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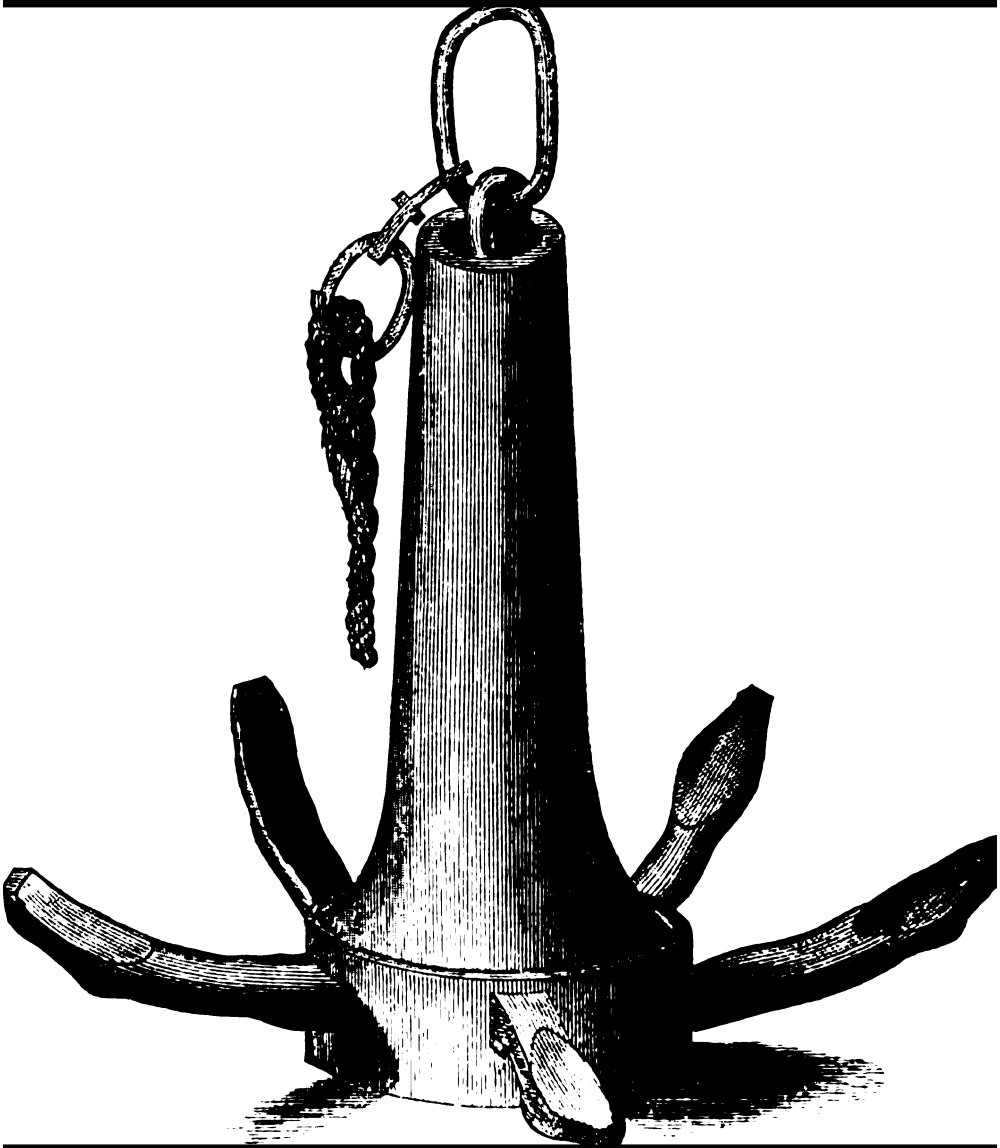

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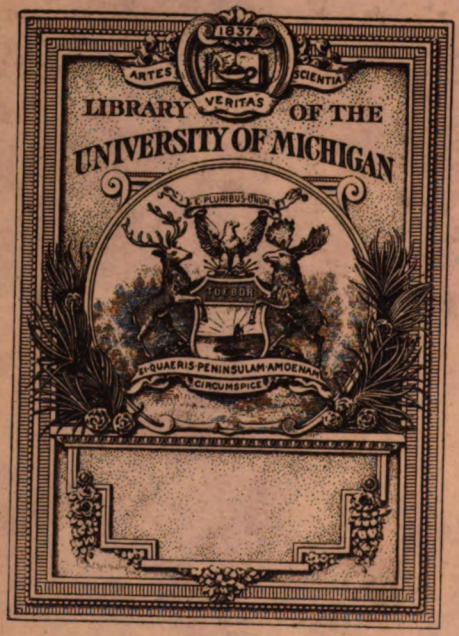

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REPORT

OF THE

SECRETARY OF THE NAVY,

WITH

LIBRARY OF THE UNIVERSITY OF MICHIGAN

AN APPENDIX

CONTAINING

REPORTS FROM OFFICERS.

DECEMBER, 1865.

WASHINGTON:
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1865.

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REPORT

OF

THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, *December* 4, 1865.

SIR: In my last annual report I presented to Congress and the country such description as the occasion seemed to require of the measures of administration by which our naval force had, during the preceding four years, been created and organized, with an account of the method and manner in which it had been applied in arduous and unexampled forms of action for the suppression of the rebellion. The review then given of the principal operations and the brilliant achievements of our navy closed with the memorable recovery of the harbor and the almost impregnable defences of Mobile.

In this report, besides the exposition of the ordinary business of this department, including the suggestions and recommendations deemed necessary for the proper regulation of the naval service in the present condition of the country, it will be my duty to complete the official record of the triumphs of the navy in the final operations and closing scenes of the war, to indicate the new arrangement and organization of the several squadrons consequent upon the termination of the blockade and the cessation of active hostilities, to exhibit the vigilance and energy of our blockading and cruising service, as testified by the number and value of the captures made in the unrelaxing and successful efforts to cut off illicit commercial intercourse with rebel ports; and especially to exhibit the policy and measures of the department in effecting at the earliest moment, in view of returning peace, a reduction of naval expenditures, while providing for the prompt re-establishment at any time of our great naval power in all its efficiency to meet the exigencies of any possible crisis in which its services may be invoked to maintain the rights or vindicate the honor of the country.

The demands upon the naval service, which for four years had been exacting, were relaxed upon the fall of Fort Fisher. That event, and the possession of Cape Fear river, closed all access to Wilmington, the port of rebel supplies, put an end to illicit traffic with the States in insurrection, and extinguished the last remnants of that broken commerce which foreign adventurers had, notwithstanding constant and severe losses, persisted in carrying on by breach of blockade. The capture of Wilmington was preliminary to the fall of Richmond and the surrender of the rebel armies, which were thenceforward deprived of supplies

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from abroad. It released at once a large portion of our naval force, and led to immediate measures for the reduction of our squadrons, and the withdrawal of all vessels which could be dispensed with from the blockade. Such of them as were purchased and no longer required by the government, have from time to time been sold to meet the demands of reviving commerce, which has rapidly expanded as the country became quieted and industry was resumed at the south. Trade and peaceful employment have led to the reopening of the avenues of commercial and social intercourse, and the steamers bought from the merchant service for war purposes have been to a great extent returned to their former pursuits.

NORTH ATLANTIC SQUADRON—CAPTURE OF WILMINGTON AND ITS DEFENCES.

As early as 1862 the necessity of closing the port of Wilmington became a primary object with this department, and was never relinquished; but without military aid and co-operation it could not be effected or even wisely attempted. In September, 1864, the department had such assurances of military assistance as to feel warranted in entering upon the necessary preparations for assembling an adequate naval force to undertake and perform its part in accomplishing the work. In order that there should be no failure, the department concentrated a sufficient force to insure success. To place that force under the command of the first officer in the navy was a duty. Vice-Admiral Farragut was therefore selected to conduct the enterprise, but impaired health, the result of exposure and unremitted exertions during two years of active labor and unceasing efforts in the Gulf, rendered it imprudent for that distinguished and energetic officer to enter upon this service. He had, moreover, important work yet to be finished on the Gulf coast, where he was then operating, and was therefore on his own request excused from this new command. Rear-Admiral Porter, who had shown great ability as the commander of the Mississippi squadron, and had identified himself with many of its most important achievements, was transferred to the command of the North Atlantic squadron, which embraced within its limits Cape Fear river and the port of Wilmington.

A fleet of naval vessels, surpassing in numbers and equipments any which had assembled during the war, was collected with despatch at Hampton Roads. Various causes intervened to delay the movement, and it was not until the early part of December that the expedition departed for Beaufort, N. C., the place of rendezvous. Some further necessary preparations were there made, which, together with unfavorable weather and other incidents, delayed the attack until the 24th of December. On that day Rear-Admiral Porter, with a bombarding force of thirty-seven vessels, five of which were iron-clads, and a reserved force of nineteen vessels, attacked the forts at the mouth of Cape Fear river, and silenced them in one hour and a quarter; but there being no troops to make an assault or attempt to possess them, nothing beyond the injury inflicted on the works and the garrison was accomplished by the bombardment. A renewed attack was made the succeeding day, but with scarcely better results. The fleet shelled the forts during the day and silenced them, but no assault was

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made, or attempted, by the troops which had been disembarked for that purpose.

Major General Butler, who commanded the co-operating force, after a reconnoissance, came to the conclusion that the place could not be carried by an assault. He therefore ordered a re-embarkation, and informing Real-Admiral Porter of his intention, returned with his command to Hampton Roads. Immediate information of the failure of the expedition was forwarded to the department by Rear-Admiral Porter, who remained in the vicinity with hi entire fleet, awaiting the needful military aid. Aware of the necessity of reducing these works, and of the great importance athich the department attached to closing the port of Wilmington, and confident that with adequate military co-operation the fort could be carried, he asked for such co-operation, and earnestly requested that the enterprise should not be abandoned. In this the department and the President fully concurred. On the suggestion of the President, Lieutenant General Grant was advised of the confidence felt by Rear-Admiral Porter that he could obtain complete success, provided he should be sufficiently sustained. Such military aid was therefore invited as would insure the fall of Fort Fisher.

A second military force was promptly detailed, composed of about eight thousand five hundred men, under the command of Major General A. H Terry, and sent forward. This officer arrived off Fort Fisher on the 13th of January. Offensive operations were at once resumed by the naval force and the troops were landed and intrenched themselves, while a portion of the fleet bombarded the works. These operations were continued throughout the 14th with an increased number of vessels. The 15th was the day decided upon for an assault. During the forenoon of that day forty-four vessels poured an incessant fire into the rebel forts. There was, besides, a force of fourteen vessels in reserve. At 3 p. m. the signal for the assault was made. Desperate fighting ensued, traverse after traverse was taken, and by 10 p. m. the works were all carried, and the flag of the Union floated over them. Fourteen hundred sailors and marines were landed and participated in the direct assault.

Seventy-five guns, many of them superb rifle pieces, and nineteen hundred prisoners were the immediate fruits and trophies of the victory; but the chief value and ultimate benefit of this grand achievement consisted in closing the main gate through which the insurgents had received supplies from abroad and sent their own products to foreign markets in exchange.

Light-draught steamers were immediately pushed over the bar and into the river, the channel of which was speedily buoyed, and the removal of torpedoes forthwith commenced. The rebels witnessing the fall of Fort Fisher, at once evacuated and blew up Fort Caswell, destroyed Bald Head Fort and Fort Shaw, and abandoned Fort Campbell. Within twenty-four hours after the fall of Fort Fisher, the main defence of Cape Fear river, the entire chain of formidable works in the vicinity shared its fate, placing in our possession one hundred and sixty-eight guns of heavy calibre.

The heavier naval vessels being no longer needed in that quarter, were despatched in different directions—some to James river and northern ports, others

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to the Gulf or the South Atlantic squadron. An ample force was retained, however, to support the small but brave army which had carried the traverses of Fort Fisher, and enable it, when re-enforcements should arrive, to continue the movement on Wilmington.

Great caution was necessary in removing the torpedoes, always formidable in harbors and internal waters, and which have been more destructive to our naval vessels than all other means combined.

About the middle of February offensive operations were resumed in the direction of Wilmington, the vessels and the troops moving up the river in concert. Fort Anderson, an important work, was evacuated during the night of the 18th of February, General Schofield advancing upon this fort with eight thousand men, while the gunboats attacked it by water.

On the 21st the rebels were driven from Fort Strong, which left the way to Wilmington unobstructed, and on the 22d of February that city was evacuated. Two hundred and twelve guns were taken in the works from the entrance of Old river, including those near the city, and thus this great and brilliant achievement was completed.

SOUTH ATLANTIC SQUADRON—FALL OF CHARLESTON.

In November, 1864, the department officially advised Rear-Admiral Dahlgren that Major General Sherman had commenced his march from Atlanta to the seaboard, and that he might be expected to reach the Atlantic coast, in the vicinity of Savannah, about the middle of December. Rear-Admiral Dahlgren was instructed to be prepared to co-operate with General Sherman, and furnish him any needed naval assistance which it might be in his power to render. Before these instructions reached him, Rear-Admiral Dahlgren, who was thus not unprepared to hear of the movement of the army from Atlanta to the coast, had conferred with Major General Foster, then commanding the department of the south, and concerted with him plans to assist, so far as their joint forces would allow, in establishing communication with the advancing general. A combined expedition was at once organized for cutting the railroad communication between Charleston and Savannah, and otherwise engaging the attention of the insurgents in that quarter. Force was displayed at the most important points along the Carolina coast, and every available means adopted to aid in the success of the grand and novel military movement which was in progress through the heart of a hostile country.

General Sherman reached the vicinity of Savannah on the 12th of December, and communication between him and Rear-Admiral Dahlgren was immediately established. The latter made the best possible disposition of the vessels then under his command, to assist the army in obtaining possession of Savannah. By the 18th of December the investment of that city, by the navy on one side and the army on the other, was accomplished. The garrison, however, succeeded in escaping across the river and effecting a retreat towards Charleston, leaving General Sherman to occupy Savannah on the 21st of that month.

Early in January Rear-Admiral Dahlgren was engaged in assisting in the

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ransfer of the right wing of the army to Beaufort, S. C., and in the course of General Sherman's march northward that officer and his army were aided by all needful naval demonstrations.

On the 12th and 13th of February a joint movement was made along the approaches from Bull's Bay to Mount Pleasant, with a view of embarrassing the military commandant at Charleston, and blinding him as to the actual military design. No real or serious attack on Charleston was meditated. Only a diversion was contemplated at that moment. Other less extensive movements than that at Bull's Bay were made about that period, full details of which will be found in the despatches forming a part of the appendix to this report. They were intended simply to attract the attention of the rebels and aid General Sherman in accomplishing his great purpose of moving towards Richmond. Charleston was in the mean time vigilantly watched to detect the first indications of its abandonment by the rebels, which it was known must take place at an early day. The troops stationed thereabout were advanced, and the iron-clads were moved nearer to the rebel works. During the night of the 17th of February the batteries were ceaselessly employed, and the vessels in the harbor gave them watchful attention. The morning of the 18th revealed the fact that Charleston was evacuated. Thus, without a final struggle, the original seat of the rebellion, the most invulnerable and best protected city on the coast, whose defences had cost immense treasure and labor, was abandoned, and the emblem of unity and freedom was again reinstated upon the walls of Sumter.

The evacuation of Charleston was followed by that of Georgetown on the 23d of February, and on the 26th of that month the place itself was occupied by Rear-Admiral Dahlgren.

WEST GULF SQUADRON—SURRENDER OF MOBILE AND THE REBEL FLEET.

When Vice-Admiral Farragut left the West Gulf squadron in the later autumn of 1864, the command devolved on Commodore James S. Palmer, senior officer on the station. This officer continued operations until the arrival of Admiral Farragut's successor, Acting Rear-Admiral Thatcher, who bears testimony to his subsequent efficiency and untiring services throughout the attack on the defences of Mobile, and acknowledges also his indebtedness to Commodore Palmer for the admirable manner in which the vessels had been prepared for arduous service under that officer's supervision. The resumption of offensive operations against the city of Mobile, under the direction of Major General Canby, was not determined upon until early in January, when Acting Rear-Admiral Thatcher, then recently appointed to the command of the West Gulf squadron, was ordered to proceed immediately to New Orleans, in order to co-operate with the military commander.

The force placed under Acting Rear-Admiral Thatcher was increased by light-draught iron-clads detached from the Mississippi squadron for service in Mobile bay. A joint movement by land and water was arranged and carried into execution. Indications that the rebels were about to evacuate the city led to a naval reconnoissance in force to ascertain the facts, on the 11th of March, with five monitors, in as close proximity as the shallow water and obstructions

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would permit. This movement drew from the insurgents such a fire as to place beyond doubt that those defences were still intact.

The troops were landed on the 21st of March on the left bank of Fisher's river, about seventeen miles from its junction with the bay, and advanced as rapidly as the condition of the road would permit, while the naval vessels shelled the woods and kept open communication by signals with General Canby for co-operation. The rebels doubtless believed that the naval vessels were not able to cross the bar of Blakely river; and even if successful in crossing, that it was in their power to destroy the boats by their marsh batteries and the innumerable torpedoes with which the river was filled. They did succeed in sinking two of the monitors and four wooden gunboats at the entrance of Blakely river, by these sub-marine implements of destruction, although the river had been thoroughly dragged, and many torpedoes were removed before the vessels went over the bar. Beyond the sinking of these vessels and the loss of a few lives, no serious consequences attended the approach to and capture of Mobile.

The principal works of defence between the city and the fortresses which guarded the entrance to the bay, captured in August, 1864, by the fleet while commanded by Vice-Admiral Farragut, were Fort Alexis and Spanish Fort. By the 3d of April these had been completely invested by the troops, and during the night of the 8th and morning of the 9th they were, after a short but severe bombardment, captured, and with them from 1,600 to 2,000 men, with sixteen heavy guns. With the key to Mobile thus secured, the outer works of importance batteries Tracy and Huger, were within easy reach, and on the evening of the 11th they were evacuated.

On the 12th the troops were conveyed to the west side of the city for the purpose of an attack, and the fleet gained a suitable position for performing its share of this work, but it was soon ascertained that the city was at the mercy of our arms, all the remaining defences having been abandoned. A formal surrender was therefore demanded by General Granger and Acting Rear-Admiral Thatcher, which was complied with and posssession was taken of the city. The works which environed Mobile were of immense strength and extent. Nearly 400 guns were captured, some of them new and of the heaviest calibre.

The rebel army, on evacuating the city, retreated up the Tombigbee. Preparations to follow and capture them were far advanced, when, on the 4th of May, propositions were received from Commander Farrand, commanding the rebel naval forces in the waters of Alabama, to surrender all the vessels, officers, men, and property yet afloat and under blockade on the Tombigbee. The basis of the terms of surrender being the same as those of General Lee, were accepted. On the 10th of May the formal surrender took place, and the insurgent navy ceased to be an organization. Four vessels were surrendered, and 112 officers, 285 men, and 24 marines, were paroled and permitted to return to their homes.

Sabine Pass and Galveston, the only remaining rebel fortified points on the Gulf coast, soon capitulated. The forts at the first-named place were evacuated on the 25th of May, and the commandant of the defences of Galveston gave assurances that there would be no opposition to the occupancy of that place by

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the navy. On the 2d of June, Galveston was surrendered, and the supremacy of the government was once more established on the entire coast, from Maine to and including Texas.

REDUCTION OF THE NAVAL FORCE—THE SQUADRONS.

Immediately after the fall of Fort Fisher and the capture of Wilmington, measures were taken for the gradual reduction of the naval forces employed on the duties of blockade. The recovery of Charleston, Mobile, and Galveston justified a still further diminution, and as these events successively occurred, measures were promptly taken to reduce the squadrons and economize expenses. On the 24th of February letters were addressed to Admirals Porter, Dahlgren, Stribling, and Thatcher, informing them that the department was of opinion that the fall of Fort Fisher and the possession of Charleston would enable the department to reduce naval expenses. They were therefore directed to send north such purchased vessels as needed extensive repairs, and also any naval stores that were not required. A careful scrutiny of requisitions was enjoined before approval, and commanders of squadrons were informed that they would be expected to use every possible exertion and care to diminish the expenses of their respective commands.

About the 1st of May orders were issued to further reduce the squadrons in our domestic waters one-half. Near the close of that month a further diminution was directed, so that the entire force retained in commission should not exceed one hundred vessels. In the early part of July another and still further reduction was made, leaving but thirty steamers, which, with receiving storeships, composed the entire blockading squadrons on the Atlantic and the Gulf.

On the 31st of July the Potomac flotilla, which, under Commander F. A. Parker, had rendered active service, was disbanded.

The Mississippi squadron, comprising at one time about one hundred steamers, was gradually reduced, and on the 14th of August wholly discontinued. Acting Rear-Admiral Lee was relieved, and Commodore Livingston, who had acquitted himself with energy at the Norfolk station, and subsequently at Cairo, was intrusted with the duty of disposing of the vessels and closing up the affairs of that squadron.

The reduction of the blockading force involved also a curtailment of the number of squadrons. In June, therefore, the North and South Atlantic squadrons were consolidated into one, known thereafter as the Atlantic squadron, commanded by Acting Rear-Admiral Radford, who, on the 28th of April, had succeeded Rear-Admiral Porter in command of the North Atlantic squadron. Rear-Admiral Dahlgren was detached from the command of the South Atlantic squadron, and hauled down his flag at Washington on the 12th of July.

Acting Rear-Admiral Radford, having been appointed commandant of the Washington navy yard, was succeeded by Commodore Joseph Lanman in the command of the Atlantic squadron on the 10th of October.

The consolidation of the East Gulf squadron, commanded by Acting Rear-Admiral Stribling, and the West Gulf squadron, under Acting Rear-Admiral

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Thatcher, was also consummated, and thereafter this force was known as the Gulf squadron. Acting Rear-Admiral Thatcher remained in command, and Acting Rear-Admiral Stribling returned to Boston in July.

Besides the vessels composing the several squadrons, others are in commission in various capacities. The James Adger is stationed at Aspinwall; the Michigan is assigned to the northern lakes; the Sabine is employed as an apprentice ship; the De Soto is in the West Indies; the Massachusetts and South Carolina are still continued as supply-ships for the squadrons on the coast; the Constitution, Macedonian, and several others are connected with the Naval Academy; and twenty vessels are used at the navy yards as receiving-ships and tenders; so that there are actually in commission at this time, at home and abroad, one hundred and seventeen vessels of all descriptions, which number, should the exigencies of the service permit, will be still further reduced.

In January, while Rear-Admiral Porter was engaged before Wilmington, affairs on James river assumed such an attitude, involving the welfare and security of the army by a demonstration on the part of the rebels with their armored rams from Richmond, that it was deemed important to send thither immediately an officer of ability and experience. Vice-Admiral Farragut, then in Washington, was selected for this special duty, and on the 24th of that month proceeded to James river for that purpose. The threatening demonstration below Richmond was not long maintained, and the occasion having passed, Vice-Admiral Farragut was relieved from this special service on the 2d of February.

A special squadron of vessels, consisting of the Vanderbilt, Tuscarora, Powhatan, and the turreted iron-clad Monadnock, left Hampton roads on the 2d of November, under the command of Commodore John Rodgers, destined to re-enforce the squadron in the Pacific.

In withdrawing a large naval force from active service, in disposing of the vessels, in discharging or detailing to other duties their officers and crews, in making provision for a large surplus of ordnance ammunition and stores, great labor has of course devolved upon the department and its bureaus. Some idea may be formed of the extent of that labor, from the fact that there were in the several blockading squadrons in January last, exclusive of other duty, four hundred and seventy-one vessels and two thousand four hundred and fifty-five guns. There are now but twenty-nine vessels remaining on the coast, carrying two hundred and ten guns, exclusive of howitzers. Disposition has been made of all the others. Some of the vessels are laid up in ordinary, some with their crews are on foreign service, but many have been sold, and, with most of the men that were actively engaged in hostile operations, are now employed in peaceful occupation.

As soon as our domestic troubles were overcome, the duty of attending to our interests abroad prompted the re-establishing of the foreign squadrons which had been suspended. The European, the Brazil, and the East India squadrons have been organized anew upon as economical a scale as is consistent with their efficiency, the interests of commerce, and a proper regard for our position as a nation.

These squadrons, with another which is soon to be put in operation in the

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West Indies, and the Pacific squadron which has never been discontinued, are considered sufficient for the encouragement and protection of our countrymen engaged in legitimate commercial pursuits, and for upholding our flag abroad.

Some modifications of the limits of the respective squadrons, and the substitution of steamers for sailing vessels, will infuse more vigor into the service, and it is designed that there shall hereafter be greater activity and vigilance in their operations. The number of vessels and crews on foreign service will not be greatly increased over those of former years, while the number of guns will be less; yet the superiority of steam over sails for naval war vessels, and the improvement and new patterns of ordnance, will hereafter give our force abroad greatly augmented efficiency and power.

The European squadron is commanded by Rear-Admiral L. M. Goldsborough, and consists of the following vessels: the Colorado, Kearsarge, Ticonderoga, Frolic, Ino, and Guard, to which the Canandaigua will shortly be added. The field of operation of this squadron, besides the coast of Europe and the Mediterranean, will comprise Madeira, the Canaries, and the African coast as far as St. Paul de Loando.

The Brazil squadron is commanded by Acting Rear-Admiral S. W. Godon, who has ten vessels on that station, viz: the Susquehanna, Brooklyn, Juniata, Shamokin, Nipsic, Shawmut, Kansas, Wasp, Supply, and Onward. Besides the eastern coast of South America, this squadron will cruise on the coast of Africa from Cape Town to St. Paul de Loando.

The East India squadron consists at present of four vessels—the Hartford, Wyoming, Wachusett, and Relief. The Shenandoah will be shortly added to this number. This squadron is commanded by Acting Rear-Admiral H. H. Bell, who sailed from New York in his flag-ship, the Hartford, in August, and has probably already reached his station.

The Pacific squadron remains in command of Acting Rear-Admiral George F. Pearson, and comprises eleven vessels, viz: the Lancaster, Powhatan, Saranac, Suwanee, Mohongo, Wateree, Saginaw, St. Mary's, Cyane, Nyack, and Tuscarora, and two store-ships, the Fredonia and Farallones. Some vessels sent to the Pacific (including two of the iron-clads) will be laid up in the harbor of San Francisco, ready for any emergency that may arise.

The extensive limits of this squadron, embracing the whole western coast of North and South America, with the islands of the Pacific; the rapidly increasing population of the States; and the growing and expanding commerce, and vast interests involved, render it advisable that the naval force of the Union should be largely re-enforced in that quarter. Considerable addition to the number of vessels will therefore be made, and it is proposed at an early day to make a division of the squadron.

But few vessels, and they on merely temporary duty, have as yet been employed in the West Indies. The Connecticut, the Kansas, the De Soto, and nearly all the vessels which have been sent to the coast of Brazil, have visited some of the more important points, particularly in the island of St. Domingo, and given attention to American interests there. It is proposed to revive the

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West India squadron to cruise in those waters, where we have so large a trade, and where, owing to the proximity of the islands to our shores, it is essential that we should cultivate friendly relations. Commodore James S. Palmer has been designated to command the squadron, having for his flag-ship the Rhode Island. In addition to the De Soto, now on that station, it is proposed to send the Swatara, Monongahela, Florida, Augusta, Shamrock, Ashuelot, and Monocacy, making a squadron of nine vessels.

THE NAVAL FORCE.

When hostilities against the government were commenced in the spring of 1861, and the ports on our southern coast were ordered to be closed under the form of international blockade, instead of the municipal form of an embargo, the labor, embarrassments, and responsibilities suddenly and unexpectedly imposed upon this department were immensely increased.

To create and organize a navy such as the order for the blockade required would have been at any time an immense undertaking, but the task was vastly more onerous when the country, after a long interval of peace, was beginning to be rent by civil convulsions.

In this condition of affairs, with the navy reduced during fifty years of peace to a low standard of efficiency, without experience or precedent to guide the application of modern inventions to war purposes, with restricted and wholly insufficient navy yards for the construction and repair of vessels, and without any adequate establishment for the stupendous work before it, the department was compelled to feel its way and press on its work at the very time when a duty was imposed upon it which a nation fully prepared and furnished with abundant ships and men and material would have found difficulty in performing. But the resources of the country were equal to the emergency. With only limited means at the command of the department to begin with, the navy became suddenly an immense power. An unrelaxing blockade was maintained for four years from the capes of the Chesapeake to the Rio Grande, while a flotilla of gunboats, protecting and aiding the army in its movements, penetrated and patrolled our rivers, through an internal navigation almost continental, from the Potomac to the Mississippi.

After the capture of Forts Hatteras and Clark, in August, 1861, port after port was wrested from the insurgents, until the flag of the Union was again restored in every harbor and along our entire coast, and the rebellion eventually wholly suppressed.

Coincident with these operations afloat, the department had its attention also actively engaged in developing the ingenuity, skill, and resources of the country, in the construction of new classes of vessels, in the introduction of new descriptions of ordnance, torpedoes, and projectiles, in experiments in steam, and in the improvement of steam machinery. Although compelled to encounter opposition in all its forms, the department has been unremitting in its efforts, and in almost every instance has met with a generous response from Congress and the country.

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Three hundred and twenty-two (322) officers traitorously abandoned the service to which they had dedicated their lives, proved false to the flag which they had sworn to support, and to the government which had confided in their honor and relied on their fidelity to sustain it in conflict and peril. The embarrassment caused by these desertions in the moment of trial was temporary. Better men from the merchant marine, educated and vastly more efficient, promptly volunteered their services, in many instances at great pecuniary sacrifice, to fight the battles of the Union. About seven thousand five hundred of these gallant and generous spirits have, after examination, received appointments and been employed in the navy. Schools were established to instruct and perfect them in the rudiments of gunnery and nautical routine, and it is due to them to say that they have acquitted themselves with credit and served with zeal and fidelity. The intercourse between these volunteer officers and the officers of the regular navy has been productive of mutual good will and respect. It will, I trust, lead to lasting personal friendships and insure enduring intimacy between the commercial and naval service. Most of the volunteer officers have received an honorable discharge and returned to their peaceful professional pursuits. I take this occasion to renew my annual suggestion, that some of the most distinguished of these heroic and loyal men, of admitted capability and merit, who have served the country so faithfully and so well, be added to the navy after an examination by a board of officers appointed for that purpose. Such an addition to the navy, of brave and intelligent representatives from the commercial marine, will be a fitting and honorable recognition of the services of a body of men who came gallantly forward in a period of national peril to sustain the cause of their country.

From seven thousand six hundred (7,600) men in service at the commencement of the rebellion, the number was increased to fifty-one thousand five hundred (51,500) at its close. In addition to these the aggregate of artisans and laborers employed in the navy yards was sixteen thousand eight hundred and eighty, (16,880) instead of three thousand eight hundred and forty-four (3,844) previously in the pay of the government. This is exclusive of those employed in the private ship yards and establishments, under contracts, constituting an almost equal aggregate number. Two hundred and eight (208) vessels have been commenced and most of them fitted for service during this period. A few of the larger ones will require still further time for completion. Only steamers, the propellers also having sailing power, have been built by the government during my administration of the department.

Since the 4th of March, 1861, four hundred and eighteen (418) vessels have been purchased, of which three hundred and thirteen were steamers, at a cost of $18,366,681 83, and of these there have been sold three hundred and forty (340) vessels, for which the government has received $5,621,800 27.

THE CONDUCT OF THE BLOCKADE.

In order to guard the coast and enforce the blockade the department was under the necessity of breaking up and ordering home our foreign squadrons.

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This recall, rendered imperative by the necessities of the case, left our extensive commerce on distant seas unprotected. The great maritime powers of Europe, as soon as they were aware of our domestic difficulty, hastened to recognize the rebels as belligerents, and proclaimed themselves neutral between the contending parties. The operations of this assumed neutrality were to deprive our national ships of the privileges which they had by national courtesy enjoyed, and while thus restricting and inflicting injury on our government, the professed and proclaimed neutrality gave encouragement and strength to the rebels who were in insurrection and waging war upon the Union. Each of these European neutrals had treaties of amity, and was in friendly official and commercial intercourse with the government of the United States, while with the rebels, who were without a recognized flag or nationality, they had neither treaties nor official relations. The United States had a navy which commanded respect, and a commerce that covered every sea, whilst the rebels had neither navy nor commerce to be affected by neutral exclusions and restrictions. Consequently this action of the neutral league operated, on the one hand, to injure and embarrass a friendly government that was cultivating and practicing peaceful and friendly relations with every nation; and, on the other hand, to give countenance and encouragement to rebels engaged in a causeless insurrection to subvert the most beneficent government on earth.

Virtually excluded from the ports of the great maritime powers by this assumed neutrality, the difficulty of maintaining even a limited naval force abroad was greatly increased. The withdrawal of our squadrons left our unprotected commerce exposed to the depredations of semi-piratical cruisers, which were built, armed, manned, and sent out to plunder and destroy our merchantmen from the shores of neutral Europe. To these aggravated wrongs we were compelled, in the great emergency which existed, to submit, for under no circumstances would the department relax the blockade, or permit its efficiency to be impaired.

The suppression of the rebellion enables us to re-establish squadrons abroad, and to display again the flag of the Union in foreign ports. Our men-of-war, released from the blockade, will soon be found in every sea, prepared to assert American rights and protect American interests.

European neutrality, now that the insurrection is suppressed, no longer denies to our national vessels those supplies and courtesies which were refused in the days of our misfortune. No rebel rover, built in neutral ports, remains to take alarm or feel apprehension on the appearance of the armed vessels of the republic; and now that we have suppressed the insurrection, we may be permitted to receive hospitality and international comity from those neutral nations which during four years excluded our public ships, while they persistently insisted on elevating the rebels to be a distinct belligerent power.

We had, in 1860, five squadrons on foreign stations, numbering thirty-one vessels, carrying four hundred and forty-five guns. At the present time we have on the several stations abroad thirty-six vessels, mounting three hundred and forty-seven guns, and carrying fifty-six howitzers.

In time of peace our naval force should be actively employed in visiting

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every commercial port where American capital is employed, and there are few available points on the globe which American enterprise has not penetrated and reached. But commerce needs protection, and our squadrons and public vessels in commission must not be inactive. One or more of our naval vessels ought annually to display the flag of the Union in every port where our ships may trade. The commerce and the navy of a people have a common identity and are inseparable companions. Each is necessary for the other, and both are essential to national prosperity and strength. Wherever our merchant ships may be employed, there should be within convenient proximity a naval force to protect them and make known our national power. Such are the energy and enterprise of our countrymen, that they will, now that the war has closed, compete for the trade and commerce of the world, provided the government performs its duty in fostering and protecting their interests. Besides guarding the channels hitherto occupied and explored, it would be well that examinations be made for new avenues of trade. In connexion with this subject, I would suggest the importance of a more thorough survey and exploration of the principal islands in the Pacific ocean, and that the department have authority to carry this suggestion into effect.

Following the tracks of commerce, and visiting every navigable portion of the globe, the intelligent officers of the navy are capable, from their position and opportunities, of acquiring and communicating a vast amount of useful information, thereby benefiting commerce, and, by continual additions to the stores of knowledge, promoting the welfare of the country and of mankind.

There are circumstances which render it necessary that a commercial and naval people should have coaling stations and ports for supplies at one or more important points on those seas and oceans where there are important interests to be protected, or naval power is to be maintained. Steamers cannot carry the same amount of supplies as the sailing vessels of former days, and the coal which is indispensable to their efficiency must, particularly in time of war, be furnished or obtainable at brief intervals, and in the immediate vicinity of their cruising grounds. A prudent regard for our future interests and welfare would seem to dictate the expediency of securing some eligible locations for the purpose indicated.

REBEL CRUISERS.

Information reached the department in May that the iron-clad ram Stonewall, a formidable vessel built in France, had arrived in Havana. This vessel had been conditionally sold to Denmark, but not proving satisfactory to that government, she was purchased by the rebels. Some difficulty in procuring armament and a crew caused a temporary slight embarrassment in her movements, but she was soon met by the English steamer City of Richmond off the coast of France, and her armament, which was made in England, with supplies for a cruise and an English crew, were transferred to the Stonewall. She remained for a short time at Ferroll, where she was watched by the Niagara and Sacramento and leaving that place, she did not reach Havana until after the down-

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fall of the rebel organization. Like other rebel cruisers which had plundered our commerce, the Stonewall was without a port.

Acting Rear-Admiral Godon, who had received orders to command on the Brazil station, and was on the point of sailing, was directed to proceed immediately, with a force hastily collected and placed under his command, in search of the Stonewall, which, it was understood, designed to appear on our coast. He sailed from Hampton roads on the 16th of May, and arrived off Havana on the 28th, having in his command the Susquehanna, Chippewa, Monticello, Fahkee, and two turreted vessels, the Monadnock and Canonicus. Shortly after his arrival, the Stonewall was delivered over to the Spanish authorities by her commander, and our government was advised that Spain would place her at the disposal of the United States. It being unnecessary for Acting Rear-Admiral Godon to remain longer on this special duty, he left Havana June 6th, returned to Hampton Roads on the 12th, and on the 21st proceeded, in pursuance to previous orders, to Brazil.

The English screw steamer Sea King, built in Glasgow in 1863, early attracted the attention of our officials in England as one of the class of rovers which, like the Alabama, Florida, and Georgia, was destined to prey on American commerce. But the English authorities professed to be incapable of detecting anything wrong in this vessel, and she finally sailed from London on the 8th of October, 1864, with clearance for Bombay. On the following day the steamer Laurel sailed from Liverpool with officers, men, and guns, and went to Madeira. The Sea King soon appeared off Madeira and signalled to the Laurel, when the two vessels went to a barren island in the vicinity, and on the 17th of October a transfer of officers, men, and guns took place; the name of the pirate was changed, and thenceforward became known as the Shenandoah. J. I. Waddell, a renegade American naval officer, assumed the command and proceeded at once on a piratical cruise.

An official communication of the 18th of October informed the department that the crew of the Sea King, as well as that of the Laurel, were all British subjects, that many of them belonged to the Royal Naval Reserve, and that some forty or fifty of the Alabama's men were among them.

Throughout the whole period of the rebellion these exhibitions of the manner in which the English authorities exercised neutrality were witnessed. On one occasion two persons secreted themselves on the U.S. steamer Tuscarora at Queenstown, with a view, it was suspected, of entering our service, and the British government was on that occasion greatly exercised lest some violation of neutrality or breach of the foreign enlistment act had taken place which would work harm to the rebels. A less anxious solicitude appears to have been entertained of breach of neutrality when whole crews were enlisted for the Shenandoah and other rebel piratical cruisers which sallied forth to plunder American commerce. Before leaving the Atlantic the Shenandoah succeeded in destroying several vessels, and was next heard of in Melbourne, Australia, where she was received and entertained with great hospitality and furnished with ample supplies and repairs for the long cruise upon which she was about to enter. On the 8th of February she is reported to have left Melbourne, and was next heard of in the

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North Pacific ocean and the sea of Otrecht, where she attacked and captured twenty-nine unarmed whale-ships, of which twenty-five were destroyed and four were bonded. Although notified by some of his victims that the rebel armies had surrendered and that the rebellion was suppressed, Waddell gave no heed to the intelligence, but continued his work of destruction until four months after the fall of Richmond, when he was advised by an English vessel that Lee was on parole and Davis a prisoner.

The English government, in the exercise of all that neutral tenderness and care which it had manifested for the rebels from the beginning of the insurrection, when finally compelled to admit the extinguishment of the rebellion, made special reservation to protect the rebel piratical cruisers, and particularly the Shenandoah, which was an outlaw, without country or home other than England, after the prostration of the rebel organization. Warned by neutral England, whose subjects constituted almost her entire crew, that the organized insurrection was annihilated, the Shenandoah had no alternative but to seek again the shelter and protection of that neutral power where she was built, and from which she was armed and manned. Under the name of Sea King she had cleared and sailed as an English vessel, with an English flag and an English crew, and as late as February she stood on the books at the Register's office of British shipping in her original name, and in the name of her original owners. Such may have been the case when the pirate was warned that he had not the pretext of a rebel organization to soften his crime, and that he was an outlaw. Of all her captures not one was ever sent in for adjudication, and I am not aware that she ever entered the port of any country but England. It was fitting, therefore, that she should return for refuge to the country of her origin.

The Sea King, alias the Shenandoah, entered the Mersey on the 6th of November, and her pirate captain, in a formal letter to the English minister, surrendered the vessel to the English government.

ENLARGEMENT OF THE NAVY YARDS.

Our navy yards are, all of them, of limited area, and wholly insufficient for our present navy. Not one of them presents the full requisite conveniences and facilities for promptly fitting out in a rapid and efficient manner more than a single vessel at a time. Vessels which ought to be repaired in three months are often detained for a year, and officers ordered to their ships which should be ready for sea have been kept waiting for months, at great expense to themselves and to the country and to the injury of the service. There is not a public yard where an iron vessel can be constructed, an iron plate made, or where shafting can be forged, or steam machinery manufactured, except on a moderate scale; nor, with the exception of Mare Island, in California, and Norfolk, have we a navy yard with sufficient room to erect the necessary works for even present wants. England, besides her great public navy yards, with which ours can bear no comparison, possesses even several private establishments, in each of which there are more mechanical appliances than are possessed by our whole

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country. Attention is invited to the interesting and instructive report of Chief Engineer J. W. King upon the dock yards of England and France, communicated to Congress at its last session.

Any future wars in which we may be involved must be of a maritime character, and unless we make in due season adequate preparations requiring no inconsiderable expenditure and time for their completion, the country will not escape mortification, and reverses, and serious disasters.

The most formidable iron-clads are those of the class of the "Passaconaway." The turrets of these vessels, which are fifteen inches in thickness, and the machinery, which is of a power to drive them eleven knots an hour, is plain and of moderate size, and yet they cannot be constructed and sent to sea in three years. So it is of all work out of that ordinary routine for which our establishments, public and private, are exclusively designed. The immediate, indispensable, and truly economical remedy for all this disadvantage is to enlarge the navy yards at Boston and New York, to complete the yard at Mare island, on the Pacific, rebuild those of Norfolk and Pensacola, and sell the present restricted grounds at Philadelphia after establishing a yard of sufficient capacity at League Island or some other proper location on the Delaware. With these extensions and improvements, and a proper establishment at some point upon the western waters, our naval position will be so strengthened as to constitute an additional safeguard against expense and perhaps war.

I have omitted any recommendation in regard to the yard at Kittery, because there are serious objections to it as a naval station, on account of its proximity to the ocean, which renders public property there insecure. Should, it however, be decided to improve the station as a public ship yard, the acquisition of Seavy's Island, as recommended by the chief of the Bureau of Yards and Docks, should be carried into effect. But the value of the island has been recently greatly enhanced and its acquisition rendered difficult in consequence of a road which passes through the yard, and a bridge connecting the island with the yard, which has been, in my opinion without due consideration, authorized by Congress. If the yard itself is not to be abandoned, the road and bridge should, in justice to the public interest, be discontinued, and Seavy's Island secured.

CONSTRUCTION OF NAVAL VESSELS.

At the beginning of the rebellion the department was without appropriate vessels for chase or blockade. Steamers of the Colorado class could enter no harbor south of Hampton Roads but Port Royal, and even those of the Hartford class could enter but few of the blockaded ports.

All the vessels constructed before the war possessed only moderate steam power, but had nearly full sailing qualities. Had the department expended its energies at the commencement in efforts to construct vessels of magnitude for war purposes, with machinery capable of making fifteen knots per hour, as has been earnestly urged, we could scarcely have completed one such vessel before the date of the fall of Wilmington. The department, without attempting impossibilities, directed its energies to accomplish what was practicable.

After procuring a supply of vessels for the blockade, by purchase and con-

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struction, the next pressing want was an iron-clad or armored ship, capable of operating in our waters and going in all weathers from port to port. On a public appeal to the mechanical ingenuity of our countrymen, this want was supplied by the Monitor, a turreted vessel, which, as soon as completed, vindicated its capability, and the model thus projected has been adopted and extensively copied abroad. This class of vessels stands as the undoubted and acknowledged best defence of our shores against any naval armament at present in existence. Different types of turreted vessels—all of them improvements in some respects on the original model—have been constructed. Several of the light-draught vessels of this class, drawing but eight feet of water, completed since the adjournment of Congress, have gone from Boston and other points to Philadelphia and Hampton Roads; and one has made a voyage to Charleston, S. C., where she is stationed and performs with entire satisfaction all the duties required of her.

The double-enders, vessels originating in the peculiar necessities of this war—designed to run head or stern first—were intended for operations in the rivers, bayous, and inner waters that pervade our southern coast, where it was important to avoid the difficulty, delay, and risk of turning round in narrow channels or under fire.

When these arrangements had been made, and the vessels immediately required were well under way, so as not to be interfered with or delayed by additional work, the department commenced the construction of a superior class of steamers of size and power sufficient to insure high speed. The most forward of these vessels could not be at sea until 1866. The delays and embarrassments which have been experienced demonstrate the importance, if not absolute necessity, of enlarging our principal yards and the need of a suitable establishment for the construction of engines and heavy iron-work, such as the department for three years has steadily urged upon the consideration of Congress.

FACILITIES FOR REPAIRING NAVAL VESSELS.

The naval expenditures, which have been moderate for the work performed, are larger than they would otherwise have been, in consequence of the insufficient means and limited area of the several navy yards. Without further provision in these respects the government must always depend, in a great degree, on private establishments for much of its work. This is not objectionable, perhaps, in the construction of new hulls and engines. The experience of the last four years has taught us the value and importance of efficient and reliable private establishments to aid the government in a great emergency. The promptness and energy exhibited at some of these establishments have been wonderful and of invaluable service. Until summoned to assist the government in the great struggle that was upon us, the ability, power, and resources of these private establishments were not known nor appreciated. They generally responded with zeal and vigor to the calls of the department, and their ability will, in all future wars, give reliable strength to the country.

In constructing new vessels and machinery, the government can always have the benefit of wholesome competition at private establishments. In making its contracts for new vessels and supervising their execution, the department will be

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able to protect itself, but that cannot be the case as regards the constant and often extensive repairs required on vessels which have been in service. These cannot be made by contract, and opportunities for fraud and imposition in making repairs are so great that too many yield to them. Work is often slighted and imperfectly executed; disastrous delays intervene; sometimes the job will be skilfully nursed by more extended and elaborate repairs than are necessary. The charge for materials and labor must of course be, to a considerable extent, at the discretion of those who make the repairs, and it is not surprising, perhaps, that they have frequently been exorbitant, notwithstanding all the vigilance and efforts that were exercised to protect the government.

True economy would be promoted were the government to have the necessary workshops and machinery to execute its own repairs in all cases. Almost all of the machinery and engines for the navy have been constructed at private establishments, and they must continue to be so constructed until the government shall conclude to change its policy. In the manufacture of heavy shafting and machinery for our naval vessels, which are to cruise for months, and often for years abroad, it is important that we should have the most substantial workmanship and the best materials, so that the government can safely rely on the strength and durability of its naval representatives, however remote from the country, and the officers and crews should be enabled to feel a sense of security, so far as human skill can impart it, in the floating homes which the government may provide.

A failure in the motive power of a steamer when on a cruise or far removed from establishments where the necessary repairs can be made, is a calamity against which every precaution should be taken.

LAYING UP OF THE IRON-CLADS.

The iron-clad vessels, so formidable in war, but unsuited for active service in peace, have been laid up, ready to be brought forward at any time for active duty should circumstances require. No provision having been made by Congress for a suitable dock-yard or station in fresh water, where alone iron vessels can remain and be preserved, and there being neither room nor accommodations for them at any of our present contracted yards, the department was under the necessity, until Congress shall make provision, of selecting a suitable place for the purpose. Fresh water being an indispensable requisite for the preservation of this class of vessels, and an interior location from the sea-board being almost equally indispensable for the purpose of safety, I had no hesitation in selecting League Island as possessing these advantages in an eminent degree. The board of naval and scientific gentlemen appointed in 1862, in pursuance of an act of Congress passed on the suggestion of the department, to select a site for a navy yard for iron purposes, while entertaining differing opinions as to the most eligible location for a navy yard for general objects, were united in favor of League Island "so far as iron vessels are concerned." There is probably no site to be found in the country presenting so many circumstances in its favor for laying up our iron-clad fleet. Removed from the coast, and with fresh water, League

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Island combines the advantages of both security and preservation—indispensable requisites for vessels of this description.

Had Congress, three years since, authorized the removal of the navy yard from its present contracted and wholly insufficient limits in Philadelphia to League Island, as recommended by the department, other important economic advantages would have been attained. I cannot omit the opportunity of again advising the substitution of that site for the present circumscribed yard at Philadelphia, and securing this location, provided it can be obtained, for the government. It must be borne in mind that, should Congress neglect to obtain it, the government will be liable, at any moment, to be dispossessed, and compelled to remove its iron-clad fleet.

On the Mississippi river, where there is as yet no public navy yard, the station at Mound City is retained, and the iron-clads belonging to the Mississippi squadron have there their headquarters. Several vessels of this class which were built at St. Louis and attached to the West Gulf squadron, where they rendered good service, particularly in the bay of Mobile, have been laid up at Algiers, opposite New Orleans.

In this connexion, I would respectfully invite attention to the report of the commission appointed under the joint resolution of Congress in June, 1864, to "select the most suitable site for a navy yard or naval station on the Mississippi river, or upon one of its tributaries." Without intending to indicate any preference as to location, it is not to be doubted that in future wars the vessels, particularly those of iron, and the machinery and armature of our steamers, will, to some extent, be constructed in the valley of the Mississippi, where the material is so abundant. The experience of the past few years has demonstrated the capabilities of that section in producing naval vessels and machinery with rapidity.

The true policy of the government with regard to our naval force in time of peace will be to keep our iron-clads laid up in fresh water, in perfect fighting order. Our largest steamships should remain in ordinary, distributed among the principal commercial cities, while there should be a force afloat sufficient to visit annually, if necessary, every navigable port on the globe where our trade exists.

HEALTHINESS OF IRON-CLADS.

Some interesting and extraordinary facts and statistics concerning the comparative healthiness of iron-clads and wooden vessels are given in the report of the chief of the Bureau of Medicine and Surgery. The monitor class of vessels, it is well known, have but a few inches of their hulls above the water-line, and in a heavy sea are entirely submerged. It has been doubted whether, under such circumstances, it would be possible long to preserve the health of the men on board, and consequently to maintain the fighting material in a condition for effective service. It is gratifying, therefore, to know that an examination of the sick reports, covering a period of over thirty months, shows that so far from being unhealthy, there was less sickness on board the monitor vessels than on

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the same number of wooden ships with an equal number of men, and in similarly exposed positions. The exemption from sickness upon the iron-clads in some instances is remarkable. There were on board the Saugus, from November 25, 1864, to April 1, 1865, a period of over four months, but four cases of sickness, (excluding accidental injuries,) and of these, two were diseases with which the patients had suffered for years. On the Montauk, for a period of one hundred and sixty-five days prior to the 29th of May, 1865, there was but one case of disease on board. Other vessels exhibit equally remarkable results, and the conclusion is reached that no wooden vessels in any squadron throughout the world can show an equal immunity from disease. The facts and tables presented are worthy of careful study.

THE NAVAL ACADEMY.

The number of midshipmen at the Naval Academy is four hundred and fifty one. The present method of selecting candidates is, in many respects, objectionable. Of the enlisted boys, those who from choice betake themselves to the seas, and are nurtured in the navy, only *three* are permitted annually to go to the academy. Few of the multitude of boys who have inclination and aptitude for the naval service can obtain the important advantage of a public education. Of those who annually present themselves under the present system, one-fifth fail to pass a satisfactory physical or mental examination. The same defects are more strikingly developed after admission. Nearly thirty-three per cent. fail the first year, and finally only about twenty-five per cent. of those who enter the academy graduate. In consequence of this state of things, the great wants of the service in the junior grades of officers have been poorly supplied, for the academy has only graduated a class averaging yearly about twenty-five members. A large portion of the money appropriated for a naval education is thus wasted chiefly in consequence of the defective system of selecting the candidates.

