. sent the nine rebel prisoners captured by Lieutenant Cushing on shore to Major-General Terry.

February 10.—At 11:15 a. m. the Mackinaw and Lenaee engaged in shelling the enemy’s works. From meridian to 4 p. m. the Shawmut firing into the rebel intrenchments. At 1:30 ceased firing and anchored. At 5:40 the Huron commenced shelling the left bank to the southward
of Fort Anderson. At 6:10 the Huron ceased firing. At 9:30 Acting Master's Mate Horton with a boat's crew of 13 men left the ship with three other boats on an expedition up the river.

February 11.—At 4:10 a.m. Lieutenant Cushing returned on board from a reconnaissance up the river. At 6:30 the third cutter returned, as also the other boats from the Seneca from up Cape Fear River. At 8:30 heard artillery firing on the eastern shore; shelling the woods. At 10 the Montauk moved up the river and opened fire on Fort Anderson. From meridian to 4 p.m.: The Montauk and Mackinaw proceeded up the river and engaged Fort Anderson. At 2:30 the Mackinaw returned to her anchorage; the fort returned the fire. From 4 to 6 p.m. the Montauk shelling Fort Anderson. At 7:20 she weighed anchor and stood down the river. At 7:40 the expedition headed by Captain Cushing left the ship. At 9:30 Fort Anderson opened fire on the boats. At 10 the expedition returned to the ship.

February 13.—At 6:30 p.m. the dummy monitor made fast astern of us. At 9:30 the dummy monitor was towed down the river and anchored, the weather being unfavorable for the scheme. Large fire in the woods on west bank of the river. Wind at noon, N., force 2, weather fair, air 37°.

February 15.—At 11 p.m. Lieutenant Cushing left the ship with 15 armed men and the dummy monitor.

February 16.—At 1 a.m. Lieutenant Cushing returned with dummy monitor and anchored her. At 6:30 a.m. several shots were fired from Fort Anderson. At 10:30 p.m. Lieutenant Cushing and Acting Master's Mates Horton and Eagan, with second and third cutters and the Monticello's barge, left the ship on an expedition up the river.

February 17.—At 1:30 a.m. the expedition returned to the ship. At 3 p.m. the Lenapee, Pauwet, Maritza, and Montauk got underway and stood up toward Fort Anderson, each vessel engaging the fort, which returned our fire slowly. From 4 to 6 p.m.: During the watch, vessels engaged in shelling the fort, the fort replying slowly. At 6 the vessels ceased firing. At 11:30 p.m. the dummy monitor was started up river in charge of Lieutenant W. B. Cushing.

February 18.—At 1:45 a.m. Lieutenant Cushing returned on board. At 2 a.m. the boats returned, after having anchored the dummy monitor. At 8:40 a.m. the Mackinaw and monitor Montauk took their positions and opened fire on Fort Anderson. At 9:15 the fort returned the fire slowly. At 10 the Osceola, Pontoucuc, Huron, Sassaacus, and Pauwet took their positions and opened fire on the fort. At 11 got underway and stood farther up the river. At 11:50 came to anchor. From meridian to 4 p.m. the gunboats still engaging Fort Anderson. At 1 Admiral Porter went up the river in picket launch. At 1:30 the enemy replying quite briskly. At 1:50 the enemy opened fire from the right bank of the river. At 2 the Admiral returned on board. At 2 opened fire with our 20-pounder howitzers on the right bank of the river; fired 6 shots. At 3 the enemy ceased firing. At 3:30 the Seneca advanced into action. From 4 to 6 p.m.: The Montauk, Sassaacus, Mackinaw, Nyack; and Seneca still engaging the fort, the fort replying slowly. From 6 to 8 p.m. gunboats shelling fort occasionally. At 9:30 p.m. gunboats ceased firing. At 9:45 Lieutenant Cushing and picket launch No. 6 proceeded up the river on an expedition.

February 19.—At 12:30 a.m. the picket boat returned, the Montauk firing at intervals of ten to twenty minutes. At 8:52 a.m. the Sassaacus opened fire; at 7 a.m. received signal dispatch that Fort Anderson had surrendered; at 7 got under way and proceeded up opposite the
fort. At 7:30 Admiral Porter and Fleet Captain Breese left the ship; returned at 8:20; from 8 to meridian several boats dragging for torpedoes. At 11 the Huron and Pontoonue passed up the river dragging for torpedoes. From meridian to 4 p.m. the Unadilla proceeded up the river; received on board 3 prisoners. At 1 the Osceola, Pawtucket, and Mackinaw proceeded up the river; at 1:30 got underway and proceeded up the river; at 2 came to anchor; boats up the river dragging for torpedoes; rebel battery opened fire on them; delivered two torpedoes to the Monticello. At 7 p.m. a steamer came up the river with troops and commenced landing them on the east side of the river. At 7:30 third cutter left the ship in charge of Acting Master’s Mate William Horton.

February 20.—At 1:32 p.m. the Admiral left the ship. Three gunboats passed through the obstructions and opened fire on both banks of the river; at 3:30 received the news of the capture of Charleston, S. C. From 4 to 6 the gunboats engaged in shelling both banks of the river; heard heavy volleys of musketry; from 6 to 8 p.m. the fleet still shelling the battery. At 6:20 Admiral Porter came down the river and went on board the transport steamer S. R. Spaulding; at 6:30 ceased firing. At 6:40 the Admiral returned on board.

February 21.—At 8:50 a.m. weighed anchor and stood up to the fleet; at 9:15 anchored. One shot was fired from Fort Strong at the dummy monitor. At 4 p.m. gunboats opened fire on Fort Strong, fort replying occasionally. At 6:10 gunboats ceased firing.

February 22.—From 4 to 8 a.m. several boats employed transporting troops; at 10:30 a.m. got underway and stood up the river; at 11:15 came to anchor off Fort Strong. The enemy evacuated all the works along the river. At 11:30 the Admiral left the ship; boats from the fleet engaged dragging for torpedoes and clearing obstructions from the river. At 12 meridian all the vessels fired a salute of thirty-five guns. At 2:45 p.m. anchored off Wilmington and fired a salute of twenty-one guns. At 5:10 James F. Herschaft, landsman, one of the crew of the Southfield, who was captured by the rebels, made his escape and reported himself on board this ship.