The board of visitors in 1864 instituted some searching inquiries to ascertain whether the requirements for entering the academy were of too rigid a character, and became fully convinced that the failures were not attributable to that cause, but that many of the boys had neither the mental nor physical qualities to fit them for the naval service.

Competitive examination in each of the congressional districts, which shall be open to all boys, under proper regulations, has been suggested as a remedy. Such examination would probably establish the mental proficiency of the candidate, which, however, might be the result of premature development. The less accomplished scholar, whose powers may not be fully developed, might nevertheless, possess a mental and physical organization better adapted to the service, which would make him a more eligible pupil and a better naval officer.

The government should have in training for its naval officers boys of good mental capacity and the best physical development. These are not obtained under the present system. I have elsewhere suggested the expediency of appointing one-half of the midshipmen from the enlisted apprentices, and the re-

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mainder from congressional districts, the selection to be made from those who possess both the physical and mental qualities that fit them for the position.

In dispensing with vessels propelled wholly by sails from the list of regular men-of-war, it has become necessary to instruct the future naval officer in the principles and practice of steam-enginery. A separate department, having this object in view, has been established at the Naval Academy, under the management and direction of Chief Engineer Wm. W. W. Wood, assisted by eight others, who are charged with the duty of teaching the midshipmen, not only the theory of the steam-engine, but, as indicated in my last report, its actual manipulation. Sufficient experiments and progress have already been made in running the engines of the vessels attached to the academy by the midshipmen to warrant the department to persevere in its purpose of perfecting the education of the future line officers, by making them competent, in addition to their other acquirements, to manage and work the engine.

The management of a man-of-war in a gale, on a lee shore, in a narrow harbor or the splendid manœuvres of battle by sailing vessels, have hitherto been the highest and proudest duties of a thorough naval officer. The skilful disposition of the sails, which was the result of the best training of the old school, is no longer necessary, except as auxiliary to the new motive power which modern invention and science have introduced. The naval vessel is no longer dependent on the winds, nor is she at the mercy of currents; but the motive power which propels and controls her movements is subject to the mind and will of her commander, provided he is master of his profession in the future, as he has been in the past. To retain the prominence which skill and education gave him when seamanship was the most important accomplishment, the line officer must be qualified to guide and direct this new element or power. Unless he has these qualities, he will be dependent on the knowledge and skill of him who manipulates and directs the engine. To confine himself to seamanship, without the ability to manage the steam-engine, will result in his taking a secondary position, as compared with that which the accomplished naval officer formerly occupied.

For the full development and accomplishment of an object which can no longer be considered a doubtful experiment, the active co-operation of naval officers is required. When this change is effected, engineers will become the designers and constructors of engines and other marine works, and the superintendents of the mechanical employment which a navy propelled by steam has developed and may require. They will constitute, in reality, a highly educated and scientific corps, and the line officers will have added to their duties the practical management of the engines.

LOCATION OF THE NAVAL ACADEMY.

The Naval Academy, which at the beginning of the rebellion was removed to Newport, Rhode Island, was, in conformity with the act of Congress, re-transferred to Annapolis in September last. Commodore Blake, who was superintendent in 1861, continued in charge of the school so long as it remained at Newport.

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On the return of the school to Annapolis, Rear-Admiral Porter was appointed superintendent, and, under his immediate supervision, the academic buildings and grounds, which had been seriously impaired while occupied for military purposes, were repaired and made ready for the reception of the midshipmen and academic staff.

Many inconveniences attended the temporary sojourn at Newport; yet when the uncertain and unsettled state of affairs is taken into consideration, the selection of that place for the purpose required was perhaps fortunate

The academic grounds belonging to the government at Annapolis include only twenty-one acres, and are wholly insufficient for the school. Their situation in the heart of a city also subjects the youths to temptations, from which, at that period of life, it is desirable they should be removed. When the school was originally established at Fort Severn, the inconveniences and objections that now present themselves may not have been experienced; but, in the present and prospective condition of our naval power, the idea of permanently establishing a national institution of this character on these restricted grounds, where large expenditures must be made in public edifices and buildings and various improvements, cannot be seriously entertained by any who shall give the subject candid and deliberate consideration. There are over thirteen hundred acres connected with the Military Academy at West Point, and there should not be a less area for the Naval School.

In order that there may be suitable and appropriate accommodations at the academy, much is to be done and a large expenditure of money is to be made. The school was originally designed for one hundred and eighty midshipmen, with the necessary officers, professors, and instructors; but the number has been increased, until there are now authorized by law five hundred and sixty-six midshipmen, with a corresponding increase of the academic staff. There are but ninety-six rooms in the present quarters of the midshipmen, and each room is intended for two occupants. The buildings are defective in many respects, and were originally hastily and imperfectly constructed.

Commodore Blake, the late intelligent superintendent, in a carefully prepared statement, estimates the cost of the buildings and improvements which will be required at Annapolis, in order to make the institution acceptable and worthy of the country, at $800,000. I do not question that this amount, and even a much larger sum, must be ultimately appropriated for the academy; but it cannot be considered wise or expedient to make this investment within the narrow and confined area which the government possesses at Annapolis. No amount of money which Congress may expend in buildings and improvements at that location will be satisfactory, and at no distant day a different and better site will be procured. This should not be delayed. True economy and the best interests of the government prompt an immediate selection of the best position that can be obtained before any greater expense shall have been incurred in large and costly edifices and other substantial improvements.

The importance of procuring at the beginning, and before making further outlay, the best attainable location for the academy, is worthy the serious attention of Congress.

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There are several places on the shores of Chesapeake Bay where ample grounds can be procured at moderate rates—places which combine all the required advantages, and which are relieved from the serious and insurmountable difficulties which attach to the present location. The government can there possess itself of ample area, not only for permanent structures, but for such other arrangements as a national naval accademy may require, which will be alike creditable and useful to the country, an honor to the government, and as endurable as the Union itself. Instead of expending more money in attempts to improve the limited grounds now occupied, I would recommend a new site, one that shall embrace, if possible, an area of at least two thousand acres, which shall not be in the immediate neighborhood of any city, with its temptations, which shall have the requisites of healthfulness, accessibility, ample water front, and space for managing vessels and fleets of boats—good anchorage, with sufficient depth of water, and such proximity to the ocean as circumstances permit, yet inside the lines of permanent defence.

The views of Congress and of the country indicate, wisely in my opinion, a preference for this latitude, where a winter climate will allow out-door exercise on board school-ships aloft, boat-sailing, manœuvring vessels, and other nautical instruction, as a proper location for a naval academy. Some necessary preliminary inquiries have already been instituted with a view of ascertaining the most eligible locations on the Chesapeake, the result of which is that there are several sites which are in all essential respects preferable to that of Annapolis, and where ample grounds can be procured. I would therefore recommend that the department be authorized to secure as soon as possible the refusal, at a reasonable price, of one or more eligible sites for a naval academy, embracing an area of not less than two thousand acres.

PAY IN NAVY YARDS.

In order to regulate the pay of workmen in the public service, always a difficult matter of adjustment, the laws of December 21, 1861, and of July 16, 1862, were enacted, directing that "the hours of labor and the rate of wages of the employés in the navy yards shall conform, as nearly as is consistent with the public interest, with those of private establishments in the immediate vicinity of the respective yards, to be determined by the commandants of the navy yards subject to the approval and revision of the Secretary of the Navy."

The operation of the rule thus sought to be established has been satisfactory neither to the men employed nor to the government, but, on the contrary, an unceasing source of disturbance and discontent. Committees have been appointed bi-monthly at each of the yards to ascertain the rates of wages paid to similar classes of workmen in private establishments, but it has been found difficult to obtain reliable data on this subject. Some parties decline to furnish the information sought, while others give imperfect statements. When, after inquiry and investigation, a scale is adopted, having in view the interests and rights of both the government and the laborers, there is dissatisfaction, especially if in the fluctuation of the currency, or of supply and demand, there has been a reduc-

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tion, and the workmen, by visiting the different private establishments, are enabled to procure from some of them certificates that higher wages are paid in some instances than the rates adopted at the yard. These certificates do not state the number or proportion of men employed at these high rates, or whether these prices are paid to all of that class in such establishment. If, on inquiry, it is ascertained that only one or two men of unusual capability receive these high prices, and that those authorized by the government are fair average rates, the explanation fails to give satisfaction, for the evidence is produced that higher wages than those on the government scale are paid in private establishments in the vicinity. The impression that there is some unfairness is engendered, complaints and strikes follow or are threatened, vigilant officers who are faithful to the government become obnoxious, and discontent prevails. I would therefore, recommend that the acts referred to be repealed.

NAVY YARD ABUSES, ETC.

The lessons of experience will have been lost as regards the labor employed in the construction of our public ships, and the teachings of this war in a great measure thrown away, should we fail to make thorough and essential changes in the organization and management of our navy yards. There has been undoubtedly a defective administration of the yards, and a want of proper responsibility pervades the whole system. Much that is wrong has its origin, without doubt, in the partisan character which has been fostered for years in those establishments where thousands of workmen are employed. Men are often pressed for positions in the navy yards, not so much for their mechanical skill, industry, and fidelity to the public service, as for supposed or anticipated partisan services in behalf of some active politician or party. Having obtained positions through such influences, the appointees themselves in the selection of workmen are governed by similar considerations. The navy yards by these means became crowded with political partisans, many of whom, I apprehend, were not skilful mechanics, to the detriment of the public interests. When elections approach, a system of assessments appears to have been applied, by which the workmen were taxed by irresponsible committee-men for alleged party purposes. Thus the supervising officers took upon themselves, or had imposed upon them, the duty of tax-gatherers for electioneering objects. I understand that the amounts thus collected in navy yards and elsewhere from government officers and workmen have been large. How the money thus collected was applied or disposed of is uncertain, for it was without accountability. This evil has been confined to no party. I have, on its being brought in an authentic form to my notice, issued, under your direction, orders to prevent these party assessments and collections in the navy yards. I have also introduced other regulations intended to check existing abuses. Whether legal prohibitions ought not to be instituted to prevent an evil so demoralizing and baneful is submitted for consideration.

A very considerable reduction of the number of master-workmen has been made, and changes have been introduced in regard to others which will, I am confident, have a salutary influence. Hereafter the several candidates for the

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position of master will be examined, and the appointments made without regard to locality.

Some improvements in the system of accounts have also been introduced, and will be still further extended.

NAVY AGENTS.

The system of supplying the navy yards under what is called "open purchase" by navy agents has been discontinued, and paymasters have been ordered hereafter to make these purchases. The office of navy agent was superfluous, and had become worse than useless The system of purchasing on a percentage, limited in the amount which the agent should receive, led to corruption and abuse, which enriched those who chose to participate in such practices, demoralized those who held the office of navy agent, tended to corrupt the subordinates in the navy yards and those who furnished articles under these purchases, discouraged and drove away honest dealers, and finally led to attempts to cover the tracks of guilt by technicalities of law, which may perhaps arrest the arm of justice, but cannot suppress the righteous judgment of an honest public opinion.

To open to the light abuses sanctioned by time, and concealed and protected by those who have profited and obtained wealth and influence through hidden mal-practices, is often a difficult as well as an ungracious task; but no officer who faithfully discharges his duty can be aware of misdemeanors or crimes of this character, and fail to expose or not strive to correct them.

The most efficient remedy for this state of things within the power of the department has been applied in the transfer of the few remaining agencies to paymasters who receive no percentage but perform their duties under the responsibility of their commissions, and may be subjected to court-martial for delinquency, or summarily removed to other duty when the public interest may require it.

MILITARY AND NAVAL ASYLUM.

The act of March 3, 1865, "to incorporate a national military and naval asylum for the relief of the totally disabled officers and men of the volunteer forces of the United States," should it ever go into effect, will be likely to operate injuriously to the naval service. It is not desirable that a military and naval asylum should be blended in one establishment. The tastes, pursuits, characteristics, and habits of the sailor and the soldier are so dissimilar that they will scarcely be made to harmonize, especially when age and infirmity are upon them. The experience and practice of all governments admonish us that the asylums or homes for these two classes should be separate and distinct. The soldier would be satisfied with a location in the interior, but the sailor would wish to spend his declining years in view of the ocean and on its shores.

It would be better that the army and navy should each have its own asylum, and it is respectfully recommended that whatever funds may remain in the treasury from fines or other causes specified in the fifth section of the act referred

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to, shall be set apart, not for one asylum, but for the two branches of the service I would recommend that all fines, forfeitures, &c., derived from naval officers or seamen may inure to the benefit of the men of the navy, irrespective of the asylum indicated in the act of last March, which is more appropriately adapted to the army.

HOME FOR SAILORS.

At a period when the hearts of the people are filled with gratitude to our sailors for the services which they have rendered, the opportunity is fitting to propose, not only further provision for the disabled of the past, but also to provide against the casualties of the future. A home for sailors exclusively, with arrangements for such of them as have families, would, if practicable, be most satisfactory, doubtless, to this deserving, loyal, and heroic class.

If Congress shall sanction the removal of the Naval Academy to some more ample and suitable location, the grounds and buildings at Annapolis could, with but slight additional expense, be converted into a home for the sailors. For health, salubrity of climate, and vicinity to the water, the location is all that could be desired for such a purpose. Whilst this measure would provide for those who may be disabled in the line of their duty, the Naval Asylum at Philadelphia will continue to receive the aged and infirm who, through a long and faithful career, have earned a title to the home which receives them.

EDUCATING SEAMEN.

The man-of-war's-man of the present day has all the noble and generous qualities of the sailor of former times, and has neither deteriorated in courage, in ability, or skill in handling his guns, nor in devotion to his flag. He is not the seaman he was before the introduction of steam, but his qualities are of as high an order; and since the lash and intoxicating drinks have been expelled from the service, the morale and discipline of the man-of-war of these days is an improvement on the past.

In order that the progress of the age may enlighten the path of the sailor, it is important that a thorough system of enlisting and instructing apprentices should be put in operation. The government desires to obtain a sufficient number of the best boys in the country for apprentices, and to effect this the service must be made attractive. The assurance that a certain number of apprentices who are most capable and most deserving will be promoted annually would be found a strong incentive and inducement. Parents will be disposed to place only unmanageable boys in a service which subjects them to the life of a sailor and holds out no prospect of promotion. We shall struggle in vain to elevate or greatly ameliorate the future of the sailor, so long as the enlisted person is proscribed from advancement, and denied all hope of ever becoming a commissioned officer in the navy.

There are now by law two appointments of midshipmen at the Naval Academy from each congressional district. It is recommended that hereafter there shall be but one appointed under the present system from each district, and that the

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other shall be taken from among the naval apprentices who have served two years on board of a practice ship. The records of the two years' service will show which of the naval apprentices are most proficient, and the most deserving will have earned the privilege of being transferred to the Naval Academy, to be educated at the public expense for the higher duties of the profession.

The youths thus selected will be the most meritorious among several thousand, and a few years' experience will determine whether those thus selected are superior or inferior to those appointed from the districts under the present system.

The fact that the higher grades in the navy will be open to enlisted boys, under a system which will elevate the most worthy to be commissioned or warrant officers, will attract to the navy an abundance of the best boys who have aptitude for sea service.

This system will do away with improper favoritism which tends to demoralization, and recognizes the right of the enlisted apprentice to reach the highest honor, provided he proves himself worthy.

PROPERTY CAPTURED AND DESTROYED.

Naval men, while animated with the noblest feelings of patriotism, and ready to sacrifice their lives for their country whose integrity was imperilled, were impressed at first with the conviction that to them, professionally, the war would offer but limited opportunity, for the rebels were not a commercial people, nor addicted to maritime pursuits. No naval conflicts were anticipated, and it was supposed very few captures would be made, but the efforts of the insurgents, cut off from foreign supplies, and the attempts of unscrupulous foreign adventurers to violate the blockade, have rewarded naval vigilance and fidelity with a large number of prizes, many of them of great value. It is a gratifying circumstance that these prize captures have inured to the benefit of the naval service instead of privateers—differing in this respect from previous wars.

The number of vessels captured and sent to the courts for adjudication from May 1, 1861, to the close of the rebellion, is one thousand one hundred and fifty-one, of which there were: steamers, 210; schooners, 569; sloops, 139; ships, 13; brigs and brigantines, 29; barks, 25; yachts, 2; small boats, 139; rebel rams and iron.clads, 6; rebel gunboats, torpedo boats, and armed schooners and sloops, 10; class unknown, 7—making a total of 1,149. The numbers of vessels burned, wrecked, sunk, and otherwise destroyed during the same time were: steamers, 85; schooners, 114; sloops, 32; ships, 2; brigs, 2; barks, 4; small boats, 96; rebel rams, 5; rebel iron-clads, 4; rebel gunboats, torpedo boats, and armed schooners and sloops, 11; total, 355—making the whole number of vessels captured and destroyed 1,504. During the war of 1812 the naval vessels, of which there were 301 in service at the close, made but 291 captures. There were 517 commissioned privateers, and their captures numbered 1,428. That war was with a nation having the greatest commerce on the globe. During the recent war we have had no privateers afloat, and the rebels had but a limited commerce from which the prizes of the navy could be

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made. Nearly all the captures of value were vessels built in so-called neutral ports, and fitted out and freighted in the ports of a government with which we had treaties and were on friendly terms, which had publicly pledged itself to a strict neutrality, and manifested its sincerity, so far as we were concerned, by withdrawing hospitality to our national vessels.

The gross proceeds of property captured since the blockade was instituted, and condemned as prize prior to the first of November, amounts to $21,829,543 96; costs and expenses, $1,616,223 96; net proceeds for distribution, $20,501,927 69 There are a number of important cases still before the courts, which will largely increase these amounts.

The value of the 1,149 captured vessels will not be less than twenty-four million five hundred thousand dollars, and of the 355 vessels destroyed at least seven millions of dollars, making a total valuation of not less than thirty-one million five hundred thousand dollars, much of which was British property, engaged in un-neutral commerce and so justly captured and condemned.

NAVAL PENSION FUND.

The naval pension fund, at the present time, amounts to nine million of dollars, to which another million of dollars, at least, will be added on the first of January next. There was received in July last, as interest, in currency, the sum of $292,783 59. This fund is wholly derived from the government's share in the proceeds of captured and condemned prize property; most of it was foreign capital, embarked in foreign bottoms to aid the insurgents. The income from this source will, if rightly husbanded, be ample to meet the requirements of the government for the payment of naval pensions, without any tax upon the people.

PENSIONS.

On the 1st of November, 1865, the navy pension roll was as follows:

931 invalids, with annual pensions amounting to.....	$68,587 50
1,096 widows and orphans, annually receiving.....	179,942 00
2,027 persons, receiving a total amount of.....	248,529 50

Being an increase during the year of 418 persons, receiving pensions amounting to $58,870 40.

I again call attention to an unjust discrimination againt pensioners who have lost both hands or feet, or both eyes, in the naval service. The act of July 4th, 1864, gives increased pensions where such injuries accrue to those in the military service; but as the law is construed not to include persons in the naval service, it is believed that its operation is not what was intended by Congress. There are also several grades of naval officers for whom no provision is made, and it is suggested that the pension act should be revised with a view to include them

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INCREASE OF SALARIES.

The present compensation of our naval officers is insufficient for their support and for those necessary expenses which they are compelled to incur. Only a small portion of the life of a naval officer is spent at home with his family, and not an inconsiderable part of it is passed abroad on foreign stations, where, when in command, he is under the necessity of exercising a liberal hospitality in the interchange of those courtesies which promote friendly feelings and give character to the service and the country.

While giving their time and thoughts, and, if required, their lives to their country, these gallant men should not be harrassed with apprehensions that their families are suffering and in want, in consequence of the limited pay which is granted them by their government. The enhanced prices of the necessaries of life, which are felt by all who are dependent on salaries or a fixed income, have been painfully severe on our naval officers. Their case appeals with force to Congress, and, though always averse to unnecessary and unwise public expenditures, I have felt it my duty to present it for favorable considaration.

In this connexion, I deem it proper also to renew the suggestions made in my last annual report, that, for the reasons then stated, and which still exist, the interest of the government and the country require that a more liberal remuneration should be paid to those who are charged with the arduous and important clerical duties of this department. Their salaries at present do not correspond with those paid for similar services in private establishments, and are not sufficient to secure the right class of men for this work without entailing upon them sacrifices which they ought not to be required to make.

EXPENSES AND ESTIMATES.

The policy of the department has been to prosecute the war with energy and vigor, and to avoid at all times needless expenditure. In pursuance of this policy, as soon as the war approached its termination, prompt and efficient measures were adopted for reducing the navy and the naval expenses. The results of these efforts are of a character which will be gratifying to the country, as they are to this department.

The available resources for the fiscal year ending June 30, 1865, were	$140, 091, 125 99
Expenditures during the same time	116, 781, 675 95
	23, 309, 450 04
Appropriations not wanted and carried to surplus fund	900, 459 39
Leaving a balance at the commencement of the present fiscal year of	22, 408, 990 65
The appropriations for the current year are	119, 882, 928 75
Making the total available resources from appropriations for the fiscal year ending June 30, 1866	$142, 291, 919 40

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This is exclusive of what has been and may be derived from the sale of vessels and other property which the close of the war has enabled the department to dispose of.

The whole of this large amount will not be needed for disbursement during the year, and several of the bureaus will have balances sufficiently large to cover their expenditures for the succeeding fiscal year. The estimates for the year ending June 30, 1867, are as follows:

Pay of the navy	$9,336,638 00
Bounties to discharged seamen	800,000 00
Equipment of vessels	1,000,000 00
Navy yards, pay of superintendents, &c.	7,185,536 00
Navigation, Naval Academy, Observatory, &c.	436,779 00
Surgeons' necessaries and hospitals	265,750 00
Marine corps	1,757,754 50
Contingent and miscellaneous	3,200,000 00
Total	23,982,457 50

This amount includes the sum of $5,500,000 for the erection of barracks for the accommodation of seamen now quartered on board receiving-ships; for the erection of additional dwelling-houses for officers in the several navy yards, the purchase of land and other improvements of a permanent character.

The total expenses of this department from the 4th of March, 1861, to the 30th of June, 1865, embracing a period of four years and four months, and covering not only the ordinary expenses of the navy, but such as have arisen in the purchase, construction, and equipment of vessels and in the maintenance of the large naval force required during the war, were $314,170,960 68—an average annual expenditure of $72,500,990 93. It is gratifying to note that the expenses of this department since the commencement of the war have been but nine and three-tenths per cent. of the expenditures of the government during the same time.

THE BUREAUS.

During the past year two of the chiefs of the bureaus connected with this department have died: Captain Percival Drayton, chief of the Bureau of Navigation, an accomplished and patriotic officer, who has been succeeded by Captain Thornton A. Jenkins; and Surgeon William Whelan, chief of the Bureau of Medicine and Surgery, whose scientific attainments were widely known and appreciated, who has been succeeded by Surgeon P. J. Horwitz.

You are respectfully referred to the reports of the several chiefs of bureaus, herewith transmitted, for the operations in detail of their respective departments. I can only allude to some of the principal topics suggested.

The chief of the Bureau of Yards and Docks, calls attention to the necessity for increased accommodations at the navy yards. Additions to their water-fronts, docks, store houses, &c., are required to meet the demands of the service. In connexion with the Kittery yard, the purchase of Seavy's Island is recommended. At

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the Charlestown yard the purchase of an adjoining wharf and water privilege is advised. In connexion with the Brooklyn yard, adjoining ground and water-front, known as the Ruggles property, is urgently needed, and an arrangement has been made under which it can be purchased. The Philadelphia yard has recently been extended, but is wholly insufficient. The Norfolk and Pensacola yards will require large appropriations to place them in a state of efficiency. Works for the increased manufacture of steam machinery are advised, and estimates are submitted for the erection in the yards of houses for the officers and barracks for the seamen now quartered on board receiving ships. A repeal of the law respecting the wages of workmen in navy yards is recommended.

The chief of the Bureau of Construction and Repair states that there are forty-one vessels intended for the permanent navy in various stages of completion, none of which have been launched. The supply of seasoned ship-timber in the navy yards is exhausted, and it is found difficult to procure some of the requisite pieces for the vessels in process of construction. It is recommended that a surplus of timber be now placed in the yards, with a view to its accumulating and being thoroughly seasoned, to meet any emergency that may hereafter arise, and also that arrangements be made at some suitable place for the construction of iron vessels.

The report of the chief of the Bureau of Equipment and Recruiting states that the fuel account of the navy for the past two years is $11,452,155. Three coal vessels have been captured by the rebels, and twenty-one coal vessels have, during the past two years, been either lost or destroyed. In view of increasing foreign squadrons, arrangements have been made and are being extended for coal depots abroad. The ropewalk has, during the last year, manufactured 2,204 tons of hemp into cordage. The propriety of establishing a manufactory of wire rope is suggested. The number of seamen enlisted in the navy from the 4th of March, 1861, to the 1st of May, 1865, was 118,044.

The chief of the Bureau of Steam Engineering gives a detailed statement of the number, condition, and progress of the engines now under contract. A board of civilian experts, under the direction of the department, are making experiments to test the relative efficiency of vertical and horizontal tubular boilers, the effect of different modes of managing fires, different rates of combustion, and all other matters entering into the practical and best methods of generating steam. Experiments are also being made to ascertain the relative economic efficiency of steam with different measures of expansion. The accommodations in the navy yards for the repair and construction of steam machinery are insufficient for the wants of the service, and additional facilities are urgently required. The chief of the bureau recommends an increase of the pay and position of the chief engineer of the navy. It is not sufficient to induce first-class ability to remain in the service.

The report of the chief of the Bureau of Ordnance calls attention to the large quantities of ordnance and ordnance materials of all kinds which remain on hand, and, with the approval of the department, recommends a general survey at the several yards and stations, in order that the unserviceable stores may be separated from the serviceable, and disposed of as may be judged best for the

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interests of the government. The suggestions made in previous reports for the construction of magazines in the interior, away from our large cities, for the establishment of a gunnery ship, and for a well-organized practice ground, are again presented and urged as measures of paramount necessity. It is also recommended to institute a course of experiments with torpedoes, and establish a corps of operators for future service; and in order to avail ourselves of the results obtained abroad in the manufacture of cannon and small-arms, and their use in naval warfare, that officers of the navy be detailed to visit Europe from time to time, and witness the experiments made at the foundries and arsenals. The results of the investigation made by a board of ordnance officers into the cause of the failure of the Parrott rifled guns during the naval bombardment of Fort Fisher are appended, and will be found highly interesting.

The chief of the Bureau of Navigation submits the usual reports of the Naval Observatory, Nautical Almanac, and the general administration of his department. Most of the nautical instruments, and many other articles of navigation supplies, turned in from vessels put out of commission since the close of the war, appear to be available for reissue with some repairs and adaptations. Allusion is made to the prospect, apparently improved, of yet being able to dispense with foreign bunting for American flags. The preparation of a "Danger Chart" of the Pacific ocean to facilitate navigation is in progress; and increased attention is recommended to the collection of hydrographic data in that important quarter, towards the construction of new charts and correcting old ones. And the importance of a hydrographic office in this connexion, under the direction of the bureau, is strongly urged as a means now wanting of authoritatively promulgating discoveries, &c., in any way affecting the interests of navigation.

The chief of the Bureau of Provisions and Clothing details the measures taken upon the close of the rebellion for promptly reducing the expenses of his department, by discontinuing the purchase of supplies, and the closing of the depots in different sections of the country. The system adopted by the department in supplying the various blockading squadrons during the war with fresh provisions gave great satisfaction to officers and men, and added largely to the sanitary condition of the fleets. To meet the demands of foreign service, store-vessels, which are preferred to storehouses on shore, have been sent to the various headquarters of the squadrons. An increase in the corps of regular paymasters is urgently recommended, and additional accommodations for supplies in connexion with, or near to, naval stations are needed.

The chief of the Bureau of Medicine and Surgery presents the usual tables showing the sanitary condition of the navy. The number of persons under treatment during the year ending 31st December last was 73,555, of whom 1,373 died, and 2,671 were on the sick-list at the close of the year. The total number of deaths from October 1, 1864, to September 30, 1865, was 1,750, being a percentage of about .002 to the whole number of persons in service. The percentage of deaths to the whole number of cases treated is .018, or less than two per cent. During the progress of the war 1,406 persons were killed, 1,638 wounded, and 176 reported missing, making the total number of casualties in the naval service 3,220. But seventy-one persons have availed them-

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selves of the provision of the act of Congress providing artificial limbs. The increased cost of living renders the monthly tax of twenty cents upon the salaries of officers and men inadequate to the support of naval hospitals, and unless some other means are devised, an appropriation by Congress will be required to meet the necessary expenses. A new laboratory building, at a cost of $80,000 is recommedned.

The colonel commandant of the Marine Corps reports the order and discipline of the corps as alike creditable to officers and men. During the year the strength of the corps has not materially changed. Though now to a considerable extent employed in guard duty on shore, the greater part of the corps have during the year been actively engaged in the operations of the several squadrons bearing their part in the naval operations of the war.

CONCLUSION.

In former reports, rendering an account of the administration of this department since I entered upon its duties, it has given me pleasure to make known my obligations to the gentlemen who have been associated with me in the conduct of its business. Continued experience has deepened my sense of grateful obligation for their ability, faithfulness, and industry under circumstances which were often not only responsible but embarrassing, and I gladly avail myself of this opportunity to again express my acknowledgment for their support and assistance. In our arduous and vastly extended naval organization and action during the past four eventful years, and especially in the new forms of power which modern inventions have produced, and the new scenes of effort which this unparalleled war has called forth, in which they have been so severely tried and so triumphantly illustrated, an extraordinary opportunity has opened and an unexampled necessity has existed for an administration of the Navy Department at once judicious and efficient.

Under the pressure of such an exigency, I certainly do not claim, and cannot hope, to have always avoided mistakes; but I do sincerely trust that the brilliant and glorious naval record which shines along the line of momentous events during the whole of this period may be accepted as proof that the department has been faithfully devoted to its duties, and that through its counsels and care the force of our navy has, in the selection of officers to wield and work it, been generally and to a very fortunate extent confided to the best and fittest hands. In the conduct of our naval operations to put the right man in the right placehas been the constant effort of the department, and the recent history of the navy bears witness, I think, that the effort has not been unsuccessful nor fruitless. It is my pleasing duty to add that the number of highly meritorious officers, eminent in all the requirements and accomplishments of their profession, which our navy list presents, has not unfrequently embarrassed the department in its difficult task of selection.

As peace is being restored among us, the country now puts off the formidable naval armor which it had assumed to vindicate upon a mighty scale that supremacy of the national law which is the very life of our Union. In the details of

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the policy and the measures by which our naval power is now brought down to the dimensions and distributed to the important operations of a peace establishment, the country will see with relief and gratitude a large and signal reduction of national expenditure. I need hardly say that this great object is kept constantly and carefully in view by this department.

Such alleviations of the public burdens is the plain dictate of a wise policy Yet true wisdom directs that this policy of retrenchment in the naval branch of the public service must not be carried too far. It is still wise—the wisest—economy to cherish the navy, to husband its resources, to invite new supplies of youthful courage and skill to its service, to be amply supplied with all needful facilities and preparations for efficiency, and thus to hold within prompt and easy reach its vast and salutary power for the national defence and self-vindication.

Let the government still extend in judicious and moderate measure this fostering care to its navy, and whenever the crisis shall arrive that our national rights or interests are imperilled, we may be assured that the navy will again vindicate the claim which it has already so signally established, to the admiration and gratitude of the country.

GIDEON WELLES,
Secretary of the Navy.

The PRESIDENT.

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APPENDIX.

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APPENDIX.

REPORTS OF OFFICERS.

NORTH ATLANTIC SQUADRON.

FIRST ATTACK UPON FORT FISHER.

Appointment of Rear-Admiral D. G. Farragut to command.

NAVY DEPARTMENT, *Washington, September* 5, 1864.

SIR: It has been the endeavor of the Navy Department, since the winter of 1862, to get the consent of the War Department to a joint attack upon the defences of Cape Fear river, but they have decided that no troops could be spared for the operation. Lieutenant General Grant has recently given the subject his attention, and thinks an army force can be spared, and ready to move, by the first day of October. Upon consultation, he is of the opinion that the best results will follow the landing of a large force, under the guns of the navy, on the open beach north of New inlet, to take possession and intrench across to Cape Fear river, the navy to open such fire as is possible upon the works on Federal Point, in conjunction with the army, and, at the same time, such force as can run the batteries to do so, and thus isolate the rebels. At ordinary high water, the chart gives twelve feet on New Inlet bar, but Lieutenant Cushing, who has sounded it, says there is fourteen; this, however, requires verification. The double-enders and small screw gunboats are the only wooden vessels that can go in, and possibly the monitors of the Passaic class.

The lieutenant general considers that much of the success of this plan will depend on its secrecy; and it is agreed that most of the naval force shall assemble at Port Royal, and indications be thrown out that a naval attack is meditated upon Charleston.

You are selected to command the naval force, and you will endeavor to be at Port Royal by the latter part of September, where further orders will await you. Bring with you to the rendezvous at Port Royal all such vessels and officers as can be spared from the West Gulf squadron without impairing its necessary efficiency, and when you leave turn over the command of the squadron to the officer next in rank to yourself until the pleasure of the department shall be known.

I send you by this mail a sketch showing our present knowledge of the ground. Fort Fisher is a casemated work of sand. All the others are two and four gun batteries en barbette. There is one iron-clad finished in the river and in commission.

The Colorado, Wabash, Minnesota, New Ironsides, Susquehanna, Canandaigua, Juniata, about a dozen of the double-enders and screw gunboats, three or four monitors of the Passaic class, one light-draught monitor, one new double-turreted monitor built of wood at the Boston navy yard, and the whole of Acting Rear-Admiral Lee's squadron, besides such vessels as you may bring up from the Gulf, are at your disposal.

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If the captured Tennessee is brought around to Port Royal, it will relieve a monitor there, and then she can be brought to Philadelphia and coppered and put in thorough repair.

The department will thank you to indicate your views and wishes in regard to the matter, and authorizes you to call for any or all of the naval force available at that time to the department. The operation is an important one as closing the last port of the rebels, and destroying their credit abroad, by preventing the exportation of cotton, as well as preventing the reception of munitions and supplies from abroad.

The whole subject is committed to your hands, so far as this department is concerned, in the confident expectation that success may attend our arms.

Very respectfully, your obedient servant,

GIDEON WELLES, *Secretary of the Navy.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron, Mobile bay.

Rear-Admiral Farragut declines.—Appointment of Rear-Admiral D. D. Porter.

NAVY DEPARTMENT, *September* 22, 1864.

SIR: Rear-Admiral D. G. Farragut was assigned to the command of the North Atlantic squadron on the 5th instant, but the necessity of rest on the part of that distinguished officer renders it necessary that he should come immediately north. You will, therefore, on the receipt of this order, consider yourself as detached from the command of the Mississippi squadron, and you will turn over the command, temporarily, to Captain A. M. Pennock. As soon as the transfer can be made, proceed to Beaufort, N. C., and relieve Acting Rear-Admiral S. P. Lee in command of the North Atlantic Blockading squadron. Take with you your personal staff, and a number of officers, not exceeding five, may be transferred from the Mississippi to the North Atlantic Blockading squadron.

Very respectfully,

GIDEON WELLES, *Secretary of the Navy.*

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Illinois.

Letter to the President relative to delay of the land force.

NAVY DEPARTMENT, *October* 28, 1864.

SIR: You are aware that, owing to shoal water at the mouth of the Cape Fear river, a purely naval attack cannot be undertaken against Wilmington. Had there been water enough for our broadside ships of the Hartford class, the naval attacks of New Orleans, Mobile, and Port Royal would have been repeated there. I have, as you are aware, often pressed upon the War Department the importance of capturing Wilmington, and urged upon the military authorities the necessity of undertaking a joint operation against the defences of Cape Fear river, but until recently there never seems to have been a period when the department was in a condition to entertain the subject.

Two months ago it was arranged that an attack should be made on the 1st of October, but subsequently postponed to the 15th, and the naval force has been ready since the 15th instant, in accordance with that agreement One hundred and fifty vessels-of-war now form the North Atlantic squadron

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The command, first offered to Rear-Admiral Farragut, but declined by him, has been given to Rear-Admiral Porter. Every other squadron has been depleted and vessels detached from other duty to strengthen this expedition. The vessels are concentrated at Hampton roads and Beaufort, where they remain—an immense force lying idle, awaiting the movements of the army. The detention of so many vessels from blockade and cruising duty is a most serious injury to the public service; and if the expedition cannot go forward for want of troops, I desire to be notified, so that the ships may be relieved and dispersed for other service.

The importance of closing Wilmington is so well understood by you that I refrain from presenting any new arguments. I am aware of the anxiety of yourself, and of the disposition of the War Department to render all the aid in its power. The cause of the delay is not from the want of a proper conception of the importance of the subject; but the season for naval coast operations will soon be gone. General Bragg has been sent from Richmond to Wilmington to prepare for the attack; and the autumn weather, so favorable for such an expedition, is fast passing away. The public expect this attack, and the country will be distressed if it be not made. To procrastinate much longer will be to peril its success. Of the obstacles which delay or prevent military co-operation at once I cannot judge; but the delay is becoming exceedingly embarrassing to this department, and the importance of having the military authorities impressed with the necessity of speedy action has prompted this communication to you.

I have the honor to be, &c.,

GIDEON WELLES.

The PRESIDENT.

ATTACK UPON FORT FISHER.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Wilmington, December 24, 1864.

SIR: I have the honor to inform you that I attacked the forts at the mouth of the Cape Fear river this morning at 12.30, and after getting the ships in position, silenced it in about an hour and a half, there being no troops here to take possession. I am merely firing at it now to keep up practice. The forts are nearly demolished, and as soon as troops come we can take possession; we have set them on fire; blown some of them up, and all that is wanted now is troops to land to go into them.

I suppose General Butler will be here in the morning. We have had very heavy gales here, which tugs, monitors, and all, rode out at their anchors. The transports have gone into Beaufort, 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.

Detailed report of Rear-Admiral D. D. Porter.

FLAG-SHIP MALVERN,
Off New Inlet, North Carolina, December 26, 1864.

SIR: I have the honor to forward with this a somewhat detailed report of the two engagements with Fort Fisher and the surrounding works.

We attacked with the whole fleet on the 24th instant, and silenced every gun in a very short time.

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On the 25th instant we again took up our position, within a mile of the fort, (the iron vessels within twelve hundred (1,200) yards) without a shot being fired at us; shelled it all day, with now and then a shot from the rebels, and stopped firing after sunset.

The army landed and re-embarked, considering it impracticable to assault the place.

I shall remain here and keep shelling the enemy's works on every occasion whenever the weather will permit.

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.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
At sea, off New Inlet, North Carolina, December 26, 1864.

SIR: I was in hopes I should have been able to present to the nation Fort Fisher and surrounding works as a Christmas offering, but I am sorry to say it has not been taken yet.

I attacked it on the 24th instant with the Ironsides, Canonicus, Mahopac, Monadnock, Minnesota, Colorado, Mohican, Tuscarora, Wabash, Susquehanna, Brooklyn, Powhatan, Juniata, Seneca, Shenandoah, Pawtuxet, Ticonderoga, Mackinaw, Maumee, Yantic, Kansas, Iosco, Quaker City, Monticello, Rhode Island, Sassacus, Chippewa, Osceola, Tacony, Pontoosuc, Santiago de Cuba, Fort Jackson, and Vanderbilt, having a reserve of small vessels consisting of the Aries, Howquah, Wilderness, Cherokee, A. D. Vance, Anemone, Eolus, Gettysburg, Alabama, Keystone State, Banshee, Emma, Lillian, Tristram Shandy, Britannia, Governor Buckingham, and Nansemond.

Previous to making the attack a torpedo, on a large scale, with an amount of powder on board, supposed to be sufficient to explode the powder magazines of the fort, was prepared with great care, and placed under the command of Commander A. C. Rhind, who had associated with him on this perilous service Lieutenant S. W. Preston, Second Assistant Engineer, A. T. E. Mullan, of the United States steamer Agawam, and Acting Master's Mate Paul Boyden, and seven men. So much had been said and written about the terrible effects of gunpowder in an explosion that happened lately in England, that great results were expected from this novel mode of making war. Everything that ingenuity could devise was adopted to make the experiment a success.

The vessel was brought around from Norfolk with great care and without accident, in tow of the United States steamer Sassacus, Lieutenant Commander J. L. Davis, who directed his whole attention to the matter in hand, and though he experienced some bad weather and lost one of his rudders, he took her safely into Beaufort, where he filled her up with powder and perfected all the machinery for blowing her up. General Butler had arrived at the rendezvous before us, and I hastened matters all that I could so that no unnecessary delay might be laid to my charge.

On the 18th instant I sailed from Beaufort with all the monitors, New Ironsides, and small vessels, including the Louisiana, disguised as a blockade runner, for the rendezvous twenty miles east of New inlet, North Carolina, and found all the larger vessels and transports assembled there, the wind blowing light from the northeast. On the 20th a heavy gale set in from the southwest, and not being able to make a port without scattering all the vessels, I determined to ride it out, which I did, without any accident of any kind, except the loss of a few anchors, the monitors and all behaving beautifully.

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Only two vessels went to sea to avoid the gale, and fared no better than those at anchor. The transports, being short of water, put into Beaufort, North Carolina, and were not suitable for riding out at anchor such heavy weather.

After the southwester the wind chopped around to the westward and gave us a beautiful spell of weather, which I could not afford to lose, and the transports with the troops not making their appearance, I determined to take advantage of it and attack Fort Fisher and its outworks.

On the 23d I directed Commander Rhind to proceed and explode the vessel right under the walls of Fort Fisher, Mr. Bradford, of the Coast Survey, having gone in at night and ascertained that we could place a vessel of seven feet draught right on the edge of the beach; Lieutenant R. H. Lamson, commanding Gettysburg, volunteered to go in the Wilderness, Acting Master Henry Arey in command, and tow the Louisiana into position, having assisted in the gale in taking care of the Louisiana after she and the Nansemond (the vessel having her in tow) had lost all their anchors.

At half past ten p. m. the powder-vessel started in towards the bar and was towed by the Wilderness until the embrasures of Fort Fisher were plainly in sight. The Wilderness then cast off, and the Louisiana proceeded under steam until within two hundred yards from the beach and about four hundred from the fort.

Commander Rhind anchored her securely there and coolly went to work to make all his arrangements to blow her up. This he was enabled to do owing to a blockade runner going in right ahead of him, the forts making the blockade runner signals, which they also did to the Louisiana.

The gallant party, after coolly making all their arrangements for the explosion, left the vessel, the last thing they did being to set her on fire under the cabin. Then taking to their boats, they made their escape off to the Wilderness, lying close by. The Wilderness then put off shore with good speed, to avoid any ill effects that might happen from the explosion. At forty-five minutes past one of the morning of the 24th the explosion took place, and the shock was nothing like so severe as was expected. It shook the vessel some, and broke one or two glasses, but nothing more.

At daylight, on the 24th, the fleet got under way, and stood in, in line of battle. At 11.30 a. m. the signal was made to engage the forts, the Ironsides leading, and the Monadnock, Canonicus, and Mahopac following. The Irondsides took her position in the most beautiful and seamanlike manner, got her spring out, and opened deliberate fire on the fort, which was firing at her with all its guns, which did not seem numerous in the northeast face, though we counted what appeared to be seventeen guns; but four or five of these were fired from that direction, and they were silenced almost as soon as the Ironsides opened her terrific battery.

The Minnesota then took her position in handsome style, and her guns, after getting the range, were fired with rapidity, while the Mohican, Colorado, and the large vessels marked on the plan, got to their stations, all firing to cover themselves while anchoring. By the time the last of the large vessels anchored and got their batteries into play, but one or two guns of the enemy were fired, this "*feu d'enfer*" driving them all to their bomb-proofs.

The small gunboats Kansas, Unadilla, Pequot, Seneca, Pontoosuc, Yautic, and Huron took positions to the northward and eastward of the monitors, and enfilading the works.

The Shenandoah, Ticonderoga, Mackinaw, Tacony, and Vanderbilt, took effective positions as marked on the chart, and added their fire to that already begun.

The Santiago de Cuba, Fort Jackson, Osceola, Chippewa, Sassacus, Rhode Island, Monticello, Quaker City, and Iosco dropped into position according

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to order, and the battle became general. In one hour and fifteen minutes after the first shot was fired not a shot came from the fort. Two magazines had been blown up by our shells, and the fort set on fire in several places; and such a torrent of missiles were falling into and bursting over it that it was impossible for anything human to stand it. Finding that the batteries were silenced completely, I directed the ships to keep up a moderate fire in hopes of attracting the attention of the transports and bringing them in. At sunset General Butler came in, in his flag-ship, with a few transports, (the rest not having arrived from Beaufort.)

Being too late to do anything more, I signalled the fleet to retire for the night for a safe anchorage, which they did without being molested by the enemy.

There were some mistakes made this day when the vessels went in to take position. My plan of battle being based on accurate calculation, and made from information to be relied on, was placed in the hands of each commander, and it seemed impossible to go astray if it was strictly followed.

I required those vessels that had not followed it closely to get under way and assume their proper positions, which was done promptly and without confusion. The vessels were placed somewhat nearer to the works and were able to throw in their shell, which were before falling into the waters

One or two leading vessels having made the mistake of anchoring too far off, caused those coming after them to commit a like error; but when they all got into place, and commenced work in earnest, the shower of shell (115 per minute) was irresistible. So quickly were the enemy's guns silenced hat not an officer or man was injured. I regret, however, to have to report ome severe casualties by the bursting of 100-pounder Parrott cannon.

One burst on board the Ticonderoga, killing six of the crew, and wounding seven others. Another burst on board the Yantic, killing one officer and two men. Another on the Juniata, killing two officers, and wounding and killing ten others. Another on the Mackinaw, killing one officer, and wounding five others (men.) Another on the Quaker City, wounding, I believe, two or three.

The bursting of the guns (six in all) much disconcerted the crews of the vessels when the accident happened, and gave one and all a great distrust of the Parrott 100-pounders, and (as subsequent events proved) they were unfit for service, and calculated to kill more of our men than those of the enemy.

Some of the vessels were struck once or twice. The Mackinaw had her boiler perforated with a shell, and ten or twelve persons were badly scalded.

The Osceola was struck with a shell near her magazine, and was at one time in a sinking condition; but her efficient commander stopped up the leak, while the Mackinaw fought out the battle, notwithstanding the damage she received. The Yantic was the only vessel that left the line to report damages.

Commander Jno. Guest, at the east end of the line, showed his usual intelligence in selecting his position and directing his fire. Twice his guns cut down the flagstaff on the Mound battery, and he silenced the guns there in a very short time, the Keystone State and Quaker City co-operating effectively.

Lieutenant Commander J. L. Davis, with both rudders disabled, got his vessel, the Sassacus, into close action, and assisted materially in silencing the works; and the Santiago de Cuba and Fort Jackson took such positions as they could get, (owing to other vessels not forming proper lines and throwing them out of place,) and fought their guns well. The taking of a new position while under fire, by the Brooklyn and Colorado, was a beautiful sight, and when they got into place both ships delivered a fire that nothing could withstand.

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The Brooklyn well sustained her proud name under her present commander, Captain James Alden; and the Colorado gave evidence that her commander, Commodore H. K. Thatcher, fully understood the duties of his position. The Susquehanna was most effective in her fire, and was fortunate enough to obtain the right position, though much bothered by a vessel near her that had not found her right place.

The Mohican went into battle gallantly and fired rapidly and with effect, and when the Powhatan, Ticonderoga, and Shenandoah got into their positions they did good service. The Pawtuxet fell handsomely into line, and did good service with the rest, and the Vanderbilt took position near the Minnesota, and threw in a splendid fire. The firing of the monitors was excellent, and when their shells struck great damage was done, and the little gunboats that covered them kept up a fire sufficient to disconcert the enemy's aim.

The rebels fired no more after the vessels all opened on them, except a few shots from the mound and upper batteries, which the Iosco and consorts soon silenced.

Our men were at work at the guns five hours, and glad to get a little rest. They came out of action with rather a contempt for rebel batteries, and anxious to renew the battle in the morning.

On the 25th (Christmas) all the transports had arrived, and General Butler sent General Weitzel to see me and arrange the programme for the day. It was decided that we should attack the forts again, while the army landed and assaulted them, if possible, under our heavy fire.

I sent seventeen gunboats, under command of Captain O. S. Glisson, to cover the troops and assist with their boats in landing the soldiers. Finding the smaller vessels kept too far from the beach, which was quite bold, I sent in the Brooklyn to set them an example, which that vessel did, relying as every commander should, on the information I gave him in relation to the soundings. To this number were added all the small vessels that were covering the coast along; and finally I sent some eight or nine vessels, that were acting under Commander Guest in endeavoring to find a way across the bar. This gave a hundred small boats to land the troops with. Besides those, the army was already provided with about twenty more.

At 7 a. m. on the 25th I made signal to get under way and form in line of battle, which was quickly done. The order to attack was given, and the Ironsides took position in her usual handsome style, the monitors following close after her. All the vessels followed according to order, and took position without a shot being fired at them, excepting a few shots fired at the four last vessels that got into line.

The firing this day was slow, only sufficient to amuse the enemy while the army landed, which they were doing five miles to the eastward of the fleet.

I suppose about three thousand men had landed, when I was notified they were re-embarking.

I could see our soldiers near the forts reconnoitring and sharpshooting, and was in hopes an assault was deemed practicable.

General Weitzel in person was making observations about six hundred yards off, and the troops were in and around the works. One gallant officer, whose name I do not know, went on the parapet and brought away the rebel flag we had knocked down. A soldier went into the works and led out a horse, killing the orderly mounted on him, and taking his despatches from the body. Another soldier fired his musket into the bomb-proof among the rebels, and eight or ten others who had ventured near the forts were wounded by our shells.

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As the ammunition gave out the vessels retired from action, and the iron-clads and Minnesota, Colorado, and Susquehanna were ordered to open rapidly, which they did with such effect that it seemed to tear the works to pieces. We drew off at sunset, leaving the iron-clads to fire through the night, expecting the troops would attack in the morning, when we would commence again. I received word from General Weitzel informing me that it was impracticable to assault, and I herewith enclose a letter from General Butler assigning his reasons for withdrawing the troops. I also enclose my answer.

In the bombardment of the 25th the men were engaged firing slowly for seven hours. The rebels kept a couple of guns on the upper batteries firing on the vessels, hitting some of them several times without doing much damage. The Wabash and Powhatan being within their range, the object seemed mainly to disable them, but a rapid fire soon closed them up. Everything was coolly and systematically done throughout the day, and I witnessed some beautiful practice.

The army commenced landing about two o'clock, Captain Glisson, in the Santiago de Cuba, having shelled Flag Pond battery to insure a safe landing, and they commenced to re-embark about five o'clock, the weather coming on thick and rainy. About a brigade were left on the beach during the night, covered by the gunboats. As our troops landed, sixty-five rebel soldiers hoisted the white flag and delivered themselves up, and were taken prisoners by the seamen landing the troops, and conveyed to the Santiago de Cuba. Two hundred and eighteen more gave themselves up to the reconnoitring party, all being desirous to quit the war.

I don't pretend to put my opinion in opposition to that of General Weitzel, who is a thorough soldier and an able engineer, and whose business it is to know more of assaulting than I do; but I can't help thinking that it was worth while to make the attempt after coming so far.

About 12 o'clock I sent in a detachment of double-enders, under Commander John Guest, to see if I could effect an entrance through the channel. The great number of wrecks in and about the bar has changed the whole formation, and where the original channel was we found a shallow bar.

I sent Lieutenant W. B. Cushing in to sound and buoy out a channel if he could find one, with orders to Commander Guest to drag for torpedoes and be ready to run in by the buoys when ordered. The examination was not at all satisfactory. A very narrow and crooked channel was partly made out and buoyed, but running so close to the upper forts that boats could not work there.

Lieutenant Cushing went in in his boat as far as Zeke's island, but his researches would not justify my attempting the passage with six double-enders, some of which had burst their rifled Parrott guns and injured many of their men.