February 23.—At 4:20 p.m. left Wilmington. At 6:30 came to anchor off Fort Fisher.

March 3.—At 11 a.m. got underway and proceeded to sea (from Beaufort).

March 5.—Anchored off the navy-yard, Gosport, Va.

March 17.—At anchor in Hampton Roads.

March 19.—At 10:20 a.m. got underway and proceeded up James River. At 6 p.m. passed City Point. At 8:40 came to anchor.

March 20.—At 6:10 a.m. weighed anchor and steamed down the river, the Bat following with Admiral Porter on board. At 7:40 came to anchor off City Point. At 5:45 p.m. Rear Admiral Porter and Assistant Secretary Fox came on board. From 6 to 8 p.m. Assistant Secretary Fox and aids left the ship to take passage on the Bat for Fortress Monroe.

March 29.—Lying at anchor off City Point. From 8 to meridian: At 9:20 a.m. the Commodore Hull came down the Appomattox River and proceeded to Bermuda Hundred. At 10 a.m. Admiral D. D. Porter and President A. Lincoln proceeded up the Appomattox River in the barge in tow of a tug. At 11:10 the barge came down the Appomattox and proceeded to Bermuda Hundred. At 11:35 the President and Admiral returned to the steamer River Queen. At 1:30 p.m. the Admiral came
on board. At 3:40 p.m., heavy firing heard in the direction of Petersburg. At 10:10 heavy firing heard to the south side of Appomattox River. At 12 midnight the firing going on heavily.

April 1.—Heavy firing from 10 to 11 p.m. over City Point in a south-westerly direction. Firing from the north bank of the Appomattox River.

April 2.—At 12:30 a.m., Colonel Bowers, of General Grant's staff, came on board with dispatches for Admiral Porter; an army tug also came alongside with dispatches for the Admiral. At 12:30 heard heavy and rapid firing in the direction of Dutch Gap, apparently from our fleet. At 1:30 the firing ceased and commenced again at 1:50 in the direction of Appomattox River. At 2 a.m. firing ceased. At 4:10 heard heavy and rapid artillery firing along our lines, apparently in the neighborhood of Petersburg. At 4:45 heard heavy volleys of musketry and artillery in the direction of Dutch Gap. At 9:45 Admiral Porter left the ship. Heavy firing in the direction of Petersburg. At 2:30 a.m. expedition left the fleet composed of all men able to bear arms, to go on shore. From 8 to midnight four gunboats came down the James River and anchored off Bermuda Hundred; heavy firing in the direction of Petersburg.

April 3.—From midnight to 4 a.m. heard heavy firing in the direction of Petersburg, also saw a large fire in the same direction. At 3:15 a heavy explosion took place in the direction of Petersburg. At 4:35 a heavy explosion in W. N. W. direction. At 5:25 explosion heard in a N. W. direction. At 7:30 Captain Adams came on board and reported the evacuation of Richmond. At 9:30 heard a loud explosion in N. N. W. direction. At 9:40 received the news of the evacuation of Richmond and the occupation of it by our forces. At 1:20 the Columbia, with rebel prisoners on board, weighed anchor and proceeded down the river.

April 4.—At 1:30 a.m. the Commodore Morris came down the Appomattox River with a number of pontoons going up to Dutch Gap. At 9 the steamer River Queen proceeded up the river with the President on board. At 10 anchored, waiting for the President. At 10:35 the River Queen coming up, got underway and proceeded up slowly. At noon passed Aiken's Landing. At 1:40 p.m. came to anchor near Fort Darling. At 4:35 arrived off the Rocketts and anchored; fired a salute of 35 guns.

April 5.—At 10 the Maumee arrived. Major-General Weitzel came on board. At 11:30 President Lincoln and suite left the ship. The Sausacu arrived. A marine guard of 24 men left the ship as guard to the President.

April 6.—At 11 p.m. Colonel Bowers came on board with dispatches for the Admiral.

April 7.—At 8:30 a.m. the President and Admiral Porter left the ship. At 8:50 the President's boat, River Queen, came down the river.

April 8.—Lying at anchor off Richmond, Va. At 5:40 a.m. all the vessels of this fleet fired a salute of thirty-five guns each, in honor of the capture of the rebel General Robert E. Lee and his entire command. At 7:15 got underway and proceeded down the river. At 11:50 arrived off City Point and anchored.

April 9.—At 9 a.m. Admiral D. D. Porter left this ship and hoisted his flag on the Tristram Shandy and proceeded down the river. At 10 quarters for inspection, Captain W. C. Wise turning the ship over to Lieutenant Bache.
CONFEDERATE REPORTS AND CORRESPONDENCE.


FLAGSHIP VIRGINIA,
James River Squadron, February 2, 1865.

SIR: We have not enough officers to establish more than two picket posts. As soon as the ice breaks up sufficiently to admit of it, the picket and patrol boats will perform their usual service on the river and the shore pickets will be discontinued.

I am, very respectfully, your obedient servant,

JOHN K. MITCHELL,
Flag-Officer James River Squadron.

Lieut. Comdg. WM. L. BRADFORD, Provisional Navy C. S.,
Comdg. Naval Shore Batteries, Headquarters Battery Summes.

Letter from Flag-Officer Mitchell, C. S. Navy, to Captain Mason, C. S. Army, regarding the breaking up of ice near Wilton Bridge, James River.

FLAGSHIP VIRGINIA,
James River Squadron, February 2, 1865.

CAPTAIN: I have just received your note of this morning and beg leave to state that it will afford me great pleasure to comply, as far as practicable, with your request in regard to breaking up the ice near Wilton Bridge. I therefore send the Beaufort, Lieutenant Commanding J. W. Alexander, with instructions to afford you every assistance in his power, and, if necessary, to remain near the bridge to insure its safety.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Captain CHAS. T. MASON,
C. S. Engineer Corps, Drewry's Bluff.