As it was getting late, and the troops were making slow progress in landing, I withdrew the vessels and boats that were searching for the channel, and sent them to help land the troops, otherwise we might have succeeded in buoying it out, though it was a difficult thing for the boats to work under the fire of the upper batteries.

One boat belonging to the Tacony was sunk by a shell, and a man had his leg cut off. Still they stuck to their work until ordered to withdraw for other duty. In conclusion, allow me to draw your attention to the conduct of Commander Rhind and Lieutenant Preston. They engaged in the most perilous adventure that was, perhaps, ever undertaken, and though no material results have taken place from the effects of the explosion, that we know of, still it was not their fault.

As an incentive to others, I beg leave to recommend them for promotion;

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also, that of Lieutenant R. H. Lamson, who piloted them in and brought them off. No one in the squadron considered that their lives would be saved, and Commander Rhind and Lieutenant Preston had made an arrangement to sacrifice themselves in case the vessel was boarded—a thing likely to happen.

I enclose herewith the report of Commander Rhind, with the names of the gallant fellows who volunteered for this desperate service. Allow me also to mention the name of Mr. Bradford, of the Coast Survey, who went in and sounded out the place where the Louisiana was to go in, and has always patiently performed every duty that he has been called on to carry out.

My thanks are due to Lieutenant Commander K. R. Breese, fleet captain, for carrying about my orders to the fleet during the action, and for his general usefulness; to Lieutenant Commander H. A. Adams for his promptness in supplying the fleet with ammunition. Lieutenant M. W. Sanders, signal officer, whose whole time was occupied in making signals, performed his duty well; and my aids, Lieutenant S. W. Terry and Lieutenant S. W. Preston, afforded me valuable assistance.

I have not yet received a list of the casualties, but believe they are very few, from the enemy's guns. We had killed and wounded about forty-five persons by the bursting of the Parrott guns.

I beg leave to suggest that no more be introduced into the service.

There is only one kind of firing (at close quarters) that is effective, and that is from 9, 10, and 11-inch guns; they cannot be equalled.

Until further orders I shall go on and hammer away at the fort, hoping that in time the people in it will get tired and hand it over to us. It is a one-sided business altogether, and in the course of time we must dismount their guns, if, as General Weitzel says, we cannot "injure it as a defensive work." The government may also think it of sufficient importance to undertake more serious operations against these works.

An army of a few thousand men investing it would soon get into it, with the aid of the navy. When smooth water permits I will go to work looking for a channel over the bar, which has not yet been found to my satisfaction.

I must not omit to pay a tribute to the officers and crew of the monitors—riding out heavy gales on an open coast without murmuring or complaining of the want of comfort, which must have been very serious. They have shown a degree of fortitude and perseverance seldom witnessed. Equally brave in battle, they take the closest work with pleasure, and the effect of their shells is terrific.

The following are the names of the commanders, and I hope I shall ever keep them under my command:

Commander E. G. Parrott, commanding Monadnock; Commander E. R. Colhoun, commanding Saugus; Lieutenant George E. Belknap, commanding Canonicus; Lieutenant Commander E. E. Potter, commanding Mahopac.

There are about one thousand men left on shore by the army who have not been got off yet on account of the surf on the beach. These will be got off in the morning, and the soldiers will then be sent home.

I enclose general order for the attack.

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

DAVID D. PORTER, *Rear-Admiral.*

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

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Rear-Admiral Porter's General Order No. 70.

[General Orders No. 70.]

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Hampton Roads, December 10, 186

The chart plan of the proposed attack on the batteries of the enem New inlet, mouth of Cape Fear river, will explain itself, but the orde taking position is as follows:

It is first proposed to endeavor to paralyze the garrison by an explos all the vessels remaining twelve miles out from the bar, and the troop transports twelve miles down the coast, ready to steam up and be prep to take the works by assault in case the latter are disabled.

At a given signal all the bar vessels will run off shore twelve miles, the vessel with powder will go in under the forts. When the expl takes place all the vessels will stand in shore in the order marked o plan.

The New Ironsides will steam along shore, coming from the east until the flagstaff on Fort Fisher bears southwest by west half wes anchor (chain ready to slip) with her broadside bearing on the largest enemy's works, and open fire without delay. The monitors will co astern, anchoring not more than one length apart, directly in line alo shore, leaving space only for a gunboat to lie outside of them, and f tween them or over them. The New Ironsides and monitors will lie less than three and a half fathoms water, which will place them about fourths of a mile from Fort Fisher, and a little over a quarter of a mil the beach.

In the mean time the large ships will lie formed in line of battle eastward of the iron-clads, and heading parallel with the land. in a half west course, in five fathoms water.

When the signal is made to "take position" the Minnesota (the ste vessel) will go ahead slowly and anchor about a mile from Fort opening fire the moment she passes the New Ironsides, and ancho that her stern gun will fire just clear of that vessel. The Mohican w anchor ahead of the Minnesota, Colorado ahead of Mohican, Tuscarora of Colorado, Wabash ahead of Tuscarora, Susquehanna ahead of W Brooklyn ahead of Susquehanna, Powhatan ahead of Brooklyn, Juniat of Powhatan, with their cables ready to slip, and with not more than fathoms of chain, the fifteen-fathom shackle inside the hawse-hole.

The Seneca, Shenandoah, Pawtuxet, Ticonderoga, Mackinaw, M Yantic and Kansas will take their positions between and outside the ent vessels as marked on the plan, anchoring with their cables re slip.

When the large ships and intermediate ones get fairly into posit Nyack, Unadilla, Huron and Pequot will take position between and the monitors, in the order marked on the plan, keeping up a rapid fir the monitors are loading.

The following vessels will next take their positions as marked plan:

Commencing with the Fort Jackson, which vessel will anchor ahea Juniata, leaving a space between of three lengths, Santiago de Cu cony, Osceola, Chippewa, Sassacus, Maratanza, Rhode Island, Mon Mount Vernon, Montgomery, R. R. Cuyler, Quaker City and Iosco, w on slowly, commencing with the rear, until they form the line marked plan.

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The reserves of each division will form a line, as per plan, out of gunshot, ready to act as occasion may require.

This is the main plan of the battle. Circumstances may require some deviation from it, such as a partial attack (before going seriously to work) to feel the enemy's strength, all of which will be regulated by signal or by orders. Great care and coolness will be required to drop the vessels in their right places, and a too early commencement of fire on the part of those going into position may create confusion.

As we know but little about the calibre and number of rebel guns, the vessels must concentrate their fire on the heaviest batteries; but get the range before firing rapidly. For instance, the large vessels and iron-clads concentrate on Fort Fisher, while the Vanderbilt, Fort Jackson, and the vessels in the line with the Fort Jackson will open on the forts within their reach between Fort Fisher and the Mound.

All the reserve vessels will prepare to attack Zeke's Island battery by taking a position where they can enfilade it, which is when the fort bears northwest. Vessels drawing fourteen feet can go within a mile and three-quarters with perfect safety, and use their rifle guns with good effect. They can also reach the forts on Federal Point, and prevent their firing accurately on the other portions of the fleet in closer range.

All the movements of the different lines will be made by sending orders in a tug, as signals will not be seen in the smoke.

As it is desirable not to have superfluous directions, each commander will be furnished with a plan, and the matter fully discussed, and points explained at a general meeting of commanders.

Vessels in distress, and finding it necessary to retire from battle will steer out southeast, excepting the headmost vessels, Iosco, Quaker City, R. R. Cuyler, &c., which had better keep on southwest half south course, until they clear an eight-foot shoal (at low water) outside of them.

It is not desirable that the vessels of the squadron should show themselves to the enemy until the time comes for them to act, and they will keep off shore about twenty-five miles, or far enough not to be seen, with New inlet bearing west, in about the latitude of 33 56, longitude 77 20; that will be the rendezvous. Commanders of divisions will assemble the vessels of their divisions, get them into line, and keep them so, each division being far enough from the other to allow them to manœuvre without interfering. When the signal is made or given to form in line of battle, every vessel will take her station in line according to the plan on the chart, the first division forming first, and the others dropping in in order.

As only low steam will be required, those vessels that can move and work handily with half their boilers will only use those on one side, keeping the boilers (on the side near the enemy) full of water and without steam, with water warm only, and ready to make steam in case of necessity.

Slow, deliberate firing is desirable; there will be smoke enough anyhow. Rapid and indiscriminate firing will amount to little or nothing. I hope no shot may be thrown away.

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

Letter of Major General B. F. Butler to Rear-Admiral Porter.

HEADQUARTERS DEPARTMENT VIRGINIA AND NORTH CAROLINA,
December 25, 1864.

ADMIRAL: Upon landing the troops and making a thorough reconnoissance of Fort Fisher, both General Weitzel and myself are fully of the opin-

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ion that the place could not be carried by assault, as it was left substantially uninjured as a defensive work by the navy fire. We found seventeen guns protected by traverses, two only of which were dismounted, bearing up the beach and covering a strip of land, the only practicable route, not more than wide enough for a thousand men in line of battle.

Having captured Flag-pond Hill battery, the garrison of which, sixty-five men and two commissioned officers, were taken off by the navy, we also captured Half Moon battery and seven officers and two hundred and eighteen men of the third North Carolina Junior Reserves, including its commander, from whom I learned that a portion of Hoke's division, consisting of Kirkland's and Haygood's brigades, had been sent from the lines before Richmond on Tuesday last, arriving at Wilmington Friday night.

General Weitzel advanced his skirmish line within fifty yards of the fort, while the garrison was kept in their bomb-proofs by the fire of the navy, and so closely that three or four men of the picket line ventured upon the parapet and through the sallyport of the work, capturing a horse, which they brought off, killing the orderly, who was the bearer of a despatch from the chief of artillery of General Whiting to bring a light battery within the fort, and also brought away from the parapet the flag of the fort.

This was done while the shells of the navy were falling about the heads of the daring men who entered the work, and it was evident, as soon as the fire of the navy ceased because of the darkness, that the fort was fully manned again and opened with grape and canister upon our picket line.

Finding that nothing but the operations of a regular siege, which did not come within my instructions, would reduce the fort, and in view of the threatening aspect of the weather, wind rising from the southeast, rendering it impossible to make further landing through the surf, I caused the troops with their prisoners to re-embark, and see nothing further that can be done by the land forces. I shall therefore sail for Hampton Roads as soon as the transport fleet can be got in order.

My engineers and officers report Fort Fisher to me as substantially uninjured as a defensive work.

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

BENJ. F. BUTLER,
Major General, Commanding.

Rear-Admiral PORTER,
Commanding N. A. Blockading Squadron.

Reply of Rear-Admiral Porter to Major General Butler.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off New Inlet, December 26, 1864.

GENERAL: I beg leave to acknowledge the receipt of your letter of this date, the substance of which was communicated to me by General Weitzel last night.

I have ordered the largest vessels to proceed off Beaufort and fill up with ammunition, to be ready for another attack, in case it is decided to proceed with this matter by making other arrangements.

We have not commenced firing rapidly yet, and could keep any rebels inside from showing their heads until an assaulting column was within twenty yards of the works.

I wish some more of your gallant fellows had followed the officer who took the flag from the parapet, and the brave fellow who brought the horse out from the fort. I think they would have found it an easier conquest than is supposed.

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I do not, however, pretend to place my opinion in opposition to General Weitzel, whom I know to be an accomplished soldier and engineer, and whose opinion has great weight with me.

I will look out that the troops are all off in safety. We will have a west wind presently, and a smooth beach about three o'clock, when sufficient boats will be sent for them.

The prisoners now on board the Santiago de Cuba will be delivered to the provost marshal at Fortress Monroe, unless you wish to take them on board one of the transports, which would be inconvenient just now.

I remain, general, respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Major General B. F. BUTLER, *Commanding, &c., &c., &c.*

Report of Commodore H. K. Thatcher, commanding United States steamer Colorado, and 1st division N. A. Squadron.

UNITED STATES STEAMER COLORADO,
Off Beaufort, N. C., December 31, 1864.

ADMIRAL: In compliance with your General Order No. 75, under date of 30th instant, I have the honor to say that in the actions of the 24th and 25th instant, with Fort Fisher and its dependencies, these works were effectually silenced by the heavy and accurate fire of this fleet for hours at a time, the enemy only replying to our fire when an occasional cessation occurred on our part.

On the 24th an explosion took place, during a heavy fire from the fleet, within the main fort of the rebels, and immediately after which flames were observed streaming high above the walls, naturally leading to the conclusion that we had fired the barracks and other tenements connected with Fort Fisher. During the continuance of this blaze, which was for hours, not a gun was fired by the enemy, (to the best of my recollection,) except from the isolated work called the Mound fort.

On the 25th instant the range was shorter and the firing of the fleet more accurate than on the preceding day. It is my belief that not a shot or shell was fired by the advanced line of ships that did not either penetrate the earthworks of the enemy or explode within them. The crew of this ship were perfectly cool and fired with deliberation and apparent severe effect upon the enemy, delivering on the first day fifteen hundred and sixty-nine (1,569) projectiles. Near the close of the second day's action we perceived the near approach of the advanced skirmishers of our army force, which had landed late in the day, when our fire ceased for nearly thirty (30) minutes, and was only resumed after we had been hulled several times by a vicious gun which appeared to be fired from the northeast angle of Fort Fisher. We then reopened heavily, but more to the left than we had previously fired, to avoid annoying our own troops who were seen approaching the fort. The effect of this last heavy fire was apparently severe upon the casemated works to the southward and westward of Fort Fisher. At this time a succession of explosions was heard in the rear of these casemates, followed by the blaze of a large building, which continued to burn during the greater part of Christmas night.

My "impression with regard to the defensibility of the post (battered as it was) against a combined attack of the army and navy" is, that it could have been carried by assault on either of the evenings of the 24th or 25th instant.

I do not suppose that it was deemed possible *entirely* to demolish a case-

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mated earthwork like Fort Fisher, but I am satisfied that everything was done that could be done on the part of the navy to render it untenable, the enemy having been again and again driven from their guns (some of which it appears were dismounted by our fire) and compelled to seek refuge in the sand-holes.

The shoalness of the water for a mile seaward of the forts constituted their only safety against total destruction, or, at least, the dismounting of every gun, such was the heavy and concentrated fire of those two days' bombardment. This ship planted two hundred and thirty (230) shot in the rebel works on the 25th, and exploded nine hundred and ninety-six (996) shells within them on that day.

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

H. K. THATCHER,

Commodore, Commanding 1st Division, N. A. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding N. A. Squadron, Beaufort, N. C

Report of Commodore Joseph Lanman, commanding U. S. steamer Minnesota.

UNITED STATES STEAMER MINNESOTA,

Off Beaufort, N. C., December 31, 1864.

ADMIRAL: I have the honor to submit the accompanying minutes, taken on the quarter-deck of this vessel at the time of the attack upon Fort Fisher; also the reports from several officers of the ship.

It gives me great pleasure to state that, during the engagement with the forts, the 24th and 25th of December, the conduct of all the officers, men, marines, and boys, on board the Minnesota, was entirely satisfactory. Every one performed his duty to the utmost of his ability. The working and practice of the guns could not have been better. Many excellent shots were made, and in this respect the two (2) guns worked by the marines were equal to any other division. In a word, all performed their duty in the most creditable manner; and I need not assure you that, in the opinion of those on board the Minnesota, if the assault was not made upon Fort Fisher it was not for the want of the most tremendous bombardment of modern times by the fleet under your command.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,

Commodore, Com'dg 2d Division N. A. Squadron.

REAR-ADMIRAL DAVID D. PORTER,

Commanding North Atlantic Squadron.

Minutes of the bombardment of Fort Fisher, on the 24th and 25th of December, 1864, *taken upon the quarter-deck of the U. S. steam frigate Minnesota, Commodore Joseph Lanman, commanding, by O. B. McCurdy, captain's clerk.*

OFF NEW INLET, NORTH CAROLINA.

Latitude 33° 56′ 30″ north. Longitude 77° 22′ west.

At 5.15 a. m. got under way, in obedience to signal from flag-ship, and steamed towards Fort Fisher; anchored a few moments in line of battle near the fort, before taking position. At 12 o'clock beat to quarters. Wind southwest by west.

Got spring on both bower anchors, and prepared to anchor with spring on starboard bower.

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At 12.30 p. m., dinner at quarters. At 12.55 p. m. the New Ironsides opened fire upon Fort Fisher, followed quickly by the monitors, commencing with the Canonicus. The Minnesota opened fire as soon as the guns could bear on Fort Fisher. At 1.15 p. m., anchoring at the same time, in the position designated by the order of battle, about one mile from the fort. Fort Fisher bearing west ½ south. "Mound" W.SW. Enemy replied; two shots passing close over the Minnesota. An explosion took place in the fort; believed to be by the fire of the Minnesota. Another shot from the enemy cut the spring. Made signal to flag-ship for a tug to carry out the spring; tug came in answer to signal, having on board Captain Breese, the fleet captain, but was not able to carry out our spring.

The Colorado passed on our port bow and took position at 2.50 p. m. At 3.15 p. m. rebel flag shot away; at 4 p. m. flying jib stay, fore royal stay and fore top-gallant stay shot away. At 4.15 p. m. flag-ship made signal to fire more slowly; at 5.5 p. m. general signal from flag-ship to prepare to retire; at 5.15 p. m. order was given to cease firing, and prepare to heave up anchor. At 6 p. m. withdrew from position, dropping a buoy at the anchorage, and steamed off shore, anchoring about seven (7) or eight (8) miles distant, Fort Fisher bearing southwest. The ship was held in position for firing upon the fort, by steam, helm, staysail and jib.

Several explosions and fires took place in the fort during our firing, and many of the enemy's missiles fell near the Minnesota.

December 25, 1864.—At 9.30 a. m. got under way; at 10.15 a. m. beat to quarters; at 10.35 a. m. flag-ship made signal to stop; at 10.45 a. m. the New Ironsides opened fire; at 10.55 a. m. the monitors opened fire; at 11 a. m. signal from flag-ship to take positions.

At 11.15 a. m. the Minnesota took position about three hundred yards nearer Fort Fisher than where she dropped the buoy the day previous, and commenced firing with her forward guns. At 12 m. let go port anchor with twenty-five (25) fathoms of chain; at 12.5 p. m. flag-ship made signal to get under way; at 12.10 p. m. ceased firing; at 12.15 p. m. Commander Rhind came on board with orders from the admiral to plant a buoy as near Fort Fisher as practicable, which he (Commander Rhind) placed from one hundred and fifty (150) to two hundred (200) yards nearer the fort. This position was exactly taken by the Minnesota at 1.5 p. m., letting go the kedge on the port quarter at the same time.

At 1.15 p. m. let go port bower anchor, and opened fire by divisions. Fort Fisher bearing west ½ south—Mound W.SW. ½ W.—wreck and Mound in a line. Shot passed over our smoke-stack, grazing the main stay.

Colorado passed on our port bow, taking position at 1.25 p. m., at which time a shot struck the Minnesota below the water-line. At 1.40 p. m. set the spanker; shell came in through amidship's port, on spar deck, passed through launch and 1st cutter, and lodged in the stern sheets of the 1st cutter. At 2 p. m. dinner at quarters, though the firing was continued by divisions. Fired very deliberately, in obedience to orders from the admiral. At 3.45 p. m. brailed up the spanker; shell exploded on starboard chain-armor; another shell exploded, scattering on both sides of the ship. At 4.5 p. m. flag-ship made signal to prepare to get under way; at 4.10 p. m. ceased firing, agreeable to signal.

At 4.20 p. m. rebel flag shot away; at 4.45 p. m. opened fire again, and fired very rapidly, in obedience to signal; at this time the roar from our batteries, for three or four rounds, was most terrific. At 4.55 p. m. ceased firing and prepared to retire, agreeable to signal from flag-ship; at 5.15 p. m. hove up anchor and retired.

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No casualties either day, and, although the ship was struck in several places, very little damage was done.

Very respectfully submitted to Rear-Admiral David D. Porter, commanding North Atlantic squadron.

JOSEPH LANMAN,
Commodore, Comd'g 2d Division N. A. Squadron.

UNITED STATES STEAM FRIGATE MINNESOTA,
Off Fort Fisher, New Inlet, N. C., December 26, 1864.

SIR: I respectfully enclose the reports of the boatswain, gunner, carpenter, and sailmaker of this vessel in regard to the actions of the 24th and 25th instant with Fort Fisher and the various batteries at New inlet. So far as I was able to observe, every officer, man, and boy in the ship performed his whole duty.

I desire to add that, when I reported on board, (only a few days before the action took place,) I found the organization of the vessel perfect; and it is simple justice to say, that whatever praise belongs to the executive officer for this is the due of Lieutenant M. S. Stuyvesant, who was my predecessor in that capacity. I came here too late to make any changes, had any been necessary.

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant Commander, Executive Officer.

Commodore JOSEPH LANMAN, *Commanding Minnesota.*

UNITED STATES SHIP MINNESOTA,
Off Beaufort, N. C., December 29, 1864.

SIR: I respectfully report that the following damages were sustained to the rigging of this ship during the action of the 24th and 25th instant: the flying jib stay, fore royal stay, and fore top-gallant stay, were all shot away.

Very respectfully, your obedient servant,

WM. BUNKER, *Boatswain.*

Commodore JOSEPH LANMAN, *Commanding.*

Report of ammunition expended on board the United States steamer Minnesota, December 24 *and* 25, 1864.

	DECEMBER 26, 1864.
11-inch charges, 15 pounds	64
9-inch charges, 13 pounds	21
9-inch charges, 10 pounds	1,723
150-pounder charges, 16 pounds	95
100-pounder charges, 10 pounds	79
Total of powder, 20,773 pounds.	
11-inch shell, loaded and fuzed	64
9-inch shell, loaded and fuzed	1,744
150-pounder shell, loaded and fuzed	95
100-pounder shell, loaded and fuzed	79
Total of projectiles	1,982

Very respectfully submitted.

ROBERT H. CROSS, *Gunner.*

Commodore JOSEPH LANMAN,
Commanding U. S. Steamer Minnesota.

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UNITED STATES STEAMER MINNESOTA,
Off Beaufort, N. C., December 26, 1864.

SIR: In obedience to your order of this date, I respectfully make the following report of the damage sustained by this ship in the engagement of the 24th and 25th instant: One shot struck the first launch, going through her and damaging the first cutter; one struck starboard bow, doing but slight damage; two shots struck the chain placed on the outside for the protection of the machinery, doing no damage; several pieces of shell are imbedded in the side of the vessel.

Very respectfully, your obedient servant,

A. O. GOODSOE, *Carpenter.*

Commodore JOSEPH LANMAN, *Commanding.*

—

UNITED STATES SHIP MINNESOTA,
Off Beaufort, N. C., December 26, 1864.

SIR: I respectfully report that there were no injuries sustained in the sailmaker's department of this ship during the action of the 24th and 25th instant.

Very respectfully, your obedient servant,

THOS. O. FASSETT, *Sailmaker.*

Commodore JOSEPH LANMAN, *Commanding.*

Additional report of Commodore Lanman, commanding United States steamer Minnesota.

UNITED STATES STEAMER MINNESOTA,
Off Beaufort, N. C., January 1, 1865.

ADMIRAL: I have the honor to receive, this evening, your General Order No. 75, whereby I am called upon to report the damage apparently done to Fort Fisher, in the attack of the 24th and 25th of December, by the fleet under your command.

The minutes and official report which I had the honor to make to you on the 31st ultimo give the details of the part taken by the Minnesota in the attack upon Fort Fisher.

On the 24th ultimo, in the first engagement, I visited and addressed the crew of every gun, to impress upon them the necessity of careful firing, and to *see* that their shot took effect before firing again, and not to throw away a shot. At the commencement of the firing, and with scarcely any intermission, I was upon the bridge, just forward of the mizzen-mast, having my glass in hand; thus elevated, ten feet above the spar-deck battery, and fifteen feet above the main-deck guns, my line of vision was considerably beyond that of the men at the guns. The wind being off-shore, (from the direction of firing,) and clear from smoke, my opportunities for seeing the practice and effect of our guns could not have been better, and I most positively believe that the greater part of our shell told upon the fort; and of this there was no doubt when the 200-pound Parrott and the 11-inch guns were fired, as they raised an unmistakable cloud of dirt and sand.

Upon several occasions the first day fire broke out in the fort, and the crew of the spar-deck battery gave three hearty cheers, in the belief that the fire was caused by our guns; which was my opinion, and I so represented it at the time to the men. At the same time there were several explosions, as I believed, within the fort; and if our guns did not do an immense injury to the batteries, there is no confidence to be placed in vision or good firing. The

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batteries were frequently silenced by the rapid firing of the fleet generally, but with the least let-up on our part they would again open, and, I should judge, with excellent practice, as their shot flew about us in all directions, and I have no doubt they were equally good in practice to the other ships. By a kind Providence we received little or no damage, only eight or ten shots touching the ship, but plain enough in sight to show their good firing.

On the morning of the 25th, having received instructions from you that the army would land to assault the fort, and that we must be prepared to cease firing at the moment the signal should be made to that effect, and that great care must be exercised not to fire upon *our* troops should they make the assault, and to fire more deliberately than [on] the day previous, I delivered these words in person to every gun's crew at quarters, before the engagement, that the men, as well as the officers, should perfectly understand that when the order was given, and the steam-whistle sounded, all firing should cease, as the assault was then to be made.

Our position in the action of the second day was, probably, three or four hundred yards nearer Fort Fisher than it was the day previous. Our firing was much more slow and deliberate, and the effect appeared to be of the most damaging character, as the lines and angles of the works were evidently changed.

Lieutenant Commander Parker went to the fore-topmast-head to witness our firing, which he pronounced to be excellent. Also our pilot, Mr. F. C. Fowler, a most reliable man, was some time at the mast-head with a glass, and he judged our firing to be excellent, and doing great damage to the fort. Captain Butler, of the marines, commanding his battery, being up on the sheer-pole of the mizzen rigging, pronounced the practice excellent.

Ensign Willard, who was upon the bridge to look out for the change of the head of the ship, (should it become thick,) concurred in the opinion of the above gentlemen, that the injury done the forts by our firing was very great.

Lieutenant Stuyvesant, who had charge of the gun-deck battery, came up on the spar-deck when the gun-deck divisions were not firing. This officer having seen considerable gun practice on other ships, his opinion that the practice the second day was most excellent, doing much damage to the enemy, is well worthy of consideration.

The last four broadsides of rapid firing by the Minnesota were of the most terrific character, and it was represented to me by Lieutenant Commander Watmough, who was in position in-shore and to the northward, that our shell fell like a perfect hail-storm upon Fort Fisher, and that the firing was of the most excellent effect.

Upon retiring from position that night I had not the slightest doubt but that the assault would be made before morning; and could I have then known that "the skirmishers had advanced to within fifty yards of the fort," (the distance from our forecastle to the quarter-deck,) and that "some of our gallant soldiers had mounted the parapet, captured and brought off a horse, and killed an orderly," also that they had captured a flag, which was shot away by the navy, I would not have believed that there could be the slightest doubt of the flag of the Union being hoisted at daylight upon the well-battered fort. When we were informed the following day that the troops were about to re-embark, scarcely any one could credit the report; but when the fact became known a universal opinion of disappointment (not to say of disgust) prevailed.

May I not be permitted to suggest, if the garrison in the fort could be kept in their bomb-proofs so closely by the fire of the navy that a number of the picket line could venture upon the parapet and into the works, why could not an assault have then been made, and the preconcerted signal given

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to cease firing, which would have been instantly obeyed, and little danger of the shell of the navy falling about the heads of the daring men who entered the works?

Admiral, excuse this lengthy report. I have gone into detail that it should be understood that the Minnesota did not go into the fight merely to blaze away at the beach about Fort Fisher, but that the sole object of our practice was to demolish the fort; and to convey the impression of so many officers that the fort could have been carried by assault, after the severe battering it received from the navy fleet under your command.

I have the honor to be your obedient servant,

JOSEPH LANMAN,
Commodore, Commanding 2d Division N. A. Squadron.

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

Report of Commodore Schenck, commanding United States steamer Powhatan and 3d division North Atlantic squadron.

UNITED STATES STEAMER POWHATAN,
Off Beaufort, N. C., January 1, 1865.

ADMIRAL: Your General Order No. 75 did not reach me until this morning, owing to its being sent on board the Colorado. In reply to that part of it requiring me to make a report of the part I took in the actions of the 24th and 25th ultimo, I have to state that at 1.20 p. m., on the 24th, I took my position in the line, as directed by you, with a kedge upon my port quarter acting as a spring, letting go my port anchor with twenty-five (25) fathoms of chain, which brought my starboard broadside to bear upon the forts. I immediately opened a vigorous fire upon the batteries, paying especial attention to Fort Fisher with my 11-inch gun, and to the Mound with my two (2) 100-pounder Parrotts, and with my 9-inch guns to the batteries more immediately abreast of us. It is reported and believed on board this ship that one of the shells from our 11-inch, which exploded in Fort Fisher, set fire to it. At 2.45 p. m., finding that some of my 9-inch shell fell short, and that the Brooklyn, being under way, occasionally interfered with my line of sight, I got under way, continuing the action, and stood into four and a half (4½) fathoms water, from which position every shot told with great effect. From this time the action was continued under way. At 3.10 p. m. the end of our spanker gaff was shot away, and our flag came down with it; hoisted it immediately at the mizzen. About the same time the rebel flag on Fort Fisher was shot away, and was not raised again during the action. At 3.45 p. m. the flagstaff on the Mound was shot away, which shot is claimed by our pivot rifle. At 5.20 p. m. the signal was made to discontinue the action. Hauled off, having sustained no loss of life or injury to the ship.

During this day's action we fired two hundred and thirty-six (236) 9-inch shell, fifty-four (54) 11-inch shell, and eighty-two (82) 100-pounder rifle shell. Not a shell was wasted from the 11-inch and rifles, and only a few in the early part of the action from the 9-inch guns. The starboard battery only was used in action, viz: eight (8) 9-inch guns, two (2) 100-pounder Parrott rifles, and one (1) inch pivot gun.

On the 25th I took my position as before, although nearer the batteries and further in. The batteries between Fort Fisher and the Mound being abreast of us, my position was an admirable one for engaging these batteries, and my 9-inch guns were principally employed in doing this, as it was only by these we were annoyed, with an occasional shot from the Mound. During

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this day not a shot fell short, which accounts for my increased expenditure of 9-inch shell. At 2.10 p. m. we opened fire, which was replied to by the batteries abreast of us more vigorously than the day before. I am not aware of having received a single shot from Fort Fisher this day. At 3.30 p. m. a port main shroud was shot away; soon after we were struck three (3) times in pretty rapid succession. One (1) shot struck us under No. 3 port, three (3) feet above the water-line, passing through into a storeroom, and depositing itself in a mattress; it is a solid 8-inch shot. Two (2) shot struck under No. 2 port, twenty (20) inches below the water-line, one (1) remaining in the side and the other going through and lodging in a beam on the orlop deck, causing the ship to leak badly. A glancing shot struck the stern of the ship, but did no material injury, and some of our running rigging shot away. At 4.10 p. m., having expended all the ammunition for 11-inch and rifles, and nearly all for my 9-inch guns, made signal, "Ammunition I am short of," which was replied to "Save some," and immediately after "Discontinue the action," when I weighed my anchor, lifted my kedge, and hauled out of line.

During this day's action we fired four hundred and ninety-four (494) 9-inch shell, fifty-two (52) 11-inch shell, and seventy-two (72) rifle shell.

In conclusion, I beg leave to state that every officer and man on board this ship, under my command, did his duty nobly, and I have yet to hear of any complaint, either of officer or man, except as to the failure to take advantage of our two (2) days' work. With regard to the "damage apparently done to the works," I must confess that I was paying more attention to the proper management of my own battery than the general effect; but it appears to me utterly impossible that any works could withstand such a fire and not be terribly damaged; and I am also fully impressed with the belief that by a prompt and vigorous assault late in the afternoon of either day, Fort Fisher might have been taken by a comparatively small force, say one thousand (1,000) resolute men. Fort Fisher was silenced, the Mound firing feebly; the only active firing from the enemy that I witnessed was from the two (2) or three (3) guns that annoyed me, and as long as my ammunition permitted me to fire rapidly I could keep them pretty quiet.

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

JAS. FINDLAY SCHENCK,
Commodore, Com'dg U. S. Steamer Powhatan, 3d Div. N. A. Squadron.

Rear-Admiral D. D. PORTER, *Commanding N. A. Squadron.*

Report of Commodore S. W. Godon, commanding United States frigate Susquehanna and 4th division North Atlantic Squadron.

UNITED STATES FRIGATE SUSQUEHANNA,
Off Fort Fisher, North Carolina, December 28, 1864.

SIR: I have the honor to make the following report on the movements of this ship during the engagement of the 24th and 25th of December, with Fort Fisher and batteries:

At about meridian of the 24th instant, in obedience to general signal, I fell into line of battle, and in regular order drew into my station, as per plan of attack, opening fire from my starboard battery of eight (8) 9-inch guns, and two (2) 150-pounder rifles, at 2 o'clock. I did not, however, get fairly placed with anchors down until 3 o'clock, when I continued a smart fire until ordered out of action at 5.30 p. m. The firing from Fort Fisher was not sustained, and was often silenced for a considerable time. The distance, however, seemed too great, although the practice was good, and kept the fire of the enemy down.

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On the 25th I did not get into position until 2.20 p. m., when I tried my rifle range at about 1,700 yards, and anchored within half a ship's length on the starboard bow of the Colorado, as directed by verbal orders, and opened with the 9-inch guns most effectively, using but one division at a time. The enemy's fire, as on the day before, was feeble and not sustained, and was several times silenced for half an hour. Held my position until ordered to withdraw at 4.55, but afterwards steamed up to Minnesota's stern and remained there, with a slight renewal of my fire, until ordered to retire from action and reserve ammunition, then growing short, for the assault.

Although fairly exposed, received but few hits and no damage of the slightest consequence. The enemy's practice was bad on both days, owing, I presume, to the steady and well-directed fire of the large ships and iron-clads.

From my position on the wheel-house, overlooking my entire battery, I had every officer and man under my observation, and I have sincere pleasure in testifying to the fine bearing, zeal, and gallantry of the division officers, viz: Lieutenant Bartlett and Acting Ensign Rhoades, of the 1st division; Lieutenant Brown, commanding 2d division; Acting Ensign Laycock, commanding 3d division; Acting Master Porter, commanding 4th division, and 1st Lieutenant William Wallace, who, with his fine company of marines, handled most effectively two extra 9-inch guns. Lieutenant Commander Blake, my executive officer, is all I can desire in battle—cool and collected, calm and intelligent. He is my right-hand man.

I also beg to call special attention to Ensign Preble, the master of this ship, who, whether under fire or any other circumstances, has proved himself without a superior in intelligence or ability on board the vessel.

My aid, Master's Mate Cooper, was prompt in answering signals, and in his spare moments used the 12-pounder howitzer on the hurricane-deck with effect.

Thanks to the officers of the powder division, Acting Ensign Burnbum, Gunner Waugh, and Sailmaker Holbrook, the ammunition was promptly supplied throughout the engagement.

The engines, under the control of Chief Engineer Johnson and his able assistants, were at all times ready for duty.

Boatswain Z. Whitmarsh and Carpenter J. E. Miller, stationed in the master's division, not only performed their own duties with intelligence, but gave valuable aid whenever they could.

The subordinate officers of the divisions, the captains of the guns and their spirited crews, have my thanks for their labors those two days.

In short, I have every reason to believe that in action this ship will always be found efficient wherever she may be placed.

If no more satisfactory results were obtained by the fleet from the operations of the 24th and 25th, we must look to the army for the cause. The navy seems to have sustained itself.

I forward herewith the report of injuries to the hull and rigging, as also gunner's report of expenditure of ammunition.

The reports of the commanding officers in this division will be forwarded as soon as received.

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

S. W. GODON,

Commodore Commanding Susquehanna and 4th Division North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding North Atlantic Squadron.

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UNITED STATES FRIGATE SUSQUEHANNA,
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to make the following report of the casualties in my department during the action of the 24th and 25th:

Main lift shot away; both main topmast stays, (chain,) foretop bowlines. With the above exceptions, no other damage done to anything appertaining to my department.

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

Z. WHITMARSH, *Boatswain.*

Lieutenant Commander F. B. BLAKE.

Respectfully forwarded.

F. B. BLAKE, *Lieut. Commander.*

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UNITED STATES STEAMER SUSQUEHANNA,
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to make the following report of damages this ship sustained in the engagement of Fort Fisher and batteries on the 24th and 25th instant:

On the starboard after-guard, frame and joiner work nearly torn off, and inside of nettings, from the concussion by the continual firing of the guns. The first cutter and barge were so damaged by the concussion as to be unserviceable and beyond repairs. The gig was also torn apart by a hawser leading astern, which was entirely unavoidable. A shell from the enemy exploded outside of the wheel-house, of which a piece struck the shot rack and deck of the engine-room hatch on the starboard side. All of which is submitted.

I am, very respectfully, your obedient servant,

JOS. E. MILLER, *Carpenter.*

Lieutenant Commander F. B. BLAKE.

Respectfully forwarded.

F. B. BLAKE, *Lieut. Commander.*

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UNITED STATES STEAMER SUSQUEHANNA,
Off Beaufort, N. C., December 30, 1864.

SIR: I respectfully report that during the attack on Fort Fisher the only casualty occurring in the engine department was a damage to the smoke-stack, a round shot having gone completely through it.

Very respectfully,

JOHN JOHNSON, *Chief Engineer.*

Commodore S. W. GODON,
Com'dg 4th Division N. A. B. Squadron.

Report of Commodore William Radford, commanding United States steamer New Ironsides.

UNITED STATES STEAMER NEW IRONSIDES,
Anchored at sea, Beaufort bearing N.NW.,
Distant about five miles, December 31, 1864.

SIR: I have the honor to report that, in obedience to your orders, I took position under the guns of Fort Fisher, from thirteen to fifteen hundred yards

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distant, or as near as the depth of water would permit, the monitors Canonicus, Monadnock, and Mahopac following the New Ironsides in. As soon as I anchored I opened my starboard battery, and continued a well-directed fire for some five (5) hours. Night coming on, I hauled off, in obedience to orders. On the morning of the 25th the iron-clad division again led in under the guns of Fort Fisher and took the position we occupied the day previous. The Saugus, having arrived the night previous, took her station, and this division, in connexion with the others, drove the men from the guns in the fort, they only firing one or two guns, and those at long intervals. All the monitors were handled and fought well. Lieutenant Commander Belknap took the in-shore berth, and is reported to have dismounted one or more guns in the fort.

Judging from the immense number of shells which struck the fort, it must have been considerably injured. Several guns were reported to have been dismounted, two explosions took place, and three fires.

The face of the fort was very much ploughed up by the shells from the fleet. If the fort was uninjured, (as a defensive work,) no artillery known to modern warfare can do it. My impression is, that any considerable number of troops could have stormed and taken the fort immediately after the second day's bombardment, with but little loss.

All the officers and men belonging to the New Ironsides served their guns and country well; and I am greatly indebted to Lieutenant Commander Phythian, the executive officer, for his energy and ability in getting the crew and ship in such good fighting order.

Very respectfully, your obedient servant,

WM. RADFORD,
Commodore, Commanding Iron-clad Division.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron, Flag-Ship Malvern.

Report of Captain William R. Taylor, of the United States ship Juniata.

UNITED STATES SHIP JUNIATA,
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to acknowledge the receipt of your General Order No. 75, and I rise from my sick-bed to give it an instant reply.

The part that this ship took in the actions of the 24th and 25th instant was as follows: On each day she took the position assigned to her in your plan of battle, and kept up a constant fire upon Fort Fisher from the moment of anchoring until ordered to withdraw. On the 24th, after having been engaged about an hour, she moved from her first anchorage, in company of several other ships, by your order, to a position nearer to the fort, thus rendering her fire more effective. During the two days she fired six hundred and eighty-one (681) shells, all but seventeen (17) of which were delivered by seven (7) guns. After obtaining the range, the firing appeared to me like target practice.

The falling of the shells of the fleet was so incessant that the enemy was frequently unable to return our fire for long intervals. Several conflagrations occurred in the fort, and I saw one explosion. It was my impression that we had done much injury to the works, as it is impossible for me to conceive that such a weight of fire, so long continued, and falling so accurately, could have left them "substantially uninjured."

I was very much surprised and disappointed on learning that the troops

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had re-embarked. I saw no attack by them which looked like an earnest one, and, for a time, I entertained a hope that the fort had proved an easy capture, from the feebleness of the musketry firing, so long as we remained within sight and hearing of it.

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

WM. ROGERS TAYLOR,
Captain United States Navy.

Rear-Admiral D. D. PORTER,
U. S. Navy, Com'dg N. A. Squadron, Beaufort, N. C.

Report of casualties.

UNITED STATES STEAMER JUNIATA,
Off Wilmington, N. C., December 24, 1864.

SIR: The following is a list of the killed and wounded in to-day's engagement with the forts and batteries ashore. All the casualties were occasioned by the bursting of the hundred-pounder Parrott gun:

Killed.—1. Lieutenant D. D. Wemple, both legs crushed, a wound (punctured) in the left hypochrondriac region, and *concussio cerebri.* 2. Second Lieutenant Marines Jones Pile, knocked overboard by a piece of the gun or its carriage, and probably killed by *concussio cerebri,* also the left arm and shoulder broken. 3. Theodore Abos, second-class fireman, left leg, thigh, hip, arm, and forearm fractured, soft parts extensively lacerated, killed by hemorrhage and shock. 4. Henry Payne, captain forecastle, both thighs broken, cavity of the *pelvis,* and part of the abdomen opened; death from shock. 5. James D. Ennels, first-class boy, left leg and thigh shattered and lacerated, died shortly after amputation. Total killed, 5.

Wounded.—1. Paymaster Caspar Schenck, compound fracture of the left *tibia.* 2. William Kennedy, marine, fracture of right *tibia.* 3. Charles Winters, quarter-gunner, contusion, (slight.) 4. Joseph Tye, cockswain, powder burn, (slight.) 5. William Arnoll, second-class fireman, powder burn, (slight.) 6. Orrin B. Patchin, landsman, powder burn, (slight.) 7. John Cogan, ordinary seaman, powder burn, (severe.) 8. Thomas Mahoney, ordinary seaman, deafened.

All the wounded are likely to do well.

I am, sir, very respectfully,

ALBERT C. GORGAS,
Surgeon U. S. Navy.

Captain WILLIAM ROGERS TAYLOR,
Commanding U. S. S. Juniata, off Wilmington, N. C.

Report of Captain D. B. Ridgely, commanding United States steamer Shenandoah.

UNITED STATES STEAMER SHENANDOAH,
Off Beaufort, N. C., December 31, 1864.

SIR: I have the honor to report the part taken by the Shenandoah in the bombardment of Fort Fisher and the batteries at New inlet on the 24th and 25th instant.

The Shenandoah was signalled, when in line of battle, to come within hail of the admiral, and was ordered by him to take a position near the Ironsides and open on the batteries of Fort Fisher. The position was immediately

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taken, and this ship commenced firing at Fort Fisher with two rifles and two 11-inch guns, the shells falling inside of Fort Fisher, apparently with good effect.

At 2 p. m. a large fire broke out within the fort. At 3.10 the flag of the fort was shot away by the fleet. At 3.50 p. m. was ordered by the admiral to go closer in. We steamed in and anchored, head and stern, close to the Ironsides and Monadnock. We fired from the new position with deliberation and good effect. At 5.10 p. m. signal was made to retire from action, when this ship withdrew.

The fire from Fort Fisher during the bombardment this day was very slack and feeble. A few shot fell near the monitors and a few went over us.

The conflagration in the fort seemed to be of considerable extent, and continued until after nightfall. The shells of the fleet were exploding on the parapet and inside of the fort so rapidly that it was difficult to make out what guns they were using. One shot carried away our stern ladder during the bombardment of this day.

On the morning of the 25th instant got under way with the fleet in line of battle. At 2 p. m. the admiral signalled to the Shenandoah to await further orders. Twenty minutes afterwards we were ordered to take position ahead of the Juniata. We anchored a ship's length ahead of the Juniata, and three ship's lengths outside of a wreck on the bar, and opened deliberately on a water battery, to the west of Fort Fisher, of four guns. We succeeded in silencing three of the guns, which were not used again during the engagement.

To the westward of this battery was another, of two guns, that seemed to be casemated. They fired very slowly, but in good line. The shells from one of them fell a few yards short of us, and the others just over us.

The firing from the guns on the Mound was very slow, and with so much elevation that they went over the fleet. We succeeded in exploding a 150-pounder rifle-shell near the top of the Mound.

At 4.35 p. m. was ordered to withdraw and stand outside of the Minnesota. At 3.45 p. m a large fire broke out just in the rear of the batteries, which continued until after night. Between Fort Fisher and the Mound batteries we could discern two guns dismounted by the fire of the fleet. After the second day's bombardment I could see nothing more for the navy to do than to await the assault by the land forces, which did not take place as I expected.

It affords me much gratification to speak of the cool bearing of Lieutenant S. W. Nichols, the executive officer, and other officers, and the crew of this ship, during the two days' bombardment. I enclose a memorandum of the expenditure of ammunition on the 24th and 25th instant.

I am, very respectfully, &c.,

DANIEL B. RIDGELY,
Captain United States Navy.

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

Report of casualties on the Ticonderoga.

UNITED STATES STEAMER TICONDEROGA,
Off Wilmington, N. C., December 25, 1864.

SIR: I have to report the following casualties on board this vessel during the engagement with the batteries and Fort Fisher, at Federal Point, North

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Carolina, on the 24th of December, 1864, (caused by the bursting of our 100-pounder Parrot gun.)

C. J. CLEBORNE, *Surgeon, U. S. N.*

Captain CHARLES STEEDMAN,
Com'dg U. S. S. Ticonderoga, off Wilmington, N. C.

—

Killed.—1. John Hill, seaman, killed by the bursting of 100-pounder Parrott gun. 2. James McCormick, seaman, killed by the bursting of 100-pounder Parrott gun. 3. Ludwig E. Wiltz, seaman, killed by the bursting of 100-pounder Parrott gun. 4. Charles G. Stiles, ordinary seaman, killed by the bursting of 100-pounder Parrott gun. 5. James T. Duffy, landsman, killed by the bursting of 100-pounder Parrott gun. 6. James McMillen, landsman, killed by the bursting of 100-pounder Parrott gun. 7. James T. Ward, landsman, killed by the bursting of 100-pounder Parrott gun. 8. William Sinton, second-class boy, killed by the bursting of 100-pounder Parrott gun.

Wounded.—9. Edward R. Bowman, quartermaster, fracture of left leg. 10. Charles Brown, third seaman, compound fracture of left thigh. 11. William E. Rochou, seaman, incised wound of right eyebrow. 12. Louis G. Vapallo, acting volunteer lieutenant, incised wound of left eyebrow and mouth. 13. William Jones, ordinary seaman, fracture of forearm. 14. James Williams, ordinary seaman, fracture of left leg. 15. Phineas Snyder, ordinary seaman, wound of left thigh. 16. Jacob Holt, landsman, wound of left hip. 17. Shultz B. Martin, landsman, abrasion of left hip. 18. Cornelius Collins, marine private, abrasion of left hip. 19. William H. Milliken, ordinary seaman, abrasion of left leg.

Total.—8 killed and 11 wounded. Grand total, 19.

Report of Captain James Alden, commanding United States steamer Brooklyn.

UNITED STATES STEAMER BROOKLYN,
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to acknowledge the receipt of General Order No. 75, which not only calls upon commanding officers to give you a report of the part they took in the action of the 24th and 25th instant, but also their impressions as to the damage done to the enemy's works, the effect of our firing, and the defensibility of the fort after we had finished the bombardment.

On the first day, the 24th, this ship was in line of attack and opened fire on Fort Fisher at 12.50 p. m., being then within good "ten-second" range. The fire was kept up, with occasional intermissions for the men to rest, till 5.15, (more than four hours,) when darkness intervened, and the signal was made to retire. The enemy's fire, during the whole of that time, was much less than that of one of our large ships; an occasional shot was fired from Fort Fisher; a very feeble and desultory reply to our fire was kept up by the forts between the main work and the Mound battery, which latter was heard from but five or six times during the whole afternoon.

In a word, I am satisfied, from past experience, that if this ship, or any one of the larger ones, could have gotten near enough, say within two or three hundred yards, she would not only have silenced their batteries fully and entirely, but would have driven every rebel from the point.

On the second day, the 25th, this ship was sent to silence some of the enemy's earthworks, which were contiguous to the place fixed upon for the disembarking of the troops, to shell the woods, and to cover their landing. The first troops landed at about 2 p. m.; sent all our boats to assist. At 4 o'clock,

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just two hours after the landing commenced, the general commanding came alongside this ship and said, "It has become necessary to re-embark the troops; will you send your boats to assist?" You can judge of my surprise at the turn affairs had taken, for at that moment everything seemed propitious. The bombardment was at its height, little or no surf on the beach, and no serious indications of bad weather. Still, the order for retiring had gone forth, and our boats were employed till very late (the launch not returning till next morning) in re-embarking the troops, the surf not interfering seriously with operations till near midnight, when it became impossible to land with any safety. Much dissatisfaction, I am told, was shown by the soldiers and their officers when they were informed that they were to re-embark, and it was with some difficulty that they could be made to get into the boats. They were loud in their denunciations of the order turning them back, saying that they had gone there to take the fort, and they were going to do it before they left, &c., &c.

The next day, the 26th, the surf was too high for safe transit from the shore, and this vessel was employed in making a reconnoissance of the enemy's works. Nothing new, however, was discovered, and after exchanging a few shots with Fort Fisher we returned to the anchorage for the night. The following day all our boats were sent, and, after some difficulty, the remaining troops were safely embarked.

I have endeavored in the above to give you my ideas of the effect of our fire on the enemy's works, which was to almost silence them. In regard to the damage done, it is, under the circumstances, impossible for any one to tell without a closer inspection, for, as you remember at Forts Jackson and St. Philip, everything from the outside seemed in *statu quo*, hardly any trace of injury was apparent, but on entering and looking around the terrible effect of the bombardment was manifest at every turn. So, too, at Fort Morgan, little or no injury could be discovered from without, but upon close examination it was found that almost every gun on its carriage was seriously damaged, if not entirely destroyed

Now as to the "defensibility" of the fort. The rebels, I am satisfied, considered, from the moment that our troops obtained a footing on the shore, the work (battered as it was) was untenable, and were merely *waiting for some one to come and take it.*

The general commanding furnishes us with proof of that fact. I think, in his letter to you, informing you of his determination to withdraw, a copy of which you sent me, he says that "three or four men ventured upon the parapet and through the sallyport of the work, capturing a horse, which they brought off; * * * and also brought away from the parapet the flag of the fort." This was all done in open day and without resistance, if, indeed, there was anybody there who was disposed to question their right to such trophies. From that and other current testimony, I am satisfied that if our troops had not been stopped in their triumphant march towards Fort Fisher, they would have been *in it* before dark, and *in quiet possession without firing a shot.*

With great respect, I am your obedient servant,

JAMES ALDEN, *Captain.*

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

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Report of Commander S. D. Trenchard, commanding United States steamer Rhode Island.

UNITED STATES STEAMER RHODE ISLAND,
Beaufort, N. C., January 1, 1865.

SIR: I have the honor to submit the following report of the part taken by the Rhode Island on the 24th ultimo, in the attack upon Fort Fisher and other batteries:

This steamer took her position in the line designated upon the general plan of attack at 2.50 p. m., opening fire with the starboard battery upon Fort Fisher and the Mound, swung around, moved head and stern, and continued the fire with the port battery until the signal was made to cease firing.

At 3.45 p. m. the flag on Fort Fisher was cut away by a gun from the 2d division. The Rhode Island was not struck, and there were no casualties on board during the action.

Lieutenant Frederick R. Smith, executive officer of this vessel, rendered valuable aid in carrying out my orders during the action and in getting the vessel into line. I have great satisfaction in stating that all the officers behaved with uncommon coolness, exhibiting great zeal in the discharge of their duties and encouraging the men to do the same. The petty officers, crew, and marines, one and all, behaved well at their guns and other stations, discharging their duties in a spirited manner, and maintaining a brisk and continuous fire upon the batteries.

I enclose herewith the gunner's report of ammunition expended during the engagement.

Very respectfully, your obedient servant,
STEPHEN D. TRENCHARD, *Commander.*

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

Report of Commander J. C. Howell, commanding the Nereus.

UNITED STATES STEAMER NEREUS,
Beaufort, N. C., January 3, 1865.

ADMIRAL: This vessel having been ordered to support the iron-clads during the attack on Fort Fisher, on the 25th day of December, I stood in to three fathoms water, and at 11.8 a. m. opened fire; at 12.40 p. m. was ordered to shell the woods; at 1.12 p. m. ordered to assist in landing troops; at 2.15 p. m. Flag-pond battery, at which this vessel and two or three small gunboats had been firing occasionally, surrendered to the navy. There was no gun in the battery. Some sixty-five or seventy prisoners were taken. At 9.45 one of the Nereus's boats returned, the officer stating that he had been employed embarking troops.

December 26th, heavy sea on. But one boat, and that in charge of Acting Master E. L. Haines, of this vessel, got off during the day. Engaged shelling woods during the day and night.

December 27th, boats and men employed in embarking troops; shelling woods. At about 12 m. General Curtis and two officers visited the ship. General Curtis desired to express his acknowledgments to Acting Master E. L. Haines and Ensign G. M. Smith and the boats' crews of the Nereus for courage and perseverance in getting off his command. He informed me tha

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if he had not been ordered back and had been supported by the troops on shore, he could, in his opinion, have carried Fort Fisher. From all the information I have been able to gain on the subject, I think he was correct in his views.

There was no exception to the excellent conduct of officers and men. I am indebted to Lieutenant H. E. Mullan for intelligent services.

I am, very respectfully, your obedient servant,

J. C. HOWELL, *Commander.*

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron, Beaufort, N. C.

Report of Commander Daniel Ammen, commanding United States steamer Mohican.

UNITED STATES STEAMER MOHICAN,
Off Beaufort, N. C., December 31, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your General Order No. 75, directing commanding officers to make their report in relation to our attack on Fort Fisher and the adjacent earthworks, and also a copy of a communication to you from Major General Benjamin F. Butler, and in regard to some points touched upon you request an opinion.

At about 11.30 a. m. of the 24th the fleet got under way and stood in, in line of battle, towards Fort Fisher, bearing about west southwest, and some six or seven miles distant. The Mohican was kept closely in position assigned, following the leading vessel, the frigate Minnesota, and followed by the frigate Colorado, and she successively by the other vessels forming the main line.

At about 1 p. m. the Minnesota sheered in out of line and took up her position at anchor, opening at once on Fort Fisher, some twenty-one hundred yards distant. As per plan of battle, the Mohican was sheered in ahead of her, fired slowly on the fort to get a range and anchored, then opened briskly with the whole battery. The fort had opened on the Minnesota and on the Mohican previous to our anchoring. The Colorado sheered in ahead of us, letting go kedge astern, and then anchored and opened fiercely on the fort. The vessels forming the line then successively, with more or less success, took up their positions and opened.

The iron-clads, led by the New Ironsides, had anchored a few minutes preceding the Minnesota, some five or six hundred yards to the northward and westward, and were slowly getting their range when we anchored, and the outer line of vessels moved into position after the main line had anchored and opened on the Mound and several detached casemated guns.

The fire from the fort became weak as the vessels anchored and opened fire. It was soon apparent that they could not work their barbette guns without great loss of life, and the guns' crews no doubt retreated under shelter, with a few exceptions, where high traverses and favorable angles gave them great protection.

Different casemated guns, particularly those mounted in detached mounds and towards the Mound, continued to fire slowly and evidently with not much effect, nor would the position of the guns served favor an effective fire. The whole body of Fort Fisher was filled with bursting shells, and only at long intervals, if at all, was a gun fired from the main work. In the mean time, owing to the wind and the set of the tide, I found that the use of the propeller and the helm would no longer enable me to bring the broadside to

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bear, and was obliged to weigh anchor and manœuvre under steam, holding our position as nearly as possible, and avoiding interfering with the firing of the other vessels.

After exhausting all the filled 9-inch shells on board ready for use, the Mohican was withdrawn from the line at about 4.10 p. m., making signal to you of the cause, and we commenced filling shells without delay. After sunset the fleet withdrew, and the Mohican ran into line and anchored.

At about 9 a. m. of the 25th, signal was made to get under way and form line of battle. The Mohican took her position, and the fleet stood in to the attack. When nearly under fire I was directed verbally from you "not to take position until further orders." The Minnesota, the leading vessel of the main line, proceeded in and anchored, got under way, and after various attempts obtained a well-chosen position, the main line awaiting her movements. The iron-clads, having preceded during this time, were in position, firing slowly and receiving a part of the fire of Fort Fisher. After the position of the Minnesota was satisfactory, I received orders from you about noon to take position close astern of the New Ironsides, which I did without delay, firing slowly until a good range was obtained, then opened briskly on the fort. I was enabled to see, through the absence of smoke, that our fire was very effective, delivered at a short ten-second range. One of the rebel guns was seen to be dismounted by our fire. Half an hour after we had anchored the Colorado passed ahead of the Minnesota and into position, anchoring and delivering a very effective fire. The whole line soon took position and opened very heavily and evidently with great effect, driving the rebels from their guns, with a few exceptions, as those in casemates and other places sheltered and distant. The position of the Mohican enabled me to see well, as I was first at anchor within half a ship's length of the New Ironsides, and finding that anchoring impeded an effective use of the battery, I weighed, and in delivering fire drifted one or two hundred yards nearer the fort.

At 2.05 p. m. the supply of ten-second fuzes and the rifle ammunition was exhausted, and the Mohican was withdrawn from action for the purpose of obtaining more, speaking the Malvern for the purpose and obtaining none. Not being directed to go under fire again, we remained spectators near the Minnesota until about 4 p. m., when I received orders to aid in debarking troops and proceeded to execute, but instead of debarking, aided in bringing off the soldiers that had already reached the shore.

It has not been my lot to witness any operations comparable in force or in effect to the bombardment of Fort Fisher by the fleet, and I feel satisfied that any attempt to keep out of their bomb-proofs or to work their guns would have been attended with great loss of life to the rebels, and would have proven a fruitless attempt.

On the first day we delivered two hundred and seventeen (217) 9-inch shells, fifty-nine (59) one hundred-pound rifle, and eighty-nine (89) thirty-pound rifle shells. On the second day we delivered one hundred and three (103) 9-inch shells, twenty (20) one hundred-pound rifle, and twenty-five (25) thirty-pound rifle shells, making a total of five hundred and thirteen.

Our firing was effective as well as rapid, and I have to express my high appreciation of the ability and zeal of Lieutenant J. D. Marvin, the executive officer of this vessel, and of Acting Master William Burditt, whose long and varied professional experience proved useful; Acting Boatswain Josiah B. Aiken, owing to a deficiency of officers, had charge of the one-hundred-pounder rifle and served it admirably. I have to express my satisfaction at the excellent behavior of the officers and crew, and do not doubt that when the occasion arrives when they should do so, they will stand to their guns as long as enough men remain to serve them.

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In relation to the effect of the fire of the fleet on the fort, I beg leave to express my congratulations, as I did verbally on meeting you after the action. It did not require a visit to the fort to see that enormous traverses were nearly levelled as at the southeast angle. The stockade or abatis must have been much shattered, and the debris from the parapets must have filled in the ditch greatly. I feel satisfied that everything was effected that can be by powerful batteries against a sand work, and that we could and can keep the enemy in their bomb-proofs pending an advance of troops to the foot of the parapet.

The official letter of General Butler referred to states that General Weitzel advanced his skirmish line within fifty yards of the fort, while the garrison was kept in their bomb-proofs by the fire of the navy, and so closely that three or four men of the picket line ventured upon the parapet and through the sallyport of the work, is, I think, entirely confirmatory as to the effectiveness of our fire. He adds "this was done while the shells of the navy were falling about the heads of the daring men who entered the work," but appears to forget that at any given signal from an assaulting column that this fire would cease, and the enemy be found not defending the parapet, but safely stowed away in bomb-proofs.

I do not know what more could be asked of naval guns than to afford a safe approach to the foot of the parapet, with no lines of the enemy drawn up to receive our forces; beyond that, I suppose everything would depend upon the relative forces of the combatants and the vigor of the assault, and although the work might not in a military sense be much injured, I would think the likelihood of carrying the work would be greatly increased by such disposition without loss of life of the respective forces.

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

DANIEL AMMEN, *Commander.*

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

Report of Commander J. C. Beaumont, of the U. S. steamer Mackinaw.

UNITED STATES STEAMER MACKINAW,
Beaufort, N. C., December 31, 1864.

SIR: In obedience to your order of the 30th instant, I would respectfully state, in addition to my report already rendered, regarding the part taken by this vessel in the attack upon the rebel forts and batteries at New inlet, N. C., on the 24th and 25th instant, that the fire from the guns of the fleet under your command was so rapid and effective as to paralyze and render feeble and inefficient the fire of the enemy's batteries.

Feeling satisfied, from the effects of our fire, that a hearty co-operation on the part of our land forces was only necessary to the complete success of the expedition, it was with great astonishment and mortification that I learned, on the evening of the 25th instant, that they were being withdrawn.

I am happy to be able to say that on the above occasions all under my command cheerfully and zealously performed their duty.

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

J. C. BEAUMONT, *Commander.*

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

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Report of casualties on the Mackinaw.

UNITED STATES STEAMER MACKINAW,
Cape Fear River, February 27, 1865.

SIR: In obedience to orders from Rear-Admiral D. D. Porter, of the 25th instant, I respectfully inform the department that the following casualties occurred on board this vessel on the 26th December last, from the bursting of a 100-pounder Parrott rifle:

John L. Griscom, acting ensign, killed.

Joseph Heard, O. S., slightly wounded.

I have the honor to be, very respectfully, your obedient serv't,

J. C. BEAUMONT, *Commander.*

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

Report of Commander E. R. Colhoun, commanding United States iron-clad steamer Saugus.

UNITED STATES IRON-CLAD STEAMER SAUGUS,
Beaufort, N. C., December 31, 1864.

SIR: On the 25th instant, at 11.45 a. m., I anchored the Saugus in three fathoms water, within 800 yards of Fort Fisher, and opened fire. There was so little wind that the smoke prevented our seeing the effect of most of our shells. Still I had the satisfaction of seeing one gun dismounted by our fire, and also one by that of the Canonicus. My attention was so much engaged with watching our own firing on the northern portion of the fort, and for the advance of the army, in order to fire with rapidity just before the assault, that I did not observe closely the effect of the firing from the other vessels.

From the great number of shells which exploded in the fort the damage must have been very great. I saw that the enemy fired very little, and that only from three guns in Fort Fisher. I believe the fort could have been taken by assault with but little loss to the army. At 5.40 p. m. we ceased firing. We expended sixty-three shell and one shrapnell; total, sixty-four.

Very respectfully, your obedient servant,

EDWARD R COLHOUN, *Commander.*

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

Report of Commander A. C. Rhind, commanding the powder-boat.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Wilmington, December 26, 1864.

ADMIRAL: I have the honor to make the following report of the special service assigned me in connexion with your attack on the defences at New inlet.

In obedience to your order of the 23d instant, the powder-boat was taken in the night as near to Fort Fisher as possible, the distance reached being estimated by all officers present at from two hundred and fifty to three hundred yards from the beach.

Owing to the night being perfectly clear it became necessary to anchor her there to prevent discovery by the enemy and consequent frustration of the plan. Had the night been obscure, she could have reached apoint about one hundred and fifty yards nearer.

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The vessel, though having steam, was towed in and piloted by the Wilderness to a point within a short distance of her station, when the Wilderness hauled off and remained near to take off the party from the powder-boat. The arrangements and movements of the Wilderness were in charge of Lieutenant R. H. Lamson, of the Gettysburg, assisted by Mr. J. S. Bradford, of the coast survey, and Mr. Bowen, bar pilot—the local knowledge and judgment of these gentlemen being of the greatest service to me in perfecting all the arrangements and carrying out the plan successfully. The party on board the Wilderness, commanded by Acting Ensign H. Arey, shared with us whatever of risk or danger attended the enterprise.

Our arrangements being completed, we started in from the station vessel —the Kansas, Lieutenant Commanding Watmough—at about 10.30 p. m. At about 11.30 the Wilderness cast off the powder-boat and anchored, the latter steaming slowly ahead until she reached a point E. by N. ½ N. from Fort Fisher, and within three hundred yards of the beach. The wind was light off shore, and it was expected the powder-boat would tend to the tide if anchored. The anchor was accordingly let go, the fires hauled as well as possible, and the men put into the boat. Lieutenant Preston and I then proceeded to light the fuzes and fires. The latter were arranged by Second Assistant Engineer Mullan.

When all was fairly done, we observed that the vessel would not tail inshore, and therefore I let go another anchor with short scope. We then took to the boat and reached the Wilderness in safety at precisely midnight, slipped her anchor and steamed out at full speed, reaching in less than an hour a point about twelve miles distant from the powder-boat, where we hove to and run our steam down.

At precisely 1.40 a. m. the explosion took place, the shock being hardly felt, and four distinct reports heard. What result was occasioned near the vessel we can only estimate by the feeble fire of the forts next day. My opinion is that, owing to the want of confinement and insufficient fusing of the mass, much of the powder was blown away before ignition and its effect lost.

The fuzes were set, by the clocks, to one hour and a half, but the explosion did not occur till twenty-two minutes after that time had elapsed, the after part of the vessel being then enveloped in flames.

The following officers and men manned the powder-boat:

Commander A. C. Rhind; Lieutenant S. W. Preston; Second Assistant Engineer A. T. E. Mullan; Master's Mate Paul Boyden; Frank Lucas, coxswain; William Garvin, captain forecastle; Charles J. Bibber, gunner's mate; John Neil, quarter gunner; Robert Montgomery, captain after-guard; James Roberts, seaman; Charles Hawkins, seaman; Dennis Conlan, seaman; James Sullivan, ordinary seaman; William Hinnegan, second-class fireman; Charles Rice, coal-heaver.

The crew were all volunteers from my own vessel, the Agawam.

The zeal, patience and endurance of officers and men were unsurpassed, and I believe no officer could have been better supported. To Lieutenant Lamson, Mr. Bradford, and the officers and men of the Wilderness, we are indebted for the means of escape; and from the first start from Norfolk we, have received every desired assistance. The vessel was towed to Wilmington bar by the Sassacus, Lieutenant Commander J. L. Davis, who gave us at all times a cordial support. The Tacony, Lieutenant Commander Truxtun, sent us a relief crew after the gale. Both vessels furnished us a boat.

Very respectfully, your obedient servant,

A. C. RHIND, *Commander U. S. N.*

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

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Report of Lieutenant Commander William G. Temple, commanding United States steamer Pontoosuc.

UNITED STATES STEAMER PONTOOSUC,
Off New Inlet, December 28, 1864.

SIR: I have to submit the following report of the operations of this vessel in the attack upon the rebel works at the mouth of Cape Fear river, from December 24th to 27th, inclusively.

At 11 a. m. of the 24th, after some previous manœuvring, we got under way in company with the fleet and stood in (with everything ready for action) in the wake of the four iron-clads until Fort Fisher bore southwest by south, when we opened fire at 1.06 p. m. with the 100-pounder Parrott rifles, at long range, and gradually closed in towards the position occupied by the sternmost monitor, from whence the 9-inch guns became effective, at a range of about 1,500 yards. At 1.16 p. m. the enemy fired their first gun; the Ironsides having commenced the action at 12.50 p. m., which soon became general along the whole line, as the various ships came into position. After having carefully ascertained our range, the guns of this vessel were kept constantly and rapidly playing upon the enemy's works, until the fleet hauled off at about 5.30 p. m. Our firing, so far as it could be distinguished from that of other vessels, seemed to be accurate and effective, particular embrasures being selected for targets, and shells being seen to strike and explode at the points indicated. We fired during the action 120 shells from the 11-inch guns and 92 from the 100-pounder rifles. At 2.35 p. m. this vessel was struck just abaft the starboard paddle-box by an elongated (probably percussion) shell, from a 6½-inch rifled gun, which projectile passed through the side of the ship, wounding a hanging knee, and barely clearing the main condenser of the engine, through the iron bulkhead of the engine-room and the starboard steerage and mess lockers, through the berth deck, cutting a beam entirely in two, and into the paymaster's storeroom, where it exploded close to the bulkhead of the shell-room, on striking the skin of the ship, and set the vessel on fire; the fire was soon extinguished, however; not much damage was done and nobody was hurt. Several other shot struck near enough to splash the water on deck, and others passed over us, but none other hit the vessel. The lower plates of both elevating screws (new pattern) to the 100-pounders were torn loose from the rear transom, by the breaking of their bolts in the first four discharges; but they were lashed securely in place and performed very well during the rest of the action.

The gig, launch, and both cutters were badly shattered by the concussion of the 9-inch guns fired beneath them, although they were 6 feet above the muzzles; many of the 100-pounder projectiles "wabbled," and some of them "tumbled," but a more liberal use of slush upon them seemed to correct this in a great measure.

We were employed during all that night and until 10 a. m. the next day in filling and fuzing additional shells, having nearly expended all that had been prepared. At 9.30 a. m. of the 25th, we got under way with the fleet, and proceeded, in company with the Iosco and several other gunboats, off the bar, where we opened a deliberate fire at 12.55 p. m. from the 100-pounder rifles, at long range, and continued the practice until 2.30 p. m., when we were ordered to haul off and send the boats in to remove torpedoes from the channel. We expended 46 rifle shells during this day's engagement, many of which were plainly distinguished to fall within the enemy's works, and meantime the batteries on shore made some good practice at us, dropping their shots quite near, but not hitting the vessel. The boats returned at 4 p. m., and the gunboats steamed up the coast to where the troops had in the

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mean while been disembarked, and anchored for the night. At 9 p. m. we were ordered to send all boats to the beach to assist in re-embarking the troops; but on starting they were found to leak so badly as to be unserviceable, and returned.

We were employed all the next day, the 26th, in repairing the boats, and just after sunset were sent in to within about 600 yards of the beach (on the right of our troops, who, owing to the surf, had not succeeded in getting on board their vessels) for the purpose of supplying them with provisions, protecting them from the enemy, and boating them off to their transports. On anchoring, we received two messages from the army authorities, stating that the enemy were massing large forces on the right and front of our troops, and that a momentary attack was expected. As we had taken up our position after dark, and had therefore been unable to get the bearing and distance of our own troops, we remained at the guns all night without firing, waiting for the attack to commence, that we might know where to aim; but no attack was made, and no sign of an enemy seen from this vessel. At daylight of the 27th our three boats were despatched to the beach with provisions, and with the means prepared for sending them through the surf to the troops on shore; but the provisions were declined and returned, and the boats remained until noon taking the troops off to their vessels.

At 1 p. m., when the last man had been re-embarked, and the last transport was under way and standing out, we also got under way and anchored with the fleet in the offing, without having seen a single rebel soldier, although another message had been received at 10.30 a. m. that the enemy were massing for an attack.

The officers and men of this vessel behaved admirably throughout the whole four days, and performed their duties at the guns and elsewhere with most commendable coolness and precision, more particularly in view of the short time (only ten days) that they had been on board and under drill; but where all behaved so well, it would be invidious to particularize any one.

Respectfully,

WM. G. TEMPLE, *Lieutenant Commander.*

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

Report of Lieutenant Commander T. C. Harris, of the U. S. steamer Yantic.

UNITED STATES STEAMSHIP YANTIC,
Beaufort, N. C., January 2, 1865.

SIR: In obedience to General Order No. 75, I have the honor to submit the following report of the part this vessel took in the attack on Fort Fisher, New inlet, N. C., on the 24th and 25th December, 1864:

My position on the 24th was to the northward and eastward of Fort Fisher, distant about two thousand yards, and was doing good execution, when, at 3 p. m., the 100-pounder rifle burst—(having been fired, since the vessel has been in commission, but *nineteen times*)—mortally wounding the officer commanding the division, the captain of the gun, and slightly wounding four of the crew. The vessel being badly shattered, not knowing the extent of the damage, and having lost what was designed to be the most effective gun, I hauled out of fire. Having obtained additional medical assistance from the Fort Jackson, I, at 4.30 p. m., again stood in and opened fire with my only remaining effective guns—the 30-pounder rifle and 9-inch gun.

On the 25th I was assigned the duty of assisting to disembark the troops and cover the landing.

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Owing to the accident just mentioned, and my non-participation in the attack of the 25th, prevents me from giving any decided opinion as to the injury done to the fort, as a defensive work. I cannot, however, refrain from giving my testimony as to the accurate and rapid fire of the fleet; no better confirmation could be required that the navy did their work well, than the fact that the enemy, protected as they were by formidable works, could only make a very feeble reply.

At 2 o'clock p. m., on the 25th, a portion of the troops were landed amid deafening and encouraging cheers from the men-of-war and from the troops still on board the transports; cheers which were echoed by the fleet, by a fire that elicited but a feeble response from the fort. The landing of the troops was rapid when fairly commenced, and everything seemed to token that the army would soon have possession of the enemy's works; when, to the surprise and mortification of all, General Butler stopped the further disembarcation of the troops, and gave orders to re-embark those already on shore.

I congratulate you, sir, upon the brilliant share the navy took in the attack of the 24th and 25th; the work was well done. Had the army performed their part, the federal flag would now be flying over the ramparts of Fort Fisher—a fitting Christmas present to be side by side with that of the glorious and gallant Sherman.

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

T. C. HARRIS, *Lieutenant Commander.*

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

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Report of casualties on the Yantic.

UNITED STATES STEAMER YANTIC,
New Inlet, N. C., February 28, 1865.

SIR: I have the honor to forward a duplicate copy of the surgeon's report of the killed and wounded on board this vessel, December 24, 1865, from the bursting of the 100-pound Parrott rifle.

Very respectfully, your obedient servant,

T. C. HARRIS, *Lieutenant Commander.*

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

—

UNITED STATES STEAMER YANTIC,
Off Wilmington, N. C., December 24, 1864.

SIR: I have to report the following casualties on board this ship, resulting from the bursting of the 100-pounder rifle in the engagement with Fort Fisher to-day.

Mortally wounded, 2: Edward Winnemore, acting ensign, right leg blown off at the knee, and a compound comminuted fracture of the lower third of the thigh; since died. James Horton, boatswain's mate, a compound comminuted fracture of the right foot, leg, and thigh; since died.

Slightly wounded, 3: Richard G. Husted, landsman, contusion of left leg. Theodore Vannatta, ordinary seaman, face and neck burned by powder. Robert Adelton, 2d C. painter, face and neck burned by powder.

I am, very respectfully, your obedient servant,

H. K. WHEELER, *A. A. Surgeon.*

Lieutenant Commander T. C. HARRIS,
Commanding U. S. Steamer Yantic.

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Report of Lieutenant Commander John L. Davis, commanding United States steamer Sassacus.

UNITED STATES STEAMER SASSACUS,
Beaufort, N. C., December 31, 1864.

SIR: I have the honor to report that this vessel, in the actions of the 24th and 25th instant, in line of battle, in position assigned by your order, fired 123 100-pdr. Parrott shell, 10 100-pdr. shrapnell, 119 IX-inch shell, 49 20-pdr. Dahlgren shell, 12 12-pdr. Dahlgren shell, all of which were directed with care and deliberation at Fort Fisher, and the enemy's works adjacent thereto. It may not be amiss to state that the conduct of the officers and men was commendable during the two days' engagement. The fire of the ships throughout appeared to be overwhelming, the enemy not replying when our guns opened with vigor.

The impression on my mind was, that the works of the enemy were much injured, so much so that an assault, determinedly made, would result in their capture; and my astonishment was great when I heard that the army had resolved on a retrograde movement, as I considered that a corresponding effort made by the land forces would have secured the success of the combined attack of the army and navy.

I have the honor to be, very respectfully, your obedient servant,
JOHN L. DAVIS, *Lieutenant Commander.*

Rear-Admiral D. D. PORTER, U. S. N.,
Commanding N. A. Squadron.

Report of Lieutenant Commander Truxtun, commanding United States steamer Tacony.

UNITED STATES STEAMER TACONY,
Beaufort, N. C., December 30, 1864.

SIR: I have just received your General Order No. 75, directing me to report on the condition of Fort Fisher and the works near it, at the close of the late naval attack made upon it by the fleet under your command on the 24th and 25th instant, and whether it was "uninjured as a defensive work," as asserted by General Butler.

In reply, I have to state that the enemy's fire on both days was much less than I had expected. The barbette guns were completely silenced, while the casemated batteries fired but rarely. On the close of the 25th the fire of the batteries was so feeble, it seemed to me the assault by the army might have been made with every prospect of success. I was in a position commanding a clear and unobstructed view of the north face of Fort Fisher, upon which I counted nine (9) guns without a man near them, and from which I did not see a shot fired for hours. These guns commanded the sea-beach on which the troops had landed, and upon which they could plainly be seen advancing in widely separated detachments towards the fort.

Up to sundown I am quite certain no assault on the works was made by the troops. At daylight I learned to my surprise they had not only embarked, but were leaving for Hampton roads. I am unable to state the condition of the works; but I am certain the navy performed all that could have been expected of it, and that it did not receive from the army the spirited and gallant support it looked for.

Very respectfully, your obedient servant,
W. T. TRUXTUN, *Lieutenant Commander.*

Rear-Admiral D. D. PORTER, U. S. N.,
Commanding N. A. Squadron.

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Report of Lieutenant Commander Watmough, of the U. S. gunboat Kansas.

UNITED STATES GUNBOAT KANSAS,
Beaufort, N. C., December 31, 1864.

ADMIRAL: I have the honor to submit the following report of the part this vessel took in the actions of the 24th and 25th instant against Fort Fisher:

Our position was along the beach to the northward of Fort Fisher, and distant from the fort from nineteen to twenty-three hundred yards. This vessel was not struck, nor any accident incurred other than the fracture of the 100-pounder, careful and repeated impressions of the vent showing this fact.

The fleet once in position, the fire from the fort was almost entirely suppressed, even with the most deliberate and limited fire from the fleet. It was evident to all that the rapid firing from three or four of our frigates, permitted for a few minutes on the afternoon of the second day, did make it impossible for the garrison to offer the least resistance to the approach of an assaulting column. I witnessed the advance of the skirmishers' line of the land forces, in the afternoon of the second day, and estimated that they were within five hundred yards of the fort, and unmolested at that point. I have no doubt but the army could have gained a footing on the parapet at that time. Two or three explosions occurred inside of Fort Fisher, and heavy fires—probably the quarters. I think three or four guns were dismounted on the northern parapet, and from the fire of the iron-clads am certain a number must have been disabled.

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

PEND. G. WATMOUGH,
Lieutenant Commander.

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

Report of Lieutenant Commander R. Chandler, commanding United States steamer Maumée.

UNITED STATES STEAMER MAUMEE,
Beaufort, N. C., December 30, 1864.

SIR: In obedience to General Order No. 75, I have the honor to make the following report:

The position of this vessel in the line of battle on the 24th and 25th instant was favorable for observing the firing of the fleet. Many of our shells burst within the earthworks, and on both days the response was very feeble considering the number of guns mounted.

As far as I saw, only a few casemated guns on the southeast face of Fort Fisher fired, and only at intervals of from fifteen minutes to three-quarters of an hour. On the 25th, after a few rounds, nearly all the shot and shell from the iron-clads landed in the fort or parapet, and the other vessels engaged fired with accuracy and coolness, driving the enemy from their barbette guns, and plunging shot into the earthworks. I might have gone upon the parapet and gained information as to the extent of damage sustained by the fort, apparently without much danger, but as I was under the impression that the troops were sent there for that purpose, I did not make the reconnoissance, and consequently am unable to report upon the subject.

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I shall always believe that if Fort Fisher had been assaulted on the afternoon of the 25th instant by the troops under General Butler's command, it would have been taken and held with very small loss.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant Commander, Commanding.

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

Report of Lieutenant Commander G. E. Belknap, of the United States Steamship Canonicus.

UNITED STATES STEAMSHIP CANONICUS,
Beaufort, N. C., December 31, 1864.

SIR: I have the honor to submit the following report respecting the part taken by this vessel in the actions of the 24th and 25th instant, at New Inlet, near Wilmington, N. C.:

At 11.15 a. m., December 24, in obedience to general signal from the flag-ship, I got under way, and taking position in line of battle immediately astern of the New Ironsides, steamed slowly in for Fort Fisher, and at 0.40 p. m. opened fire upon that work. Keeping under way, I engaged the enemy during the afternoon, at a distance varying from 900 yards to 1,200 yards.

The enemy paid little attention to the iron-clads, directing their principal fire at the wooden ships, and in course of an hour and a half, so far as I could observe, were entirely silent

At 5.35 p. m., withdrew from action, by signal from the New Ironsides, and anchored near that ship in eight fathoms water, having expended eighty-five (85) XV-inch shells, and one (1) shrapnell.

At 9 o'clock the following morning, general signal having been made to "get under way" and "prepare for battle," weighed anchor and steamed in towards the rebel batteries, as on the preceding day, and at 10.45 a. m. began to engage the enemy.

In the course of three-quarters of an hour we had the satisfaction of dismounting two (2) guns in the eastern parapet of the fort—due to the excellent gunnery of the executive officer, Lieutenant R. S. McCook.

About 12 o'clock (noon) the other monitor, having closed up near our position, came to anchor at a distance of 800 yards from the fort. At 2.40 p. m., our ammunition had become exhausted, when I reluctantly withdrew to the rear, having fired forty-nine (49) shells and nine (9) shrapnell.

Probably no work was ever subjected to so heavy a fire before, and certainly the enemy could not and did not stand at their guns after the fleet had fairly become engaged. From the explosion and large fires which occurred inside the rebel works, there could have been no place of refuge for the garrison except in the bomb-proofs; and I am firmly of the opinion that, at any time after three o'clock p. m. on each day of attack, the fort might have been occupied and held by our land forces with very slight loss. Their failure to do so was doubtless more of a surprise to the enemy than to the fleet.

We received in all four (4) hits, one (1) on the side armor and three (3) on the smoke-stack; neither of which did any material damage.

I am happy to report no casualties on board.

The guns and turret worked beautifully, and the officers and crew displayed the greatest enthusiasm throughout both engagements. While all

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did their duty well, I cannot forbear special mention of the executive officer, Lieutenant R. S. McCook, who has been untiring in his efforts to make the ship efficient in every respect. The accuracy and comparative rapidity of our fire attest the proficiency of the guns' crews under his drill and training.

My thanks are also due to Chief Engineer D. B. Macomb, who has taken great pains to keep the engines and turret machinery in perfect condition.

Assistant Paymaster R. P. Lisle rendered good service as signal officer.

Very respectfully, your obedient servant,

GEORGE E BELKNAP,
Lieutenant Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron, Flag-ship Malvern.

Report of Lieutenant Commander A. W. Weaver, commanding United States steamer Chippewa.

UNITED STATES STEAMER CHIPPEWA,
Off New Inlet, N. C., December 31, 1864.

SIR: In obedience to General Order No. 75, I have the honor to make the following report of the part taken by this vessel in the actions with the enemy's forts at the mouth of Cape Fear river on the 24th and 25th instant:

At 11 a. m., on the 24th instant, took position in line of battle, as ordered by signal, and cleared ship for action. At 2.20 p. m. took our position as per chart plan, and at 2.35 p. m. opened fire on the enemy's batteries between Fort Fisher and the mound. Continued firing until 5.35 p. m., and when ordered to retire the enemy's works seemed to be much damaged, and at times their guns were completely silenced.

At 9.55 a. m., on the 25th instant, took our position in line of battle, as ordered by signal, and at 10.40 a. m. commenced engaging the enemy's forts. At 11 a. m., in obedience to signal, ceased firing, and sent a boat provided with grapnels over the bar to drag the channel for torpedoes.

At 4.30 p. m. stood to the northward, and at 5.30 anchored near the army transports, and sent boats to assist in landing troops.

The firing from the fleet was the best I ever witnessed. The forts seemed to be much damaged, particularly Fort Fisher; and, in my opinion, had an assault been made on that work by our land force on the evening of the second day's engagement, it could have been carried with but little opposition.

In conclusion, I have to state that every officer and man on board this vessel did his duty.

I am, very respectfully, your obedient servant,

A. W. WEAVER, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER,
Com'dg N. A. Squadron, Flag-Ship Malvern, Beaufort, N. C.

Report of Lieutenant Commander Frank M. Ramsay, commanding United States steamer Unadilla.

UNITED STATES STEAMER UNADILLA,
Beaufort, N. C., December 31, 1864.

SIR: I have the honor to acknowledge the receipt of General Order No. 75.

In the engagement of the 24th and 25th instant with Fort Fisher this vessel fired one hundred and twenty-two 11-inch shells, six 11-inch shrap-

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nell, one hundred 20-pounder shells, twenty-five 20-pounder shrapnell, and four 20-pounder shot. The firing from the vessels engaged was the most accurate that I have ever seen, and was so heavy that on the 25th the rebels did not approach the "seventeen guns protected by traverses" spoken of by General Butler.

The response from the fort was very feeble, and particularly so on the 25th. The only gun I saw fired on that day, on the northeastern face of the fort, the side on which the "seventeen guns" were, was a casemate gun, which did not bear up the beach, and it was fired very irregularly.

In my opinion, had the troops been landed early on the morning of the 25th, and any attempt been made by them to take the fort, it would have been ours before sunset. At 1 p. m. the condition of the fort was such, as well as I could judge, that it was only necessary for troops to march in and take possession.

After the ammunition of this vessel for the heavy guns had been expended, all the boats were sent to assist in landing the troops.

At 5 p. m. the boats returned, and the officers in charge of them reported to me that they had been told, by a general, to return, as he did not wish to land more troops that evening.

The last load of troops taken on shore by the launch was ordered back to the transport.

I would respectfully call your attention to that part of General Butler's communication to you in which he speaks of having captured Flag-pond Hill battery.

Flag-pond Hill battery was captured by a boat's crew from the gunboat next ahead of this vessel.

The troops were not near the battery at the time it surrendered, and had nothing whatever to do with its capture.

This vessel was close to the battery, and the whole affair was witnessed by the officers and crew, who gave three cheers as the boat's crew took possession and raised the United States flag.

I beg leave to call your attention to the enclosed statements in regard to it.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant Commander, Commanding.

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

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UNITED STATES STEAMER UNADILLA,
Beaufort Harbor, N. C., December 31, 1864.

SIR: In obedience to your request, I submit the following statement of the surrender and occupation of the small work known as Flag-pond battery, on the beach to the northward of Fort Fisher, on the afternoon of the 25th instant:

Flag-pond battery was occupied, and the American flag placed on it, by a boat's crew from one of the naval vessels, and the garrison marched out as prisoners, before the *skirmishers* in advance of General Butler's army reached it.

Very respectfully,

JOHN CULLATON,
Acting Ensign U. S. N., U. S. S. Unadilla.

Lieut. Com. F. M. RAMSAY,
Commanding United States Steamship Unadilla.

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UNITED STATES STEAMER UNADILLA,
Beaufort, N. C., December 31, 1864.

SIR: In obedience to your order, I respectfully submit the following report in regard to the capture of Flag-pond battery, between the hours of two and three p. m., December 25, 1864. While the troops were landing and forming a line of battle, I saw a white flag flying on the battery, and at the same time a boat from one of our navy steamers pulling towards the beach. The boat landed abreast of the battery. Immediately an officer, with a part of the boat's crew, with a Union flag, advanced rapidly to the battery and planted the flag on its ramparts, for which the officers and crew of this ship gave three cheers. Shortly after I saw our men with some of the prisoners marching from the battery to the boat, embark, and pull to one of our navy steamers. During the march to the boat and the embarcation the army skirmishers came up to the battery.

Respectfully submitted.

CHARLES WIEDENBEIN, *Acting Ensign.*

Respectfully forwarded to Admiral Porter.

FRANK M. RAMSAY,
Lieutenant Commander, Commanding.

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UNITED STATES STEAMER UNADILLA,
Beaufort, N. C., December 31, 1864.

SIR: In obedience to your request, I respectfully submit the following statement in reference to the capture of the Flag-pond Hill battery, so called:

Our ship, having been withdrawn from the bombardment of Fort Fisher, was, with several other gunboats, engaged in covering the landing and advance of the troops on shore. While our howitzer division were at their guns and throwing shells across the beach, I observed a movement in the battery referred to (which had hitherto shown no signs of being occupied) and immediately after a flag was raised above the battery, which was decided by our officers to be a white flag, and a signal of surrender. At that time a comparatively small number of our troops had reached the shore, and the advance guard had not left the vicinity of the landing. Some ten minutes after the raising of the flag on the battery a boat left the gunboat next ahead of us and pulled for the shore, and on arriving there the officer in charge seized the boat's ensign, ran up the beach, and waving the flag several times, planted it upon the top of the battery. Our ship's company then gave three cheers, immediately followed by three more. At that time none of the troops were within a hundred yards of the battery, although a small number had been moving in that direction while the boat was pulling to the shore. As soon as the cheering was over, the men who had occupied the battery were seen coming from the same and towards the boat. About this time the foremost of our troops came up and the assemblage became mixed.

Very respectfully, your obedient servant,

BENJAMIN F. BEE,
Acting First Assistant Engineer, U. S. N.

F. M. RAMSAY, *Lieutenant Commander, Commanding.*

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Report of Lieutenant Commander E. E. Potter, commanding United States steamer Mahopac.

UNITED STATES STEAMER MAHOPAC,
Beaufort, N. C., January 1, 1865.

SIR: In obedience to General Order No. 75, I have to make the following report:

On the 25th ultimo, at 9 a. m., I moved this vessel into line of battle, in obedience to signal from the New Ironsides, and anchored eleven hundred (1,100) yards from Fort Fisher, and three hundred (300) yards from the beach. Commenced action at 11.20 a. m. I found, after the fleet got to work, but two guns firing at us—one Whitworth, small size, and one Brooks, (120-pounder, as near as I could judge.)

During the afternoon saw a line of skirmishers advance towards the fort entirely unmolested. No other body of troops advanced nearer to the fort than an earthwork that I judged to be full one and one-half mile from the main work.

I remained at anchor until dark. My impression of the action is, that if the skirmishers had been properly supported, and the assault made, Fort Fisher would have been captured.

I would recommend to your notice Acting Assistant Paymaster Poole, who took soundings, and assisted me with signals, the only officer except myself outside of the protection of the vessel.

I am, sir, very respectfully, your obedient servant,
EDWARD E. POTTER,
Lieutenant Commander U. S. Navy.

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

Report of Lieutenant Commander M. Sicard, commanding United States steamer Seneca.

UNITED STATES STEAMER SENECA,
December 31, 1864.

ADMIRAL: I would respectfully report that, in the action of the 24th and 25th instant, this vessel was with the vessels on the extreme right that were operating with the iron-clads.

It was evident from the first half hour of the engagement that the enemy did not intend seriously to reply to the fire of the fleet. This vessel fired 122 11-inch shells and 140 20-pounder Parrott shells at the northeast face of Fort Fisher during the two days' bombardment.

Our division fired quite slowly on the second day, and as I was quite close to the fort in the afternoon, and only fired at long intervals, the enemy fired at me several times with a heavy rifle, which, however, did no damage, being evidently hurriedly pointed. This gun could have been silenced in a few minutes if the vessels had chosen to throw away shot on it; and as it was, by an occasional shot from the division, it soon ceased its fire. I refrained from firing much towards the close of the second day's work, because I expected an assault by the troops, and I wished to save my shrapnell for the purpose of covering their advance.

I was much disappointed that the army did not make an attempt on the fort. I saw the advance of a skirmish line, and of a reserve, (comprising in all about 80 men.)

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They advanced quite close to the works—within pistol-shot. After that I lost sight of them until I saw two returning along the beach with the flag of the fort, which had been shot away about an hour previously by a monitor.

At dusk, and for a short time after, there was some musketry firing between this skirmish line and the fort, but up to dark no attempt was made by any adequate body of the army to assault the fort.

It is my opinion that the fire of the fort was completely under the control of the fleet, and that we could stop it whenever we chose, as the fire by the two frigates on the afternoon of December 25th abundantly showed. In fact, the fort was silent nine-tenths of the time that we were engaging it. I am furthermore of opinion that the fort could not hold out against a combined attack of the army and navy.

I think it a good proof of the effectiveness of the fire of the fleet that though our skirmishers advanced so close to the fort, no serious fire was opened on them. Indeed, I do not know from my own observation, (and I was in a good position to see,) that they were fired on at all in this first advance; and I scarcely think that the enemy would have suffered his flag to be upon the ground so long after it was shot away, (though he must have known that we were landing troops, and that from the flag's position it was very liable to capture,) unless he had been fearful to venture out and recover it under our fire.

I am, very respectfully, your obedient servant,

MONTGOMERY SICARD,
Lieut. Commander, Commanding U. S. Steamer Seneca.

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

Report of Lieut. Commander R. H. Lamson, commanding United States steamer Gettysburg.

UNITED STATES STEAMER GETTYSBURG,
Off New Inlet, N. C., December 26, 1864.

SIR: I have the honor to submit the following report of the part taken by this vessel in the actions of the 24th and 25th of December, 1864:

At 11 a. m. on the 24th I returned on board of this vessel from the Wilderness, and carried your orders to Captains Glisson and Rolando in regard to their divisions. In the mean time the fleet was steaming in towards the forts in order of battle; at 12.55 p. m. the New Ironsides commenced the action, quickly followed by the other vessels, the forts returning the fire briskly.

Having obtained permission from Captain Rolando to move in nearer, I took a position on the port-bow of the Brooklyn, and opened fire on Fort Fisher and the Mound, keeping it up steadily till the signal to retire for the night.

At 4 55 p. m. the Osceola, on our starboard bow, was disabled, and the Gettysburg took her place till 4.55 p. m., [?] when we were called alongside the flag-ship by signal, and directed to carry orders to the vessels off Western bar, at the same time the signal was made for the fleet to retire for the night.

I proceeded to Western bar, and returning the next morning, (25th,) found the iron-clads and all the heavier vessels engaging Fort Fisher, and the other vessels covering the landing of the troops on the beach. All the available boats of these vessels were employed in landing troops.

I was directed by you to carry a message to General Butler, and to assist in landing troops. At 12 m. no troops had been landed, though many boats

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were in waiting, and it appeared to me that the most inexcusable dilatoriness was manifested in getting the troops started ashore, and I was struck with surprise that no more effort was made to hasten their landing. General Butler informed me that the steamer containing his surf-boats was at Beaufort.

Just as the first troops landed a white flag was shown from the Flag-pond battery, which was directly under the guns of the vessels, and a boat from the Santiago de Cuba landed and took possession.

During the afternoon the vessels covering the troops fired occasionally into the woods, but no enemy was visible in that direction. Towards evening I was informed that General Butler had ordered the troops to re-embark, and boats were sent to assist in bringing them off. At 8 p. m. I was ordered to go down between the iron-clads and the bar on picket duty.

On the first day the firing was very good, both the flagstaff on Fort Fisher and that on the Mound being shot away. No effort was made to replace the flag on the fort during the action. The entire interior of the fort was in dense flames, and several of the guns appeared to be dismounted, and the parapets as much injured as those of a sand fort can be by the fire of artillery.

On the second day the firing, as viewed from my position, was splendid. Scarcely a shell seemed to miss the fort, which was kept enveloped in a cloud of smoke and sand, the guns being completely silenced.

While on board General Butler's flag-ship, himself and his officers repeatedly expressed the highest admiration at the remarkable precision and the terribly destructive effect of the fire of the fleet. General Butler remarked that no fortification in the world had ever before been subjected to so terrible a fire.

From a careful observation of the fort, I do not doubt in the least but it could have been carried by the assault of two or three thousand men, under cover of the fire of the fleet. It is impossible that there could have been more troops in the fort than the bomb-proofs could contain, and the fact of four of General Butler's men getting inside and bringing out the flag of the fort shows it was but weakly guarded.

During a year's experience on this part of the coast I have scarcely seen a more favorable opportunity for landing troops on the beach.

The conduct of my officers and men, under all circumstances, has been all that I could desire.

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

R. H. LAMSON, *Lieutenant Commander.*

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

Report of Acting Volunteer Lieutenant Samuel Huse, commanding United States steamer Britannia.

UNITED STATES STEAMER BRITANNIA,
Beaufort, N. C., December 31, 1864.

SIR: In obedience to General Order No. 75, I have the honor to submit the following report of the part taken by this vessel in the late attack on Fort Fisher:

Arrived from Western bar on the evening of the 24th. On the morning of the 25th was ordered by you to report to Captain Glisson, commanding the United States steamer Santiago de Cuba, to assist in covering the landing of the troops in the vicinity of Half Moon battery. I anchored this vessel in line of battle, in four fathoms water, about two hundred and

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fifty yards from the beach, and directly opposite Flag-pond Hill battery; upon which, as I saw it was full of soldiers, I opened and continued a rapid fire with 24-pound howitzers. Just as the first boat was landed, containing troops, about three-quarters of a mile above, a white flag was displayed on Flag-pond Hill battery, upon which I ceased firing, and sent a boat in charge of Acting Ensign W. H. Bryant to take possession, which he did, planting our flag upon the work, and capturing about seventy prisoners, who were sent on board the Santiago de Cuba by boats belonging to vessels in the vicinity. Boats from this ship were employed until after midnight carrying troops.

On the 26th too much surf to bring off troops. Remained at anchor near the shore, shelling the woods all night at intervals.

At daylight on the morning of the 27th veered chain, backed in, and ran a line to shore. Boats were employed until 11.45 a. m. re-embarking troops, until every man was off the beach.

Ammunition expended: sixty-two (62) shell for 30-pounder Parrott; two hundred and twenty (220) shell for 24-pounder howitzers.

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

SAMUEL HUSE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Blockading Squadron.

Additional report of Acting Volunteer Lieutenant Samuel Huse, commanding United States steamer Britannia.

UNITED STATES STEAMER BRITANNIA,
Beaufort Harbor, N. C., January 1, 1865.

SIR: In obedience to your order, just received, I have to submit to you the following report:

Arrived in this ship off Beaufort early on the morning of December 30, 1864. I was myself too ill to go on deck, and left the control to my executive officer, Acting Master Joseph S. Cony. We had a jack flying for a pilot till we had nearly reached the bar buoy, but, as none came, Mr. Cony sent me word that, unless I objected, he would follow a tug-boat in, which he did. We had lost both our anchors, and had only a kedge lashed to some broken pieces with which to bring up. Mr. Cony says that, after passing Fort Macon, he saw no berth sufficiently clear to enable him to bring up, with the light ground tackle we had, without danger of fouling some other ship; and he got her head to wind and tide, and tried to shoot across and anchor about abeam of the Iosco, but not succeeding, steamed down past the storeships, and putting the helm hard a-starboard, ran across, outside all the iron-clads, intending to anchor close to one of the coal schooners east of them, but, owing to the strength of the tide and wind, and the slowness with which this ship turns off the wind, got aground on this shoal in the act of turning.

Every exertion was instantly made to get the ship off. A line was run to the nearest vessel, and I myself went for a tug, which came to our assistance, but not in time to get us off before high water.

Mr. Cony brought this ship in without a pilot because he knew I had urgent orders from the senior officer off Western bar to return with all

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despatch, and he hoped to save a day by coming in when he did; and as he had gone in and out before without a pilot, apprehended no trouble. I deem it due to him to state that I have found him a zealous and efficient officer, devoted to his duty and the public interest.

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

SAMUEL HUSE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding N. A. B. Squadron.

Report of Acting Volunteer Lieutenant J. MacDiarmid, commanding United States steamer Governor Buckingham.

UNITED STATES STEAMER GOVERNOR BUCKINGHAM,
Beaufort, N. C., January 1, 1865.

SIR: I have the honor to submit the following report of the operations of this vessel in the late attack on Fort Fisher and the neighboring batteries:

At 1.20 p. m., 24th instant, signal was made from the Keystone State to attack the Mound and batteries. At 1.30 p. m. took a position between the United States steamers Quaker City and Monticello, opened fire on the fort and Mound, firing with good effect. At 5.30 ceased firing, in obedience to signal from flag-ship. Stood off shore and anchored.

At 9.10 a. m., 25th instant, followed the United States steamer Santiago de Cuba in the direction of the Half Moon battery. At 10.20 a. m. opened fire on the Half Moon battery; received no response; standing slowly to southward. At 11 a. m., in obedience to an order from Captain O. S. Glisson, anchored abreast of Flag-pond battery; could see that there were men in it; opened a heavy fire on it from five rifled guns. At 11 a. m. sent the launch and second cutter to the Santiago de Cuba.

Transports coming in slowly; at 3 p. m. sent the gig, in charge of Acting Paymaster Lynford Lardner, to assist in landing the troops. At 2.40 p. m. a white flag was shown from the battery on Flag-pond Hill; the troops at the time were pulling for the shore; an army launch was training a howitzer on it; I hailed them not to fire. Boats were pulling rapidly for the shore from the Britannia, Howquah, Santiago de Cuba, and other vessels. An ensign from the Britannia was first on the beach; he ran up to the battery, planted the United States flag, and received the surrender of the forces in the battery. About 5 p. m. orders were given from an army tug not to land any more troops; boats returned to the ship. Shortly after dark received orders to send all of my available boats to assist in re-embarking the troops; immediately despatched the launch and second cutter; the boats returned at midnight to the ship, the surf being too heavy for them. Anchored through the night in four fathoms water, in a good position to cover our troops in the event of their being attacked.

During the 26th instant surf too heavy for our boats; firing an occasional shot in the direction of where the rebel troops were supposed to be. At 4 p. m. received a request from Brigadier General Curtis, through Lieutenant DeKay, of Major General Butler's staff, to fire over the woods, as the enemy were massed in his front and both flanks. Communicated with Commander J. C. Howell, commanding United States steamer Nereus. He ordered me to move further to the southward and protect the left flank of the army. Hove up anchor; stood about half a mile to the southward; anchored and commenced firing slowly. Throughout the night fired a gun every fifteen minutes just to the left of our troops on shore. At 8 a. m., 27th instant, de-

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spatched the launch and second cutter to assist in bringing the troops off from the beach. At noon they returned to the vessel, all the troops having been got off. At 1 p. m. stood off shore.

I am of the opinion that had the troops on shore been properly supported they would have got into the fort.

Very respectfully, your obedient servant,

JOHN MacDIARMID,
Acting Volunteer Lieutenant, Commanding.

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

UNITED STATES STEAMER GOVERNOR BUCKINGHAM,
Beaufort, N. C., January 2, 1865.

SIR: I have the honor herewith to enclose the reports of Acting Master's Mates F. H. Poole and William W. Hunter, who were in charge of boats from this ship engaged in landing and re-embarking troops.

Also, report in relation to Henry Driesback, coal-heaver.

Very respectfully, your obedient servant,

JOHN MacDIARMID,
Acting Volunteer Lieutenant, Commanding.

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

UNITED STATES STEAMER GOVERNOR BUCKINGHAM,
Beaufort, N. C., December 29, 1864.

SIR: In obedience to your orders, was in charge of the second cutter of this vessel, engaged in taking off troops from shore to army transports on the 25th and 27th instant; had in my boat different army officers who freely gave me their opinion that Fort Fisher could have been easily taken on the 25th instant, and they very deeply regretted that they were ordered to re-embark without assaulting. I recollect one officer in particular saying that ten of his men lay under the embrasures all night, and that it could have been carried very easily.

Very respectfully, your obedient servant,

FRANCIS H. POOLE,
Acting Master's Mate, United States Navy.

Acting Volunteer Lieut. JOHN MacDIARMID,
Commanding U. S. Steamer Governor Buckingham.