P. S.—The Roanoke, the only other iron boat in the squadron, is on the ways undergoing repairs.

J. K. M.,
Flag-Officer.

Letter from Flag-Officer Mitchell, C. S. Navy, to Acting Master Smith, C. S. Navy, declining to spare the C. S. S. Torpedo from Wilton Bridge.

FLAGSHIP VIRGINIA,
James River Squadron, February 4, 1865.

SIR: Your application for the Torpedo has been received, and I regret that she can not be spared at present, as she is now the only boat in connection with the Beaufort (that is crippled) that we can use to protect the Wilton Bridge from ice and to keep open our communication with the city.

N W R—VOL 12—12
So soon as she can be spared from this indispensable duty you can have the use of her.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Acting Master P. W. SMITH, Provisional Navy C. S.,
Chaffin's Bluff.

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FLAGSHIP VIRGINIA,
James River Squadron, February 4, 1865.

Sir: On the evening of the 1st instant our patrol gunboat was fired upon by the pickets of the enemy near the Graveyard.

The ice has prevented the usual patrolling of the river, but it will probably be resumed to-night, and I would not be surprised if the enemy should extend his picket firing on our boats below the Graveyard and opposite Semmes.

If he should, I would be glad if you will give to our boats every support in your power.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieut. Comdg. WM. L. BRADFORD, Provisional Navy C. S.,
Commanding Naval Batteries, James River.

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Report of Lieutenant Dunnington, C. S. Navy, commanding C. S. S. Virginia, giving memorandum of work required upon that vessel.

C. S. S. VIRGINIA,
James River Squadron, February 5, 1865.

Sir: I have the honor to submit the following memorandum of work to be done on this vessel, viz:

The iron will have to be taken off on the starboard forward knuckle, pieces of timber bedded in and new iron put on, and two pieces of deck iron near same place. A portion of broken iron will have to be taken off on starboard side of shield near bow gun and replaced with new.

The iron will have to be taken off for a space of 13 feet on port quarter of shield, a greater part of the woodwork taken out. A new string piece and new portion of shield put in and ironed and heavily shored up.

Between after port and port quarter port all the iron and woodwork will have to be taken out and replaced.

On the port quarter below knuckle a number of boltheads are gone. They will have to be driven in and replaced.

On fantail one piece of iron will have to be taken up, straightened, and put down again. Some few boltheads are gone. The bolts will have to be replaced.

On shield deck one beam will have to be taken out and replaced with a new one. Six pieces of iron will have to be put in place of broken
ones. One piece of deck iron will have to be taken up, straightened, and put down. A new smokestack and escape pipe from deck up will be required. The top of the pilot house will have to be taken off and replaced with a new one, owing to its having been crushed in.

On port bow there is a slight leak, which is hardly necessary to notice. On berth deck there is one beam broken, which can be strongly shored up and made stronger than it originally was.

Owing to the crushing effect of heavy shot, I would recommend the shoring up of berth deck, ward room, and gun deck, fore and aft, with heavy shores, so as to throw the strain on all parts equally. Pains can be taken on gun deck so as not to interfere with the working of guns.

The windlass on berth deck is almost useless, but can with little work be made efficient. It is important that we should be able to weigh anchor secure from the enemy's sharpshooters.

On berth deck the force pumps, intended to use in case of fire or when the crew could not go outside of shield, have never been completed. A very little work would finish them and they would be of great use.

While the vessel is undergoing the necessary repairs to be made on her, she will have a portion of the wood and iron work off forward and aft, and although she could go into an action, yet she is not an efficient ironclad, and to hasten the work and have her efficient before we may need her services I recommend she go as near the navy yard as possible.

Very respectfully,

JNO. W. DUNNINGTON,
Lieutenant, Commanding.

Flag-Officer J. K. MITCHELL,
Commanding James River Squadron.

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[Telegram.]

RICHMOND, February 6, 1865.
(Received 7th.)

Constructor Porter can complete the new vessel in ninety days. Machinery is ready at Columbus to suit. I do not wish to move it without reliable assurance that Wilmington will be held long enough [to complete] the work. Before ordering it on, therefore, please advise me the chances of our holding Wilmington.

S. R. MALLORY,
Secretary of the Navy.

General BRAGG,
Wilmington.

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[Telegram.]

WILMINGTON, February 8, 1865.

I hope your gunboat will be pushed to completion. This place will be held so long as our means enable us. There is no indication of any movement against it, and our means of defense are improving.

BRAXTON BRAGG.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond.
Letter from the Secretary of the Navy to the President, recommending Commander Wood, C. S. Navy, for promotion on account of conspicuous gallantry in the capture of the U. S. S. Underwriter.*

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, February 7, 1865.

SIR: I deem it but just to the Navy and to Commander Wood that I should invite your attention to his gallant exploit in command of the naval portion of the expedition against New Berne in February last, when he cut the Federal gunboat Underwriter out from under the enemy's guns, and to recommend his promotion to the grade of captain in the Provisional Navy, and of his second in command, Lieutenant Loyall, to that of commander, in recognition thereof.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

The President.

Order of Flag-Officer Mitchell, C. S. Navy, to the commanding officer of the guard ship Richmond, regarding the protection for working party near Graveyard.

FLAGSHIP VIRGINIA,
James River Squadron, February 8, 1865—9:15 p.m.

A party from Battery Brooke are expected to fell trees on river bank near Graveyard to-night. If the enemy open on them the guard ship (Richmond), the Hampton, and the Nansemond will promptly move to their protection.

The guard ship will see that this order is at once communicated to the two gunboats named above and keep a bright lookout on the enemy.

Respectfully, etc.,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

COMMANDING OFFICER, GUARD SHIP RICHMOND.


FLAGSHIP VIRGINIA,
James River Squadron, February 10, 1865.

SIR: Yours of yesterday's date, respecting signal between the fleet and its night picket boats, has been received.

Our gunboats, while on patrol duty down the river, are governed by the following articles in my general instructions:

Art. 17. They will be prepared at all times to repeat any signals that may be agreed upon, either with guns, rockets, lanterns, or in any other way.