UNITED STATES STEAMER GOVERNOR BUCKINGHAM,
Beaufort, N. C., December 29, 1864.

SIR: In obedience to your orders, I was in charge of the first cutter of this vessel, on the 25th and 27th instant, engaged in taking off troops from shore to the army transports; was in conversation with army officers who had been down on a reconnoissance to Fort Fisher; they told me that they fully believed that the fort could have been carried by assault by the troops that were on shore on the 25th instant, and they felt very much surprised, as

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well as deeply mortified, at being ordered to re-embark without making the assault. I also heard great dissatisfaction with officers and men at their being withdrawn from what they all considered an easy victory already within their grasp.

Very respectfully, your obedient servant,

WILLIAM W. HUNTER,
Acting Master's Mate, United States Navy.

Acting Volunteer Lieut. JOHN MACDIARMID,
Commanding U. S. Steamer Governor Buckingham.

Report of Acting Master S. P. Crafts, commanding United States steamer Little Ada.

UNITED STATES STEAMER LITTLE ADA,
Beaufort, December 31, 1864.

SIR: In obedience to General Order No. 75, I have the honor to report, that, with the exception of about two and one-half hours of active participation, I was passing along the entire line of ships, either following your motions or carrying your orders. I consider the fort as having been practically silenced on both the 24th and 25th instant, and felt then, as I do now, that there would have been no serious difficulty in carrying the works by a vigorous assault. If so few of their guns were disabled, I cannot see why they did not work them, as they might have done, after our fire slackened, and while there were plenty of vessels within range. The almost complete silence of the guns on the northeastern face of the fort induced me to think that they were disabled or were "Quakers." I should have supposed that a soldier would have felt himself bound, by every consideration of honor and patriotism, to attempt those works by assault. But I am not a soldier, and do not, perhaps, know what is discreet and what is not; but under similar circumstances, I should like to be one of a thousand "blue jackets," to show what sailors can do, and what soldiers might have done.

Very respectfully, your obedient servant,

S. P. CRAFTS,
Acting Master, Commanding U. S. S. Little Ada.

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

Report of Acting Master J. H. Porter, commanding United States steamer Nansemond.

UNITED STATES STEAMER NANSEMOND,
Beaufort Harbor, N. C., December 31, 1864.

SIR: I have the honor to acknowledge the receipt of General Order No. 75. During the engagement of the fleet with Fort Fisher and other works, on the 24th and 25th instant, this vessel was employed in carrying orders and despatches along the whole line of ships, and, from my own observation, I should judge that Fort Fisher was much injured, a part of the guns dismounted, and nearly all silenced by the rapidity of our fire. I think the fort might easily have been taken by assault on the night of the 25th.

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

J. H. PORTER,
Acting Master Commanding.

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

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Report of Acting Ensign B. Wood, commanding pro tem. United States steamer Tristam Shandy.

UNITED STATES STEAMER TRISTAM SHANDY,
Beaufort, N. C., December 30, 1864.

SIR: In compliance with General Order No. 75, I have the honor to make the following report:

At 8.55 a. m. of the 24th December, 1864, I reported this vessel, as ordered, to the commanding officer of the United States steamer Keystone State for assignment of my position during the engagement. At 3.10 p. m., about two hours after the firing became general from the iron-clads, the larger vessels and the forts, I took position and opened fire upon the Mound battery, continuing until general signals were made from your flag-ship to retire.

Our firing was good, most of our shot striking the battery and many exploding right on the top of it. The other vessels engaging the same battery also made excellent firing, and much damage must have been done to it.

On the morning of the 25th of December, 1864, I received orders from you to report to the commanding officer of the United States steamer Santiago de Cuba, which I did, and was assigned a position to the eastward and near the United States steamer A. D. Vance. Taking that position, I opened on the Flag-pond battery, to the eastward of Battery Anderson about three miles. Our fire was returned briskly from a heavy gun mounted on this, and a battery of Whitworth guns on the enemy's line of intrenchments, the shot falling very thickly near and around us. At 1 p. m., my ammunition being expended, I withdrew and steamed down for the Santiago de Cuba, which vessel was moored nearly abreast of Battery Anderson. While my boat was on board the Santiago de Cuba a white flag was hoisted on Battery Anderson, and I immediately sent the second cutter with Acting Master's Mate Robert Clifford on shore. He was the first on the beach, and when Battery Anderson surrendered it was to the navy, and the prisoners were taken by the navy, the United States steamer Britannia having taken position in the early part of the day and kept up a rapid fire upon it.

From this vessel Fort Fisher could plainly be seen, and the impression of every officer (and the subject was freely discussed) was that it could not but surrender. It appeared to be in a very battered condition, several of the casemates being entirely destroyed, and we had not a doubt but that it would fall an easy prey to an assault by the troops landed for that purpose. I had no idea that it could possibly be defended much longer. The number and names of the prisoners and the number of rifles captured by this vessel have been already reported to you.

It is but justice for me to state that the conduct of all of the officers and men attached to this vessel during the action was deserving of all praise.

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

BENJAMIN WOOD,
Acting Ensign, Commanding pro tem.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron, Flag-Ship Malvern.

Additional report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off New Inlet, December 27, 1864.

SIR: My despatch of yesterday will give you an account of our operations, but will scarcely give you an idea of my disappointment at the conduct of

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the army authorities in not attempting to take possession of the forts which had been so completely silenced by our guns; they were so blown up, burst up, and torn up, that the people inside had no intention of fighting any longer. Had the army made a show of surrounding it, it would have been ours; but nothing of the kind was done.

The men landed, reconnoitred, and hearing that the enemy were massing troops somewhere, the order was given to re-embark.

They went away as soon as the majority of the troops were on the transports, and it coming on to blow rather fresh, about 700 were left on shore. They have been there ever since, without food or water, having landed with only twenty-four hours' rations. I opened communication with them this morning and supplied them with provisions.

To show that the rebels have no force here, these men have been on shore two days without being molested. I am now getting them off, and it has taken half the squadron (with the loss of many boats in the surf) to assist.

I can't conceive what the army expected when they came here; it certainly did not need seven thousand men to garrison Fort Fisher—it only requires one thousand to garrison all these forts, which are entirely under the guns of Fort Fisher; that taken, the river is open. Could I have found a channel to be relied on in time, I would have put the small vessels in, even if I had got a dozen of them sunk; but the channel we did find was only wide enough for one vessel at right angles, and we were not certain of the soundings. There never was a fort that invited soldiers to walk in and take possession more plainly than Fort Fisher; and an officer got on the parapet even, saw no one inside, and brought away the flag we had cut down.

A soldier goes inside, through the sallyport, meets in the fort, coming out of a bomb-proof, an orderly on horseback, shoots the orderly, searches his body, and brings away with him the horse and communication the orderly was bearing to send up field-pieces.

Another soldier goes in the fort and brings out a mule that was stowed away; and another soldier, who went inside while our shells were falling, shot his musket into a bomb-proof, where he saw some rebels assembled together; he was not molested. Ten soldiers, who went around the fort, were wounded by our shells. All the men wanted was the order to go in; but because every gun was not dismounted by our fire, it was thought that the fort "was not injured as a defensive work," and that it would be to lose men to attack it. It was considered rash to attack the works with wooden ships, and even the officers who have been on the bar a long time (and witnessed the building of the works) thought that half the ships would be destroyed; and it was said that the only hope we could have of silencing the batteries was in case the powder-vessel did the damage expected.

We silenced the guns in one hour's time and had not one man killed, (that I have heard of,) except by the bursting of our own guns, in the entire fleet.

We have shown the weakness of this work. It can be taken at any moment, in one hour's time, if the right man is sent with the troops. They should be sent here to *stay*—to land with a month's provisions, intrenching tools, guns, and Cohorn mortars. Ten thousand men will hold the whole country. The rebels have been able to send here, all told, about 4,000 men; seventy-five of them that were sent here to observe us gave themselves up to the navy. Two hundred and eighteen men sent on the same duty gave themselves up to our reconnoitring party, and this would have been the case all the way through.

I know what they would do, and I shall send and ask him to let some of his troops come and locate themselves in Fort Fisher. If I can't do better, I will land the sailors, and try if we can't have full credit for what we do.

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I trust, sir, you will not think of stopping at this, nor of relaxing your endeavors to obtain the right kind of troops for the business, the right number, and the proper means of taking the place, even if we fail in an assault. Every attack we make we will improve in firing, and if the weather would permit I could level the works in a week's firing, strong as they are; but there is only one day in six that a vessel can anchor so close. We had a most beautiful time, and the weather for the attack was just what we wanted.

If General Hancock, with 10,000 men, was sent down here, we could walk into the fort.

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

DAVID D. PORTER, *Rear-Admiral.*

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

Effect of the explosion of the powder-boat.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off New Inlet, December 28, 1864.

SIR: I am enabled, from information gained from prisoners, to tell you what effect the explosion had on the rebels in and about Fort Fisher. It was entirely unexpected, and the troops were mostly asleep at the time. It created a perfect panic, stunned and disabled the men, so that they refused to fight, notwithstanding all the efforts of their officers, and the severe bombardment that followed so completely demoralized them that 200 men could have gone into and taken possession of the works.

No injury was done to the forts that I can hear of, nor were any of the wooden huts about half a mile off thrown down; but on looking at the massive structures built of sand-bags it could scarcely be expected to move them by such a process; that can only be done by continual hammering with shot and shell.

As far as this squadron is concerned, the forts can be silenced at any moment, and taken possession of by a well-organized land force.

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

DAVID D. PORTER, *Rear-Admiral.*

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

Feeling in the army in regard to the failure of the land forces.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off New Inlet, December 28, 1864.

SIR: To show the feeling in the army, I enclose statements of some of the officers of the Nereus in relation to the giving up of the expedition on the part of the land forces.

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. STEAMER NEREUS, *December* 27, 1864.

SIR: A wounded colonel, whom I brought off from shore in one of my boats, expressed great dissatisfaction at having been ordered off, saying that he was convinced that if permitted to go on, the land forces would have undoubtedly captured the fort.

WILLIAM RUSHMORE, *Acting Master's Mate.*

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U. S. STEAMER NEREUS,
Off New Inlet, December 27, 1864.

SIR: While ashore, assisting in embarking the men under the command of Brigadier General Curtis, U. S. A., I heard that officer remark, that had he been properly supported and timely re-enforced Fort Fisher would have been in our possession on the night of the 25th instant.

The remark and the fact was one of universal comment by army officers ashore.

Very respectfully,

GEORGE M. SMITH, *Acting Ensign.*

Commander J. C. HOWELL,
Com'dg U. S. Steamer Nereus.

—

U. S. STEAMER NEREUS, *December* 26, 1864.

SIR: While on shore, assisting General Curtis to re-embark his command, General Curtis told me that he could have taken Fort Fisher if he had been supported by the other troops. Also, I was informed the same by several other officers of his command. General Curtis was near enough to Fort Fisher to capture the rebel flag on it; also a horse.

EDWARD L. HAINES,
Acting Master, U. S. N.

—

SIR: While ashore, on Federal Point, New Inlet, North Carolina, assisting Brigadier General Curtis, U. S. A., to re-embark his command, I was informed by him that he was near enough to Fort Fisher to capture a rebel flag and a horse, and that if he had been re-enforced when he requested he could have captured Fort Fisher.

This statement was also made by other officers of his command.

Respectfully, &c.,

EDWARD L. HAINES,
Acting Master, U. S. N.

Commander J. C. HOWELL,
Comd'g U. S. Steamer Nereus.

Additional Report of Commander J. C. Howell.—Capture of Flag-pond Battery.

U. S. STEAMER NEREUS,
Off Wilmington, December 27, 1864.

ADMIRAL: At 12.40 p. m., in obedience to your verbal order, I anchored off Flag-pond battery, mooring head and stern in 4½ fathoms water. Immediately opened fire upon the battery. No response was made by those inside; and at 2.15 p. m. a white flag was waved, and the soldiers inside the fort showed themselves. A boat was immediately sent from one of the small

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gunboats, the American flag planted on the fort, and the surrender of the command received by a naval officer. Some sixty-five or seventy men, a captain and lieutenant were captured. The Santiago de Cuba and Nereus sent boats, and, by the order of Captain Glisson, the prisoners were transferred to the Santiago de Cuba.

Respectfully, admiral, your obedient servant,

J. C. HOWELL, *Commander*.

Rear-Admiral D. D. PORTER, *&c., &c., &c.*

List of the vessels, &c., that participated in the attack upon Fort Fisher.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Beaufort, N. C., December 31, 1864.

SIR: In my accounts of the actions of the 24th and 25th instant against Fort Fisher, I omitted mentioning the names of the commanders of the different vessels, with the exception of one or two; this might look like an invidious distinction which was not intended, by any means; and though the name of each commander is well known to the public, I desire to correct the omission, that history may give credit to those engaged in these actions.

The following are the names of all the vessels engaged with the forts, and the names of their commanders. Having so well performed their part in reducing these formidable works to a condition where they could be easily taken possession of, they are entitled to all the credit they have so well earned:

Minnesota, Commander Joseph Lanman; Mohican, Commander D. Ammen; Colorado, Commander H. K. Thatcher; Tuscarora, Commander J. M. Frailey; Wabash, Captain M. Smith; Susquehanna, Commodore S. W. Godon; Brooklyn, Captain James Alden; Powhatan, Commodore J. F. Schenck; Juniata, Captain W. R. Taylor; Kansas, Lieutenant Commander P. G. Watmough; Yantic, Lieutenant Commander T. C. Harris; Maumee, Lieutenant Commander R. Chandler; Mackinaw, Commander J. C. Beaumont; Ticonderoga, Captain C. Steedman; Pawtuxet, Commander J. H. Spotts; Shenandoah, Captain D. B. Ridgely; Seneca, Lieutenant Commander M. Sicard; New Ironsides, Commodore William Radford; Monadnock, Commander E. G. Parrott; Canonicus, Lieutenant Commander George E. Belknap; Mahopac, Lieutenant Commander E. E. Potter; Saugus, Commander E. R. Colhoun; Nyack, Lieutenant Commander L. H. Newman; Unadilla, Lieutenant Commander F. M. Ramsay; Huron, Lieutenant Commander T. O. Selfridge; Pequot, Lieutenant Commander D. L. Braine; Pontoosuc, Lieutenant Commander Wm. G. Temple; Nereus, Commander J. C. Howell; Vanderbilt, Captain C. W. Pickering; Fort Jackson, Captain B. F. Sands; Santiago de Cuba, Captain O. S. Glisson; Tacony, Lieutenant Commander W. T. Truxtun; Osceola, Commander J. M. B. Clitz; Chippewa, Lieutenant Commander A. W. Weaver; Sassacus, Lieutenant Commander J. L. Davis; Maratanza, Lieutenant Commander G. W. Young; Rhode Island, Commander S. D. Trenchard; Mount Vernon, Acting Volunteer Lieutenant James Trathen; Britannia, Acting Volunteer Lieutenant Samuel Huse; Quaker City, Commander W. F. Spicer; Iosco, Commander John Guest; Howquah, Acting Volunteer Lieutenant J. W. Balch; Wilderness, Acting Master H. Arey; Cherokee, Acting Volunteer Lieutenant W. E. Dennison; A. D. Vance, Lieutenant Commander J. H. Upshur; Moccasin, Acting Ensign James Brown; Gettysburg, Lieutenant R. H. Lamson; Alabama, Acting Volunteer Lieutenant Frank Smith; Keystone State, Commander H. Rolando; Nansemond, Acting Master John H. Porter; Emma, Acting Volunteer Lieutenant T. C. Dunn; Tristam Shandy, Acting Ensign Ben. Wood; Governor

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Buckingham, Acting Volunteer Lieutenant J. McDiarmid; Little Ada, Acting Master S. P. Crafts.

I should have mentioned that the Saugus, Commander Colhoun, was not in the first day's fight; she arrived from Hampton roads the morning of the 25th, just in time to take her place with the other monitors, and anchored within eight hundred yards of Fort Fisher; though there was no response of any consequence from the fort, she did good service in knocking away traverses, &c., and only fired slowly until the army should come up. At no time during this day's work did any of the vessels open all their batteries; the order was to "fight only one division of guns from each vessel;" some vessels only fired one shot or shell per minute, holding on for the moment when it was expected the troops would approach and enter, for that would have been the result. I cannot conceal my dissatisfaction, nor can the officers under my command, at the turn things have taken. My first despatch to the department will show you how sanguine I was that the works would be ours before sunset if the troops came up. I supposed that the assaulting was a matter of course, knowing that as soon as the troops landed and surrounded the works in the rear, the white flag would be hung out; but reports of large armies coming up to the relief of the rebels changed all the general's plans, if he ever had any. To show how absurd such apprehensions were, every rebel soldier seen gave themselves up the moment our troops were ashore, when they had nothing to fear from their own people; this would have been the case all the way through, had the troops all landed.

General Butler mentions in his letter to me that he had captured Flag-pond battery with 65 men, and Half Moon battery with 218 men and seven officers. This is making capital out of very small material. Flag-pond battery was some loose sand thrown up, behind which the rebels used to lie with field-pieces and fire at our blockaders when they chased runners ashore. It doesn't deserve the name of a work. Sixty-five or seventy rebels in it came forward and delivered themselves up to the navy and were taken on board the Santiago de Cuba. The men in Half Moon battery (which is no work at all, and exactly like the other) came forward and delivered themselves up to the army. They could easily have escaped, had they desired to do so. There were no guns in these temporary works, and no protection in the rear. The country will scarcely be cajoled, as it has been a hundred times this war, by announcement of captures having no foundation whatever.

* * * * * * * *

We all know very well that a fort on shore, unless attacked by troops at the same time ships are bombarding, will always hold out against the ships; that is, the enemy will leave the works, (and let the ships fire away,) and enter again when the ships have gone. We know from the history of this war, that in no case have we failed to take a fortification where the troops did their share of the work; and this is what the troops under the command of General Butler failed to do.

The brave fellows who showed the way into the works, brought off horses, mules, and flags, should have their names chronicled far and near. Had the same spirit been felt in other quarters, Christmas would have been a happier day than usual with the nation. There was evidently a misapprehension on the part of the military leader that we could not cover and protect troops on shore.

This fleet demonstrated its ability to hold on at anchor in deep water and twenty miles from shore, through a heavy gale from the southward—all gales from this direction, however, never blowing home or blowing less as the shore is approached. The only gales to be dreaded here are the northeasters, and then the vessels would lie along the shore with their broadsides bearing on the beach.

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This fleet would drive off an army of 300,000 men, intrenched or attacking, on such a level field as that where our troops landed.

Seven hundred men were left on the beach by General Butler when he departed for Fortress Monroe, and we had no difficulty in protecting them from the rebel army said to be in the background, which was a very small army, after all. General Bragg must have been very agreeably disappointed when he saw our troops going away without firing a shot, and to see an expedition costing millions of dollars given up when the hollowness of the rebel shell was about to be exposed.

All through this war we have lost chances, never to be recovered, owing to the timidity of commanders, and their hesitating to attack what offers itself the most easy of conquest.

The report of an army coming up (which army never existed) changes the whole plan of a campaign, when, in my opinion, it would be better to face the army of the enemy and see what stuff they are made of.

Here was our fleet of six hundred guns, commanding a peninsula two miles wide only, and able to cover, for miles, any number of troops we might land. I call this a dead failure. There is no use in mincing matters, for, though the navy did all that was expected of it, or could do, we gained no results. We will only have the satisfaction of knowing that the naval part was well and handsomely done, and that we will do it again the first opportunity.

It is now blowing heavy from the southwest, and the larger vessels are riding it out nicely outside. This is the only wind we care for on this coast. In all the other gales we can find a lee.

If you, sir, have no intention of making any change in the number of vessels in this squadron, I would respectfully say let us work this matter through; at least defer any changes until I say that we have given up taking the forts.

The rebels will, no doubt, claim a victory. A failure is half a victory. They foreshadowed the failure in their papers, and stated what would be the cause; which came true.

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

DAVID D. PORTER, *Rear-Admiral.*

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

Despatch of Rear-Admiral D. D. Porter transmitting letter of Lieutenant Commander W. G. Temple.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Beaufort, N. C., January 7, 1865.

SIR: I have the honor to enclose you a letter received from Lieutenant Commander Temple, containing interesting matter relating to Fort Fisher. It is important as a matter of history, and tells the whole story.

I am, sir, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

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

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Letter of Lieut. Commander W. G. Temple.

UNITED STATES STEAMER PONTOOSUC,
Off New Inlet, January 2, 1865.

SIR: It may be of assistance to you to receive (together with the six rebel deserters mentioned in my letter of this date) the following memorandum of information elicited from one of their number, Corporal Thomas Lawler, of the marines.

He says he was stationed, both during and since the bombardment, in naval battery Buchanan, commanded by Lieutenant Chapman, and situated near the Mound; that there were between five and six hundred men in the forts on the two days of the attack, and no troops in Wilmington or its vicinity to re-enforce them; that the fire from the fleet was so fierce as to drive the rebels from their guns and into the bomb-proofs throughout the greater portion of their works soon after the commencement of the action; that two of their Brooke guns burst, killing and wounding some twenty-five men; that we dismounted eight of their guns, besides destroying several of their carriages, killing thirteen men and wounding about thirty; that General Whiting supposed the boats which were sent into the bar on the 25th to be a storming party of seamen, to which he would have been obliged to surrender; that the subsequent rapid bombardment at sunset of the same day was so terrific, that when our troops appeared in front of the fort immediately afterward, the garrison only waited their assault to surrender without resistance; that they could not imagine why the attack had been abandoned; that matters remained in the same condition on the morning of the 26th, and throughout that day; that we could easily have possessed ourselves of the forts until late in the afternoon, when General Bragg arrived at Wilmington with six thousand men from Lee's army at Richmond; that, finding our troops re-embarking, Bragg decided not to molest us, and sent the six thousand men on to Charleston to re-enforce General Hardee; that General Whiting retains only his original garrison, with whom he is busily engaged in repairing damages, and getting down four other guns (being all that he can get hold of) from Wilmington, to replace those that were disabled; that the works are stronger against an assault on the land side than on the sea front, and that there are no obstructions in the channel, other than some dozen or fifteen torpedoes, a portion of which were put down a week ago. He further states that William F. Lynch is acting as admiral of the station, and lives at Smithville; that Robert F. Pinckney is acting as commodore of the station afloat, having only a small tug, without any considerable armament under his command; that the iron-clad ram, formerly in the river, got aground and burst open, and was dismantled of her engines and armor; and that the Tallahassee put to sea on the night of the 22d or 23d of December, with from six to eight hundred bales of cotton on board, by way of the western bar, with a view to bring back a cargo of hard coal, sufficient to enable not only herself, but the Chickamauga also, to put to sea on another privateering expedition. He assigns as a reason for his desertion a long-continued and growing discontent with his officers, his treatment and fare, and the cause for which he has been fighting.

Respectfully, WILLIAM G. TEMPLE,
Lieutenant Commander.

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

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Letter of Rear-Admiral D. D. Porter relative to the alleged unnecessary delay in the attack.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Beaufort, N. C., January 9, 1865.

SIR: I understand that there is now an attempt being made to create an impression that I delayed much longer than necessary, and could have attacked on the 18th as well as the 24th. I don't see what that has to do with the question under discussion. We went down to silence the batteries, demoralize the men in the forts, so that the army could easily assault the works. It would be a matter of no consequence whether this was done on the 18th or the 25th, as long as we did our share of the work effectively, which, I believe, no one denies. If the army after landing on the 25th would not undertake the assault, they would not have done so on the 18th. The delay, if any, gave them 1,000 men more, a large steamer and another transport under General Ames having come in on that day.

When General Butler was about to start from Fortress Monroe, (having embarked his men in a storm, when I told him he could not possibly leave for three days,) I requested him to wait a day after I sailed, as my vessels were slow, and I would have to fill up the powder vessel; but finding that the monitors were going, he started off for the rendezvous he had established himself, showed himself and some of the transports to the enemy, was fired at by the forts, and revealed our whole design.

Now for the log-book. On the 16th December wind was south, with a swell rolling on the beach so that no boat could land. One hour only during the day was there a northwest breeze; on the 17th wind southwest, a heavy sea rolling in on the beach; 18th, wind east and northeast, east-northeast, east by west, blowing right on the beach; no boat could land; 19th, wind fresh, east-southeast and southwest, with a swell setting on the beach; 20th, for a little while wind west-northwest, but shifted to east-northeast, blowing fresh, heavy breakers on the beach; 21st, a gale coming on from the south and east, which ended by blowing heavy from south and west, heavy breakers on beach; 22d, wind shifted to west, all the transports out of sight; gone to make a harbor at Beaufort; at midnight wind off the land, but heavy breakers on the beach and all over the bar, heavy swell from seaward; steamed in under the land; 23d, wind north-northwest and beach comparatively smooth; steamed in and reconnoitred; still too much sea for a boat to land without capsizing; met General Butler's despatch boat at 5.30 p. m.; sent word to General Butler that the time was so fair that I would blow up the boat at midnight and attack in the morning. We were sixty-nine miles from Beaufort; the captain said his boat could make fourteen miles per hour; this would give him five hours to go to Beaufort, which would put him there at eleven o'clock p. m. General Butler leaving with the transports at six o'clock in the morning, could have reached the bar at one o'clock, allowing him to make nine miles an hour, which all his transports could do. We did not attack until twelve, and General Butler only came in with his own vessel and two or three transports at sunset. He saw the fort silenced, defeated, as far as the navy was concerned, and no doubt could be left on his mind about our ability to do the same the next day. It was the preliminary attack to test the strength of the works.

The programme was made, the troops landed, and without the faintest sign of an assault beyond what was done by one or two gallant soldiers. The army commanders concluded that the work was "substantially uninjured as a defensive work." The letter of Lieutenant Commander Temple, and the testimony of deserters, prove that the works would have been ours had the troops been allowed to assault, as they desired. What matters it, then,

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whether we attacked on the 18th or 24th? the result would have been the same. General Butler left Fortress Monroe with his troops in transports that could not lie at anchor in rough weather, that was ridden out by our monitors, tugs, and small side-wheel boats; the powder-boat Louisiana hanging to the stern of another vessel. General Butler having left the ground with his vessels, where my lightest vessels held on, was not on the ground to take advantage of the first day's good weather, though that had nothing to do with the matter, as he did not do anything when the landing did take place; so what matters it when it was done?

General Butler, with all his soldier-like qualities, could scarcely be considered as good a judge of weather and the proper time of landing as myself, and as a sensible person would not venture to put his opinion in opposition to mine, even backed by some old sailor on his flag-ship.

I do not ascribe to him, therefore, the excuse made for not taking Fort Fisher, when we had opened its gate for him; I attribute the report "that we had wasted time" to some of the junior members of the staff, who are not as good seamen as the general. At all events, if we lost any time in the beginning, we made up for it when we went to work; but allowing that we lost time, that the beach was as smooth as paper, it doesn't account for not taking Fort Fisher when the works were battered and burnt to that degree that there appeared no life within the walls.

The military part of the expedition was got up in a most unmilitary manner; the troops were placed in inferior transports that could not condense water, and had a short allowance only on hand; the troops had four days' cooked rations, (which were eaten up while lying in the storm at Hampton roads,) and ten days' other rations; there were no intrenching tools of any kind, no siege guns; the whole proceeding indicated that the general depended on the navy silencing the works, and he walking in and taking possession. No allowance was made for contingencies, for bad weather, or for delays after getting on shore; the powder-boat when it exploded was to have done the whole thing; the walls of a strong sand fort were to have been blown down, and the rebels all be discomfited. I thought a good deal would be done by the explosion, but still I laid in a double allowance of shell and shot, and did not depend on a doubtful experiment. Starting as that expedition did, was not the way to make war; and landing troops who were full of enthusiasm, and then embarking them again when they were eager to seize the trophy laid at their feet, was not the way to improve the morale of the army.

No matter what might be the delay on my part, (and there was none,) the general failed to take advantage of the opportunity I gave him to take the fort, when a large portion of the troops were landed and stood within one hundred and fifty feet of the works, unmolested, some few of them going on the parapet. No musketry or grape-shot were fired at him during the day; a few muskets, "about twenty," were fired after nightfall by the alarmed rebels, and one or two guns, but the Ironsides opened her broadside, and the firing ceased immediately. Ten of the pickets were left by forgetfulness near the forts after nightfall, and they saw quite a number of men leave the works and embark in boats, which was the garrison leaving to prevent capture. Until late in the day on the 26th the forts lay at our mercy, and if the men had not been brought off, the rebels would have surrendered when they marched up and the navy opened fire. All the reasoning in the world will not make this affair appear in a better light. I have no doubt that had the army been obliged to assault the works alone, without the fire of the navy, they would have been well handled; but as matters stood, we have every proof that the fort was ours.

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It is useless, then, to excuse a military blunder by trying to make out that the navy was behind time.

The ships lay two months at Hampton roads, waiting for the army to move, and we were satisfied with the reasons that General Grant gave for not sending troops. There was no necessity, after all the delay, for rushing into the matter unprepared, and when the weather was unfavorable; a more flimsy excuse could not be invented. In making these statements, I do not do so for the purpose of making any excuse whatever for the naval part of the expedition; I consider that a settled thing in the estimation of the whole country; but I have so often during this war seen attempts made to cast odium on the navy, that in self-defence I put myself on record, wishing this used only if found necessary to correct false statements.

I am quite sure the lieutenant general feels as I do; he says in a communication to me, "Dear Admiral, hold on where you are for a few days and I will endeavor to be back again with an increased force, and *without the former commander.*"

The remark is not very suggestive of confidence in the late management of affairs.

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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ements of the powder-boat.—Feasibility of landing in boats above New Inlet

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Beaufort, N. C., January 11, 1865.

SIR: In addition to the evidence I have already sent you in my No. 13, I beg leave to enclose a communication from Lieutenant S. W. Preston, who was close in to the bar on the night of the 18th December. I had directed the powder-vessel to proceed in that night, and she was on her way when General Weitzel came on board with a request from General Butler that I would wait a few days, so that the Louisiana could be blown up later in the night. I accordingly despatched Lieutenant Commander J. H. Upshur in the A. D. Vance to carry orders to stop the party and to tell them not to go in until a day or two later. The A. D. Vance found the powder-boat and delivered the order, the party having returned with the vessel, finding the time unpropitious. It was very fortunate that the expedition was stopped, for a heavy surf was found to be rolling on the beach, and the next day the wind freshening from the southward, a landing was perfectly impracticable. Mr. Bradford, of the Coast Survey, on the night of the 18th went in close to the beach to reconnoitre, and found the surf so heavy that he came near being capsized. No boat of any kind could have gone on the beach without being destroyed by the breakers.

On the next day it was even worse, and the surf increased until the gale was at its height. The beach was never fairly smooth until the afternoon and night of the 24th, and the morning of the 25th. All the troops could have been landed at that time had they chose to do so, for I offered them all the facilities in my power, which were ample.

I enclose you the report, of Lieutenant Preston and Mr. Bradford; they will put at rest any assertions (from whatever quarter they may come) that any favorable time for landing was lost.

It will no doubt be finally urged that it was intended to *surprise* the rebels

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and that by not starting *on the day* the troops were first put on board the transports, when it was raining and blowing hard, and there was every indication of a long spell of bad weather, we lost the chance of a surprise. We don't often surprise the rebels; there are too many leaky people who participate in our secret movements. Shipping a large force in transports and lying six days at Fortress Monroe, from whence the rebels obtain all the information they desire, is not the way to surprise the rebels. It was published everywhere that a large expedition was going somewhere, and the rebels knew what it was for.

If General Butler wanted to do the thing with a dash, and surprise the rebels, or get in before re-enforcements could arrive, why did he ask me, by sending General Weitzel and Colonel Comstock, to delay the powder-vessel a few nights longer, so that the explosion might take place near daylight? It was delayed at his request, but I attribute no delay from that, as we could have done nothing until the 24th; he was not on the ground with his transports on that day, which he should have been.

In a large expedition like this, where heavy and slow moving frigates and monitors have to be looked after, light transports (that can go in and out of harbors and get protection almost everywhere) should always be the subordinate party; their movements must be governed by those of the navy vessels; and, unless some serious reason exists, the transports and military force should always be on hand to take advantage of anything that turns up. Here they were away at the very time they should have been landing, and the reason given for their being away was the want of water; they stopped also to get coal, having used up a large portion of the naval supply.

I believe I have gone over everything to show that no charge of delay can be laid to the navy, or that any officer in the squadron is to blame for the non-taking of Fort Fisher. I may have taken unnecessary trouble, and been premature; I should perhaps have waited till the attack was made on the navy. That is not a good rule in making war. I shall fight just as readily in defending the navy against its traducers as I would against a rebel, and I think it a wise precaution on the present occasion to give the department information about every movement of the late expedition. No one can make a good case out of the late failure, no matter how clever the special pleading may be.

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

DAVID D. PORTER, *Rear-Admiral.*

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

North Atlantic Squadron, U. S. Flag-Ship Malvern,
Beaufort, N. C., January 10, 1865.

Sir: In obedience to your order requesting information regarding the movements of the powder-ship, I have to report that the powder in the Louisiana was all stowed and fuzed and everything ready for sea on the morning of Saturday, December 17, but on account of the southerly wind and consequent coast swell which has prevailed ever since our arrival at Beaufort, she did not start for New inlet until the following morning, December 18.

When we left Beaufort, early that morning, it was nearly calm, though we found upon getting outside that there was still considerable swell on; a little later in the forenoon a breeze sprung up from the eastward, and continued steady but light from that direction throughout the day, freshening towards night.

On arriving off Fort Fisher, just after dark, we proceeded to make the necessary arrangements for running the powder-ship in that night, the tide

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serving us about 9 o'clock. At the appointed hour we left the Kansas—our range light—preceded by the wilderness, Which had our pilot on board. As we approached the shore the Kansas light disappeared; soon after the lights on the Mound were put out, and the pilot deemed it inadvisable to take the vessel in, with so much swell on the bar, without the aid of landmarks, which the disappearance of both range lights had deprived us of.

Considering the uncertainty of getting the vessel into her proper position close in by the compass and lead alone, and it being very evident, from the heavy surf rolling on the beach (it was then breaking in three fathoms) that the troops would be unable to land next day, Commander Rhind decided to stand off-shore and not blow the vessel up until the following night. Soon after passing the former anchorage of the Kansas, we discovered the A. D. Vance standing in shore and signalling us. On communicating with her we received an order from you, addressed to Lieutenant Commander Watmough, of the Kansas, directing him to communicate with Commander Rhind, and, if not too late, prevent the explosion of the powder-ship that night, stating that General Butler had requested you to have the explosion postponed, as he did not think it would be possible to land troops through the surf next morning.

On the following day the gale commenced, and no favorable opportunity offered for the explosion and subsequent debarcation until the night of December 23.

I have the honor to be your obedient servant,

S. W. PRESTON, *Lieutenant U. S. Navy.*

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

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FLAG-SHIP MALVERN, BEAUFORT, NORTH CAROLINA,
January 10, 1865.

SIR: In obedience to your request that I would give you my opinion, in writing, of the feasibility of landing in boats on the beach above New inlet on the evening of the 18th December last, or on the following day, I have the honor to make the following statement:

I find from the journal of the powder party, which it was a part of my duty to keep, that on the night of the 18th the wind was N.E. by E. and freshening. There was quite a sea running, and every appearance of heavy weather. Lieutenant Lamson and myself occupied an hour in endeavoring to communicate with the Kansas, Sassacus and Wilderness by means of a boat. These vessels were certainly not over four hundred yards apart, (the Kansas and Sassacus much nearer to each other,) and our communications with the latter named vessels did not occupy us over six or eight minutes in all, although we had a fine boat, pulling six oars. It was with great difficulty that we could make headway against the sea; the roar of the surf could be distinctly heard, both on the beach to the northward and on Caroline shoals. We were at this time about three and a half miles from the nearest point of the beach.

I am certain that I am correct in my statement of the time occupied in pulling between those vessels, as I noted it at the moment, that it might be entered in the journal.

In my opinion an attempt to land in boats upon the beach upon the night of the 18th, or on the following day, would have ended in total failure, and

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probably loss of life to all concerned in it. No boat would have lived after it had once reached the rollers.

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

J. S. BRADFORD,
Sub-Assistant U. S. Coast Survey.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Beaufort, N. C.

Letter of Fleet Captain K. R. Breese, relative to delay in the attack.

FLAG-SHIP MALVERN,
Beaufort, N. C., January 11, 1865.

SIR: I have to report that, in obedience to your order, I went on board the Ben Deford on the evening of the 18th ultimo and informed General Butler that the powder-vessel would be exploded that evening, and that you would be ready to follow it up at daylight in the morning by an attack with the fleet.

General Butler, upon discussion of the matter with General Weitzel and Colonel Comstock, directed General Weitzel to call upon you and request a postponement of several days; and I so heard General Weitzel state it to you in your cabin. I have also to state that as soon as possible thereafter the A. D. Vance carried in the orders countermanding the explosion, and to direct the powder-vessel to return to her anchorage.

Respectfully, your obedient servant,

K. R. BREESE, *Fleet Captain.*

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

Rear-Admiral D. D. Porter's review of Major General B. F. Butler's report.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, January 22, 1865.

SIR: I have read the report of Major General Butler, in relation to the late expedition to Wilmington, (in which he bore a part,) and though late results (the capture of Fort Fisher) have completely refuted the assertions of Generals Butler and Weitzel, I deem it due to the naval part of the expedition that General Butler's report should receive some notice at my hands. To use the mildest terms I can, I pronounce the whole report a tissue of misstatements from beginning to end, scarcely equalled by the misstatements made regarding the lieutenant general.

The navy had been waiting for two months to start on this expedition, but, for reasons known to the lieutenant general and myself, and which were perfectly satisfactory to me, the proper time was waited for; we wanted a success, not a failure.

General Weitzel was selected, and General Butler's name was never connected with the expedition, except to fit it out. When the expedition did prepare to start, it was going to the attack on the supposition that the powder vessel (originally proposed by General Butler) would blow the forts down, and the troops would have nothing to do but to walk in.

I was not opposed myself to the experiment, (for I think everything worth trying,) and gave all my time and attention to the enterprise, and fitting out the vessel. I was hard at work getting ready, filling her with powder, and had placed her in the carpenter's hands, the weather looking very squally.

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Judge of my surprise when General Butler came on board the flag-ship at Norfolk and told me he was embarking the troops in transports, and would be ready to start in two days. I told him that was out of the question; a heavy southwest gale was coming on that would last three days at least, and we could not go to sea at such a time, neither could his transports move. My advice was "not to embark the men until the gale was over." He did embark the troops, nevertheless. The gale blew heavy for four days, and the troops must have been very uncomfortable; at the end of that gale the fleet sailed. I told General Butler that my vessels were all slow. The monitors would have to be towed; would have to go into Beaufort to fill up with ammunition and coal, as I was afraid to venture them at sea with too much in. I advised him to wait until we had got thirty-six hours start of him, and also recommended him to rendezvous at Beaufort, N. C., where he would find a good harbor.

Even up to this time he did not tell me that *he* himself was going along, but led me to believe that General Weitzel was to be in command. He did not take my opinion about sailing. His transports sailed before any of the fleet except the monitors; and instead of rendezvousing at Beaufort, where I could hope to find him, he rendezvoused off Masonboro' inlet, showed his flag-ship decked out with flags to the enemy at Fort Fisher, and had one of his transports fired on by guns near the fort. In the mean time I worked night and day at Beaufort to get the monitors ready, and complete the arrangements for the powder-boat, and I sailed when ready.

There was no time when any troops could have landed without danger up to the time the first attack took place. I was to be the judge of that, not General Butler, for I had not that faith in his generalship which would induce me to follow him blindly, though I determined to do all I could for him, and make the expedition a success if possible.

I soon saw, though, that General Butler depended on the powder-boat entirely, and I said we would have no assault from the beginning.

I will now proceed to notice General Butler's report in detail, and state where it is incorrect.

He first says he gave the navy thirty-six hours' start. That is untrue; the transports started before the navy, or disappeared; General Butler himself left after I did. He speaks of the "finest possible weather" he had at sea, but says nothing about the surf on the beach. No boat can land on the beach unless the wind has been blowing strong off the land, and on the days in question, by looking at the log-book, you will find the wind blowing southwest and south. On the 15th the monitors had not arrived at Beaufort, and on the 16th and 17th were coaling and filling with ammunition, and had to wait a smooth time to get over the bar, the wind blowing southwest on the 16th 17th, and 18th, and throwing in a heavy surf on the beach. On most of those nights Mr. Bradford, of the coast survey, came near being capsized in the breakers while making a reconnoissance. It was General Butler's duty to have rendezvoused at Beaufort, and wait until the monitors and powder-boat (on which he so much depended) were ready. The movements of the light transports should have been subordinate to the large and slow moving frigates and iron-clads, and he should have been where he could have arranged with me all the details of the attack. But no; he kept out of my way, and, I think, did it studiously. When I arrived on the ground of the naval rendezvous with the monitors I found General Butler there. I ordered the powder-boat in on the night of the 18th, (the smoothest beach we had had,) but at General Butler's request, communicated through General Weitzel, in presence of the fleet captain, (Lieut. Com'dr K. R. Breese,) I postponed the explosion until General Butler should say he was ready. The correspondence

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on this subject has all been sent to you, and you can judge for yourself how far General Butler's statement is true.

General Butler states that "Admiral Porter was quite sanguine that he had silenced the guns of Fort Fisher. He was then urged, if that was so, to run by the batteries into Cape Fear river, and there troops could land and hold the beach without difficulty, or without liability of being shelled by the enemy's gunboat 'Tallahassee,' seen on the river." That is a deliberate misstatement. General Butler does not say who urged me, but I never saw him or his staff after the landing on the beach, nor did I ever have any conversation with him, or see him, (except on the deck of his vessel as I passed by in the flag-ship,) from the time I left Fortress Monroe until he left here after his failure.

He showed himself by that remark just as ignorant about hydrography as the rebel General Whiting did when he built his fort where he supposed large ships could not get near enough to attack it. Neither myself, nor any one in the squadron, had the faintest idea where the channel was, or what depth of water there was in it. We knew there was an outer and inside bar, between which was included the heaviest fortifications in this country, on which bars the blockade runners constantly grounded and had to wait for high water to get off. After we had no guns to annoy us, and I had the channel sounded out and carefully buoyed, nearly all the gunboats of light draught got badly aground, and remained there for a whole tide. We were forty-eight hours getting gunboats of light batteries over the first bar, and they had to anchor under the guns of the heaviest forts; they would have fared badly had the rebels manned them. Three days were consumed in getting the gunboats over the "Rips," and one of them is stuck there still. The "Rips" are commanded by about twenty 10-inch guns and 100-pounders, and not a gunboat would have been left had they attempted to run the batteries. It might have been sport to General Butler, but it would have been death to the gunboats. I never had the slightest intention of passing the batteries until the fort was taken. The department saw my plan, and the utter impossibility of doing so. I would certainly not have been influenced by General Butler's opinions in nautical matters, or risked my vessels to amuse him.

All the next paragraph in General Butler's report in relation to what the Admiral said, and what the Admiral declined to do, is false from beginning to end. I never had any conversation of the kind with any one; indeed, the whole report is a tissue of misrepresentations, including the part that says the instructions he received did not contemplate a siege, &c., when he knows he never received any instructions, and joined the expedition without orders.

General Butler speaks of pushing up his men to within a few hundred yards of Fort Fisher, and capturing Half-Moon battery and its men. The General must have had something in his eye, and did not see well. Half-Moon battery is four miles from Fort Fisher, had one gun in it which was silenced after a few shots from the gunboats, and no one ever entered it. It was a small sand-hill that twenty men could have taken. Flag-pond battery was a larger work, thrown up by the rebels, in which was one eight-inch gun that had burst some time ago. The gunboats shelled it, and on the landing of the first boat-load of troops the seamen went up and found some boys and old men in it, (North Carolina Junior Reserves,) and carried them off to the Santiago de Cuba. The prisoners were quite willing to go. The troops afterwards surprised two hundred and eighteen officers and men near Fort Fisher and captured them. General Butler speaks of having run in the Chamberlain to within a few hundred yards of the fort. If he run that close, and was not fired at, he must have supposed the fort was silenced;

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but he never was within one mile and a half of the fort, nor did he ever land himself.

What General Butler says about the difficulties of assaulting, owing to palisades, ditches, and other bugbears, has been refuted by the successful assault made by General Terry, on the land side, and the unsuccessful one made by the sailors on the sea face of the fort, when thirty gallant officers and seamen reached the top of the parapet and planted the flag. Soldiers who were accustomed to the work would have succeeded there easier than where General Terry assaulted, as the ascent (where the sailors went in) was easier. The same troops that General Butler had did the work finally, and took the most difficult side of the works. General Butler admits that the fire of the navy did keep the enemy in his bomb-proofs, but he feared it would keep his (Butler's) men out when they attempted to assault. General Terry was influenced by no such fear. On the contrary, we fired twenty yards ahead of our troops while they were fighting from bomb-proof to bomb-proof, and the general constantly signalled, "Fire away, your shells are doing good execution, and our men are in no danger from them."

In the mean time (General Butler says) "the weather assumed a threatening aspect, and the surf came rolling in on the beach, and the landing became difficult." I assert that the landing on that day was smoother than when General Terry landed. I arranged with General Butler's chief of staff, General Weitzel, to land the troops early in the morning; I gave him boats, vessels, everything in fact that he asked for, and at three o'clock p. m. not more than 3,000 men were on shore, with one day's rations. With General Terry I commenced to land the men at 8.30 a. m., and at two p. m. 8,500 men were on the beach with twelve days' provisions and all the intrenching tools. The men were rolled over in the surf; wet their cartridges, and filled up with more. They went there to stay, and I knew we would have the fort before many days from the conduct of the men and officers. There was no necessity for General Butler re-embarking his men on account of the weather. It was rough on the beach, but our boats from the fleet communicated at times, and when it was necessary. The gunboats laid within 600 yards of the beach, and covered the troops left on shore when the general went away after hearing the news from some North Carolina reserves that Hoke's brigade was advancing, and that the fort was strongly re-enforced. But what if it was? We came down here to take it, and General Terry with the same men did take it. They were determined to follow their brave general wherever he might think proper to lead.

After General Butler left for Fortress Monroe it was rather rough, too rough to land troops or bring them off, but it only lasted twenty-four hours, and the troops came off without much difficulty; in fact, there was no time when communication stopped altogether. Had General Butler commenced landing men (with the determination to stay) in the morning, they would all have been ashore by sunset. We landed General Terry's 8,500 men in five and a half hours, and had time to give the fort a good battering before dark. General Butler says he gave orders to the transports to sail for Fortress Monroe as soon as the troops were on board, in obedience to the orders of the lieutenant general. General Grant never contemplated the withdrawal of the troops; he sent them there to stay, and having once effected a landing, he knew that the most difficult part was done. The army once in possession of that narrow neck of land, and covered by the guns of the fleet, the capture of Fort Fisher was a mere matter of time. (In a heavy gale, blowing yesterday and to-day, the vessels outside did not desert their posts.) General Butler states that the garrison of Flag-pond battery belonged to Kirkland's brigade. He is in error there; they were a part of the Junior North Carolina Reserves.

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He also states that he captured two heavy rifled guns, two light guns, some caissons, &c. No such captures were ever made, and the captured forts, about which so much has been written, were rough earthworks thrown up for the purpose of firing at blockaders when they chased close in shore. They made no resistance after a few shots were fired by the gunboats.

I have nothing to say in relation to General Weitzel's report beyond this: He has made mistakes in his statements. He admits that he requested me to wait a few days until we could co-operate more favorably, on which I suppose General Butler grounds his belief that the navy detained him. I did wait, and have waited ever since, until the right man and a good time offered to take the forts. They were taken as I said they could be, and that is the strongest argument in favor of the navy, on whom it was foolishly attempted to fix this blunder. As it has turned out, the first failure had its advantages, and the country will derive great comfort therefrom.

If General Butler had not descended to a subterfuge to cover his mistakes, I would willingly have allowed him to go into retirement with the honors he has won, but no man shall reflect unjustly on me or the corps to which I belong without his hearing from me in some way or other.

The enclosed papers may, perhaps, throw some light on the Wilmington matter; if they prove true, the accused merits a severer punishment than the odium cast upon him by the public; if they are not true, he should have the benefit of the fact.

I have sent you documents and extracts from log-books to show what I say is correct, and the log-books of the whole fleet can be examined if necessary.

In conclusion, permit me to say that I don't see what it matters whether General Butler's troops landed one day or another; he decided the fort could not be taken when he did land. He could not expect the rebels to have a work like that with less than 500 men in it, and he certainly could have tried to assault that number. General Terry had 2,300 to contend against, and he carried the works without a very serious loss, considering the importance of the position to the country.

I enclose you the report of the rebel General Whiting, who states plainly that "no re-enforcements had arrived until Tuesday morning (the 27th,) when all our troops were embarked." If the evidence already presented is doubted, the report of General Whiting cannot be; therefore the excuse for re-embarking the troops because the forts had been re-enforced by Hoke's division is a poor one. General Whiting says "the garrison remained steadily awaiting the renewal of the assault or bombardment until Tuesday morning, (the 27th,) when they were relieved by the supports of Major General Hoke and the embarcation of the enemy." This was two days after the attack of the navy and the landing and re-embarking of the troops.

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

DAVID D. PORTER, *Rear-Admiral.*

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

General Whiting's report.

HEADQUARTERS, WILMINGTON, *December* 31, 1864.

COLONEL: For the information of the general commanding, I forward the report of Colonel Lamb, commanding Fort Fisher in the action of the 24th and 25th:

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On receiving the information, at 1 p. m. on the 24th, that the fleet was moving in to take position, I at once ordered a steamer, and reporting to the headquarters, proceeded to the point of attack, reaching Confederate Point just before the close of the first day's bombardment, which lasted four hours and a half. That of the second day commenced at twenty minutes past 10 a. m., and continued, with no intermission or apparent slackening, with great fury from over fifty ships till dark. During the day the enemy landed a large force, and at half past four advanced a line of skirmishers on the left flank of the sand curtain, the fleet at the same time making a concentrated and tremendous enfilading fire upon the curtain.

The garrison, however, at the proper moment, when the fire slackened to allow the approach of the enemy's land force, drove them off with grape and musketry; at dark the enemy withdrew. A heavy storm set in, and the garrison were much exposed, as they were under arms all night. At 8 a. m., 26th, a reported advance in boats was opened on with grape and shell. The garrison remained steadily awaiting a renewal of the assault or bombardment until Tuesday morning, when they were relieved by the supports of Major General Hoke and the embarcation of the enemy.

Colonel Lamb's report, herewith, gives all the details of the action. In an accompanying paper I will give you an account in detail of all matters which fell under my own observation during the action and the three succeeding days, which I beg you will cause to be forwarded for the information of the War Department.

As soon as other business will permit, a report in detail of the construction of the works, capacity of resistance, effect of fire, movements of the enemy, improvements suggested, will be made out and forwarded for the information of the engineer department.

In this it only remains for me to express my grateful sense of the gallantry, endurance, and skill of the garrison and its accomplished commander.

To the latter I have already paid a just tribute of praise, not for this action only, but for his whole course at Fort Fisher, of which this action and its result is but the fruit. His report of the gallantry of individuals I fully confirm from my own observation.

I wish to mention Captain Mann, Lieutenant Latham, Lieutenant Hunter, of the 36th; Lieutenant Rankin, of the 1st battalion; Captain Adams, of the light artillery, as very active and efficient.

To Colonel Tansill, of my staff, we owe many thanks. To his skilful judgment and great experience the defence of the land front was committed at the critical moment of assault. Of Major Riley, with his battery, of the 10th Carolina, who served the guns of the land front during the entire action, I have to say he has added another name to the long list of fields on which he has been conspicuous for indomitable pluck and consummate skill. Major Still, chief of my staff, and Major Strong, aide-de-camp, here, as always, actively aided me throughout. The gallant bearing and active labors of Major Saunders, chief of artillery to General Herbert, in very exposed positions, attracted my special attention.

I present my acknowledgments to Flag Officer Pinckney, Confederate States navy, who was present during the action, for the welcome and efficient aid sent to Colonel Lamb, the detachment under Lieutenant Roby, which manned the two Brook guns, and the company of marines, under Captain Van Benthuysen, which re-enforced the garrison. Lieutenant Chapman, Confederate States navy, commanding battery Buchanan, by his skilful gunnery saved us on our right from a movement of the enemy, which, unless checked, might have resulted in a successful passage.

The navy detachment at the guns, under very trying circumstances, did good work.

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No commendations of mine can be too much for the coolness, discipline and skill displayed by officers and men. Their names have not all been furnished to me, but Lieutenants Roby, Dorning, Armstrong, and Berrien attracted special attention throughout.

To Passed Midshipman Carey I wish to give personal thanks. Though wounded, he reported after the bursting of his gun to repel the threatened assault, and actively assisted Colonel Tansill on the land front.

Above all and before all we shall be grateful, and I trust all are, for the favor of Almighty God, under and by which a signal deliverance has been achieved.

Very respectfully,

W. H. C. WHITING, *Major General.*

Lieutenant Colonel A. ANDERSON,
A. A. and I. General, Headquarters Department of N. C.

P. S.—I wish it to be understood that in no sense did I assume the command of Colonel Lamb. I was a witness simply, confining my action to observation and advice, and to our communications, and it is as a witness that I report.

W. H. C. WHITING, *Major General.*

Statement of First Assistant Engineer Levi R. Greene.

U. S. MONITOR ONONDAGA, AIKIN'S LANDING,
James River, Va., January 16, 1865.

SIR: I have the honor to forward, herewith, a statement made by Mr. Levi R. Greene, first assistant engineer, in charge of engineer's department of the United States steamer Massasoit, which may account for the sudden abandonment of the attack on Fort Fisher by General Butler.

I have full confidence in the truth and veracity of Mr. Greene, and think that this mystery should be unravelled and ventilated by proper authority.

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

WILLIAM A. PARKER,
Commanding 5th Division.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron, Blockade off Wilmington, N. C.

U. S. STEAMER MASSASOIT, JAMES RIVER, VA.,
January 14, 1865.

SIR: The following is a copy, furnished at your request, of a letter sent by me this evening to Senator H. B. Anthony. With a few exceptions, it is the same as the one submitted to you this morning.

In the event of his declining to act in the matter, Admiral Porter is at liberty to make such use of the information as he may think it warrants.

I am, very respectfully, your obedient servant,

LEVI R. GREENE, U. S. N.,
First Assistant Engineer.

Commander WM. A. PARKER, U. S. N.,
Commanding James River Squadron.

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U. S. STEAMER MASSASOIT, JAMES RIVER, VA.,
January 14, 1865.

DEAR SIR: In making the statements I am about to do to you, it is with the confidence that, if you see sufficient cause to take any steps toward inducing government to unravel the matter, you will do so without giving me any publicity in the affair, and, if possible, without my being a witness. Government will be able to find its own, and sufficient proof, however, if it follows the matter up.

I have only hesitated in making it known before, for want of direct proof, and dislike of being called upon as a witness.

On the 31st of last month I was returning from a visit to Providence, and met on the wharf at Fortress Monroe a man named William Howard, an Englishman, and formerly in the employ of the Boston, Providence and New York railroad as baggage-master. He usually accompanied the train, and as my duties have called me over the road two or three times a week for the last two years, until within a short time, I have known him quite intimately, and have known him to be, at heart, a rebel sympathizer and secessionist.

The morning of the day I met him we passed up to Norfolk together. In reply to my inquiries as to how he came there, and why he left the railroad, he informed me he was "on a little money-making expedition;" showed me a passport to Newbern, North Carolina, furnished, he said, through General Butler, and then, after some preliminaries, said in substance that a friend of Butler, named Peters, then in New York, had 3,000 bales of cotton in Wilmington; that they were going to get it out. Butler was to work the thing through, and have half the money; that he was to furnish passes, and he (Howard) had no doubt but that they should succeed. That himself and some other person, whose name I do not remember, were merely acting as agents, knowing nothing but what they were told to do, but if successful, would make money; that, being Englishmen, they should have no difficulty in moving within the rebel lines. He furthermore stated, what I had already begun to see, to wit, *that if Wilmington had been captured, Butler would have lost his cotton*, as it would have fallen into our hands; and expressed his opinion freely that there was but little patriotism in any of our leading men; that they meant money, and like the one who, as he expressed it, was "doing such mean things for his own benefit," looked out first for themselves.

Howard has gone to Newbern, I suppose. The proprietor of the Atlantic Hotel in Norfolk, a relative of Butler, I believe, is concerned in the matter.

There may be no truth in Howard's statements. *If there is*, detectives will soon trace it out, and it will readily be seen *why* Wilmington was not taken, though it is hard to believe any man would so sell his country's honor.

You can use this letter to inform the proper authorities, for I consider it my duty as an officer, and a lover of my country's welfare, to make it known, but the result can be attained without my gaining any publicity.

I am, very respectfully, yours,

LEVI R. GREENE,
First Assistant Engineer U. S. N.

Senator H. B. ANTHONY.

Respectfully forwarded.

WILLIAM A. PARKER,
Commanding 5th Division, N. A. Squadron.

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SECOND ATTACK UPON FORT FISHER.

Substance of Rear-Amdiral Porter's despatches, &c.

(Telegram in cipher.)

NAVY DEPARTMENT, *December* 29, 1864.

Lieutenant General GRANT, *City Point, Va.:*

The substance of despatches and reports from Rear-Admiral Porter, off Wilmington, is briefly this: The ships can approach nearer to the enemy's works than was anticipated. Their fire can keep the enemy away from their guns. A landing can easily be effected upon the beach north of Fort Fisher, not only of troops, but all their supplies and artillery. This force can have its flanks protected by gunboats. The navy can assist in the siege of Fort Fisher precisely as it covered the operations which resulted in the capture of Wagner. The winter, also, is the most favorable for operations against Fort Fisher. The largest naval force ever assembled is ready to lend its co-operation.

Rear-Admiral Porter will remain off Fort Fisher, continuing a moderate fire to prevent new works from being erected, and the iron-clads have proved that they can maintain themselves in spite of bad weather. Under all these circumstances, I invite you to such a military co-operation as will insure the fall of Fort Fisher, the importance of which has already received your careful consideration.

This telegram is made at the suggestion of the President, and in hopes that you will be able at this time to give the troops which heretofore were required elsewhere. If it cannot be done the fleet will have to disperse, whence it cannot again be brought to this coast.

GIDEON WELLES, *Secretary of the Navy.*

Lieutenant General Grant will send a competent force to co-operate in the capture of Fort Fisher, &c.

[Confidential.]

NAVY DEPARTMENT, *Saturday, December* 31, 1864.

SIR: Lieutenant General Grant will send immediately a competent force, properly commanded, to co-operate in the capture of the defences on Federal Point. It is expected that the troops will leave Hampton roads next Monday or Tuesday. This is all the information the department has to give you, but relies upon your skill and judgment to give full effect to any move that may be arranged.

The department is perfectly satisfied with your efforts thus far, and you will convey to all hands the satisfaction the department feels.

I am, sir, &c.,

GIDEON WELLES.

Rear-Admiral D. D. PORTER,
Comn'g N. A. Blockading Squadron, off Wilmington

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Operations against Fort Fisher resumed.

FLAG-SHIP MALVERN,
Off Fort Fisher, N. C., January 14, 1865.

SIR: I have the honor to inform you that operations have been resumed against the forts at the entrance of Cape Fear river.

Since the first attack on that place and the subsequent withdrawal of the troops, I have been employed in filling the ships with ammunition and coal. The difficulties we have had to encounter no one can conceive. All our work had to be done with the larger vessels anchored on the coast, exposed (you may almost say at sea) to the violent gales that blow here almost incessantly. On these gales the enemy depend to break up our operations. We will see. We have gone through about the worst of it, have held on through gales heavy enough to drive anything to sea, and we have sustained no damage whatever.

After the troops arrived the weather set in bad and the gale was very heavy. As soon as it was over I got under way on the 12th instant, and forming the vessels in three lines, with the transports in company, I steamed for Fort Fisher.

On the morning of the 13th the fleet took its station in three lines, close to the beach, and the boats were sent at once to take off the troops. These were landed, with about twelve (12) days' provisions, at about two o'clock p. m.

This time I pursued a different plan in attacking the rebel works. I sent in the New Ironsides, Commodore Radford, leading the monitors Saugus, Canonicus, Monadnock, and Mahopac.

At 7.30 a. m. the forts opened on them as they approached, but they quietly took up their old position, within 1,000 yards of Fort Fisher, and, when ready, they opened their batteries. In this way I tempted the enemy to engage the monitors, that we might see what guns he had, and, seeing where they were, be able to dismount them by our fire.

Quite a spirited engagement went on between the forts and the Ironsides and monitors. It was soon apparent that the iron vessels had the best of it. Traverses began to disappear and the southern angle of Fort Fisher commenced to look very dilapidated.

The guns were silenced one after the other, and only one heavy gun, in the southern angle, kept up its fire.

The fire of this gun was not at all accurate, as it inflicted no damage on the iron vessels. They were hit, though, several times.

By way of letting the enemy know that we had some shell left on board the wooden ships, and did not intend to take any unfair advantage of him by using the iron vessels alone, I ordered line No. 1, (on the plan,) led by Captain Alden, of the Brooklyn, and line No. 2, led by Commodore Thatcher, of the Colorado, to go in and attack the batteries. This was done in the handsomest manner; not a mistake was committed except firing too rapidly and making too much smoke.

The heavy fire of the large vessels shut up the enemy's guns at once, and after firing till after dark the wooden vessels dropped out to their anchorage. The Ironsides and monitors maintained their positions through the night, firing a shell now and then. They are now lying within one thousand (1,000) yards of the fort, and one of the monitors within seven hundred (700) yards, and the fort does not fire a gun at them, thinking, no doubt, that it is a waste of powder.

The firing from the fleet will commence as soon as we get breakfast, and be kept up as long as the ordnance department provides us with shells and guns.

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There is perfect understanding between General Terry and myself. I believe everything has been done to suit him. I have heard no complaints, and know that we have felt every disposition to help the army along.

A detailed report of our operations here will be sent in when we get through. I see no reason to doubt our success. The forts will be used up soon. We have a respectable force landed on a strip of land which our naval guns completely command, and a place of defence which would enable us to hold on against a very large army.

I will report to you by every opportunity.

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.

CAPTURE OF FORT FISHER.

[Telegraphed from Fortress Monroe, January 17.]

FROM OFF FORT FISHER, *January* 15, 1865.

SIR: Fort Fisher is ours. I send you a bearer of despatches with a brief account of the affair.

General Terry is entitled to the highest praise and gratitude of his country for the manner in which he has conducted his part of the operations. He is my *beau ideal* of a soldier and a general. Our co-operation has been most cordial. The result is victory, which will always be ours when the army and navy go hand in hand. The navy loss in the assault was heavy. The army loss is also heavy.

D. D. PORTER, *Rear-Admiral.*

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

Report of Commander E. T. Nichols.—Capture of Fort Fisher.

FORTRESS MONROE, *January* 17.

The Atlantic is just in from Wilmington. Fort Fisher and works on Federal Point are in our possession. The assault was made by the army and sailors on Sunday afternoon, and by 11 p. m. the works were ours. Losses heavy.

Lieutenants S. W. Preston and B. H. Porter, of the navy, are killed. Our captures are seventy-two guns and about twenty-five hundred prisoners. Generals Whiting and Lamb, rebels, are prisoners and wounded. The Vanderbilt is on her way with despatches. Two 15-inch guns were burst on the monitors.

E. T. NICHOLS, *Commander.*

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

Complimentary letter to Rear-Admiral Porter and General Terry.

NAVY DEPARTMENT, *January* 17, 1865.

SIR: The department has just received your brief but highly gratifying despatch, announcing the fall, on the 15th instant, of Fort Fisher, under the

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combined assault of the navy and army, and hastens to congratulate you and General Terry, and the brave officers, sailors and soldiers of your respective commands, on your glorious success.

Accept my thanks for your good work.

GIDEON WELLES, *Secretary of the Navy.*

Rear-Admiral DAVID D. PORTER,
Com'dg N. A. B. Squadron, off Wilmington, N. C.

National salute to be fired from navy yards in honor of capture of Fort Fisher.

The following telegram was sent, immediately upon the receipt of the news, to the commandants of each of the navy yards:

NAVY DEPARTMENT, *January* 17, 1865.

Fire a national salute in honor of the capture, on the 15th instant, of the rebel works on Federal Point, near Wilmington, by a combined attack of the army and navy.

GIDEON WELLES, *Secretary of the Navy.*

Report of Rear-Admiral D. D. Porter.

U. S. FLAG-SHIP MALVERN,
Off Fort Fisher, January 15, 1865.

SIR: I have the honor to inform you that we have possession of Fort Fisher, and the fall of surrounding works will soon follow. As I informed you in my last, we had commenced operations with the iron vessels, which bombarded while we landed the troops. On the 14th I ordered all the vessels carrying 11-inch guns to bombard, with the Ironsides—the Brooklyn taking the lead. By sunset the fort was reduced to a pulp; every gun was silenced, by being injured or covered up with earth, so that they would not work.

On the 15th General Terry and myself arranged for the assault, and I ordered 1,400 sailors and marines to participate. At daylight the iron vessels, Brooklyn and 11-inch gunboats, commenced battering the work, while the troops made a lodgement within 150 yards of the fort. At 10 o'clock all the vessels steamed in and took their stations, opening a heavy fire, which was kept up until 3 p. m., when the signal was made to assault, the soldiers taking the land side and the sailors the sea face, the ships changing (but not stopping) their fire to other works.

The rebels met us with a courage worthy of a better cause, and fought desperately. About thirty of the sailors and officers succeeded in getting to the top of the parapet, amidst a murderous fire of grape, canister, and musketry. They had planted the flag there, but were swept away in a moment. Others tried to get up the steep "*pan coupée.*" The marines could have cleared the parapet by keeping up a steady fire, but they failed to do so, and the sailors were repulsed.

Many a gallant fellow fell trying to emulate his brothers in arms, who were fighting to obtain an entrance on the northeast angle as it appears on our charts.

The enemy mistook the seamen's attack for the main body of troops, and opposed a most vigorous resistance there; but I witnessed it all, and think the marines could have made the assault successful. In the mean time our gallant soldiers had gained a foothold on the northeast corner of the fort, fighting like lions, and contesting every inch of ground.

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The Ironsides and monitors kept throwing their shells into the traverses not occupied by our men, but occupied by the rebels.

In this way our troops fought from traverse to traverse, from three o'clock in the afternoon until ten at night. When the joyful tidings were signalled to the fleet we stopped our fire, and gave them three of the heartiest cheers I ever heard.

It has been the most terrific struggle I ever saw, and very much hard labor. The troops have covered themselves with glory, and General Terry is my *beau ideal* of a soldier and a general.

Our co-operations have been most harmonious, and I think the general will do the navy the credit to say that this time, at least, we "substantially injured the fort as a defensive work."

General Terry had only a few more troops than we had on the last occasion, when the enemy had only 150 men in the works, and this time the works were fully manned, and contained about 800 men at the time of the assault.

It is a matter of great regret to me to see my gallant officers and men so cut up, but I was unwilling to let the troops undertake the capture of the works without the navy's sharing with them the peril all were anxious to undergo, and we should have had the honor of meeting our brothers in arms in the works had the sailors been properly supported. We have lost about 200 in killed and wounded, and among them some gallant officers.

I regret to announce the death of Lieutenant S. W. Preston and Lieutenant B. H. Porter. They were both captured together in the attack on Fort Sumter, and died together in endeavoring to pull down the flag that has so long flaunted in our faces.

Lieutenant R. S. Lamson was severely wounded. He was lately associated with Lieutenant Preston in his perilous adventure of the powder-boat.

Lieutenant George M. Bache and a number of others were wounded—the former not dangerously.

The assault only took place a few hours ago, and I am unable to inform you of our casualties; they are quite severe from the assault, but we had no casualties from the enemy's cannon.

Knowing the impatience of the department to receive news from Fort Fisher, I have written these few hurried lines.

No one can conceive what the army and navy have gone through to achieve this victory, which should have been ours on Christmas day without the loss of a dozen men.

This has been a day of terrific struggle, and not surpassed by any events of the war. We are all worn out nearly, and you must excuse this brief and unsatisfactory account.

I will write fully by the Santiago de Cuba, which goes north to-morrow to carry the wounded.

Besides the men in Fort Fisher, there were about 500 in the upper forts, and a relief of about 1,500 men brought down by the steamers this morning. So far, I believe, we have only captured the garrison of Fort Fisher.

I don't suppose there ever was a work subjected to such a terrific bombardment, or where the appearance of a fort was more altered. There is not a spot of earth about the fort that has not been torn up by our shells.

I do not know yet the number of killed and wounded by our fire, but one fifteen-inch shell alone pierced a bomb-proof, killing sixteen and wounding severely twenty-five.

I presume we are in possession of all the forts, as Fort Fisher commands them all. It is so late now that I can learn nothing more until morning.

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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Additional report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Fort Fisher, January 16, 1865.

SIR: I wrote you yesterday. We have all the forts. The army have captured 1,800 men and a large number of officers, including General Whiting and Colonel Lamb.

The gunboats are now in the river, and Wilmington is hermetically sealed against blockade runners. The rebels have destroyed the works on Smith island, and if they don't destroy Fort Caswell, it is no use to them; we will get that after a little while. You must not expect too much of us at one time; these works are tremendous. I was in Fort Malakoff a few days after it surrendered to the French and English; the combined armies of the two nations were many months capturing that stronghold, and it won't compare, either in size or strength, to Fort Fisher.

The forts contained seventy-five guns, and many of them heavy ones.

I have not yet learned what our casualties are in killed and wounded, but I think three hundred will cover them all.

We had a bad explosion in the fort this morning, which killed and wounded a number of men—about one hundred. Some of our seamen were blown up, and Acting Assistant Paymaster R. H. Gillette, of the Gettysburg, was killed. I do not know how many of the troops were killed.

I will send a detailed report as soon as I can get off the wounded and arrange matters generally.

The world never saw such fighting as our soldiers did.

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

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

Detailed report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Fort Fisher, January 17, 1865.

SIR: I had the honor to make you a short report on the 15th, stating to you that Fort Fisher had been captured by the military and naval forces now here. I beg leave to submit now a detailed report of the operations, having received all or nearly all the information required to make out a complete report.

As soon as Major General Terry arrived at Beaufort, North Carolina, which he did on the 8th of January, we arranged together a plan of operations, which have proved successful.

The weather was threatening, and I advised the general to get his transports inside the harbor to avoid the violence of the coming gale; most of them, however, lay outside.

The gale blew very heavy for two days and nights. The ships-of-war all held on, and rode out at their anchors except the Colorado, which vessel was obliged to go to sea, having only one anchor left; with which alone she could not possibly have ridden out the gale, the sea being very heavy from the southwest, and breaking clean over the vessels. Knowing that the transports had arrived, the commanders all made strenuous exertions to keep their vessels at anchor off Beaufort, to be ready for the move that was about to be made.

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Having expended almost every shot and shell in the first bombardment, it became necessary to take in about fifteen thousand more, and fill up with coal, which was done under the most adverse circumstances, the large vessels all lying outside in a heavy sea, and filling up as best they could.

The fleet, accompanied by the transports, steamed away on the 12th for Fort Fisher, and the wind being fair and moderate, I was in hope that we would be able to land the troops by 9 or 10 o'clock that night. The wind changing to southwest, we were obliged to anchor off Half-Moon battery for the night.

The fleet sailed in three columns.

Line No. 1, led by the Brooklyn, Captain James Alden, consisted of the Mohican, Commander Daniel Ammen; Tacony, Lieutenant Commander W. T. Truxtun; Kansas, Lieutenant Commander P. G. Watmough; Yantic, Lieutenant Commander T. C. Harris; Unadilla, Lieutenant Commander F. M. Ramsay; Huron, Lieutenant Commander T. O. Selfridge; Maumee, Lieutenant Commander Ralph Chandler; Pequot, Lieutenant Commander D. L. Braine; Pawtuxet, Commander J. H. Spotts; Seneca, Lieutenant Commander M. Sicard; Pontoosuc, Lieutenant Commander W. G. Temple; Nereus, Commander J. C. Howell.

Line No. 2, Minnesota, Commodore Joseph Lanman, leading, consisted of the Colorado, Commodore H. K. Thatcher; Wabash, Captain M. Smith; Susquehanna, Commodore S. W. Godon; Powhatan, Commodore J. F. Schenck; Juniata, Lieutenant Commander T. S. Phelps; Shenandoah, Captain D. B. Ridgley; Ticonderoga, Captain Charles Steedman; Vanderbilt, Captain C. W. Pickering; Mackinaw, Commander J. C. Beaumont; Tuscarora, Commander J. M. Frailey.

Line No. 3, Santiago de Cuba, Captain O. S. Glisson, leading, consisted of the Fort Jackson, Captain B. F. Sands; Osceola, Commander J. M. B. Clitz; Sassacus, Lieutenant Commander J. L. Davis; Chippewa, Lieutenant Commander E. E. Potter; R. R. Cuyler, Commander C. H. B. Caldwell; Maratanza, Lieutenant Commander George W. Young; Rhode Island, Commander S. D. Trenchard; Monticello, Lieutenant W. B. Cushing; Alabama, Acting Volunteer Lieutenant A. R. Langthorne; Montgomery, Acting Volunteer Lieutenant T. C. Dunn; Iosco, Commander John Guest.

The reserve division, under Lieutenant Commander J. H. Upshur, in the A. D. Vance, consisted of the Britannia, Acting Volunteer Lieutenant W. A. Sheldon; Tristam Shandy, Acting Volunteer Lieutenant F. M. Green; Lillian, Acting Volunteer Lieutenant T. A. Harris; Fort Donelson, Acting Master G. W. Frost; Wilderness, Acting Master H. Arey; Aries, Acting Volunteer Lieutenant F. S. Wells; Governor Buckingham, Acting Volunteer Lieutenant J McDiarmid; the Nansemonde, Acting Master J. H. Porter; Little Ada, Acting Master S. P. Crafts, and Eolus, Acting Master E. S. Keyser, and Republic, Acting Ensign J. W. Bennett, being used as despatch vessels.

Great enthusiasm was displayed in the fleet when it was ascertained that troops had come to renew the attack on Fort Fisher, for great was the disappointment on account of the late failure.

Some of the vessels that accompanied the last expedition were badly damaged in various ways. The Sassacus had both rudders disabled, but her energetic commander, Lieutenant Commander J. L. Davis, was ready in time. The Mackinaw, Commander J. C. Beaumont, had one of her boilers knocked to pieces, but her commander would go on one boiler. The Osceola, Commander J. M. B. Clitz, in the same condition—one boiler smashed up with shot and a hole near the bottom—was ready for anything, and I heard no complaint from any one. With such a disposition on the part of the officers, I anticipated the most favorable results.

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At daylight on the 13th instant, line No. 1 took position within six hundred yards of the beach to land the troops; lines Nos. 2 and 3 anchoring close to and outside of them, and the reserves taking charge of the provision vessels.

At 8.30 a. m. signal was made to the fleet to send boats to transports to land troops. At 2 p. m. we had landed eight thousand men, with twelve days' provisions and all their intrenching tools.

In the mean time the New Ironsides, Commodore William Radford; Saugus, Commander E. R. Colhoun; Canonicus, Lieutenant Commander George E. Belknap; Mahopac, Lieutenant Commander A. W. Weaver; and Monadnock, Commander E. G. Parrott, were ordered in to take a nearer position, the outside vessel (the Ironsides) being one thousand yards from Fort Fisher, which was the principal work, and on which the iron vessels were ordered to pour all their fire and endeavor to dismount all the guns. They got into position about 8 a. m., and opened fire deliberately.

The troops having all landed without opposition, at 3 p. m. I signalled line No. 2 to get under way and go in and attack. Line No. 1 was signalled to take position in front of the batteries, and line No. 3 was to remain and cover the landing party and get the field artillery on shore.

The different lines having formed into line of battle, steamed toward Fort Fisher, the Colorado leading, (the Minnesota having got a hawser around her propeller.) The vessels took their positions handsomely—having had some practice at that place—and delivered their fire as they fell in. The rapid fire of the monitors and Ironsides kept the rebels partly away from their guns, and they inflicted no damage on the fleet, the firing being very unsteady; indeed, I don't see how they could fire at all. After lines Nos. 1 and 2 got fairly anchored in position, the bombardment was very rapid and severe. This was continued without intermission from 4 o'clock p. m. until some time after dark, when the wooden vessels were ordered to haul out and anchor. The monitors and Ironsides were directed to keep up the fire during the night. The enemy had long ceased to respond to our fire, and kept in his bomb-proofs.

I could see that our fire had damaged some of their guns, and I determined that before the army went to the assault there should be no guns within our reach to arrest their progress.

Having found that the rebels could still bring some heavy guns to bear, which annoyed us somewhat, I determined to try another plan, and on the morning of the 14th ordered in all the small gunboats carrying 11-inch guns to fire slowly and try and dismount the guns on the face of the works where the assault was to be made. The Brooklyn was ordered to throw in a pretty quick fire to keep the rebels from working their guns. The attack was commenced at 1 p. m. and lasted till long after dark.

One or two guns only were fired this day from the upper batteries, inflicting no serious damage on any of the vessels except cutting away the mainmast of the Huron, and hitting the Unadilla once or twice. These guns we always silenced when a rapid fire was opened. The attack of the gunboats lasted until long after dark, and one vessel was employed firing (an hour each) throughout the night.

On this evening General Terry came on board to see me and arrange the plan of battle for the next day. The troops had got rested after their long confinement on shipboard and sea voyage, and had recovered from the drenching they received when landing through the surf. Having been long enough on their native element, they were eager for the attack.

It was arranged between the general and myself that the ships should all go in early, and fire rapidly through the day, until the time for the assault came off. The hour named was 5 p. m. I detailed 1,600 sailors and 400

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marines to accompany the troops in the assault—the sailors to board the sea face, while the troops assaulted the land side.

Most of the sailors were armed with cutlasses and revolvers, while a number had Sharpe's rifles or short carbines. I herewith enclose the order of attack on the fort and the manner of approaching it. There was a perfect understanding between the general and myself, and a system of signals established (by the army code) by which we could converse at our pleasure, though nearly a mile apart and amid the din of battle.

At 9 a. m. on the 15th the squadron was signalled to attack in three lines, or assume position marked on the plan herewith enclosed.

All the vessels reached position at about 11 a. m., and each opened fire as they got their anchors down.

The same guns in the upper batteries opened again this day, with some effect, as you will see by reference to the reports of the different commanders; but no vessel was injured sufficiently to interfere in the least with her efficiency. The fire was kept up furiously all day. The Mound Hill battery kept up rather a galling fire with its two heavy guns, but the rebels were driven away from their works into their bomb-proofs, so that no vessel was in the least disabled.

At 2 o'clock I expected the signal for the vessels to "change the direction of their fire," so that the troops might assault. The sailors and marines had worked by digging ditches, or rifle-pits, to within two hundred yards of the fort, and were all ready. The troops, however, did not get into position until later, and at 3 o'clock the signal came. The vessels changed their fire to the upper batteries; all the steam-whistles were blown, and the troops and sailors dashed ahead, nobly vying with each other to reach the top of the parapet; we had evidently (we thought) injured all the large guns, so that they could not be fired to annoy any one. The sailors took to the assault by the flank along the beach, while the troops rushed in at the left, through the palisades that had been knocked away by the fire of our guns.

All the arrangements on the part of the sailors had been well carried out; they had succeeded in getting up to within a short distance of the fort, and lay securely in their ditches. We had but very few killed and wounded to this point. The marines were to have held the rifle-pits and cover the boarding party, which they failed to do. On rushing through the palisades, which extended from the fort to the sea, the head of the column received a murderous fire of grape and canister, which did not, however, check the officers and sailors who were leading. The parapets now swarmed with rebels, who poured in a destructive fire of musketry. At this moment, had the marines performed their duty, every one of the rebels would have been killed.

I witnessed the whole affair, saw how recklessly the rebels exposed themselves, and what an advantage they gave our sharpshooters, whose guns were scarcely fired, or fired with no precision. Notwithstanding the hot fire, officers and sailors in the lead rushed on, and some even reached the parapet, a large number having reached the ditch.

The advance was swept from the parapet like chaff; and notwithstanding all the efforts made by commanders of companies to stop them, the men in the rear, seeing the slaughter in front, and that they were not covered by the marines, commenced to retreat, and as there is no stopping a sailor if he fails on such an occasion on the first rush, I saw the whole thing had to be given up. In the mean time the troops were more successful on their side. The rebels, seeing so large a body of men coming at them on the sea side, were under the impression that it was the main attack, and concentrated the largest part of their forces at that point, and when they gave three rebel cheers, thinking that they had gained the day, they received a volley

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of musketry in their backs from our gallant soldiers, who had been successful in gaining the highest parapet. Then commenced such a system of fighting as has never been beaten. Our soldiers had gained two traverses, while I directed the Ironsides to fire on the traverses occupied by the rebels. Four, five, and six traverses were carried by our troops in the space of an hour.

These traverses are immense bomb-proofs, about sixty feet long, fifty feet wide, and twenty feet high, seventeen of them in all, being on the northeast face. Between each traverse or bomb-proof are one or two heavy guns. The fighting lasted until 10 o'clock at night, the Ironsides and monitors firing through the traverses in advance of our troops, and the level strip of land called Federal Point being enfiladed by the ships to prevent re-enforcements reaching the rebels.

General Terry himself went into the fort, and I kept up constant communication with him until three hearty cheers, which were taken up by the fleet, announced the capture of Fort Fisher. Finding that the general felt anxious about the enemy receiving re-enforcements, I directed the sailors and marines to relieve the troops in the outer line of our defences, and a large number of soldiers were thus enabled to join our forces in the fort.

It will not be amiss for me to remark here that I never saw anything like the fearless gallantry and endurance displayed by our troops. They fought like lions, and knew no such word as fail. They finally fought and chased the rebels from traverse to traverse until they reached Battery Lamb, or the Mound, a face of work extending about 1,400 yards in length. At this point the rebels broke and fled to the end of Federal Point. Our troops followed them up, and they surrendered at discretion.

Thus ended one of the most remarkable battles on record, and one which will do more damage to the rebel cause than any that has taken place in this war. Twenty-three hundred rebels manned Fort Fisher; 1,900 were taken prisoners; the rest were killed or wounded. I may have stated some inaccuracies with regard to these military matters, which I will leave to General Terry to supply.

I have since visited Fort Fisher and the adjoining works, and find their strength greatly beyond what I had conceived. An engineer might be excusable in saying they could not be captured except by regular siege. I wonder even now how it was done. The work, as I said before, is really stronger than the Malakoff tower, which defied so long the combined power of France and England; and yet it is captured by a handful of men under the fire of the guns of the fleet, and in seven hours after the attack commenced in earnest.

I cannot say too much in praise of the conduct of this fleet during the time we have been engaged in these operations. I do not know an officer in command who has not performed his duty to the best of his ability. There may be some who have done better than others, but, after all, that may be a mere matter of opinion, or a matter of prejudice or partiality. All did their best, and we can ask no more.

To make invidious distinctions in a report of this kind would be causing matter for dispute, and I shall content myself with saying that the government may well be proud of those whom it has intrusted here with the command of the vessels.

I leave each commander to tell what his subordinates have done, and refer the department to the reports of divisional commanders for an account of what they saw and did. I will, however, make a special report of what I consider due to those who have been engaged in this contest, and have persistently fought for the Union.

I refer you to Lieutenant Commander K. R. Breese, who led the assault. The result was not what I expected when I planned the attack; but it would

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have succeeded without severe loss had the marines performed their duty. As it is we have lost heavily, and the country has lost some gallant officers, who fell on the enemy's ramparts.

The success is so great that we should not complain. Men, it seems, must die that this Union may live, and the Constitution under which we have gained our prosperity must be maintained. We regret our companions-in-arms, and shed a tear over their remains; but if these rebels should succeed we would have nothing but regret left us, and our lives would be spent in terror and sorrow.

As soon as the forts were taken I pushed the light-draught gunboats into the river; that is, as soon as I could find and buoy out a channel and take up the torpedoes, which were very thick. We found the wires leading to many, and under-ran them with boats. We found the torpedoes too heavy to lift with our ordinary boats, and they must have contained at least a ton of powder. The rebels seemed disposed to pay us back for the famous torpedo Louisiana, which exploded in their harbor and did them no harm.

We had some difficulty in getting the vessels across the bar and into the river, as the channel is very narrow and the bar very shoal; a few of them got stuck, but were got off again with the tide. We all came to the conclusion that we had followed the right plan to capture Fort Fisher, one in which the nautical man of any sense will concur. After I got three of the gunboats inside the bar and under the Mound the rebels prepared to evacuate Fort Caswell. Two steamers near the fort (which I think were the Tallahassee and Chickamauga) were set fire to and blown up after the rebels had set fire to the fort that blew up last night with a heavy explosion, followed by some minor ones. The barracks were apparently in flames all night, and some little works between this and Caswell blown up. I have sent vessels to see what has been done, and shall be governed accordingly.

I think they are burning up everything in Wilmington, and are getting away as fast as they can. In the mean time a large force of gunboats occupies the river between Caswell and Wilmington. That place is hermetically sealed against blockade-runners, and no Alabamas or Floridas, Chickamaugas or Tallahassees will ever fit out again from this port; and our merchant vessels will soon, I hope, be enabled to pursue in safety their avocation.

I send you a list of killed and wounded. We have lost more than I first estimated.

We expended in the bombardment about 50,000 shells, and have as much more on hand. I feel much indebted to the Bureau of Ordnance for so promptly supplying us with ammunition and guns.

We shall move along carefully, have no vessels blown up by torpedoes if I can help it, and I think we will be in Wilmington before long.

You may rest satisfied, sir, that the gate through which the rebels obtained their supplies is closed forever, and we can sit here quietly and watch the traitors starve.

I enclose you a number of reports, (dry, though necessary details,) with which I will not overload my report (already too long) on such an interesting occasion.

The number of guns captured in these works amounts to seventy-five, many of them superb rifle pieces of very heavy calibre. All those facing the ships were dismounted or injured so they could not be used, or the muzzles were filled up with sand or dirt, which rendered them useless. I only saw two that were not rendered useless.

I believe we have burst all the rifled guns left in the fleet, (one on the Susquehanna, one on the Pequot, one on the Osceola,) and I think the reputation of these guns is now about ruined.

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I shall take occasion in another despatch to call your attention to those officers whom I consider worthy of the most praise, and the approbation and notice of the department.

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

DAVID D. PORTER, *Rear-Admiral.*

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

List of officers killed and wounded during the attack upon Fort Fisher.

Killed in the assault.—Lieut. S. W. Preston, Flag Lieutenant; Lieut B. H. Porter, commanding flag-ship Malvern; Assistant Surgeon Wm. Longshaw, U. S. steamer Minnesota; Acting Ensign Robert Wiley, U. S. steamer Montgomery.

Killed by explosion of magazine in Fort Fisher, January 16.—Acting Assistant Paymaster R. H. Gillett, U. S. steamer Gettysburg; Acting Ensign J. S. Leighton, U. S. steamer Gettysburg.

Wounded in the assault.—Lieut. Commander W. N Allen, U. S. steamer Tuscarora; Lieut. G. M. Bache, U. S. steamer Powhatan; Lieut. R. H. Lamson, commanding U. S. steamer Gettysburg; Acting Volunteer Lieut. F. F. Baury, U. S. steamer Colorado; Ensign R. D. Evans, U. S. steamer Powhatan; Ensign Ira Harris, U. S. steamer Powhatan; Acting Ensign L. R. Chester, U. S. steamer Pontoosuc; Acting Ensign James Bertwistle, U. S. steamer Minnesota; Acting Ensign F. A. O'Connor, U. S. steamer Minnesota; Acting Ensign G. W. Coffin, U. S. steamer Gettysburg; Acting Ensign B. Wood, U. S. steamer Tristam Shandy; Acting Master A. J. Louch, U. S. steamer Mackinaw; Acting Master's Mate E. K. Green, U. S. steamer Mackinaw; Acting Master's Mate J. M. Simms, U. S. steamer Minnesota; Acting Master's Mate A. F. Aldridge, U. S. steamer Tuscarora.

Total officers killed and wounded, 21.

Killed, wounded and missing in the attack upon Fort Fisher, including the explosion of the magazine.

Flag-ship Malvern, 3 killed and 1 wounded; Saugus, 1 wounded; Pontoosuc, 7 wounded; Kansas, 1 wounded; Tacony, 2 killed and 12 wounded; Canonicus, 3 wounded; Ticonderoga, 1 killed and 6 wounded; Iosco, 2 killed and 12 wounded; Shenandoah, 6 killed and 5 missing; Tuscarora, 3 killed and 12 wounded; Rhode Island, 8 killed and 2 wounded; Huron, 5 wounded; Montgomery, 2 killed and 4 wounded; Monticello, 4 killed and 4 wounded; Wabash, (incomplete,) 12 wounded; Tristam Shandy, 2 wounded and 1 missing; Susquehanna, 3 killed and 15 wounded; Juniata, 5 killed and 10 wounded; Santiago de Cuba, 1 killed and 9 wounded; Fort Jackson, 1 killed and 10 wounded; Yantic, 2 killed and 2 wounded; Powhatan, 3 killed, 19 wounded, and 7 missing; Minnesota, 13 killed and 23 wounded; Colorado, 3 killed, 14 wounded, and 8 missing; Nereus, 3 killed and 3 wounded; Pequot, 3 killed and 5 wounded; Gettysburg, 6 killed and 6 wounded; Mackinaw, 2 wounded; Mohican, 12 killed.

Total—Killed, 74; wounded, 213; missing, 22.—Total killed, wounded, and missing, 309.

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Special orders of Rear-Admiral D. D. Porter, Nos. 7, 8, *and* 10.

[Special Order No. 7.]

NORTH ATLANTIC SQUADRON,
Flag-Ship Malvern, January 1, 1865.

The commanders of all vessels will have their chart plans of last attack sent in without delay, to be corrected ready for next attack, and mark the name of their ship in plain letters on the plan.

DAVID D. PORTER,
Rear-Admiral, Com'dg North Atlantic Squadron.

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[Special Order No. 8.]

NORTH ATLANTIC SQUADRON,
Flag-Ship Malvern, January 3, 1865.

A great many shells were thrown away firing at the flag-staff. These are generally placed at a point to entice us to fire at them, and no harm is done by this kind of firing. Commanders are directed to strictly enjoin upon their officers and men never to fire at the flag or pole, but to pick out the guns; the stray shells will knock the flag-staff down. Commanders are directed particularly not to show their plans or general orders in relation to this expedition to any one.

DAVID D. PORTER,
Rear-Admiral, Com'dg North Atlantic Squadron.

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[Special Order No. 10.]

NORTH ATLANTIC SQUADRON,
Flag-Ship Malvern, January 9, 1865.

The following vessels will form a separate line, under command of Lieutenant Commander Upshur, for the purpose of landing the provisions and stores for the army, viz: A. D. Vance, Fort Donelson, Aries, Emma, Lillian, Tristram Shandy, Britannia, and the Wilderness. The Nansemond, Moccasin, and Little Ada will act as messengers as before.

It is proposed now that the troops shall be first landed before any attack is made on the fort by all the vessels. The Brooklyn will lead in with the vessels attached to her line, and anchor in a position to cover the landing, and drive away the rebels if any are there. The landing will probably be made at the same place as before.

Line No. 2 will anchor where their guns can reach, (somewhere in about five fathoms water and not less,) and where they can fire clear of the first line.

Line No. 3 will keep under way a short distance outside the other lines, ready to act as circumstances may require.

The transports will anchor in line outside of line No. 1, and be ready to deliver their troops as fast as the boats come alongside. All the vessels will lower their boats as quick as they anchor, and send them to the transports, line No. 3 doing the same.

When the troops are all landed, the boats will be hoisted up on the port side, and those belonging on the starboard side will be secured alongside for towing, so that they can be manned at a moment's notice, when the assault comes off.

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If practicable, the New Ironsides and the monitors will be ordered on to bombard the fort and dismount the guns while the troops are getting on shore. This will be done when the signal is made to the New Ironsides to attack, the monitors following her.

While the vessels are firing, the commanders will keep an intelligent officer at the main-topmast-head to regulate the firing and tell the effect of the shot. The commanders of smaller vessels will have a like lookout kept at the main-mast-head. The officers aloft will note all information that may be valuable, as they can see what is going on in the river inside.

DAVID D. PORTER,
Rear-Admiral, Com'dg North Atlantic Squadron.

General Orders of Rear-Admiral D. D. Porter, No. 78, 81, 82, *and* 84.

[General Order No. 78.]

NORTH ATLANTIC SQUADRON,
Flag-Ship Malvern, January 2, 1865.

The order of attack for the next bombardment of Fort Fisher will be as follows:

The New Ironsides, Commodore Radford, will lead in, and anchor with the centre of the northeast face of the fort bearing west by south half south, the monitors following. The iron-clads will anchor in succession, as follows: The Dictator will anchor close to, and but a length ahead and outside of, the New Ironsides. The Mahopac, Canonicus, and Saugus will anchor in a line close together, between the New Ironsides and the beach; and the Monadnock will select a position in the same line, so that she will have room to swing and bring both turrets to bear.

When these vessels are fully engaged, signal will be made to the Brooklyn to go in and engage the enemy, taking her position at anchor close under the stern of the New Ironsides, with her broadside bearing on Fort Fisher. The Brooklyn will be followed in by the Mohican, Tacony, Kansas, Unadilla, Huron, Maumee, Pawtuxet, Seneca, Pontoosuc, Nyack, Yantic, and Nereus, in the order in which they are marked on the chart. The line when anchored should be with the Brooklyn, bearing about south by east. This will be line of battle No. 1.

Line of battle No. 2 will take position when the leading vessel of line No. 1 is anchored, with the Minnesota leading, Colorado next, Wabash, Susquehanna, Powhatan, Juniata, Shenandoah, Ticonderoga. After the Minnesota anchors in her old place, (or closer,) where her guns will clear the New Ironsides, the Colorado will pass her and anchor, both ships firing slowly to get their range as they go in. When the Colorado is anchored and firing with effect, all the vessels of line No. 2 will anchor in position exactly as they did on a previous occasion.

The Vanderbilt will then anchor a little outside of and between the Colorado and Wabash, Mackinaw between Susquehanna and Wabash, and Tuscarora between Juniata and Powhatan.

When line No. 2 has anchored, line No. 3 will take position, the Santiago de Cuba leading, which vessel will anchor with the centre of the southeast face of Fort Fisher bearing northwest half north, or just ahead of Ticonderoga. The Fort Jackson will then pass the Santiago de Cuba, and anchor as close as she can get; the Osceola will pass the Fort Jackson and anchor, and so on with Sassacus, Chippewa, R. R. Cuyler, Maratanza, Rhode Island,

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Monticello, Alabama, Montgomery, Keystone State, Quaker City, ending with the Iosco.

When the signal is made to form line of battle, all the vessels of lines Nos. 1, 2, and 3 will fall in line in the order mentioned; the Brooklyn leading line No. 1, the Minnesota line No. 2, and the Santiago de Cuba line No. 3. When any vessel is missing, the vessels behind must close up. All the vessels can with safety get in closer than they did the last time. For this they must depend on the lead and past experience.

All firing against earthworks when the shell bursts in the air is thrown away. The object is to lodge the shell in the parapets, and tear away the traverses under which the bomb-proofs are located. A shell now and then exploding over a gun *en barbette* may have good effect, but there is nothing like lodging the shell before it explodes. The red lines on the chart indicate the object each vessel is to fire at as near as we can make out the works.

In case it is determined to land the troops before engaging the forts, signal will be made. Each vessel will have her boats in readiness to disembark the troops as rapidly as possible. When the signal is made they will run in and anchor close to the shore, covering the landing with their guns. The paddle steamers will not use their paddle boats (but only their davit boats) unless ordered to do so. All these things will be regulated by signal. All the precautions observed in General Order No. 75 will be observed on this occasion.

Fire deliberately. Fill the vessels up with every shell they can carry, and fire to dismount the guns, and knock away the traverses. The angle near the ships has heavy casemates; knock it away. Concentrate fire always on one point. With the guns disabled, the fort will soon be ours.

No vessel will retire from line unless in a sinking condition, nor without permission.

So many accidents have happened with the 100-pounder rifles, that I recommend, if they be used at all, the charges be reduced to seven (7) pounds; and as the time fuzes burst after leaving the gun, fire them with a patch on or fire percussion shell.

When the troops are ready for the assault, signal will be made to "change the direction of fire," by hoisting general signal 2211, and blowing the steam-whistle, which whistle every vessel will repeat, and officers will be stationed at the hatches to pass the word. When the signal 2211 is made, all the vessels will stop firing at Fort Fisher, and concentrate their fire on the batteries to the left or above it; the Tacony, Kansas, Unadilla, Huron, Maumee, Pawtuxet, Seneca, Pontoosuc, Nyack, Yantic, and Nereus, giving their guns *great* elevation, and firing over to reach the river, to disturb any rebel troops that may be resting there. To avoid accidents by firing over our troops by these last-mentioned vessels, the patches will not be taken off the shell until the assaulting column is in the works.

If the troops are driven back, the firing will be directed on Fort Fisher again when the signal is made, and this plan will be followed from time to time as assaults are made and repulsed.

There is one thing to which I beg leave to call attention. When the range is once obtained, the officer of division should note in a book the distance marked on the sight, so that he will not forget it. When the smoke becomes thick, and objects dim, a reference to the notes and an examination, to see if the sight is properly set, will assist very much in insuring accuracy of fire.

DAVID D. PORTER,
Rear-Admiral Com'dg North Atlantic Squadron.

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[General Order No. 81.]

NORTH ATLANTIC SQUADRON,
Flag-Ship Malvern, January 4, 1865.

Before going into action the commander of each vessel will detail as many of his men as he can spare from the guns as a landing party.

That we may have a share in the assault, when it takes place, the boats will be kept ready, lowered near the water on the off side of the vessels. The sailors will be armed with cutlasses, well sharpened, and with revolvers. When the signal is made to man the boats, the men will get in, but not show themselves. When signal is made to assault, the boats will pull around the stern of the monitors and land right abreast of them, and board the fort on the run in a seaman-like way.

The marines will form in the rear and cover the sailors. While the soldiers are going over the parapets in front, the sailors will take the sea face of Fort Fisher.

We can land two thousand men from the fleet and not feel it. Two thousand active men from the fleet will carry the day.

Two boat-keepers will be kept in each boat.

DAVID D. PORTER,
Rear-Admiral, Com'dg North Atlantic Squadron.

[General Order No. 82.]

NORTH ATLANTIC SQUADRON, FLAG-SHIP MALVERN,
Beaufort, N. C., January 5, 1865.

The distinguishing flags of the different lines of battle will be as follows

When signalizing to line No. 1, one (1) black ball over the cornet will be hoisted.

When signalizing to line No. 2, two (2) black balls over the cornet will be hoisted.

When signalizing to line No. 3, three (3) black balls over the cornet will be hoisted.

The vessels leading these lines will repeat the signals made by the flag-ship.

DAVID D. PORTER,
Rear-Admiral, Com'dg North Atlantic Squadron.

[General Order No. 84.]

NORTH ATLANTIC SQUADRON, FLAG-SHIP MALVERN,
Beaufort, N. C., January 6, 1865.

When ready to start, the Santiago de Cuba will tow the Canonicus, the Fort Jackson the Mahopac, the Alabama the Saugus, and the Rhode Island the Dictator, if she comes. The Mohican will go ahead of the Monadnock, and take care of her; the Vanderbilt will tow or keep company with the Dictator, and the Pontoosuc will go ahead of the Monadnock to guide her, as her compass does not work. When these vessels arrive at the scene of action, they will drop into their respective lines.

DAVID D. PORTER,
Rear-Admiral, Com'dg North Atlantic Squadron.

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Rear-Admiral D. D. Porter's landing orders.

FLAG-SHIP MALVERN,
Off New Inlet, N. C., January 15, 1865

[Landing Orders.]

The landing party will land out of gunshot of the fort, and as fast as the boats get rid of their load they will be shoved off, and the boat-keepers will pull off and hang to the stern of the Nansemond, which vessel will be anchored off the landing.

When the men are landed they will be formed and kept together, the marines forming by themselves.

Lieutenant S. W. Preston will have charge of the men with shovels. He will advance as near the fort as he safely can without running the risk of a single man, and commence throwing up rifle-pits rapidly. He will first advance with a thin line of sappers, and as soon as he can get a ditch deep enough for shelter, the marines will go in in thin squads, and occupy them. As the sand is thrown up high enough to conceal a person, other sappers will come in behind and dig it deeper. There will be required a three and a half feet ditch, and about the same height of earth thrown out. The object is to get as close to the fort as possible, and with perfect safety, so that the men will have shelter to go to in case of the enemy firing grape and canister.

The officers leading the men must make them keep under command—not show themselves until the signal is made and the army move to the assault. No move is to be made forward until the army charges, when the navy is to assault the sea or southeast face of the work, going over with cutlasses drawn and revolvers in hand. The marines will follow after, and when they gain the edge of the parapet they will lie flat and pick off the enemy in the works. The sailors will charge at once on the field-pieces in the fort and kill the gunners. The mouths of the bomb-proofs must be secured at once, and no quarter given if the enemy fire from them after we enter the fort. Any man who straggles, or disobeys orders, is to be sent to the rear under a guard. The men must keep their flags rolled up until they are on the top of the parapet and inside the fort, when they will hoist them.

Remember, the sailors, when they start to board, are to go with a rush, and get up as fast as they can. Officers are directed not to leave their companies under any circumstances, and every company is to be kept together. If, when our men get into the fort, the enemy commence firing on Fort Fisher from the Mound, every three men will seize a prisoner, pitch him over the walls, and get behind the fort for protection, or into the bomb-proofs.

The fleet captain will take charge of the landing party, and all the commands will report to him. He represents me on this occasion, and all his orders will be promptly obeyed.

DAVID D. PORTER, *Rear-Admiral.*

Report of Fleet Captain K. R. Breese.

FLAG-SHIP MALVERN,
Off Fort Fisher, N. C., January 16.

SIR: I have to report that, in obedience to your order, I represented your flag in commanding the assault on Fort Fisher, and beg leave to state as follows:

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Lieutenant S. W. Preston had charge of a force of about ten men from each ship, with shovels and picks, and threw up within six hundred yards of the fort a well-protected breastwork, and from that gradually advanced to within two hundred yards a succession of rifle-pits, which were most promptly occupied by a line of skirmishers composed of marines, under Second Lieutenant L. E. Fagan, United States marine corps. The manner in which this was done reflects most creditably upon Lieutenant Preston. As the advance was made he came to me and reported his work finished, and asked that he might be employed in any way. Lieutenant Preston's services were most useful to me, and in his last moments he attempted to send me word that he had carried out my orders.

The assaulting party was composed of about sixteen hundred seamen and four hundred marines, divided into four lines, as follows: First line, composed of marines, Captain L. L. Dawson, United States marine corps, commanding. Second line, composed of the landing party of the first and fourth divisions of the squadron, Lieutenant Commander C. H. Cushman, commanding. Third line, composed of the landing party of the second division of the squadron, commanded by Lieutenant Commander James Parker, who most generously waived his seniority upon reading your order that I should represent you on shore. Fourth line, composed of the landing party of the third division of the squadron, commanded by Lieutenant Commander T. O. Selfridge. The second, third, and fourth lines were of about equal strength.

It was intended that the men should assault in line, the marines acting as sharpshooters, and the different lines were to charge over them; but from the difficulty I had of informing myself of the time when the army was to assault, which was to guide our movements, that moment found us too far off to move to the attack unless under cover. When I discovered that the army was moving to attack the fort, I ordered the men to advance by the flank, along the beach, hoping to be able to form them for the assault under cover of the marines; but four hundred yards distance, exposed to a most galling fire of musketry, threw a portion of the marines into the first line, and the rest of them did not take position as they should.