Art. 18. All information obtained respecting the movements of the enemy will be communicated by signal or boat, if of sufficient importance to be immediately known to the commanding officer of the squadron. And the picket boats, by general instructions for steam torpedo picket boats, article 8, viz:

"On the discovery of any important movements of the enemy, requiring the immediate movement of the squadron to counteract or oppose them, three muskets will be fired at intervals of about twenty seconds, followed by the discharge of one rocket."

* For capture of the U. S. S. Underwriter, see Series I, Volume 9, pp. 439-454.
I shall be glad to receive from you any suggestions on the subject which may contribute to the prompt communication to each other by night and by day of any important intelligence that may be obtained.

Entire reliance should not be placed in guns or lights, which can not be depended upon in thick weather, the very time when the enemy will probably make his movements. In such cases boats on water and courriers on land should be used.

On the night of the 8th instant, at the request of the commanding officer of Battery Brooke, I directed the guard vessel and the patrol gunboats to protect your party employed in cutting down trees on the river bank opposite the Graveyard. The order will be repeated, however, to keep a bright lookout on the enemy and give you all the protection in their power.

I am, very respectfully, your obedient servant,

John K. Mitchell,
Flag-Officer James River Squadron.

Lieutenant Commanding W. L. Bradford,
Commanding Naval Batteries, Battery Semmes, James River.

Appointment of Captain Semmes as rear-admiral, C. S. Navy, for gallant and meritorious conduct in command of the C. S. S. Alabama.

Confederate States of America,
Navy Department, Richmond, February 10, 1865.

Sir: You are hereby informed that the President has appointed you, by and with the advice and consent of the Senate, a rear-admiral in the Provisional Navy of the Confederate States of America for gallant and meritorious conduct in command of the steam sloop Alabama.

You are requested to signify your acceptance or nonacceptance of this appointment.

S. R. Mallory,
Secretary of the Navy.

Rear-Admiral Raphael Semmes, Provisional Navy C. S.

Appointment of Lieutenant Loyall as commander, C. S. Navy, for gallant and meritorious conduct in the capture of the U. S. S. Underwriter.*

Confederate States of America,
Navy Department, Richmond, February 10, 1865.

Sir: You are hereby informed that the President has appointed you, by and with the advice and consent of the Senate, a commander in the Provisional Navy of the Confederate States of America "for gallant and meritorious conduct as second in command and executive officer of the naval expedition which, on the night of the 1st of February, 1864, cut out from under the guns of the enemy at New Berne, N. C., the Federal gunboat Underwriter and destroyed her."

You are requested to signify your acceptance or nonacceptance of this appointment.

S. R. Mallory,
Secretary of the Navy.

Commander Benjamin P. Loyall, Provisional Navy C. S.

* For capture of the U. S. S. Underwriter, see Series I, Volume 9, pp. 439-454.

**FLAGSHIP VIRGINIA,**

*James River Squadron, February 12, 1865.*

SIR: You are hereby detached from the C. S. ironclad *Fredericksburg,* and will assume the temporary command of the C. S. gunboat *Beaufort* during the absence of Lieutenant J. W. Alexander, who has been sent to the hospital.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer *James River Squadron.*

First Lieutenant G. H. ARLEDGE, Provisional Navy C. S.,
C. S. Ironclad *Fredericksburg.*

---


**FLAGSHIP VIRGINIA,**

*James River Squadron, February 12, 1865.*

SIR: In reply to your letter of the 10th instant, I have to state that Lieutenant Littlepage reported for duty in the squadron and was assigned to the *Virginia* on the 25th ultimo.

I would also state, for the information of the Department, that Lieutenant Dalton reported on the 7th instant, and has been assigned to the command of the *Richmond* during the absence from sickness of Commander Kell.

I have this day detached Lieutenant Arledge temporarily from the *Fredericksburg* and ordered him to assume command of the *Beaufort* during the absence of Lieutenant Commanding Alexander, who has been sent to the hospital. I have also directed Lieutenant Skinner, of the *Fredericksburg,* to report to Lieutenant Commanding Dunnington for temporary duty on board of the *Virginia.*

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer *James River Squadron.*

Captain S. S. LEE, C. S. Navy,
*Office of Orders and Detail, C. S. Navy Dept., Richmond, Va.*

---

Order of Flag-Officer Mitchell, C. S. Navy, to Commander Rootes, C. S. Navy, regarding a transfer to the naval station at Halifax, N. C.

**FLAGSHIP VIRGINIA,**

*James River Squadron, February 13, 1865.*

SIR: You will be pleased to transfer W. B. Mangum, attached to the *Fredericksburg,* under your command, with his accounts, to the naval station at Halifax, N. C., and order him to report to Captain James W. Cooke, commanding.

He should be furnished with rations for the trip.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer *James River Squadron.*

Commander THOS. R. ROOTES, Provisional Navy C. S.,
Commanding C. S. Ironclad *Fredericksburg.*

**FLAGSHIP VIRGINIA,**
*James River Squadron, February 15, 1865.*

Sir: The signals proposed in your communication of the 10th instant, to give notice of certain advance movements of the enemy, meet my approbation, and I will at once adopt them for our patrol gunboats, picket boats, and shore picket stations.

As the former only have cannon, the picket boats and picket stations will have to use musketry instead.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieut. Comdg. Wm. L. BRADFORD, Provisional Navy C. S.,

---

Order of Flag-Officer Mitchell, C. S. Navy, to Lieutenant Arledge, C. S. Navy, regarding the transfer of a sailor to the C. S. ram Neuse.

**FLAGSHIP VIRGINIA,**
*James River Squadron, February 15, 1865.*

Sir: You will be pleased to transfer B. F. Phillips, ordinary seaman, with his accounts, from the steamer Beaufort, under your command, to the steamer Neuse, near Kinston, N. C., and order him to report to the commanding officer of the Neuse.

He should be furnished with rations for the trip.

I am, very respectfully, your obedient servant,

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

Lieut. Comdg. G. H. ARLEDGE, Provisional Navy C. S.,
Steamer Beaufort.

---

Order of the Secretary of the Navy to Rear-Admiral Semmes, C. S. Navy, to assume command of the James River Squadron.