The second and third lines came along and the heads of the three lines joined and formed one compact column, which, filing up to the sea face of Fort Fisher, assaulted to within fifty yards of the parapet, which was lined with one dense mass of musketeers, who played sad havoc with our men. Although exposed to a most severe fire from the enemy, the men were rallied three times under the personal encouragement and exposure of their commanding officers, but failed to gain much ground. A few officers and men reached the parapet. I don't know their names, but they will doubtless be found in the reports of the officers accompanying the party.

The marines having failed to occupy their position, gave the enemy an almost unmolested fire upon us.

Men armed with Sharpe's rifles, and the few marines in the front, opened the fire, but it was too feeble to be of avail. Finding the rear of the men retreating, I hastened toward it to form them under cover, and have them use their rifles, but they were too far distant for me to reach them, and I accordingly returned to a position near the works. As I did so the remaining men, notwithstanding all attempts to stop them, fled, with the exception of about sixty, among whom were Lieutenant Commanders James Parker, C. H. Cushman, T. O. Selfridge, and M. Sicard, and Lieutenants N. H. Farquhar and R. H. Lamson, the latter of whom was wounded, and several volunteer officers whose names I unfortunately do not know.

The fire of the enemy was so severe that the few of our men remaining had to seek such cover as they could, and there remained until dark, when

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a demonstration upon the part of the rebels induced all to make a rush, and most succeeded in escaping.

The country will regret the death of Lieutenant S. W. Preston, acting as my aid in carrying orders, who was killed in front; and of Lieutenant B. H. Porter, killed in the early assault, at the head of the column; and of several volunteer officers, seamen, and marines, killed during the attack.

Of Assistant Surgeon William Longshaw special mention should be made on account of his great bravery and attention to the wounded under the hottest fire, until finally he fell a victim in the very act of binding up the wounds of a marine.

I can but attribute the failure of the assault to the absence of the marines from their position, as their fire would have enabled our boarders to use their cutlasses and pistols most effectively. By this I would imply the lack of proper organization, it being impossible in the short space of time, on account of throwing so many small squads of men from the different vessels together in one mass, lacking proper company formations, and wholly unacquainted with each other, to secure such organization.

This led to the confusion exhibited, for it was not due to any want of personal valor on the part of the officers or men.

Although the officers and men were exposed to a severe fire from the enemy, to them of a novel character and upon a novel element, which would have tried veterans, yet they advanced nobly, and the survivors must be satisfied that they contributed in no small degree to the success of the army. The enemy believing, as I am informed, that the main assault was to come from us, were much surprised upon looking to their rear to find the army so far advanced in their works.

The medical officers sent on shore with the landing party established their field hospital at a work about a mile from the fort, where Assistant Surgeon B. H. Kidder took charge of the wounded who were conveyed there, and their wants attended to as well as circumstances would permit.

As near as I could estimate, there were about sixty-five killed and two hundred wounded.

Lieutenant Commander W. B. Cushing, in the extreme front, finding nothing could be done, left with the retreating men, and succeeded finally in rallying them, and, at the request of General Terry, occupied the lines near his headquarters, which enabled him to withdraw men to re-enforce his force in the fort.

Being a witness to the assault of the army after our repulse, I cannot but express my admiration of the extreme gallantry of its attack.

Where one act of personal bravery was displayed on the part of the enemy, a dozen or more were conspicuous on our part; and it was the most imposing sight to see how splendidly our brave soldiers did their work.

In conclusion I would say, that I may have omitted the names of officers who have distinguished themselves by their gallantry, yet I could not fail to mention those above named who came personally under my notice, and I trust that the commanding officers of the assaulting lines will do justice to all.

To Lieutenant Commander James Parker I would say that I was a witness to his efforts to advance the men to the free exposure of his person, and, although ranking me, he would let no obstacle of that nature interpose and check his endeavors to do his utmost to capture the fort.

To your secretary, Mr. C. P. Porter, acting as my aid, I am very much indebted. Though frequently sent to the rear with orders, he was most promptly back, and at the assault he was found at the front.

Although the assaulting party failed, I think it but due to those who advanced, and to the memories of the slain, to claim for them, through their

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strong demonstration, a corresponding resistance from the enemy, and a weakening of the rebel defence towards our army.

I have been informed by the officers who conversed with prisoners that the enemy believed ours to be the main assault, and concentrated against us their main force. In saying this I would not wish to be understood in the least to detract from the splendid gallantry exhibited by our army, which was worthy of the highest commendation that can be bestowed.

Very respectfully, your obedient servant,

K. R. BREESE, *Fleet Captain.*

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

Report of Commodore H. K. Thatcher.

UNITED STATES STEAM FRIGATE COLORADO,
Off Wilmington, N. C., January 14, 1865.

ADMIRAL: I have the honor to report the following as the result of the operations of this ship on the 13th instant: At 4 a. m., in obedience to signal, got under way from our anchorage near Wilmington, and steamed towards the forts in line of battle, the Minnesota ahead. At 8 a. m. anchored within easy range of the coast in six and a half fathoms, (forts about five miles distant, bearing NE. by N.,) to cover the landing of troops, and sent five boats to assist in landing them from the transports. Commenced shelling the woods skirting the coast; at 8.55 ceased firing, in obedience to your signal. At 11.10 the third line of gunboats steamed along shore, shelling the woods, whilst the troops were being landed rapidly. At 3 p. m. recalled boats, in obedience to your signal. At 3.15 got under way, all the troops having been successfully landed. At 3.45 proceeded to attack the forts without regard to the Minnesota, in accordance to your signal, followed by the rest of the line. At 4.40 opened fire upon the forts, with stream hawser fast to the New Ironsides, and continued the action briskly, in easy range, until 5.50 p. m., when, by your order, we ceased firing and retired from action, (it being then too dark to discern objects on shore.) At 7 p. m. anchored in eight fathoms, Fort Fisher bearing W. SW., distant three miles. My casualties were one killed, (Robert Little, seaman,) one severely wounded, one wounded. Hulled six times by the forts; one 150-pound solid shot through berth-deck; one 150-pound solid shot through gun-deck, cutting through side; one 150-pound solid shot through port sides above water-line, and lodging in a beam end, where it remained; two 150-pound solid shots striking sheet chain and cutting it through. The enemy's shell exploded over the hull of this ship, but without serious injury. I forward herewith reports of Surgeon Jas. McLelland and of the warrant officers.

I am much gratified to have it in my power to report that the officers and crew of this ship behaved with their usual gallantry. I have to commend to your notice, especially, Lieutenant M. L. Johnson, who, in the midst of a heavy fire from the enemy, with a boat's crew of volunteers, carried a hawser from this ship to the New Ironsides, in order to enable us to bring all the guns to bear from the port battery, and was, for more than half an hour, a target for the forts, which they availed themselves of, but fortunately without success. I cannot omit the opportunity to speak in the highest terms of Acting Ensign W. G. Perry, who, when the action commenced, had just returned to the ship, after having been absent all day with the boats in land-

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ing troops, and although drenched to the skin, and worn out with fatigue went immediately to the second division, which he commanded, and fought his guns splendidly through the action. In addition to this, Mr. Perry is, in all respects, worthy of an additional grade.

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

H. K. THATCHER,
Commodore United States Navy.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron.

UNITED STATES FRIGATE COLORADO,
Off Fort Fisher, January 13, 1865.

SIR: I have the honor to report the following casualties which occurred on this ship in the engagement of to-day: Robert Little, (seaman) killed; Hanson F. Carver, (ordinary seaman,) severely wounded; James Foster, (seaman,) wounded.

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

J. McLELLAND,
Surgeon United States Navy.

Commodore H. K. THATCHER,
U. S. Frigate Colorado, Commanding First Division N. A. S.

Carpenter's Report.

UNITED STATES SHIP COLORADO,
Off Wilmington, N. C., January, 14, 1865.

SIR: I have the honor to submit the following report of damage sustained by the hull of this ship in the action of the 13th instant: One solid shot between Nos. 12 and 13 guns, five feet from the water-line, doing much damage; one shot between Nos. 10 and 11 guns, at the water-line—damage slight; one shot forward of starboard gangway, at the water-line—damage light; one shot between Nos. 7 and 8 guns, five feet from water-line; one shot at No. 5 gun, coming through the forward part of gun-deck battery, and with much damage; one shot between Nos. 3 and 4 guns, coming through on berth-deck, two feet from the water-line, doing much damage.

Very respectfully, sir, your obedient servant,

J. G. MYERS,
Carpenter United States Navy.

Commodore H. K. THATCHER,
Com'dg U. Ship Colorado.

Gunner's Report.

UNITED STATES STEAMER COLORADO,
Off Wilminyton, N. C., January 14, 1865.

SIR: I respectfully report the following damage done to the battery, and the amount of ammunition expended on January 13, 1865: Bracket of carriage, No. 5 port, struck by shot, damaging it slightly; one revolver stock knocked off, and otherwise badly damaged; one belt cut in two. The

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above revolver and belt were worn by a man killed in action. Expended 756 charges powder, 9-inch, 10 pounds; 30 charges powder, 11-inch, 15 pounds; 756 shells, 9-inch, 10″ fuze; 30 shells, 11-inch, 10″ fuze.

Very respectfully,

W. WILSON, *Gunner.*

Commodore H. K. THATCHER, *Com'dg.*

U. S. SHIP COLORADO,
Hampton Roads, Va. January 20, 1865.

COMMODORE: In obedience to your order of this day I have the honor to present to you the following report in relation to the storming party from this ship, under my command, at the assault on Fort Fisher on the 15th instant by the sailors and marines of the squadron. In obedience to your orders I landed in charge of one hundred and thirty men from this ship, together with the marine guard. After landing and forming the men, I reported to Lieutenant Commander Breese, who assigned my command to the first division, Lieutenant Commander Cushman, commanding, by whose orders I detached a squad of twelve men with shovels to report to Lieutenant Preston, to assist in throwing up intrenchments. The assaulting party then marched up the beach, by the flank, and after reaching a point nearly abreast the sea-face of the fort, were ordered to take cover under a ridge of sand to await the assault. The final assault being ordered, the whole force advanced by the run up the sea-face of the work, the enemy pouring in a heavy fire of musketry, with an occasional discharge of grape and canister. The marines, who were alone armed with muskets, and were to form a covering party, returning the fire but feebly. The men broke in spite of all my attempts to rally them, and rushed down to the beach in disorder. By great exertions I succeeded in rallying a portion of my command, and by orders of Lieutenant Commander Cushing took charge of the intrenchments. At dark, by order of Lieutenant Commander Blake, I took my command up the beach and occupied a portion of the work in front of the rebel General Hoke's division. A. V. Lieutenant F. F. Baury and Acting Ensign W. G. Perry behaved gallantly during the assault and greatly assisted me in carrying out my orders.

I regret to report that A. V. Lieutenant Baury was severely wounded in the hip during the assault. Assistant Surgeon B. H. Kidder from this ship, in charge of the hospital, rendered every assistance to the wounded.

Assistant surgeon reports the following casualities: Three killed, fifteen wounded. I would also report eight missing, making a total loss of twenty-six.

Very respectfully, your obedient servant,

H. B. ROBESON, *Lieutenant U. S. Navy.*

Commodore H. K. THATCHER,
Commanding First Division N. A. Squadron.

Forwarded to Rear-Admiral D. D. Porter, commanding fleet.

H. K. THATCHER, *Commodore.*

Report of casualties.

U. S. SHIP COLORADO,
Off Wilmington, N. C., January 16, 1865.

ADMIRAL: I have the honor to report the following list of killed, wounded and missing from this ship of the assaulting party on Fort Fisher on the 15th instant, so far as can be ascertained at this moment.

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Killed.—Frederick S. Hayford, ordinary seaman, Geo. H. Winson, landsman.

Wounded.—Joseph W. Clows, seaman, seriously; Robert A. Boardman, landsman, doubtful; Arthur Doyle, seaman, seriously; George Taylor, ordinary seaman, slight; Daniel Kelly, sergeant marines, slight; John McLeod, ordinary seaman, flesh wound; Wm. Butler, seaman, slight; Alexander Shean, seaman, slight; W. L. Laird, landsman, slight; John Varley, landsman, slight; David Vose, landsman, slight.

Missing.—Samuel Hay, ordinary seaman; George Watson, seaman; John D. Hoffman, ordinary seaman; Thomas McCollough, seaman; Bethel B. Beckford, landsman; Wm. White, seaman; Joseph White, ordinary seaman; Geo. H. Merithee, seaman; John Wilson 3d, landsman.

Absent, snpposed to be on shore.—Andrew Munn, private marine; William Thomas, private marine; Patrick Caine, private marine; Andrew Perry, ordinary seaman; Peter Reed, ordinary seaman.

Seriously wounded.—F. F. Baury, A. V. lieutenant.

Very respectfully, your obedient servant,

H. K. THATCHER,
Commodore, Commanding First. Division N. A. S.

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron.

Report of Commodore Wm. Radford.

U. S. SHIP NEW IRONSIDES,
At anchor off Fort Fisher, January 15, 1865.

SIR: I have the honor to report, that, in obedience to your orders, the iron-clad division steamed in and took their position under the guns of the battery of Fort Fisher, this ship leading; anchored at 8.29 a. m. on the 13th instant. The Monadnock, Commander E. G. Parrott, Canonicus, Lieutenant Commander G. E. Belknap, Saugus, Commander E. R. Colhoun, and Mahopac, Lieutenant Commander A. W. Weaver. The battery opened on this ship as we came in. I did not reply until I obtained my desired position, opening then, deliberately, to get a correct range, as the wooden vessels were engaged landing troops, &c. The iron-clad division received the fire nearly all day alone from Fort Fisher, without receiving any very material damage, and remained in position during the night. By orders from Admiral Porter, the iron-clad division commenced the action at 10.47 a. m. on the 14th instant, and continued firing until after dark. Some of the wooden gunboats came up, and commenced firing at 2.30 p. m., hauling off at dark, the iron-clad division maintaining their position. On the morning of the 15th we commenced the action, at 7.16 a. m., and continued to fire during the day, concentrating it upon the guns of the battery which was doing the most effective work, which we invariably soon silenced or disabled. As the troops were advancing I observed two field-pieces in the rear of the fort firing on them, which we soon silenced with some well-directed shells from this ship. When the enemy came out of their bomb-proofs to defend the fort against the storming party I used my battery with great success against them, every shell bursting, apparently, in the right place. At 5.20 p. m. we ceased firing by orders from the flag-ship, nearly every gun on the fort facing us having been disabled in the first two days' action. I cannot close my report without speaking in the highest terms of the battery of this ship, and the manner in which it was served, for three consecutive days, by officers and

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men—fighting all day and taking in ammunition during the night. I know of nothing surpassing it on record. I would now speak of the monitors, and the handsome manner in which they were handled and fought during the time; and the different attacks on Fort Fisher has not only proved that they could ride out heavy gales at sea, but fight their guns in moderately smooth weather, which has been doubted by many intelligent officers.

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

WILLIAM RADFORD,
Commodore, Commanding Iron-clad Division.

Rear-Admiral D. D. PORTER,
Com'dg N. A. Squadron, Flag-ship Malvern, off Fort Fisher, N. C.

Report of Commodore Joseph Lanman.

UNITED STATES STEAMER MINNESOTA,
Off New Inlet, N. C., January 17, 1865.

ADMIRAL: I have the honor to submit the accompanying minutes taken on the quarter deck of this vessel on the 13th and 15th of January, 1865, during the bombardment of Fort Fisher; also the reports from several officers of this ship.

As in my report of the action of the 24th and 25th of December, it gives me great pleasure to state that in the recent engagement the conduct of all the officers, men, marines, and boys on board the Minnesota was entirely satisfactory. Every one performed his duty to the utmost of his ability. Considering the absence of so large a number (two hundred and forty officers and men) for the assaulting party on the 15th instant, the working and practice of the guns could not have been better, and many excellent shots were made. In a word, all performed their duty in the most creditable manner.

Agreeably to signal, on the 15th instant, the boats left with the assaulting party fully equipped, all under the command of Lieutenant Commander James Parker, whose official report I shall have the honor to forward.

It may be proper to mention that with the assaulting party of sailors and marines were a number of firemen and coal-heavers from the engineer department.

I have the honor to be your obedient servant,

JOSEPH LANMAN,
Commodore, Com'dg Second Division N. A. Squadron.

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

Minutes of the bombardment of Fort Fisher, on the 13th and 15th of January, 1865, taken upon the quarter deck of the United States steam frigate Minnesota, Commodore Joseph Lanman, commanding, by O. B. McCurdy, captain's clerk.

Fort Fisher bearing SW. by W., eight (8) miles distant. At 5 a. m. got under way, standing in shore. At 7 a. m. beat to quarters and prepared for action. At 7.20 a. m. United States steamer Brooklyn opened fire upon the woods. At 7.30 a. m. hailed by an officer ordering to "intercept the Brooklyn," and anchor as close ahead of her as possible. At 8.15 a. m. flag-ship made signal to "anchor eight hundred (800) yards ahead of the Brook-

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lyn." At 8.30 a. m. the Minnesota commenced shelling the woods; fired very slowly. At 8.35 a. m. Fort Fisher bearing SW. by W., wind W. NW.; let go the kedge about eight hundred (800) yards ahead of the Brooklyn, and from eight hundred (800) to one thousand (1,000) yards from the beach, with the Colorado on our port quarter. At 8.40 a. m. let go port anchor. At 8.45 a. m., agreeably to signal from flag-ship, lowered and got out all boats, (eleven.) At 9.5 a. m. general signal to cease firing. At 12.10 p. m. dinner at quarters. At 3.5 p. m. signal from flag-ship to recall all boats. At 3.10 p. m. signal to get under way; stern hawser got foul of the rudder-post. At 4 p. m. boats returned. At 5.20 p. m. took position on starboard quarter of the Colorado; Fort Fisher bearing W. by S., mound W. SW., wind SW., and let go the kedge about fifteen or sixteen hundred yards from the fort. At 5.25 p. m., as soon as the guns bore upon Fort Fisher, the Minnesota opened fire. At 5.30 p. m. let go port anchor. At 6 p. m. hailed by an officer ordering to "cease firing and drop out of action;" hove up anchor, and at 6.40 p. m. retired; steaming out about three (3) miles to the northward and eastward of Fort Fisher.

JANUARY 15, 1865.

Fort Fisher bearing SW. by W., three (3) miles distant. At 3.50 a. m. called all hands. At 5 a. m. got under way. At 7.35 a. m. out all boats. At 7.45 a. m. hailed by tug, and ordered to send picks and spades with landing party. At 7.55 a. m. beat to quarters. At 8.15 a. m. signal from flag-ship to "remain where you are, (about two miles from the fort,) in close order." At 9.15 a. m. signal from the flag-ship for the Minnesota alone to proceed and take position. At 9.25 a. m. hailed by an officer and ordered to fire by divisions, and to endeavor to dismount the guns on Fort Fisher. At 9.35 a. m. Fort Fisher bearing SW. by W. ½ W., distance about fourteen hundred (1,400) yards; mound SW. ½ W., wind light to the northward and westward; let go the kedge and run out a spring to the New Ironsides. At 9.45 a. m. let go port anchor and opened fire by divisions upon Fort Fisher; saw men ascending the mound. At 9.55 a. m. general signal to "man and arm all boats." At 10 a. m. United States steamer Colorado passed on our port bow, opening fire as soon as she passed, and took position. At 11 a. m. all boats, with the assaulting party, under the command of Lieutenant Commander Parker, left the ship. At 12.20 p. m. dinner at quarters. At 12.25 p. m. signal from flag-ship to fire rapidly. At 12.30 p. m. hailed by an officer, ordering to fire rapidly, accurately, and at the fort. At 12.40 p. m. signal from flag-ship to fire more deliberately. At 1 p. m. hailed by tug and ordered to fire slow, and to look out for signal to fire rapidly again. At 1.20 p. m. hailed again, and ordered to fire rapidly. At 1.30 p. m. signal to fire more rapidly. At 2.15 United States steamer Brooklyn carried away our hawser, causing the ship to swing out of range. At 2.35 p. m. sent boat to the New Ironsides to cast off our hawser. At 2.40 p. m. signal from the flag-ship to fire rapidly. At 3 p. m. blew the steam-whistle, the signal that the assault was being made. At 4 p. m. flag-ship made signal to "cease firing." At 6.15 p. m. hailed by tug and ordered to open fire upon the low ground between Fort Fisher and the mound, as the rebs were landing troops there; sent hawser to the Brooklyn to spring ship. At 7.15 p. m. opened fire and fired rapidly. At 8 p. m. parted our hawser and ceased firing. At 8.20 p. m. hailed by an officer, directing to fire more to the left than before—the 150-pounder Parrott gun alone bearing. At 9.30 p. m. made signal to flag-ship that there was musketry firing between the fort and mound. At 10 p. m. fort surrendered; blew whistle and fired rockets, and cheered ship.

Very respectfully submitted to Rear-Admiral David D. Porter, commanding North Atlantic blockading squadron.

JOSEPH LANMAN,
Commodore, Commanding Second Division N. A. Squadron.

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UNITED STATES FRIGATE MINNESOTA,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I enclose report of the gunner of the ammunition expended on board this vessel during the actions of the 13th and 15th instant. There is nothing to report in the other departments.

So far as I observed, every officer and man did his utmost to bring about the glorious victory that has been achieved. It only remains for me to congratulate you upon the happy termination of the "Wilmington expedition."

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant Commander and Executive Officer.

Commodore JOSEPH LANMAN, *Commanding Minnesota.*

Very respectfully submitted to Rear-Admiral David D. Porter, commanding North Atlantic squadron, by

JOSEPH LANMAN,
Commanding Second Division N. A. Squadron.

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Report of ammunition expended on board of the United States steamer Minnesota, on the 13th and 15th instant, at the bombardment of Fort Fisher, viz:

XI-inch charges, 15 pounds, 70; IX-inch charges, 10 pounds, 1,495; 150 pounder charges, 16 pounds, 49; 150-pounder charges, 12 pounds, 40. Total of powder, 17,264 pounds.

XI-inch shell, loaded and fuzed	70
IX-inch shell, loaded and fuzed	1,495
150-pounder shell, loaded and fuzed	89
Total number of shots	1,654

Very respectfully submitted, January 16, 1865,

ROBERT H. CROSS, *Gunner.*

Commodore JOSEPH LANMAN,
Commanding United States Steamer Minnesota.

Very respectfully submitted to Rear-Admiral David D. Porter, commanding North Atlantic squadron, by

JOSEPH LANMAN,
Commodore, Com'dg Second Division N. A. Squadron.

UNITED STATES STEAMER MINNESOTA,
Off Fort Fisher, N. C., January 17, 1865.

ADMIRAL: I have the honor herewith to enclose a very interesting report from Lieutenant Commander James Parker, the executive officer of this ship, who, immediately upon the receipt of your General Order No. 81, volunteered to command the assaulting party; and, as I was not aware to whom it was designed to give the command, I consented to the request of Lieutenant Commander Parker. He devoted himself to the selection of the men and the thorough organization of the party from this ship, and was indefatigable in having every arrangement complete for the success of your plans

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for the assault. I need not refer to his course of action after he had landed, upon learning that Lieutenant Commander Breese, fleet captain, (his junior in rank,) was to have the command of the expedition. I think Lieutenant Commander Parker's decision (to waive rank) was highly honorable and creditable to him.

Acting Ensign James Birtwistle and Acting Ensign F. A. O'Connor have for some months been watch officers under my command. I have ever found them attentive to their duty, and perfectly correct in their official and gentlemanly deportment, also, Acting Master's Mate Joseph M. Simms is a most worthy and correct young man. These gentlemen are, in my opinion, most justly worthy of the high encomium bestowed upon them for their gallantry in the sanguinary assault upon the fort.

As it would not have been becoming of Lieutenant Commander Parker to speak of himself, I have conversed with Acting Ensigns Birtwistle and O'Connor in regard to the conduct of Lieutenant Commander Parker during the assault. These gentlemen represent him as most conspicuous for bravery and daring. In their opinion, no person could possibly have been more so. He endeavored to rally and urge on his men to the utmost of his ability, and, in short, they represent his whole course as most highly meritorious. In conclusion I am pleased to say that I am much indebted to Lieutenant Commander Parker for his able assistance as executive officer, finding him ever ready to perform his whole duty; and this, too, at a time when he thought himself in a humiliating position, having so lately been deprived of a handsome command.

In view of this most creditable record, I would respectfully request that Lieutenant Commander Parker may have your most favorable and honorable consideration, though I am aware that it is only necessary to bring these facts to your notice to insure all that he could desire.

The conduct of Captain Butler and Lieutenant Woodward is represented as having been highly commendable. Also, from the report of Lieutenant Woodward, Acting Ensigns Birtwistle and O'Connor, and the sad, but conclusive, testimony of finding so many (five or six) dead bodies of our crew within thirty (30) to fifty (50) feet of the stockades, and more than twenty (20) of our wounded men, I am induced to believe that a large number of the Minnesota's were well in the advance, which is so very much to their credit, and I trust may be brought to your notice.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,
Commodore, Commanding Second Division N. A. S.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. B. Squadron.

UNITED STATES STEAM-FRIGATE MINNESOTA,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have the honor to submit the following report of the part taken by the officers and men detailed from this ship in the assault upon Fort Fisher.

The party consisted of one hundred and ninety (190) officers, sailors, and firemen, and of fifty-one marines. The sailors were divided into four companies, to which proper sergeants and corporals were assigned. Very many of the men had been in the army. Such as had been were armed with Sharpe's rifles, and the rest with cutlasses and revolvers or pistols. The first company (49 men) was commanded by Lieutenant E. T. Woodward; second company, (47 men,) Acting Ensign James Birtwistle; third company, (47

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men,) Acting Ensign F. A. O'Connor; fourth company, (44 men,) Acting Master's Mate Joseph M. Simms; the marines, (50 men,) Captain George Butler. Assistant Surgeon William Longshaw, jr., accompanied the party, to take care of the wounded; and Sailmaker Thomas O. Fassett to remain in charge of the boats.

The whole party, two hundred and forty-one (241) in all, was under my command. We left the ship at 11 a. m., and landed on the beach about one mile and a half from Fort Fisher. Upon landing, I found that the whole assaulting party had been placed by the admiral under command of Lieutenant Commander K. R. Breese, the fleet captain. I am his senior, but I decided to act as his subordinate on this occasion, and to go with my men.

The sailors were formed in three divisions according to the divisions of the fleet, each division under the command of the senior officer from that division. The marines formed a separate division, under the command of their senior officer. The men were formed in column, and advanced up the beach towards Fort Fisher some distance. The enemy opened upon us with shell and grape, and it was deemed advisable to form in line. This was done, the marines in front, and then the march towards the fort was resumed by the right flank of companies. Discovering that the beach offered some protection to the force, the flank march was again resumed, and we went along the beach close to the water's edge until about a half a mile from the fort. Here the men were ordered to lie down under cover of the crest of the beach to await the assault of the army. The enemy kept up the fire with their rifles, and occasionally treated us to a stand of grape, while the shells of the fleet passing over us on their way to the fort made horrid music, and some few bursting prematurely, scattered their fragments rather nearer than was agreeable.

About 3 o'clock the troops were observed moving to the assault, and the order was given to the sailors and marines to advance. This they gallantly and rapidly did under a very heavy fire of musketry and occasional grape from the enemy, which became very hot as soon as the fire from the fleet ceased.

The assaulting column pressed forward until we reached the palisades of the fort at their point of junction with the beach, and a few of the officers and men pressed beyond them a few yards.

Here the fire of the enemy became so hot that the advance along the beach was checked and the direction of the advance was changed along the palisades. Many officers and men had been killed, and large numbers wounded. I had been fortunate enough to reach the palisades in safety, and was among those at the point nearest the fort. Quite a large number (perhaps two hundred (200) of officers and men were congregated along the palisades; *all the officers from this ship*, including Captain Butler of the marines, were there, except Lieutenant Woodward; and the latter was near some sand-hills only a few yards off. Very nearly all our sailors were there, and some of our marines.

From some cause or other the mass of the sailors and marines had halted nearly a quarter of a mile to the northward and laid down under cover of the crest of the beach.

While reconnoitring through the palisades, I observed quite a number of the enemy upon the parapet of the fort without arms in their hands, waving their hats to us as if desirous to surrender. I gave the order to advance, and advanced, followed by quite a large number of officers and men, to the top of the sand-hill, and partly through the breach then in the palisades. As I did so, I turned to see if the others were following, and, to my surprise, I saw that, seized with a panic, the men were retreating on the run. Only about sixty remained with me. I tried, and so did others, in vain to rally

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them, and finding that the enemy were concentrating their fire upon those who remained, I ordered these behind the palisades and went myself.

Here the party remained until dark, when we came safely away, bringing with us our wounded, our arms, and colors.

It gives me great pleasure to testify to the gallant conduct of all the officers and most of the men from this ship. It is my belief that nearly all the men reached the palisades. Of about twenty to twenty-five (not more than the latter number) dead that fell at that point, eight were sailors of the Minnesota.

The conduct of Acting Ensigns James Birtwistle and Frederick A. O'Connor, and of Acting Master's Mate Joseph M. Simms, was splendidly gallant. They were all wounded; Messrs. O'Connor and Simms being struck down at my side on the sand-hill referred to, and Mr. Birtwistle while vainly endeavoring to rally the men.

I earnestly ask that they all be recommended for promotion. The first two named hold their present appointments as a reward for gallant conduct under fire. All three richly merit such reward.

Captain George Butler, of the marines, also deserves mention for coolness and bravery. He reached and remained near the palisades, and a short distance inside them. Lieutenant E. T. Woodward behaved bravely. I regret to report the death of Assistant Surgeon Wm. Longshaw, jr. He was always near the front with instruments and tourniquets, and was bending over a wounded and dying man, when he was shot in the head and instantly killed. Their bodies were found together after the battle. His bravery was conspicuous, and he nobly discharged the duties of his office.

The following named of the sailors and marines of this ship greatly distinguished themselves by their bravery. They deserve promotions and medals:

Charles Mills, (seaman,) charged up to the palisades and remained there when the panic seized the men, at the risk of his life; he remained with and assisted Acting Ensign O'Connor (wounded) from the field after dark.

Thomas Conner, ordinary seaman, did the same, and, with others, brought off Acting Master's Mate Simms, (wounded;) the latter had to be carried. David L. Bass, seaman, Franklin L. Wilcox, ordinary seaman, Thomas Harcourt, ordinary seaman, and Gordon H. Barter, landsman, Corporal John Raunahan and privates John Shivers and Henry Thompson, all behaved bravely. They were the only three marines that I noticed at the front. Thompson got nearer the fort than any one from our ship by a few yards. They all remained there when the panic carried the mass away.

I regret to report that Claus Zerks, seaman, George T. Price, ordinary seaman, Joseph Mullen, landsman, Andrew Forman, landsman, John W. Shepperd, landsman, William Burke, private marine, Daniel O'Neal, private marine, seven in all, were killed in the assault; and that Francis Foster, seaman, Wm. Johnson, seaman, Charles Freeman, seaman, James Dillon, seaman, Henry Wallace, seaman, John Kavanagh, seaman, Louis Gimbertier, seaman, Joseph Dool, ordinary seaman, George Blake, ordinary seaman, John Haggerty, landsman, John Jackson, landsman, Wm. Lonsdale, landsman, Frank Davis, landsman, John Klain, landsman, Joseph Simmerman, private marine, Nathaniel O'Donnell, private marine, Thomas O'Leary, corporal, John A. Haskiins, ordinary seaman, John Calhoun, private marine, John McKay, seaman, Edward O'Brien, private marine, and William Duggan, private marine, were wounded—twenty-five in all. Total killed and wounded, inclusive of Assistant Surgeon Longshaw, killed, Acting Ensigns Birtwistle and O'Connor, and Acting Master's Mate Simms, wounded, thirty-three (33).

In conclusion allow me to say that, although unsuccessful, our naval assault was productive of much good, for it kept a large force of the enemy at

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that angle of the fort, and proportionately decreased the force the army had to contend with.

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant Commander and Executive Officer.

Commodore JOSEPH LANMAN, *Commanding Minnesota.*

—

UNITED STATES FRIGATE MINNESOTA,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I regret to report, that by the explosion of the magazine in Fort Fisher this morning, the following named persons of our crew were killed, viz: Charles Diver, seaman; Peter Brown, seaman; Thomas Dougherty, captain forecastle; Charles Wilson, ordinary seaman; John Rose, ordinary seaman; John H. C. Haswell, landsman; Henry T. Ogier, seaman; and Daniel O'Kane, landsman, was wounded.

I had endeavored all the morning to get the men down to their boats. They would obey until my back was turned, and then return to the fort. I made two requests of the military officers to drive them out with a guard.

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant Commander and Executive Officer.

Commodore JOSEPH LANMAN,
Commanding Minnesota.

—

UNITED STATES STEAMER MINNESOTA,
Off Fort Fisher, N. C., January 16, 1865.

ADMIRAL: I have the honor to submit the following in regard to the assault made upon Fort Fisher on the 15th instant, by the officers, sailors and marines of the fleet under your command, who were detailed for the performance of that duty. The signal for landing was made at about 10 o'clock a. m. By noon all were landed and formed on the beach.

I found Lieutenant Commander K. R. Breese representing you in command. Although I am his senior, still, as you had assigned him to the command, I at once decided to act his subordinate.

The sailors were formed in three divisions, according to the divisions of the fleet. To Lieutenant Commander C. H. Cushman was assigned the command of the first division. The command of the second division fell to me; that of the third division to Lieutenant Commander Thomas O. Selfridge.

The marines formed a fourth division, under command of Captain L. L. Dawson, of the Colorado.

After assembling the several divisions on the beach, they were all marched by the flank to a point about a mile from Fort Fisher, and were there formed in parallel lines perpendicular to the beach, and to the fire of the fort; the marine division in the front, and the others in the order of their numbers.

The men who had been detailed for intrenching duty had, as soon as landed, been sent forward under command of Lieutenant S. W. Preston, and, under a brisk fire of grape and musketry from the fort, been engaged in digging rifle-pits.

By the time this last formation was had, the enemy had opened upon us

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with grape and shell; and from this time out we were constantly under fire. After forming, the force was marched to the front by the right flank of companies, until near enough for the enemy to open upon us with rifles, when the divisions were again marched by the left flank along the beach until about half a mile from the fort, where the men were ordered to lie down under cover of the crest of the beach to await the assault of the army.

The force thus rested for about half an hour, all the time under a fire of musketry, and occasionally grape from the fort, by which several were wounded, and I believe one or two killed. At the same time the fleet was firing over us at the fort, and many shells bursting prematurely, scattered their fragments in alarming proximity.

I append a plan showing the line of march from the time of landing.

At about three o'clock the army was observed moving to the assault, and the order was given for the sailors and marines to advance. This they gallantly did, cheering as they went "on the run," (by the flank,) along the beach, and in a short time reached the point "A," marked upon the plan, at which the palisades of the fort join the beach. As soon as the fleet observed that the assault had begun, the steam-whistles were sounded, and the firing at the fort completely ceased. Observing this, the enemy opened a heavy fire upon us of musketry and grape, which soon become very hot. A few of the officers and men pressed beyond the palisades, but the advance along the beach was there checked and turned along the palisades towards the fort.

In the hurry of the advance the different divisions had somewhat intermingled, and a large number of officers and sailors and a few marines were thus congregated at "A," and almost every shot from the enemy carried its message of wound or death to some one of our number. Lieutenants Preston and Porter and Acting Ensign Wiley, of the Montgomery, had fallen, dead; Lieutenants Lamson and Bache, and many other officers, both regulars and volunteers, had been killed and wounded.

Seeing the advance had been checked, the rear also at once halted and sought the cover of the crest of the beach. Quite a large space was left between that part of the force congregated at "A" and the rest of it. The marines, with a few exceptions, were quite far down the beach. I desire to name Captain George Butler and Lieutenant William Wallace as being at the front. At this time Lieutenant Commander Breese, who had been all the time in front of the advance, endeavored to bring the rear forward, but without avail. The officers and men at the point "A" withstood for a long time the hot fire of the enemy, now not more than sixty or seventy yards off from us, without being able to return it.

I had been fortunate enough to reach unhurt the point "B," marked upon the plan, and at this time (observing some rebels upon the parapet of the fort, who were seemingly unarmed, waving their hats to us, and beckoning us forward) gave the order "forward," and advanced, followed by many officers, both regular and volunteer, and men, including a few marines. As I did so I turned to see if the rest of the men were following, and to my intense surprise and mortification saw that a panic had seized the force, and that they were ingloriously flying along the beach away from the fort. Some of the officers (prominent among whom I observed Lieutenant Commander Selfridge) tried to rally them, and their fellow-men who were near me reproached them for their shameful conduct, but in vain—all but about sixty fled.

The enemy began to cheer, and at once concentrated their whole fire upon the small band who had not fled. In an instant four officers, Lieutenant Commander Cushman, Acting Ensign Frederick A. O'Connor, Acting Master's Mate Josph M. Simms, and A. F. Aldrich, (of the Tuscarora,) were wounded and fell at my side. I saw that any further attempt at advance

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would, with our small number, be folly, and so ordered all who were left to seek the protection of the angle "B" of the palisades. This we did, and remained there until dark, all the while exposed to the enemy who never failed to fire at any one who showed himself. After dark we all came safely away, bringing our wounded, our colors, and our arms. Five gallant fellows, viz: Acting Ensign George T. Davis, of the Wabash; Acting Master's Mate Aldrich, of the Tuscarora; Louis C. Sheppard, sailor of the Wabash; one man, (name unknown to me,) a petty officer from the Tacony, and a private of marines, Henry Thompson, of the Minnesota, got a few paces beyond "B." Mr. Aldrich was severely wounded, and the petty officer was killed.

I am utterly at a loss to explain the panic which, after they had so gallantly charged up to the enemy's works, and the prospect of success was so good, seized upon the force. It was certainly not want of courage, for during the long time the column had been under fire not a man had wavered, and the advance to the assault was as splendid as could have been made by veterans.

Lieutenant Commander K. R. Breese, who commanded the assaulting party, added to his already well-earned and established reputation for bravery and cool judgment in battle. He led the advance to the palisades, and when he saw the rear delaying, endeavored, sword in hand, to bring them forward to our support. Failing to accomplish this, he returned, under a shower of bullets directed at him alone, to the sand-hills at "C," and when it seemed no longer useful to remain there, coolly followed the retreating mass. How he escaped death is a marvel to me.

Lieutenant Commanders Charles H. Cushman (wounded) and Montgomery Sicard; Lieutenants N. H. Farquhar, R. H. Lamson, Smith W. Nichols, and John R. Bartlett; Acting Master W. H. Maies, of the Seneca; Acting Ensigns George T. Davis, (Wabash,) James Birtwistle, and F. A. O'Connor, (Minnesota,) Dayton of the Nereus, and an acting ensign from the Gettysburg, (whose name Lieutenant Lamson will supply,) Acting Master's Mates Joseph M. Simms, (Minnesota,) and A. F. Aldrich, (Tuscarora,) both wounded, all behaved very gallantly, and did not retreat until I ordered them, after dark, to do so. I have named them because they are all known to me. There were others there equally brave and worthy, whose names, unfortunately, are not in my possession.

I have called the attention of my commanding officer (Commodore Lanman) to Acting Ensigns Birtwistle and O'Connor. Both these gentlemen hold their present appointments as a reward of gallant conduct under fire. They are both competent, intelligent, and perfectly correct young men, and they well deserve another step upwards. I earnestly press them upon your notice.

Acting Master's Mate Joseph M. Simms and A. F. Aldrich, (Tuscarora) are fine young men. Simms I personally know to be eminently worthy. Of Aldrich, Commander Frailey, of the Tuscarora, speaks in high terms. Both were severely wounded while in the extreme front; both richly merit their promotion.

I desire to say a few words in respect to Acting Volunteer Lieutenant Commander Joseph D. Danels, of the Vanderbilt. He came ashore in command of the party from his vessel, and was of my division. Although fitter for the sick bed of a hospital than for the field, he persisted in going to the assault. He started with us, marched until his strength gave out, and his weak body was unable to carry his brave heart forward, when, by my orders, he went into the trench thrown up by Lieutenant Preston's party. It was no fault of his that he was not found in the front of the advance when the order to charge came.

Of those gallant dead the country may well be proud. They can be illy spared, but their names will be treasured as an inspiration for the future.

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Preston and Porter were killed at the front, and Assistant Surgeon William Longshaw, jr., after adding to the reputation for bravery which he gained under fire of the batteries at Charleston, while serving on board the iron-clad Lehigh, was shot by the enemy as he was binding up the wounds of a dying man. Their dead bodies were found lying side by side the next morning.

It is painful to write such a record, but I feel compelled to state that I often saw the rebels deliberately fire in squads at the wounded who were endeavoring to crawl away.

I cannot close this report, admiral, without saying that, although our naval assault did not meet with the success you hoped for, still it was of vast service to the country. I have conversed, since the fort was taken, with many rebel officers and men, (prisoners,) and all are unanimous in saying that a large part of their force was kept at the "sea-face" to resist our attack. I know that a large force was there to resist us. It is no detraction from the eminent skill and bravery displayed by our brethren of the army to claim this much credit for our sailors.

I had hoped to send you a complete list of all those who were not affected by the panic and remained at "B." One was taken, but I am not able now to learn who has it. It will doubtless be found, and I shall forward it whenever it is found.

I congratulate you, sir, upon the great victory which the fleet under your command has, in conjunction with the army, so gloriously won, and am,

Very respectfully, your obedient servant,

JAMES PARKER, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER,
Com'dg North Atlantic Squadron.

Report of casualties.

UNITED STATES STEAMER MINNESOTA,
At sea, January 19, 1865.

ADMIRAL: I have the honor herewith to forward a correct list of casualties during the recent engagement with Fort Fisher. There were some unavoidable errors in my last. I believe this to be correct. The following are the corrections made in the list of January 16: Edwin Bowman, seaman, reported killed, not dead; Henry T. Ogier, seaman, Charles Divers, seaman, and Charles Jerks, seaman, not reported, were killed; William Duggan, marine, Nathaniel O'Donnell, marine, and John Calhoun, marine, not reported, were wounded; John Williams 4th, seaman, and Charles H. Thomas, colored seaman, not reported, are missing.

I have the honor to be your obedient servant,

JOSEPH LANMAN,
Commodore, Com'dg Second Division N. A. Squadron.

Rear-Admiral DAVID D. PORTER,
Com'dg North Atlantic Squadron.

Correct list of casualties on board the United States steamer Minnesota during the engagement with Fort Fisher on the 13th and 15th of January, 1865; *also in the explosion of the* 16*th.*

Killed.—William Longshaw, jr., assistant surgeon, in action; Claus Zerks, seaman, in action; Charles Divers, seaman, in explosion; Peter Brown, seaman, in explosion; Henry T. Ogier, seaman, in explosion; Thomas Dougherty,

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captain forecastle, in explosion; John Rose, ordinary seaman, in explosion; George T. Price, ordinary seaman, in action; Charles Wilson, ordinary seaman, in explosion; John W. Shepperd, landsman, in action, disrated by sentence of court-martial from seaman; Joseph Mullen, landsman, in action; Andrew Forman, landsman, in action; John H. C. Haswell, landsman, in explosion; Daniel O'Neil, marine, in action; William Burke, marine, in action.

Total in action, 8; total in explosion, 7.

Wounded.—James Birtwistle, acting ensign, in action; Fred. A. O'Connor, acting ensign, in action; Joseph M. Simms, acting master's mate, in action; Charles Freeman, seaman, in action; Francis Foster, seaman, in action; John Cavanaugh, seaman, in action; Henry Wallace, seaman, in action; William Johnson, seaman, in action; Lewis Gimbertine, seaman, in action; James Dillon, seaman, in action; John McKay, seaman, in action; Joseph Dool, ordinary seaman, in action; George Blake, ordinary seaman, in action; John A. Haskins, ordinary seaman, in action; John Jackson, landsman, in action; Frank Davis, landsman, in action; William Lonsdale, landsman, in action; John Klain, landsman, in action; John Hagherty, landsman, in action; Daniel O'Kane, landsman, in explosion; Thomas O'Leary, corporal of marines, in action; Joseph Simmerman, marine, in action; John Calhoun, marine, in action; Edward O'Brien, marine, in action; William Duggan, marine, in action; Nathaniel O'Donnell, marine, in action.

Total wounded in action, 25; total wounded in explosion, 1.

Missing.—John Williams, (4th,) seaman; Charles H. Thomas, (colored,) seaman. Nothing known definitely in regard to these men.

Total missing, 2.

RECAPITULATION.

Total killed	15
Total wounded	26
Total missing	2
Total	43

WM. S. FORT, *Assistant Surgeon U. S. N.*

Very respectfully submitted to Rear-Admiral David D. Porter, commanding N. A. squadron, by

JOSEPH LANMAN,
Commodore, Com'dg 2d Div. North Atlantic Squadron.

Report of Commodore J. F. Schenck.

UNITED STATES STEAMER POWHATAN, *January* 16, 1865.

ADMIRAL: I have the honor to report that the United States ship Powhatan, (1st class,) under my command, was got under way at 7 a. m. on the 13th of January, and took her position, as assigned by you, in "line of battle." Immediately after, all boats were sent to assist in the landing of the troops. At 8.15 a. m. signal was made to anchor. At 3 p. m. the boats returned, got under way, and steamed into line. At 3.30 p. m. anchored in the position assigned me, and immediately commenced firing upon Fort Fisher and the batteries between the fort and Mound, which was vigorously continued until 6.30 p. m., when, in obedience to the signal, I hauled out to a safe anchorage for the night. On the 14th my launches were employed in assisting in the landing of artillery, ammunition, provisions, &c., for the troops. On the 15th,

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at 5 a. m., took my position in the "line of battle." At 10.20, in obedience to the signal, called away all armed boats. At 10.40 the boats left the ship, with one hundred seamen and marines—about an equal number of each, Lieutenant and Executive Officer George M. Bache in command, 1st Lieutenant F. H. Corrie in charge of marines. At 11.25 a. m. anchored according to instructions, and commenced the engagement with the starboard battery, viz: one (1) XI-inch pivot gun aft and eleven (11) IX-inch guns in battery, having substituted two (2) IX-inch for the 100-pounder Parrott pivot gun forward and one (1) IX-inch for the 100-pounder Parrott broadside gun. I had, before going into the action at all, transferred the port battery to the starboard side, so as to avoid using those guns, which had been pretty severely tested in the previous attacks upon the fort on the 24th and 25th of December. A rapid and effective fire was kept up on the fort until the assault was about to be made by the sailors and marines, when our attention was directed to the Mound and the batteries along the beach. As all our operations were conducted under your immediate supervision, it is unnecessary to enter into further details of transaction which you witnessed; but in justice to the gallant officers and crew under my immediate command, I feel bound to call your attention to the coolness, courage, and alacrity with which they performed their duty. As a much greater number of officers and men volunteered to land with the attacking party than could be spared from the ship, the delicate duty devolved upon me of making the selection. Lieutenant and Executive Officer George M. Bache claimed the right to command, by virtue of seniority; Ensign Ira Harris, jr., claimed that he had a better right because he was one of many children, and not the only child, of his parents, as was the case with his friend and competitor; Acting Ensign Robley D. Evans founded his claim upon the fact of the other members of his family being actively engaged among the rebels. All three of these officers were wounded in the assault; the last-named, I fear, will be permanently disabled. How well the landing party performed its duty may be judged of from the fact that full one-third were killed and wounded. It is due to the marines of this ship, and to their commander, 1st Lieutenant F. H. Corrie, that the utmost alacrity and cheerfulness was shown in the performance of their duty. The officers and men who remained by the ship conducted themselves throughout the action in a manner every way creditable.

Very respectfully, your obedienl servant,

JAS. FINDLAY SCHENCK,
Commodore, Com'dg 3d Division.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Blockading Squadron.

Report of casualties.

UNITED STATES SHIP POWHATAN, *January* 16, 1865.

SIR: I have the honor to enclose the report of Surgeon Mayo of casualties, in addition to which I have to report—

James Flannigan, ordinary seaman, killed; George Jones, caulker, killed; Archibald Campbell, landsman, killed.

Missing.—Robert Dougherty, landsman; Daniel B. Shields, landsman; Corporal Rulon, marine; Musician Bourke, marine; Private Benson, marine; Private Wasmuth, marine; Private Hicks, marine; Private O'Brien 2d, marine.

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I have a boat with an officer on shore in search of the missing.

I have ascertained that Ensign R. D. Evans was taken on board the Santiago de Cuba seriously wounded, and is doing well, and that Geo. F. Putt, captain of hold, was taken on board the Colorado, where he died of his wounds. The four (4) men slightly wounded will be fit for duty in a few days and have not been sent to the hospital ship.

Very respectfully, your obedient servant,

J. F. SHENCK,

Commodore, Com'dg U. S. Ship Powhatan and 3d Division.

Rear-Admiral D. D. PORTER,

Commanding N. A. Squadron.

UNITED STATES SHIP POWHATAN,

Off New Inlet, N. C., January 16, 1865.

SIR: I have the honor to report the following list of casualties from the recent assault on Fort Fisher:

1. George M. Bache, lieutenant, wound of right shoulder.
2. Ira Harris, ensign, wound of right leg.
3. Owen Daly, private, marine, wound of right thigh.
4. Richard Loyd, wound of both thighs.
5. Charles Jones, seaman, wound in left arm and side.
6. James Conan, private, marine, wound in right arm.
7. H. M. Barron, 3d class boy, wound in left thigh.
8. James Casgriff, private, marine, wound of head, slightly.
9. Charles Normann, carpenter's mate, wound of right thigh, slightly.
10. Abijah Ball, corporal marines, wound upper lip, slightly.
11. John Collins, seaman, wound right foot.
12. Patrick O'Donnel, private, marine, wound right shoulder and back.
13. Robert H. Roselle, armorer, wound of breast, slightly.
14. Thomas Crummey, seaman, wound of right leg.
15. Will Kegsl, private, marine, wound of abdomen.
16. Frank Alick, private, marine, wound of thigh.
17. R. D. Evans, ensign, (reported,) shot through both legs.
18. George F. Putt, captain of hold, (reported,) killed.

Very respectfully, &c.,

HENRY O. MAYO, *Surgeon.*

Commodore J. F. SCHENCK,

Com'dg U. S. Ship Powhatan and 3d Division N. A. Squadron.

Report of Commodore S. W. Godon.

UNITED STATES FRIGATE SUSQUEHANNA,

Off Fort Fisher, January 17, 1865.

ADMIRAL: I have the honor to make the following report of the part this ship took in the engagements of the 13th and 15th instant with Fort Fisher, and its assault and final capture.

On both days named the Susquehanna came into and maintained her position as per plan. On the 13th we let our anchor go a little before 5 p. m., and firing deliberately, did good service. The fort evidently was silenced; on our face many of the guns were dismounted, and the Mound part hardly fired at all. I withdrew after dark by order, and no gun was fired by the fort, that I saw, as we retired.

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On the 15th we drew into action at 11 o'clock, and fired slowly or rapidly as occasion required. The fort responded feebly and ineffectually, except from the Mound. We landed in our boats about 100 sailors and marines, under command of Lieutenant Commander Blake. Lieutenant Bartlett, Acting Ensign Rhodes, and Acting Master's Mate Cooper commanded detachments of the sailors, and Lieutenant Wallace the marines.

We all witnessed the bold and daring attempt of the tars to assault in front; and if it failed and resulted disastrously to us in killed and wounded, it, at all events, most effectually aided the main storming party of the gallant army by diverting the attention of the garrison and enabled them to gain a footing, and finally to accomplish, perhaps, one of the most daring deeds of this war, the capture of Fort Fisher.