**OFFICE OF ORDERS AND DETAIL,**
*C. S. Navy Department, Richmond, February 15, 1865.*

Sir: You will be pleased to assume command of the James River Squadron, relieving Flag-Officer Jno. K. Mitchell, Provisional Navy C. S., detached.

By command of the Secretary of the Navy:

I am, very respectfully, your obedient servant,

S. S. LEE,
Captain in Charge.

Rear-Admiral RAPHAEL SEMMES, Provisional Navy C. S.,
Commanding, etc., Richmond, Va.
Report of Flag-Officer Mitchell, C. S. Navy, giving information regarding torpedoes placed by the enemy in James River.

FLAGSHIP VIRGINIA,
James River Squadron, February 17, 1865.

SIR: From statements made to me by the master of the flag-of-truce-boat Allison and by Pilot Moore, who was on board in charge of her, there is reason to believe that the enemy has placed torpedoes in the river just below Oox's Landing.

I shall communicate this information to my successor, Rear-Admiral Semmes, on being relieved by him.

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

JNO. K. MITCHELL,
Flag-Officer James River Squadron.

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

General order of Flag-Officer Mitchell, C. S. Navy, on relinquishing command of the James River Squadron.

GENERAL ORDERS, C. S. FLAGSHIP VIRGINIA,
James River Squadron, Chaffin's Bluff,
No. 24, February 18, 1865.

By order of the Navy Department I shall transfer to-day the command of the squadron to Rear-Admiral Raphael Semmes, Provisional Navy Confederate States.

My successor comes with a reputation that I trust will inspire every one with a confidence of success which it has not been the fortune of the squadron to achieve under my command.

In taking leave, I return my thanks to the officers and men for the support I have received from them, and, with the assurance that I shall rejoice in any good fortune that may attend them under another leader, I bid all a sincere farewell.

I desire that the above may, on its receipt, be read at general muster on the quarter-deck of each vessel.

JOHN K. MITCHELL,
Flag-Officer James River Squadron.


RICHMOND, February 18, 1865.

SIR: In compliance with your order of the 15th instant, I have this day transferred the command of the James River Squadron to Rear-Admiral Raphael Semmes, Provisional Navy C. S.

Without the remotest intention of impugning the right, nay, the duty, of the Department to make any disposition it deems proper of officers on duty without question, yet, as my removal, under the circumstances, is at least suggestive of the idea that [it] is the result of misconduct or mismanagement on my part in the late movement of the squadron against the enemy, I respectfully ask that I may be informed of any complaints against me that may have reached the Department,
in order that an opportunity be thus afforded for explanation or vindication, while those who participated in the movement and on whose testimony I may have to rely for justification are within convenient reach and the incidents fresh upon their mind.

I avail myself of this occasion to say that I shall always be glad of an opportunity to render myself in any way useful to the country.

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

JOHN K. MITCHELL,
Captain, Provisional Navy C. S.

Captain S. S. LEE,
Office of Orders and Detail, Navy Department, Richmond, Va.

Memorandum regarding the James River Squadron for Rear-Admiral Semmes, C. S. Navy.

FLAGSHIP VIRGINIA,
James River Squadron, Chaffin's Bluff, February 19, 1865.

This squadron is composed of the following vessels:

Virginia, ironclad; Lieutenant Commanding Dunnington; undergoing repairs of damages received on the 24th ultimo by the fire of the enemy in Trent's Reach; will probably be finished by the 1st of April.

Richmond, ironclad; Commander Kell, who is sick at hospital; First Lieutenant Dalton in charge; in good condition, but torpedo defenses to be refitted.

Fredericksburg, ironclad; First Lieutenant Barbot in charge; in good condition, but torpedo defenses to be refitted.

Hampton, gunboat; Lieutenant Wilson, of the Virginia, in charge, Lieutenant Commanding Shepperd being at hospital; in good condition.

Nansemond, gunboat; Lieutenant Commanding Walter R. Butt; serviceable, but requires casing, etc. (See survey on her.)

Roanoke, iron gunboat; Lieutenant Commanding Pollock; undergoing repairs on the ways at the navy yard, Richmond.

Beaufort, iron gunboat; Lieutenant Arledge in charge, in place of Lieutenant Commanding Alexander, who is sick at the hospital; not serviceable, except in emergencies; should be sent to navy yard to go on the ways as soon as possible to examine propeller and rudder. (See survey.)

Richmond's lighter is aground opposite Chaffin's Bluff in shoal water. When weather will permit she ought to be patched up so that she can be sent to the yard to be repaired, if possible, and put in serviceable condition. She is very rotten.

There are two lighters on the flats, opposite Chaffin's, kept to raise a sunken fire vessel near by. The ice and severe weather for a month have prevented anything being done. When raised the fire vessel should be sent to the navy yard to be calked, where there are now three others for the same purpose, viz, to be put in serviceable condition as fire vessels. They are all rotten and in such bad condition that they require the utmost care and watching to be kept afloat. The Navy Department directs that they be kept prepared for use as fire vessels. (See survey upon fire vessels.)

The steam torpedo boat Hornet, attached to the Fredericksburg, was sunk above the graveyard by collision with the Allison (steamer).
Her position has been determined by dragging, and buoyed, but the ice and severe weather have prevented any efforts being made to raise her. I am inclined to think that she is not seriously damaged and that she can be recovered by working at night under cover of our gunboats, and, if necessary, of an ironclad. The position is under the fire of the enemy's batteries.

The Virginia's lighter lies alongside of her and is in good condition.

The Virginia's (flag-officer's) barge is undergoing repairs at navy yard.

There is reason to apprehend that the enemy has placed torpedoes below Cox's Landing; so reports Pilot Moore and the master of the flag of truce boat Allison.

It has been my intention, as soon as the ice will permit, to replace the booms that were carried away above Kingsland Creek by the late freshet, and to let the north end rest under cover of the picket line in front of Chaillin's works.

Your attention is called to the report of examination of the condition of the obstructions in Kingsland Reach; also to the reports of Lieutenant Kennon of self-acting torpedoes placed by him opposite or near Batteries Semmes and Dantzler. They were washed away by the late freshet, or are perfectly harmless, the squadron having passed over their beds twice. An electric torpedo has been placed opposite to and with wires connecting it with Battery Semmes.

There are two picket stations above Battery Semmes, occupied by the squadron at night, when the picket boats can not run on account of ice or other causes.

Only two gunboats being available for patrol duty, but one is run at night, the other being kept as the relief.

The general instructions for patrol and picket boats, to be found in the General Order Book, will show the measures adopted to watch the enemy and prevent a surprise movement on his part.

The only available steam torpedo boat for picket service is the Wasp, attached to the Virginia.

The steam tug Torpedo, Lieutenant Commanding Roberts, is also attached to the squadron temporarily; she belongs to the submarine defense service of James River, Lieutenant Commanding Jones. She is in good condition, and every Thursday relieves the regular mail boat Shrapnel, which lays by for clearing and overhauling.

Respectfully submitted, by your obedient servant,

JNO. K. MITCHELL,
Late Flag-Officer James River Squadron.

Rear-Admiral RAPHAEL SEMMES, Provisional Navy U. S.,
Commanding James River Squadron.

P. S.—Since the foregoing was penned the steamer Schultz has been blown up by a torpedo just below the bluff at Bishop's, 60 yards from the south bank, probably one of those placed by Lieutenant Kennon and drifted from its original position.

J. K. M.
## Sea Officers in James River Squadron

<table>
<thead>
<tr>
<th>Officers</th>
<th>Vessel to which attached</th>
<th>Remark</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>First Lieutenants.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. W. Dunnington</td>
<td>Commanding Virginia</td>
<td>Sick, February 12; hospital.</td>
</tr>
<tr>
<td>F. B. Shoppard</td>
<td>Commanding Hampton</td>
<td>In charge.</td>
</tr>
<tr>
<td>H. H. Daley</td>
<td>Commanding Beaufort</td>
<td>Hospital.</td>
</tr>
<tr>
<td>J. W. Alexander</td>
<td>Commanding Roanoke</td>
<td>Hospital.</td>
</tr>
<tr>
<td>W. R. Butt</td>
<td>Commanding Beaufort</td>
<td>Hospital.</td>
</tr>
<tr>
<td>W. W. Pollock</td>
<td>Commanding Roanoke</td>
<td>Hospital.</td>
</tr>
<tr>
<td>A. Bartol</td>
<td>Commanding Roanoke</td>
<td>Hampton, temporarily.</td>
</tr>
<tr>
<td>Albert G. Judkins</td>
<td>Richmond</td>
<td>Condg. Beaufort, temporarily.</td>
</tr>
<tr>
<td>W. W. Roberts</td>
<td>Commanding Roanoke</td>
<td>Richmond</td>
</tr>
<tr>
<td>J. D. Wilson</td>
<td>Commanding Roanoke</td>
<td>Richmond</td>
</tr>
<tr>
<td>G. H. Arledge</td>
<td>Commanding Roanoke</td>
<td>Richmond</td>
</tr>
<tr>
<td>H. R. Littlepage</td>
<td>Commanding Roanoke</td>
<td>Richmond</td>
</tr>
<tr>
<td>L. R. Hill</td>
<td>Commanding Roanoke</td>
<td>Richmond</td>
</tr>
<tr>
<td>T. L. Skinner</td>
<td>Commanding Roanoke</td>
<td>Richmond</td>
</tr>
<tr>
<td><strong>Second Lieutenants.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W. P. Mason</td>
<td>Virginia</td>
<td>Hospital.</td>
</tr>
<tr>
<td>Daniel Trigg</td>
<td>Virginia</td>
<td>Expedition with Lieut. Kennon.</td>
</tr>
<tr>
<td>W. W. Read</td>
<td>Richmond</td>
<td>Richmond</td>
</tr>
<tr>
<td>T. P. Bell</td>
<td>Richmond</td>
<td>Richmond</td>
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<tr>
<td>C. Gormley</td>
<td>Richmond</td>
<td>Richmond</td>
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<tr>
<td><strong>Masters.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H. S. Cooke</td>
<td>Fredericksburg</td>
<td>Detached, on indefinite leave.</td>
</tr>
<tr>
<td>T. L. Wragg</td>
<td>Richmond</td>
<td>Richmond</td>
</tr>
<tr>
<td>W. P. Shippey</td>
<td>Virginia</td>
<td>Virginia, temporarily.</td>
</tr>
<tr>
<td>H. B. Edinborough</td>
<td>Virginia</td>
<td>Virginia, temporarily.</td>
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<tr>
<td><strong>Passed Midshipmen.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P. H. Gilbsey</td>
<td>Virginia</td>
<td>Ordnance officer.</td>
</tr>
<tr>
<td>F. M. Thomas</td>
<td>Virginia</td>
<td>Ordnance officer.</td>
</tr>
<tr>
<td>H. H. Scott</td>
<td>Fredericksburg</td>
<td>Ordnance officer.</td>
</tr>
<tr>
<td>L. M. Rousels</td>
<td>Richmond</td>
<td>Ordnance officer.</td>
</tr>
<tr>
<td>J. A. Peters</td>
<td>Richmond</td>
<td>Ordnance officer.</td>
</tr>
<tr>
<td>H. H. Tyson</td>
<td>Richmond</td>
<td>Ordnance officer.</td>
</tr>
<tr>
<td>J. B. Ratcliff</td>
<td>Nancesmond</td>
<td>Ordnance officer.</td>
</tr>
<tr>
<td><strong>Midshipmen.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. K. Kennedy</td>
<td>Virginia</td>
<td>Expedition with Lieut. Kennon.</td>
</tr>
<tr>
<td>B. W. Johnson</td>
<td>Virginia</td>
<td>Expedition with Lieut. Kennon.</td>
</tr>
<tr>
<td>W. S. Davidson</td>
<td>Virginia</td>
<td>Expedition with Lieut. Kennon.</td>
</tr>
<tr>
<td>F. R. Glass</td>
<td>Fredericksburg</td>
<td>Expedition with Lieut. Kennon.</td>
</tr>
<tr>
<td>E. C. Macken</td>
<td>Richmond</td>
<td>Expedition with Lieut. Kennon.</td>
</tr>
<tr>
<td><strong>Master's Mates.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jas. T. Layton</td>
<td>Virginia</td>
<td>Hospital.</td>
</tr>
<tr>
<td>A. E. Alberson</td>
<td>Virginia, lighter</td>
<td>Charge of lighter.</td>
</tr>
<tr>
<td>W. A. Lattin</td>
<td>Fredericksburg</td>
<td>Hospital.</td>
</tr>
<tr>
<td>R. N. Spraggins</td>
<td>Fredericksburg</td>
<td>Hospital.</td>
</tr>
<tr>
<td>G. M. Rousels</td>
<td>Fredericksburg</td>
<td>Hospital.</td>
</tr>
<tr>
<td>W. Melville</td>
<td>Richmond</td>
<td>Hospital.</td>
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<tr>
<td>C. E. Bragdoni</td>
<td>Richmond</td>
<td>Hospital.</td>
</tr>
<tr>
<td>J. E. Rollins</td>
<td>Hampton</td>
<td>Hospital.</td>
</tr>
<tr>
<td>Lyman Buck</td>
<td>Hampton</td>
<td>Hospital.</td>
</tr>
<tr>
<td>Thos. Mason</td>
<td>Hampton</td>
<td>Hospital.</td>
</tr>
<tr>
<td>C. R. Bohannett</td>
<td>Nancesmond</td>
<td>Hospital.</td>
</tr>
<tr>
<td>W. B. Littlepage</td>
<td>Richmond</td>
<td>Hospital.</td>
</tr>
<tr>
<td>A. W. Masters</td>
<td>Roanoke</td>
<td>Hospital.</td>
</tr>
<tr>
<td>S. L. Simpson</td>
<td>Roanoke</td>
<td>Hospital.</td>
</tr>
<tr>
<td>L. Bowdoin</td>
<td>Richmond</td>
<td>Hospital.</td>
</tr>
<tr>
<td>W. R. Rowe</td>
<td>Beaufort</td>
<td>Hospital.</td>
</tr>
<tr>
<td>E. Smith</td>
<td>Beaufort</td>
<td>Hospital.</td>
</tr>
<tr>
<td>G. Foster</td>
<td>Beaufort</td>
<td>Hospital.</td>
</tr>
<tr>
<td>W. Smith</td>
<td>Beaufort</td>
<td>Hospital.</td>
</tr>
</tbody>
</table>
[Telegram.]

FLORENCE, [S. C.], February 19, 1865.

I am at this place, en route for Wilmington with my command, about 400 men and officers, to be tendered you for battery service. Is Wilmington still intact? Please answer immediately to this place and to Marion Court-House.

J. R. TUCKER,
Flag-Officer, C. S. Navy.

General Bragg.

[Endorsement.]

Come on with your force.

R. F. II.,
M. G.

[Telegram.]

Fork Roads, February 20, 1865.

I telegraphed Commodore Pinkney asking him to organize all the naval forces in his department and those from Charleston into one command under his charge, and assign them to duty at the batteries at the obstructions, taking the surplus as an infantry support. It is desirable to have every man who can bear arms, and I hope the Commodore will do it. Colonel Gaillard can be ordered on other duty, and his troops assigned to duty in the line. Keep me advised of Hagood's movements. See him about it. I have had no answer.

R. F. HOKE,
Major-General.

Major Parker.

[Telegram.]

Whiteville, [N. C.], February 21, 1865.

Telegram received. I have 350 sailors unused to marching, no artillery or transportation for stores or baggage. Have a train here on which I propose to move to Cheraw, [S. C.], and thence to Charlotte, [N. C.]. All store trains are going back. I do not think the small force can check enemy, and propose leaving in any direction you think best after sending my sick trains. Please answer immediately. I would suggest the Cheraw route for the sake of transportation for baggage.

J. R. TUCKER,
Flag-Officer, Commanding.

General Bragg.

[Telegram.]

Whiteville, [N. C.], February 21, 1865.

(Received 5:30 a. m.)

I have seen the superintendent of this road, Captain Drum, who states that events have occurred since your telegram of the 19th which in his opinion precludes the arrival of my train. Please answer immediately at this point if it is proper for me to come on.

J. R. TUCKER,
Flag-Officer.

General R. F. HOKE.
NORTH ATLANTIC BLOCKADING SQUADRON.

Unofficial letter from Lieutenant Eggleston, O. S. Marine Corps, regarding general Confederate matters.

O. S. S. FREDERICKSBURG,
James River Squadron, February 27, 1865.

My Dear Sir: I have intended writing for some time, but have not done so from the fact that the mail communications have been so interrupted for some time, but I now believe I have a safe conveyance for some letters, and will avail myself of it and write several. Our affairs do not look very bright at present. The bad turn things have taken dates, in my belief, from the removal of General Johnston from command of the Army of Tennessee. Sherman since that time has moved wherever he pleased, and after sweeping through the State of Georgia, unobstructed almost, is now endeavoring to close in the rear of Richmond, compelling us to evacuate Charleston and, in fact, the entire State of South Carolina. The loss of the country would be of little moment did it not interfere so seriously with the supplies for this army, which have to be drawn from southwest Georgia. The northern half of Virginia, including the rich Shenandoah Valley, has been made a desert waste by the ravages of war, and North Carolina and Virginia together could not support an army of 20,000 men. We expect to hear of a battle daily between our forces and Sherman, and hope for the best results since General Johnston has been placed in command of our forces. On the lines around Richmond everything is very quiet, Grant evidently waiting for Sherman to accomplish his purpose before he moves. If we succeed in whipping Sherman everything will then be well.

Our squadron, consisting of the ironclads Virginia, Richmond, and this vessel, on the 23d ultimo proceeded down the river some 10 miles, and but for the timidity of the pilots on the Virginia and Richmond would have changed the entire phase of the war in this section, our object being nothing less than the division of Grant's army into three parts and the destruction of his water base at City Point. We were to go through their obstructions, and after running through their pontoon bridge some 15 miles below, would have left one ironclad to cruise up and down the river to prevent them from communicating with each other. The other two would have gone down to City Point some 40 miles farther, and there obstructed the channel with sunken vessels so that it would have been impossible for them to have removed them under the fire of the ironclad that would have been left to prevent them, while the other ironclad would have been free to run up the Appomattox; Grant's army would thus have been cut in three parts with no prospect of being able to communicate with each other. Our army would then have been able to mass and crush each part in detail.

This vessel passed through the Yankee obstruction at 1:30 a.m., and we all flattered ourselves that every difficulty had been overcome. The enemy's fire from their mortars had been quite troublesome for some time, but their heavy guns had not struck us once. After waiting for the other vessels for about an hour and seeing nothing of them, our captain sent me in a small boat to report to the commodore that we were safely through and ask if we should wait any longer. I went up to the obstructions, and seeing nothing of them, continued for some distance before I came to them. After reporting, the commodore ordered me to return without delay and say to our captain that both the other vessels were aground and would not be able to get off before 11 a.m. the next day. This compelled our abandonment of all ideas of
success, for the first requisite was a complete surprise, and before the next night they would have time to concentrate a large fleet above City Point. We came up the river some 14 miles, and at daylight the enemy had an easy range from his shore batteries of 100 and 200 pounder Parrots on the vessels that were aground. The projectile had no effect at 1,100 yards, but a double-turreted monitor, seeing their helpless condition, came within 1,000 yards and opened with XI and XV inch guns. The XV-inch were the only ones that did any damage, and they did not penetrate, but crushed in 6 inches of iron and 28 inches of wood. The splinters killed 6 and wounded 14 men. Projectiles of this weight will penetrate any ironclad that has ever been built, I believe.

This squadron is now commanded by Admiral Semmes, late of the Alabama. He is a small man, nothing particularly striking in his appearance except his eye, which is very fine and piercing. I think his reputation will suffer with the country in having accepted this command, for he has not room here to fight as large vessels as these are.

* * * * * * * * *

I remain, very truly, yours, etc.,

E. T. Eggleston.

Judge R. J. Townes,
Austin City, Tex.

[Telegram.]

FAYETTEVILLE, [N. C.], February 27, 1865.

I have received orders to report at Richmond with my entire command. I shall leave at once with those here. Will you order Lieutenant Commanding Evans, with his detachment, to report at Richmond also?

J. R. Tucker,
Flag-Officer, C. S. Navy.

General Bragg or General Hoke.

* * * * * * * * *

Special order of General Bragg, C. S. Army, regarding movements of the forces under his command.

Special Orders, No. 59. HDQRS. DEPT. OF NORTH CAROLINA, Kinston, March 10, 1865.

I. Major-General D. H. Hill, commanding troops from Army of Northern Virginia, will move with them early to-morrow morning by highway to Goldsboro. Such as are unable to march shall be immediately sent to the depot for transportation by rail.

II. Major-General R. F. Hoke, with his own division and Brigadier-General Baker's command, will cross the Neuse to-morrow, destroying the communication in his rear. He will advance to Goldsboro, as rapidly as possible, by rail; all disabled men and valuable stores, and move with his command to that point as soon as this object is accomplished. Such supplies as can not be transported by daylight on 12th instant or issued to the troops must be destroyed, and the command will march, via Goldsboro, to Smithfield, [N. C.].

III. The Sixth North Carolina Cavalry and Captain Chesnut's squadron, Second South Carolina Cavalry, will report to Major-General Hoke.
IV. The different staff departments at the post of Kinston will leave, under Major-General Hoke's orders, by rail.

V. Captain Price, C. S. Navy, commanding C. S. S. Neuse, is desired to cover Major-General Hoke's movements, and, if practicable, before sacrificing his vessel, to move down the river by way of diversion, and make the loss of his vessel as costly to the enemy as possible.

VI. Headquarters will be removed to Goldsboro to-morrow.

By order of General Bragg:

F. S. Parker,
Acting Assistant Adjutant-General.

Order of the Secretary of the Navy to Rear-Admiral Semmes, C. S. Navy, for the destruction of the vessels of his command on the evacuation of Richmond.

CONFEDERATE STATES OF AMERICA,
Executive Office, Richmond, Va., April 2, 1865.

SIR: General Lee advises the Government to withdraw from this city, and the officers will leave this evening accordingly.

I presume that General Lee has advised you of this and of his movements, and made suggestions as to the disposition to be made of your squadron. He withdraws from his lines toward Danville this night, and, unless otherwise directed by General Lee, upon you is devolved the duty of destroying your ships this night, and with all the forces under your command joining General Lee. Confer with him, if practicable, before destroying them.

Let your people be rationed as far as possible for the march and armed and equipped for duty in the field.

Very respectfully, your obedient servant,

S. R. Mallory,
Secretary of the Navy.

Rear-Admiral Raphael Semmes,
Commanding James River Squadron.

Letter from Major-General Lomax, C. S. Army, to Rear-Admiral Semmes, C. S. Navy, regarding the encampment of his command near Danville, Va.

HEADQUARTERS FORCES,
Danville, April 12, 1865—1 p. m.

Admiral: Pursuant to instructions from General Beauregard, you will encamp your command 2 miles from this place and await further orders. You will send 200 men to Pelham Station, [N. C.], as a guard for stores, to report to General Ruggles. Place pickets well out from your camp.

By order Major-General Lomax:

Walter K. Martin,
Assistant Adjutant-General.

Admiral Semmes.
Order of General Beauregard, C. S. Army, to Brigadier-General Semmes, commanding naval brigade, to assist in protection of stores.

HEADQUARTERS,
Greensboro, N. C., April 16, 1865—1 o'clock p.m.

GENERAL: General Beauregard directs that you move with your brigade to the break in the railroad about 12 miles from this point and act as a guard to the stores.

You will give all the assistance in your power in unloading stores and transferring them to the south side of the creek, and then reloading them.

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

GEORGE Wm. BRENT,
Colonel and Assistant Adjutant-General.

Brigadier-General SEMMES.