I have already spoken in high terms of the officers and crew of this ship on a former occasion, and I again desire to renew my warm thanks to the division officers, Lieutenants Bartlett, Brown, Acting Master Porter, and Acting Ensign Laycock, for their zeal and spirit, and to the crew for their hearty efforts and good conduct. I would also again call your special attention to Ensign Preble, of whose efficiency too much cannot be said.

Chief Engineer Johnson, with his entire department, are also entitled to my thanks; they not only performed their duties with proper spirit, but, in the absence of the portion of my crew forming the landing party, assisted at the guns as far as lay in their power. I would also favorably mention James Callahan, coast pilot, whom I at all times found most serviceable. Lieutenant Commander Blake, at the head of his men on shore, proved himself there, as he always shows himself on board, brave, zealous, and useful. Lieutenant Wallace was wounded severely in the charge on the fort. I particularly regret the injury to this officer, as he cannot well be replaced by his corps in the affections of this ship. I enclose Lieutenant Commander Blake's report, and notice of Lieutenant Bartlett and Acting Ensign Rhodes, who, after the repulse of our men, entered the fort with the army.

I would recommend for favorable mention to the department Ordinary Seaman James Shannon and Henry S. Webster, landsman, who, by their good conduct and bravery at the assault, are deserving of medals. I congratulate you, sir, on this our new victory; and if it was delayed from the 25th of December to the 15th of January, the country, I feel sure, will not attribute it to any failure of the navy, for we have demonstrated the truth of the remark in your former report, that had the attempt been made, the capture of the fort would have been easier than the then commanding general believed. I enclose herewith carpenter's report, and gunner's statement of ammunition expended. The bursting of the 150-pounder rifle I greatly regret, as its effectiveness had been shown repeatedly during the engagement. The damage sustained by this ship is trifling. I have to regret the loss of 3 men killed and 15 wounded, a list of which I have already sent you.

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

S. W. GODON,

Commodore, Commanding Fourth Division N. A. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding N. A. Squadron, Flag-Ship Malvern.

UNITED STATES FRIGATE SUSQUEHANNA, *January* 18, 1865.

COMMODORE: I beg to submit the following report of the share taken by the officers and men of this ship in the assault on Fort Fisher on the 15th instant. The force consisted of about 75 sailors and marines. The officers who accompanied me were Lieutenant J. R. Bartlett, Acting Ensign William

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Rhodes, and Acting Master's Mate M. Cooper, with First Lieutenant of Marines William Wallace, in command of his guard. On reaching the beach I reported to Fleet Captain K. R. Breese, and, in obedience to his orders, sent Mr. Wallace and his men to join the marine battalion, and Mr. Rhodes, with ten men, to report to Lieutenant Preston, who was engaged at the front in digging rifle-pits. With the remainder of my men and officers, I was assigned to the first battalion of sailors, under the command of Lieutenant Commander Cushman. At 2 p. m. we were moved around to the front, and formed in line of battle on the beach—the first battalion on the right, the marine battalion on the left of the line. The men were ordered to lie down and take advantage of the cover of the beach; at this time the fire of the fleet was directly over our heads, and several shot and shell from the more distant vessels struck and exploded near us. At 3 p m. we moved to the assault, advancing by the flank on the double-quick. As soon as we commenced to move, the garrison of the fort opened with musketry, feebly at first, but more vigorously as we advanced, until the fire became severe. Having reached the palisades in front of the fort, we filed to the right, and continued to advance until the first angle of the palisades was reached, when we halted; the order was soon given to bring the marines to the front for the purpose of clearing the parapet, now swarming with men, and from which a heavy fire of musketry was kept up, which we, the sailors, had no means of returning, being armed with revolvers and cutlasses only.

Before the marines could be brought up they broke, and with the rest of the column, beginning at the rear, commenced to retreat. Presuming, at first, that the retreat had been ordered, I followed my men down the beach. Afterwards, finding my mistake, I attempted to rally and bring to the front at least a part of the force; failing in this, finding myself the senior officer present, and learning from one of General Terry's aids that the sailors and marines could be useful in the intrenchments, to relieve the troops there, I gave the order to all the officers I could find to take their commands to General Terry's headquarters and report for duty. I then returned to the front to search for some of my seniors; I discovered that they had remained behind, under the cover of the palisades, and maintained their position until nightfall. Lieutenant Bartlett, belonging to my command, also remained there, and I beg to call your attention to his personal gallantry. Upon returning to headquarters, I was ordered to post our men at the breastworks for the night, which I did. Two of our men were killed in the assault—Thomas Scott, seaman, and Theo. Minkoff, private marine. Private Marine Brennan has since died of his wounds. We had fourteen wounded, among them, I regret to state, Lieutenant Wallace, whose gallantry was conspicuous, especially in his efforts to rally his men. Mr. Rhodes rendered most valuable service in the rifle-pits, which were dug under the fire of the enemy's sharpshooters and occasionally a discharge of grape, and when the army made the assault, accompanied by one brave fellow, James Shannon, he followed into the fort. Shannon carried a flag and placed it on the parapet. Mr. Cooper persisted in his desire to accompany the expedition, in spite of severe indisposition, and, as usual, made himself most valuable to me. I beg to call your attention to the good conduct of Henry S. Webster, landsman, who remained with Lieutenant Wallace, under fire, until aid could be obtained to bring him to the rear. In conclusion, I wish to express my entire satisfaction with the conduct of all under my command.

I am, sir, your obedient servant,

F. B. BLAKE, *Lieutenant Commander.*

Commodore S. W. Godon,
United States Steamer Susquehanna.

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UNITED STATES STEAMER SUSQUEHANNA,
Off Fort Fisher, January 17, 1865.

SIR: I would respectfully report that in the action of the 15th inst., the forward pivot Parrott rifle 150-pounder, No. 82, bursted, carrying away the upper portion of the gun and right trunnion, extending from the band, thence a distance of 5½ feet toward the muzzle; the breech is cracked in half, and only held together by the band. The gun has been fired 256 times, with a charge of 16 lbs. of powder. The gun had been fired during the action 88 times at an elevation of 4 degrees, and had become much heated.

Very respectfully, your obedient servant,
EDW'D J. WAUGH, *Gunner, U. S. N.*

Commodore S. W. GODON,
Commanding U. S. Steamer Susquehanna.

—

UNITED STATES STEAMER SUSQUEHANNA,
At Sea, January 18, 1865.

SIR: I would respectfully report the following amount of ammunition expended, arms and equipments lost, and damage sustained by the gun-carriages during the bombardment and assault upon Fort Fisher, on the 13th and 15th January, 1865:

643 IX-inch 10 lb. cartridges; 573 shell, 10-second; 70 15-second; 215 150-pounder 16 lb. cartridges; 215 150-pounder shell, percussion; 42 12-pounder rifle, 1 lb. cartridge; 24 12-pounder rifle shell, Hotchkiss; 18 J. A. D.; 1,000 revolver cartridges; 17 revolvers, Whitneys; 15 frogs; 1 box; 4 swords, Ames; 8 frogs; 2 pikes, boarding; 21 waist belts; 2 sets of boat traverses; 2 sets landing skids; 2 sets trucks for field carriages.

The front transom and right bracket of the forward pivot carriage are broken, as also the arm of the elevating screw.

Three of the IX-inch gun-carriages have the roller handspike plates sprung, and one of them entirely off. The plates on the dumb trucks of six IX-inch carriages are off.

Very respectfully, your obedient servant,
EDW'D J. WAUGH, *Gunner, U. S. N.*

Lieutenant Commander FRANCIS B. BLAKE,
U. S. Navy, U. S. Frigate Susquehanna.

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Report of casualties.

UNITED STATES FRIGATE SUSQUEHANNA,
At sea, January 19, 1865.

SIR: I have the honor to make the following report of damages this ship sustained during the action of Fort Fisher, on the 13th, 14th, and 15th instants:

The starboard battery being engaged, the concussion ripped off much of the light joiner-work fore and aft, on the starboard after guard, the framework started, and joiner-work torn off; decks much started and leaking badly; both launches stove to pieces, being used by the army in landing artillery from the army transports. The ship wants general repairs throughout. The fore yard-arm on the starboard side carried away by a piece of the forward pivot gun (15-pounder) bursting.

No other serious damage in carpenter's department.

All of which is submitted.

I am, respectfully, your obedient servant,
JAMES E. MILLER, *Carpenter.*

Lieutenant Commander F. B. BLAKE.

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Report of killed and wounded on board United States ship Susquehanna, off Fort Fisher, N. C., January 16, 1865.

Assault.—Thomas Brennan, private, marine corps, killed; Thomas Scott, seaman, killed; N. S. Minkoff, private, marine corps, killed; William Wallace, lieutenant, marine corps, wounded; Jacob Wagner, quartermaster, wounded; John Costello, private, marine corps, wounded; Robert Currie, ordinary seaman, wounded; John Keating, boat's mate, wounded; Herbert Westbrook, ordinary seaman, wounded; William Brown, ordinary seaman, wounded; White Heulett, corporal, marine corps, wounded; Edward Butler, seaman, wounded; Howard R. Chellis, landsman, wounded; Charles Bent, ordinary seaman, wounded.

The following named men were wounded by the bursting of the forward pivot rifled gun:

William Taylor, coal-heaver, wounded; Thomas Arnold, landsman, severe contusion of entire thorax, from force of blast issuing from fractured portion of gun; Dennis Walsh, coal-heaver, wounded; William Lewis, captain forecastle, wounded.

Very respectfully, your obedient servant,

JOHN O. C. BARCLAY, *Surgeon.*

Commodore S. W. Godon,
Commanding Fourth Division N. A. B. Squadron.

Report of Captain O. S. Glisson.

United States Steamer Santiago de Cuba,
Norfolk, January 19, 1865.

Sir: I have the honor to report to Rear-Admiral David D. Porter that this steamer, with my division, reached their positions assigned them on the chart at 12.40 p. m., when I opened fire on the batteries, according to the chart of the plan of the battle, and as each vessel of this division took their positions, they opened a furious fire on the batteries assigned to them, all of which did their duty nobly. I was particularly struck with the beautiful firing of the Rhode Island and the Montgomery. I would particularly call your attention to Acting Master's Mate Silas W. Kempton, who had charge of a boat's crew, detailed for General Terry; their bravery was unsurpassed. They entered the fort with General Curtis in the assault, and Mr. Kempton was sent out with despatches to one of the generals. I most cheerfully recommend Mr. Kempton for promotion to the grade of acting ensign, and that each of the five men who accompanied him receive a medal, namely: John Griffiths, captain of forecastle; Edward Snatton, seaman; John Swanson, seaman; Philip Bazaar, ordinary seaman; George Provincc, ordinary seaman. These were the only men who entered the fort in the assault from the fleet.

The list of killed and wounded I have sent to you previously.

Enclosed you will find the report of Lieutenant N. H. Farquhar, in relation to the assaulting party. It appears from the enclosed report that Acting Master's Mate E. C. Finney was mentioned for his bravery and services by Lieutenant Preston, in his memorandum-book. If such is the fact, I would also recommend him for promotion to the grade of acting ensign, if it should meet your approbation.

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When I say that every officer and man on board of this ship did his duty, I cannot say more in their praise.

Enclosed you will find the report of the expenditure of ammunition in this action.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain United States Navy.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. B. Squadron, off Wilmington, N. C.

—

UNITED STATES STEAMER SANTIAGO DE CUBA,
Norfolk, Va., January 19, 1865.

SIR: On the morning of the 15th, in charge of the landing party of this steamer, consisting of Acting Ensign E. C. Bowers, Acting Master's Mate E. C. Finney, and Richard Lyons, thirty-five sailors and fourteen marines, I reported to Fleet Captain Breese for the assault on Fort Fisher, and was assigned by him to the 2d column.

The marines were turned over to the commanding marine officer.

The shovellers, under Acting Master's Mate Finney, reported to Lieutenant Preston, and did so well that he, a few moments before his death, made a note of them.

At 3 p. m. we charged on the fort with a cheer and a determination to plant our colors on the ramparts. On arriving at the foot of the fort, for some reason unknown to me, the marines and sailors fell back. Myself and a few others were left at the fort, where we intrenched ourselves till dark.

Officers and men behaved gallantly, and I would particularly mention Acting Master's Mate Finney and Augustus Williams, (seaman.) The latter was the only one that remained with me at the fort.

Anzella Savage (ordinary seaman) had the flagstaff shot away above his hand, but he seized the remainder of the staff and brought his colors off.

Our loss in sailors, one killed, four wounded; in marines, three wounded.

Very respectfully, your obedient servant,

N. H. FARQUHAR, *Lieutenant and Ex. Officer.*

Captain O. S. GLISSON,
Commanding U. S. Steamer Santiago de Cuba.

—

Report of casualties.

UNITED STATES STEAMER SANTIAGO DE CUBA,
Off Wilmington, January 16, 1865.

SIR: I respectfully report the following as the list of casualties among the crew of this ship during the attack on the Wilmington defences, January 15, 1865:

Wm. H. Cross, ordinary seaman, dead. James Sherry, marine, wounded through neck, shoulder, and thigh; reported to have died. Alvin S. Warren, coxswain, wounded through left lung; serious. Charles McCarty, marine, lost one finger of left hand. John Mahon, marine, lost four fingers of right hand. Patrick McCarty, captain after guard, two flesh wounds of right leg; not serious. John Esther, captain after guard, flesh wound of abdomen; not serious. Francis Morshad, seaman, wound of left leg; not serious.

The preceding men were wounded and killed in the assault on Fort Fisher. The two following were wounded on board ship:

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George L. Fisher, seaman, contusion of left thigh by splinters; slight.
Thomas Riddle, landsman, wound of left eye by splinters; not serious.

Very respectfully, your obedient servant,

JNO. D. MURPHY, *Assistant Surgeon.*

Captain OLIVER S. GLISSON,
Commanding U. S. Steamer Santiago de Cuba.

Report of Captain Melancton Smith.

UNITED STATES STEAM FRIGATE WABASH,
Off Fort Fisher, N. C., January 16, 1865.

ADMIRAL: I have the honor to submit the following report of the part taken by this ship in the bombardment and capture of Fort Fisher during past three days.

On the 13th instant got under way at 5 a. m., in obedience to signal, and stood in with the fleet toward the land. At 8.15, being abreast of the Half-Moon battery and near the army transports, sent all boats to assist in landing troops, in compliance with Special Order No. 10. At 8.55 anchored with kedge astern in a situation to shell the woods. At 3.30 p. m. got under way in obedience to signal, took station in line, and moved towards Fort Fisher, abreast of which the ship was anchored at 5 p. m. with bow and stern anchor, and opened fire with starboard battery on the fort, which was continued with good effect until 6 p. m., when, in obedience to orders, withdrew from action for the night.

At 5 a. m. of the 15th got under way in obedience to orders, and stood in with the fleet toward Fort Fisher in line of battle. At 10.15 a. m., in obedience to general signal, the storming party detailed under General Orders No. 81 left the vessel in six boats under command of Lieutenant Commander C. H. Cushman, who volunteered for the service, to report to the flag-ship, the force consisting of five (5) officers, one hundred and thirty-six (136) sailors, and forty-two marines, the vessel keeping on her way while the boats were being manned. At 10.45 a. m. anchored with bow and stern anchor in prescribed position and opened a deliberate fire upon the enemy's works from one division of the starboard battery. At 2 p. m., in obedience to orders, commenced firing as rapidly as possible to cover our advance of storming party towards the fort. At 2.45, the storming party being in close proximity to the fort, the firing was discontinued in obedience to preconcerted signal. At 6.30 again opened fire, in obedience to orders, shelling in the direction of the rebel works between the fort and the Mound battery to prevent the enemy's re-enforcements from landing. At 9.30 ceased firing, information being received that the fort had surrendered.

The return of ammunition has been already forwarded, and although it exhibits a large expenditure, it is to be believed that it was an effective one.

A partial list of casualties has been forwarded, and as soon as the stragglers from the storming party can be gathered a complete list will be rendered.

The report of damages sustained in the carpenter's and boatswain's departments has been sent in, and I transmit herewith the report of Lieutenant Commander Cushman of the composition and operations of the storming party from this vessel and the list of casualties consequent upon that attack.

In conclusion, I desire to bear testimony to the good conduct of the officers and men under my command. Although, as a ship's company, this organization has been very recent, and under unfavorable opportunities for

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drill, they have exhibited a patient endurance and perfect steadiness that would not have done discredit to a much older and more thoroughly drilled crew.

I have the honor to be, your obedient servant,

MELANCTON SMITH, *Captain.*

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

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UNITED STATES STEAM FRIGATE WABASH,
At Sea, January 17, 1865.

CAPTAIN: In obedience to your order I have the honor to make the following report concerning the part taken by the marine guard of this ship in the operations against the rebel Fort Fisher, commanding the entrance to New Inlet, N. C., on the 15th day of January, 1865:

My command consisted of three sergeants, three corporals, and thirty-eight privates; and to prevent confusion in landing, the company was divided into four sections, each commanded by a non-commissioned officer.

On the morning of the 15th instant, at 10.30 o'clock, my men were landed and formed on the beach, about two miles to the northward of Fort Fisher. I then received and formed into other companies the marines of the different vessels, until the arrival of Captain Butler, United States marine corps, when I turned the command over to that officer.

At 11 a. m. I was ordered by Lieutenant Commander K. R. Breese, fleet captain, through Captain Butler, to take my guard and advance to the support of the sailors at the front, who were throwing up intrenchments near Fort Fisher, under the direction of Lieutenant Preston, United States navy. I marched my company up the beach by the flank until within a mile of the rebel fort, when, finding the fire severe, I deployed my men as skirmishers across the plain, and continued to advance. Arriving at the intrenchments I ordered my men to cover themselves from the enemy's shot, and this they partially did by throwing up heaps of sand with their bayonets and hands. After the sailors had completed their breastworks I was ordered by Lieutenant Commander Breese to advance my command to the extreme parallel of intrenchments, which I did, my men marching to the front, across a plain swept by the fire, with alacrity and spirit. In this advance I frequently ordered my men to lie down, and as soon as the shower of grape had passed the march was resumed at the double-quick. After a toilsome march through the sand we reached a line of intrenchments about forty yards from the fort, which I found occupied by the skirmish line of the 147th New York volunteers. During the advance two of my men were badly wounded, and they were at once sent to the rear. I now ordered a few of my men (good shots) to open fire on the rebel gunners, and it was owing to their skill that a fieldpiece inside the palisade was forced to be abandoned by the rebel artillerists.

I now awaited further orders; but finding the beach filling up with soldiers, and supposing the attack about to be made, I collected and marched my men by the flank across the plain towards the beach, where I saw the column of sailors and marines advancing to the front. Seeing no officer to report to, I formed my men with the rest of the marines, who were in the centre of the column, the advance being composed entirely of sailors. In this manner we marched, under a severe fire of musketry from the fort, towards the northeast angle of the work, until the column halted, when I ordered my men to lie down and pick off the rebels on the parapet of Fort Fisher until the order was given to charge. My men had opened fire, when

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I gave the word to cease firing and prepare for the assault. I now perceived a movement in front of our position, and soon after a body of men rushed past. I endeavored, by every means in my power, to prevent the retreat, which I now plainly saw was initiated, but my appeals and threats were of no avail, and I then prepared myself for the worst, knowing that a retreat would be disastrous and more deadly than a charge against the fort. My command maintained its position until I saw Lieutenant Commander F. B. Blake, United States navy, who informed me that the assault had been for the present abandoned. I then collected my men and marched down to the beach. Having seen that the retreat was universal on the part of the naval forces, I gave several of my men permission to advance again to the front and annoy the rebels as much as possible with sharpshooting. Shortly after, hearing that an attempt was about to be made to rally the men, I halted and allowed my men to seek cover, while, in company with Acting Lieutenant Commander Danels, of the Vanderbilt, I collected straggling sailors and marines, and formed the men under some sand-hills on the beach, about six hundred yards from Fisher. We had collected quite a number of men, when I received orders from Lieutenant Commander F. B. Blake to take my men, and as many more as I could find, and report to General Terry, United States army, the object being to occupy, with sailors and marines, a line of intrenchments in the rear, then threatened by the enemy. I collected about two hundred marines, and marched to General Terry's headquarters, where I reported, and was at once assigned to a position on the northeast line, which position the marines occupied with vigilance and attention until the morning, when we were relieved, and I embarked my command for the Wabash.

It only remains for me to add that one sergeant and six privates, who became detached from my guard while in the army intrenchments at the front, accompanied the army in the storming of the fort, and, as I afterwards heard from an army officer, behaved with gallantry and coolness during the hand-to-hand conflict that ensued. In conclusion, captain, I would say that during the time the marine guard of this ship was on shore they behaved with bravery and subordination on all occasions. It pleased the fleet captain (Lieutenat Commander Breese) to compliment the handsome manner in which my men advanced in skirmish line to the advanced line of intrenchments under a heavy fire, and I feel that his words of praise were not undeserved. All my men behaved well, but I would present especially to your attention the conduct of Corporal Tomlin, of the guard, who, under a heavy fire from the enemy's sharpshooters, advanced into an open plain close to the fort and assisted a wounded comrade to a place of safety. I respectfully ask that his conduct may be made known to the honorable Secretary of the Navy, so that he may receive a medal of honor.

The marine guard is at present unaccounted for, and on board the ship in good condition.

Enclosed please find a list of wounded.

I am, captain, very respectfully your obedient servant,

LOUIS E. FAGAN,

Lieut. U. S. Marines, Commanding Guard Frigate Wabash.

Captain MELANCTON SMITH, U. S. N.,

Commanding U. S. Steam Frigate Wabash.

UNITED STATES STEAMER WABASH, *January* 16, 1865.

SIR: I have to report as follows concerning the detail of officers and men from this ship, under General Order No. 81, and their operations. The de-

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tail was composed of Lieutenant Commander C. H. Cushman, Acting Ensign Davis, Acting Master's Mate Thorburn, and 138 men, Lieutenant Fagan and 42 non-commissioned officers and privates of the marines, Passed Assistant Surgeon Tinkham, and 3 nurses. Total, 5 officers and 183 men. At 10.15 a. m of the 15th instant, in obedience to orders, I proceeded with my command to the shore, landed and reported to Lieutenant Commander Breese, fleet captain.

To me was assigned the command of the first column of the storming party from the fleet, and the detail from this ship's crew, now under Ensign Davis, reported to me, and were assigned to the left of that column. This gave them the advance in the flank movement along the beach toward the fort.

Lieutenant Fagan and the marines were assigned to the marine command, and Passed Assistant Surgeon Tinkham to the charge of the hospital arrangements for the party.

At 2.45 p. m., after an advance of half-mile under a heavy fire, we attempted to gain the fort. The men advanced excellently to the stockade, although numbers of them fell. But here a momentary check occurred, owing to the narrowness of the beach in the stockade, which was fatal. The enemy increased his fire, and, unable to return nor stand up, it, the column finally gave way and retreated in a body to the starting point, utterly refusing to be rallied. The fleet captain, a large number of officers and some men from different vessels, were left abreast the stockade under the fire of the enemy; among these were Ensign Davis and three men from this vessel, who had succeeded in reaching quite to the ditch of the fort; unable to advance or retreat, he sought the protection of the stockade and remained until dusk.

I then joined the fleet captain, and, in obedience to his orders, assisted in garrisoning Half Moon battery for the night with such of my men as could be collected, about forty in all.

This morning was spent in collecting the men and getting them on board, and a list of casualties is being made up as fast as possible; at present it may be estimated as follows: Present, total, 144 men and marines, 5 officers; absent, 34 men and marines; of whom there are wounded 14 men and marines, killed 4 men and marines, missing 16 men.

It is painful to record our want of success in reaching the fort; but when all things are considered, and the fire which was at any rate diverted from the army is estimated, it is to be hoped we at least did not utterly fail.

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

C. H. CUSHMAN,
Lieut. Commander and Ex. Officer.

Captain M. SMITH, *U. S. Steamer Wabash.*

UNITED STATES STEAMER WABASH, *January* 17, 1865.

SIR: In obedience to orders, I submit to you, as commanding officer of the storming party organized under General Order No. 81, the following report: At 10 a. m. of the 15th instant, having landed in command of a detail from this ship, consisting of five officers and one hundred and eighty-six men, and reported to you, I was assigned by you to the command of the first column of the storming party. I turned the command of the detail from this ship over to Acting Ensign G. S. Davis, and on the reporting of Lieutenant Commander F. B. Blake, of the Susquehanna, with the detail from that ship, I appointed him second in command of this column. Other details soon re-

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ported from the Colorado, Nereus, Vanderbilt, Ticonderoga, and several other ships, and the column now consisting of four hundred and thirty men and twenty officers was organized into four companies, and posted in line, with the left resting towards and about one and a half mile from Fort Fisher, near Flag-pond battery. Right or first company, Lieutenant Robinson, of the Colorado, commanding; second company, Lieutenant Bartlett, of the Susquehanna, commanding; third company, Acting Ensign Coffin, of the Ticonderoga, commanding; left or fourth company, Acting Ensign Davis, of the Wabash, commanding. I regret not being able to give the names of the other ships whose details were in the column, but the list is in the possession of Lieutenant Commander Blake, and will be sent as soon as obtained from him. In the position now occupied, finding that the enemy's shell reached us, and in obedience to orders from Lieutenant Commander Parker, (senior during your absence conferring with the general commanding the army,) swung round, with the front toward Fort Fisher. On your return changed again to the former position, and moved from time to time by the left flank, until we arrived, about 1.45 p. m., at a point on the beach about eight hundred yards from the fort, where we halted to await the order for the final advance, and caused the men to lie down, in order to protect them, by the rise of the beach, from the fire of the enemy, which began to be of some importance. We were considerably annoyed here, also, by premature explosions and short ranges of shells from some of our own vessels, making the position rather a trying one. From this point we were to make the assault, as follows: At a signal to be given by yourself the columns were to rise, double-quick in close order by the left flank, pass, as far as possible, the line of the stockade, which extended from the northeast corner of the fort to high-water mark, then move by the front towards the sea-face of the fort, and charge it with a rush; it being understood that such of the column as did not pass the stockade were to operate against the northeast corner, and so much of the northwest face as the line covered. At 2.45 p. m., received the signal from you to advance. The columns rose and started on the double-quick, in good order, though a little open. They soon closed up, however, and although the fire of the enemy was severe at the very start, they moved on with great steadiness under it. Everything seemed to be going on finely, when suddenly, and for some reason still unknown, the left or head of the column, instead of passing the stockade, turned up by a "file right" along it, and into its first angle, and were here checked. I hurried to this point at once, to ascertain the cause and the remedy. I met here Lieutenant Commander Blake, (my second in command,) Lieutenant Commander Parker, Lieutenant Commander Sicard, Lieutenants Farquhar, Nichols and Bartlett, and several others, all endeavoring to remedy the mistake. You were pointed out to me near by, but it was impossible to reach you, through the crowded mass of men, and there was, besides, not a moment to lose. The check, at the angle of the stockade, had caused a massing of the centres of the columns under a heavy fire of the enemy, and the men who had advanced so gallantly for a half mile under the same fire began to waver. This is easily accounted for when it is remembered that they were armed with revolvers and cutlasses only, and could not return the fire at that distance. It was a hazardous experiment to attempt to force the columns by the flank through the very narrow opening in the stockade which occurred here, but there seemed no alternative, and Lieutenant Commander Parker, being senior, gave the order. Trying as was the position, the men at the head of the column obeyed the order instantly, and followed the officers to the rise at the opening; but scarcely had this point been reached when a shout from those next behind us indicated that the rear had given way. By the time one could turn and look, the whole body were in rapid

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retreat up the beach, and the utmost exertions of the officers failed to rally them. Those who were left—a list of whom I enclose—finding it impossible to advance or retreat, sought the shelter of the stockade, and of the mounds near by. Five others, whose names are also in the list, who had entered through the stockade, or passed to the next angle, shortly joined us, and several, whose names are not on the list, were with you at the small mound near by. Here my report of the column closes. The officers had done their duty well in leading the men; the men had followed well so long as they could keep on, but when brought to a stand-still, under such a fire, for the first time and newly organized, it seems only surprising that they stood at all. Could we have kept on, according to plan, it is not improbable that we could have entered the fort; we could, at any rate, have made a severe enough fight to have greatly aided the army. I am aware that explanations of the cause of want of full success are generally valueless to redeem the character of any attempt, but it seems only justice to state them in this case. Had we succeeded, it would have been an event of itself. Failing, it is at least satisfactory to know that those who are judges express their admiration for the *boldness of the conception*, even of such an attempt, and that the commanding general of the army has expressed himself most pleasantly in regard to its gallantry and importance. To Ensign G. T. Davis, Wabash, Acting Master's Mate Aldrich, Tuscarora, Albert Burton, seaman, Wabash, J. C. Sheppard, ordinary seaman, Wabash, Acting Ensign Simms, of the Minnesota, the second and last of whom were severely wounded, is due the credit of having either entered the stockade or passed to its next angle. I would recommend them for the consideration of the admiral. The list which is appended was not intended, at the time it was taken, to be used except to account for those present at the stockade, in case of accident or injury when getting away. It is sent now at the suggestion of Lieutenant Commander Parker. A list of killed and wounded I am not able to give from data, but from verbal information estimate it at eighteen killed and thirty-six wounded in the first column alone, which, proportioned for the other columns, of itself attests the gallantry of the advance.

To Lieutenant Commander Blake, and the officers commanding companies, as indeed to all in the column, thanks are due for their support in organizing and leading the men to the stockade itself, and so long as they would follow, and for endeavors to rally them, as well as in getting them together subsequently to assist in garrisoning Half-Moon battery, to enable re-enforcements to be sent to the assaulting party of the army. At dusk the party at the stockade made their way to the hospital, taking with them such of the wounded as could be removed. There meeting you, orders were received to collect the men and assist in garrisoning Half-Moon battery, which was done until morning, when the return of parties to their vessels began.

At this moment I am informed of the probable cause of the mistake referred to in the advance. It seems that a detail of men, under Lieutenants Porter and Preston, had formed on the extreme left of the first column, a fact not before known to me. When those gallant officers were killed their men took the direction to the right, and the column followed before it could be corrected.

I am, respectfully, your obedient servant,

C. H. CUSHMAN,

Lieutenant Commander, late Com'dg 1st column Naval Brigade.

Fleet Captain K. R. BREESE.

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List of officers and men referred to in report.

Lieutenant Commander Parker, Minnesota; Lieutenant Commander Cushman, Wabash; Lieutenant Commander Sicard, Seneca; Lieutenant Bartlett, Susquehanna; Lieutenant Farquhar, Santiago de Cuba; Lieutenant S. W. Nichols, Shenandoah; Acting Ensign Dayton, Nereus; Acting Ensign G. H. Wood, Chippewa; Acting Ensign J. B. Taney, Tacony; Acting Ensign Thomas M. Smith, Tristam Shandy; Acting Master Louis F. Timmerman, Vanderbilt; Acting Ensign Willis G. Perry, Colorado; Acting Ensign G. F. Davis, Wabash; Acting Ensign W. H. Mayer, jr., Sassacus; Acting Ensign Melville C. Keith, Gettysburg; Acting Ensign S. L. Griffin, Tuscarora; Acting Master's Mate F. A. Powers, Fort Jackson.

Men.—J. G. Paine, Mohican; Bertram Davis, William Smith 2d, seaman, Wabash; Jonathan Briggs, captain top, Wabash; George S. Riley, ordinary seaman, Wabash; Herbert Peters, master-at-arms, Chippewa; Richard Galiger, ship's cook, Chippewa; James Kelly, seaman, Chippewa; Thomas McNeal, captain after guard, Chippewa; Albert Burton, seaman, Wabash; William Tunbridge, Tacony; Andrew Snell, Tacony; L. B. Godfrey, Tacony; John Sullivan, Colorado; A. B. Thorne, Colorado; Franklin G. Fuller, Colorado; Charles H. Smith, Colorado; William Tuttle, jr., Colorado; ——— Harris, Colorado; William H. Willis, Montgomery; William Blake, seaman, Juniata; T. M. White, seaman, Juniata; John Sullivan, seaman, Malvern; Thomas O'Neil, Malvern; John D. Jones, ordinary seaman, Yantic; Charles A. Stribeck, Gettysburg; Jacob Laurie, Gettysburg; George Dalzell, seaman, Vanderbilt; ——— Bondreau, Iosco; James Fowler, Iosco; Joseph Freeman, Iosco; A. E. Feilberg, Iosco; S. C. Shepherd, ordinary seaman, Wabash.

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List of casualties.—List of wounded of the marine guard United States Steam Frigate Wabash.

Private William Daley, wounded while on skirmish line by piece of shell from United States gunboat; since died of wounds on United States steamer Colorado. Private Esek Bailey, wounded in leg by grape-shot. Private Moran, wounded in heel by bullet while on beach. Private Scanlan, wounded by explosion of magazine in Fort Fisher. Private George Brown, wounded by explosion of magazine in Fort Fisher.

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UNITED STATES STEAMER WABASH,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have the honor to report that the following casualties occurred in the attack on Fort Fisher, January 15: 1. Michael McCann, gunner's mate, contused wound of scalp, slight. 2. William Castello, ordinary seaman, contused wound of left thigh and leg. 3. Philip Chelman, seaman, contusion of the left knee, severely. 4. William Smith 3d, seaman, contusion of back and abrasion of hand, severe. 5. Esek P. Bailey, private marine, gunshot wound above left knee by piece of shell, when ashore with storming party, severe. 6. William Easton, ordinary seaman, wound right thigh, rifle ball, severe. 7. Patrick Scanlon, marine, contused wounds of face and hand by explosion of magazine at Fort Fisher this morning, severe. 8. James O'Neill, landsman, contusion of thigh from explosion of magazine at Fort Fisher this morning, severe. 9. Lieutenant Commander Charles H. Cushman, gunshot wound, left thigh. 10. Hiram L. Hankey, landsman, (was

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brought on board from shore; belongs to United States steamer Mohican,) gunshot wound of back, about first *lumbar vertebra*, very severe. 11. James R. Lambert, landsman, gunshot wound through both thighs, severe. 12. George Brown, marine, contusion of hip, from explosion of magazine in Fort Fisher this morning.

There were others injured on shore, and some killed while storming Fort Fisher. I will report their names and condition as soon as it is possible.

Very respectfully, your obedient servant,

H. F. McSHERRY, *Surgeon.*

Captain M. SMITH,
Com'dg U. S. Steamer Wabash, North Atlantic Squadron.

Respectfully forwarded.

M. SMITH, *Captain.*

—

UNITED STATES STEAMER WABASH,
Off Fort Fisher, N. C., January 17, 1865.

ADMIRAL: I have the honor to submit the following report of casualties in the personnel of this ship during the recent attack and capture of Fort Fisher. I regret that the list and detail could not be sooner furnished:

Killed.—Martin Berne, landsman; William C. Holt, landsman; Alonzo Kitts, landsman.

Wounded.—Esek P. Bailey, private marine, wounded by fragment of shell above left knee; George Brown, marine, contusion of hip from explosion of magazine at Fort Fisher; Lieutenant Commander Charles H. Cushman, bullet wound of left thigh; Philip Chelman, seaman, contusion of left knee; William Christie, captain of mizzen-top, contusion of left foot from explosion of magazine at Fort Fisher; Jotham A. Coon, landsman, wound of finger; William Dailey, marine, wounded in thigh by shell, mortally, since died on board the Colorado; William Easton, ordinary seaman, bullet wound in left thigh, died January 18th; James R. Lambert, landsman, bullet wound through both thighs; Patrick Moran, marine, contusion of ankle from spent ball; Michael McCann, gunner's mate, contused wound of scalp; Albert W. Oliver, landsman, bullet wound in right side, slight; James O'Neil, landsman, contusion of thigh from explosion of magazine at Fort Fisher; George Plimby, ordinary seaman, contusion of hip from explosion of magazine at Fort Fisher; Patrick Scanlon, marine, contused wound of face and hand from explosion of magazine.

The following are known to have been wounded and sent from shore hospital to other ships:

Michael Farrell, landsman, wounded in leg; James Kennehan, landsman, right leg; James McDonald, landsman, right leg; L. P. Longuest, seaman, left foot; George Seymour, seaman, right side; Joseph Stanfield, seaman, bullet through foot; Levi Vinson, landsman, standard-bearer, bullet in both legs.

We have on board Hiram L. Hankey, landsman, of the United States steamer Mohican, with gunshot wound of spinal column, fracturing first lumbar vertebra, and paralyzing lower extremities.

The following men are missing:

Charles Austin, landsman; Richard Cronin, landsman; Henry Gulner, landsman; John Mackay, landsman; and John Riley 1st, ordinary seaman.

Killed 3; wounded 23, and 1 belonging to Mohican; and 5 missing.

Very respectfully, your obedient servant,

MELANCTON SMITH, *Captain.*

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

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Report of Captain B. F. Sands.

UNITED STATES STEAMER FORT JACKSON,
Off Fort Fisher, January 16, 1865.

SIR: I have the honor to report that the vessel under my command, having been detailed as one of the third line of vessels in the attack on Fort Fisher, after having towed the monitor Mahopac to the place of action at daylight on the 13th instant, cast off our tow, and in obedience to signal from the flag-ship formed line of battle, following next the Santiago de Cuba, the senior ship of our line; stood in with the fleet to cover the landing of the troops near Half-Moon battery, sending in our boats to assist in the landing. At ten a. m., our line being ordered in closer to cover the skirmishers, we proceeded, in our proper station, in line close to the beach, shelling it in advance of the army until ordered to cease firing and remain where we were; and we anchored to maintain our position, shifting in closer during the night to protect the front of the troops. All day of the 14th instant, we, at our position ahead of the troops, were employed landing their artillery.

On the 15th instant, at the signal "to send armed boats," we sent forty-eight (48) sailors and our sergeant's guard of marines, under Lieutenant S. H. Hunt, Acting Assistant Surgeon E. J. O'Callaghan, Acting Master Coney, and Master's Mates Powers and C. Moran, as part of the navy assaulting party. At nine a. m. we were under way, forming line of battle. At the signal for the third line to take position, we followed to our station in close order astern of the Santiago de Cuba, and, passing her when she anchored, took our position a ship's length ahead of her, anchoring head and stern in four and a half fathoms water at high tide, with broadside bearing upon the Mound and batteries between it and Fort Fisher, which opened hotly upon us and the Santiago de Cuba. The latter vessel soon dragging her anchor out of position, and before the other vessels of the line got up to their stations, the three water batteries and the Mound devoted their whole attention to this ship, making excellent practice, and dropping their shot over and around us quite thickly. One of ricochet shots passing close over our rifled 100-pounder, struck the Osceola and set her on fire as she passed near us to take her station ahead of us. When the other vessels attained their stations, the close attention of these batteries was more equally divided between us. At 3.40 p. m., seeing the stars and stripes floating over the northwest angle of the fort, our fire was directed exclusively to the Mound, which was silenced about sunset. This cannonading was continued as long as we could see anything to shoot at, my guns plying their shot deliberately, and throwing away none except those of the IX-inch broadside, when the ship, from her crankness, would roll too deep to get elevation. The whole fort and adjacent batteries were in possession of the forces by ten o'clock that night. Where officers and men behaved so entirely to my satisfaction it would seem invidious to particularize, but I must not omit to mention the efficient manner of Lieutenant Commander R. R. Wallace in his duties of executive officer, and Paymaster C. Hellen, who volunteered in the scarcity of officers, (as he had also done in the previous attack of 24th and 25th December,) as my aid and signal officer.

Surgeon P. S. Wales, assisted by Acting Assistant Surgeon E. J. O'Callaghan, were indefatigable in their attention to the wounded of the squadron that were sent on board for transportation north.

I enclose gunner's return of ammunition expended, and report of Lieuten

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ant S. H. Hunt of the conduct of his detachment on shore, with the list of casualties of the party in that attack.

Very respectfully, your obedient servant,

B. F. SANDS, *Captain U. S. N.*

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron, Flag-ship Malvern.

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Report of casualties.

UNITED STATES STEAMER FORT JACKSON,
Off New Inlet, N. C., January 16, 1865.

SIR: I have the honor to submit the following report of casualties to the men of this vessel while storming Fort Fisher, N. C., on the 15th of January, 1865:

James McGrath, private of marines, killed; Louis Reinig, corporal of marines, shot, right shoulder; Philip Arnold, corporal of marines, shot, left leg; John Hines, private of marines, shot, left leg; John Miller, private of marines, shot, right arm; Henry Seigle, quarter gunner, shot in the head; William Marsden, quartermaster, shot in the right shoulder; Julius Flinty, seaman, shot, right leg; Albert Weeks, seaman, shot, right leg; John Hughes, seaman, shot, right foot; Augustus Schenk, landsman, shot, right shoulder.

Very respectfully, your obedient servant,

PHILIP S. WALES, *Surgeon U. S. N.*

Captain B. F. SANDS, U. S. N.
Com'dg Steamer Fort Jackson, off New Inlet, N. C.

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UNITED STATES STEAMER FORT JACKSON,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have the honor to report, that the officers and men composing the landing party from this ship to storm Fort Fisher conducted themselves in the most gallant manner.

The marines of the Fort Jackson came with my party when the charge was made, and the rebel officer who was on the ramparts cheering his men was deliberately shot by one of them. My party was among the front line when we were forced by the withering fire of the enemy to retreat.

I enclose herewith, Acting Assistant Surgeon O'Callahan's report of the casualties of our party.

Very respectfully submitted.

SYMMES H. HUNT, Lieut. U. S. N.
Com'dg Landing Party of the U. S. Steamer Fort Jackson.

Captain B. F. SANDS, U. S. N.,
Commanding United States Steamer Fort Jackson.

—

UNITED STATES STEAMER FORT JACKSON,
Off New Inlet, N. C., January 16, 1865.

SIR: I have the honor to submit the following list of casualties to the men of this vessel while storming Fort Fisher, on the 15th of January, 1865:

James McGrath, private of marines, killed; Louis Reinig, corporal of marines, shot, right shoulder; Philip Arnold, corporal of marines, shot, left

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leg; John Hines, private of marines, shot, left leg; John Miller, private of marines, shot, left arm; Henry Seigle, quarter gunner, shot in the head; William Marsden, quartermaster, shot in the right shoulder; Julius Flinty, seaman, shot, right leg; Albert Weeks, seaman, shot, right leg; John Hughes, seaman, shot, right foot; Augustus Schenk, landsman, shot, right shoulder.

Most respectfully, your obedient servant,

EDWARD O'CALLAGHAN,
A. A. Surgeon U. S. N.

Lieutenant S. H. HUNT, U. S. N.,
U. S. Steamer Fort Jackson, off New Inlet, N. C.

Report of Captain D. B. Ridgely.

UNITED STATES STEAMER SHENANDOAH,
Off Fort Fisher, January 17, 1865.

SIR: I have the honor to report the part taken by this ship in the bombardment which resulted in the capture of Fort Fisher.

January 13th, at 8.10, a. m., I sent this ship's boats to assist in landing the troops.

At 3.10 p. m., got under way and took our position in line of battle.

At 5 o'clock, anchored in our station, and opened fire on the batteries between Fort Fisher and the Mound, with good effect.

At 6.05 p. m., ceased firing in obedience to signal, and stood to the northward and eastward.

January 14th, at 4 p. m., we were signalled by the admiral to come within hail, and ordered to go under the stern of the Brooklyn and open fire. We anchored in that position, and were ordered to weigh and stand close in. We stood into 4¼ fathoms and opened fire with effect.

At 6.40 p. m., was ordered to cease firing, and fire in our turn for one hour during the night.

At 3.05 a. m., opened fire for one hour.

At 9.30 p. m., was ordered by the "despatch boat" to take our position in line of battle the next morning.

At daylight got under way and stood out to our station in line.

At 9.48 a. m., sent the first and second launches and first cutter with the storming party, consisting of fifty-four men and fourteen marines, under command of Lieutenant S. W. Nicholls, the executive officer, Ensign Sands, and Boatswain J. H. Polley.

At 11 a. m., was signalled by the admiral to fire at a steamer in the river. I immediately steamed up to the mouth of the channel, the steamer in the mean time having run up the river out of sight.

At 11.45, was ordered to take our station in line. We anchored, head and stern, one ship's length ahead of the Juniata, and opened fire on the batteries between Fort Fisher and the Mound with good effect, until ordered to change the direction of fire on the Mound. The shots came over and around us, but none struck us.

Allow me to congratulate you, sir, on the fall of Fort Fisher, one of the most formidable of forts, which was so damaged by the bombardment of the fleet that it was carried by the first assault.

I enclose Lieutenant Nichols's report of the storming party from this ship, which will speak for itself.

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I take great pleasure in bearing testimony to the cool bearing of Lieutenant S. W. Nichols, the executive officer, and the other officers and crew of this ship, during the bombardment.

I enclose a memorandum of the expenditure of ammunition.

I am, very respectfully, your obedient servant,

DANIEL B. RIDGELY, *Captain.*

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

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UNITED STATES STEAMER SHENANDOAH,
Off New Inlet, N. C. January 17, 1865.

SIR: I have the honor to report, that on leaving this ship on the morning of the 15th, instant, in charge of assaulting party of this ship, consisting of 54 men and a sergeant's guard of marines, with Ensign J. H. Sands and Boatswain J. H. Polley, I passed within hail of the Malvern, and was there ordered to Lieutenant Commander Breese, on shore. Arrived on shore, leaving two men as boat-keepers in each of the three boats, reported to Lieutenant Commander Breese, and was by him placed in the 3d division, under command of Lieutenant Commander Selfridge. The marines were ordered elsewhere. On the charge our men were orderly; kept together; did not drop except when ordered to do so, and when the stockade in front of the fort was reached were among the foremost, and were among the last to fall back. Robert Esler, second-class fireman, remained with me and other officers and men behind the stockade until dark, when we all succeeded in getting away.

I found that marines Charles Smith, Adolph Burton, Wilmer D. Lyne, James Whyte, Thomas S. Brown, all of this ship, had remained near Fort Fisher until dark, not having fallen back with their own line. On arriving down the beach, I found that Ensign Sands and Boatswain Polley had rallied all the men of this ship during the retreat, had found all the wounded of our own men, seven in number, and had sent them on board and rendered good service to other wounded men of the assaulting party. Our men here maintained the sailor discipline, obeying their officers cheerfully, ready and willing to do whatever was required of them. None left the shore except those ordered to take off the wounded. Ensign Sands and Boatswain Polley deserve the highest praise for the zeal and energy shown throughout. At night the sailors and marines relieved the garrison at army headquarters. On being relieved in the morning, was ordered up the beach to bury the dead. Arriving there and finding the burial party of sufficient force, returned to the boats, thence to the ship. I am happy to state that none of our men were killed, and that the color-bearers, two in number, returned each with his flag.

In conclusion, sir, I would beg leave to state that all of our men behaved in such a gallant manner that I would consider it invidious to make any distinction. Each and all deserve the highest commendation for their coolness and courage under the most trying circumstances, and fully sustained the hard-earned reputation of the American sailor.

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

SMITH W. NICHOLS,
Lieutenant U. S. Navy.

CAPTAIN D. B. RIDGELY,
Commanding "Shenandoah."

Forwarded. DANIEL B. RIDGELY, *Captain U. S. N.*

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Report of casualties.

UNITED STATES STEAMER SHENANDOAH,
Off New Inlet, N. C., January 16, 1865.

SIR: Herewith subjoined is a correct list of the casualties occurring among the crew of this vessel in the assault on the enemy's works on the afternoon of the 15th instant. No casualties have occurred on shipboard.

Thomas Clark, ordinary seaman, aged 20; native of Ireland; shipped at New York, November 22, 1864; occupation, mariner; hazel eyes, dark hair, fair complexion, 5 feet 3¾ inches high; vulnus sclopetic; wounded by a grape-shot at the junction of upper and middle third of left arm; deep flesh-wound, not dangerous though severe; sent to hospital.

John J. Thompson, quartermaster, aged 31; native of New Jersey; shipped at Philadelphia, May 2, 1864; occupation, mariner; gray eyes, dark hair, fair complexion, and 5 feet 10 inches high; vulnus sclopetic; wounded by a musket-ball passing out at junction of middle and upper third of arm on inner side; wound severe though not dangerous; remains on board at his own request.

Frank C. Williams, seaman, aged 21; native of Maine; shipped at Philadelphia, May 4, 1864; occupation, mariner; blue eyes, brown hair, florid complexion; 5 feet 7 inches high; vulnus sclopetic; has a musket-ball wound above the knee-joint about 3 inches; no exit wound; has musket-ball wound in lower third of right leg; exit wound two inches above on external side; both wounds severe, not dangerous; sent to hospital.

William H. Cain, coal-heaver, aged 19; native of New York; shipped at Philadelphia, Pennsylvania, September 29, 1864; occupation, farmer; dark eyes, dark hair, dark complexion; 5 feet 8 inches high; vulnus sclopetic; wounded in the lungs; was taken on board United States steamer Fort Jackson from the beach, and I have no description of nature or character of the wound.

Henry Harrison, boatswain's mate, aged 40; native of Boston; shipped at Philadelphia, Pennsylvania, May 9, 1864; vulnus sclopetic; slight flesq wound of foot, very trifling, will be on duty in a few days.

William Francis, seaman, aged 35; native of France; shipped at Philadelphia, May 9, 1864; vulnus sclopetic; slight flesh wound in finger; will be on duty in a few days.

Missing.—John Robinson, seaman, aged 23; native of Scotland; shipped at New York, November 16, 1864, at Philadelphia, Pennsylvania; occupation, farmer; gray eyes, brown hair, light complexion, 5 feet 6 inches high.

James Lenfest, ordinary seaman, aged 28; native of Maine; shipped May 2, 1864, at Philadelphia; occupation, farmer; gray eyes, brown hair, light complexion, 5 feet 6 inches high.

William Parker, 2d class fireman, aged —; native of ——— ; shipped at Philadelphia, Pennsylvania, May 2, 1864; occupation, fireman; gray eyes, brown hair, fair complexion, height 5 feet 4 inches.

William Austen, coal-heaver, aged 21; native of England; occupation, soldier; blue eyes, light hair, dark complexion, height 5 feet 2 inches.

Charles Jones, marine, aged 21; native of Philadelphia, Pennsylvania; occupation, carpenter; entered at navy yard, Washington, D. C., December 22, 1863; gray eyes, dark hair, dark complexion, height 5 feet 9 inches.

Respectfully,

JAMES McMASTER, *Surgeon.*

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

Approved:

DANIEL B. RIDGELY,
Captain United States Navy.

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Report of Captain Charles Steedman.

UNITED STATES STEAMER TICONDEROGA,
Off Wilmington, N. C., January 17, 1865.

SIR: I have the honor to lay before you the following report of the part this ship took in the recent attacks upon the forts on Federal Point, which has terminated so gloriously and successfully to the two branches of the service engaged.

On the afternoon of the 13th instant, after the return of the boats employed in landing troops, in obedience to signal I took position in line of battle, and at 5.15 p. m. anchored ahead of the line, as directed in General Order No. 78. From this point a well-directed fire was kept up on the batteries to the left of Fort Fisher, in accordance with the chart-plan furnished me. Upon hearing the signal whistle, at 5.55 p. m. I had the battery trained upon the Mound and on the guns in its neighborhood. A continuous fire was then kept up until I received orders to withdraw from action, at 6.20 p. m.

I am happy to say that no casualties occurred on board, although several of the enemy's shots fell over and around the vessel. The only loss sustained was that of the stern kedge-anchor, caused by a rifle shot cutting its hawser.

On the 15th instant, in obedience to signal, I got under way and took position at the end of the second line. At 10.35 a. m. a storming party of sailors in three (3) boats, in charge of Ensign George W. Coffin, and the marine guard, under command of First Lieutenant Charles F. Williams, were sent from this vessel to report to the flag-ship for orders. At the same time I received your verbal message not to move until further orders. At 11.45 a. m., in compliance with signal, I steamed up and took position ahead of the second line, about a cable's length ahead of the Shenandoah. From this point a well-directed fire was kept up with the starboard guns on the batteries well to the left of Fort Fisher, in keeping with your programme. Before opening fire the enemy threw several heavy rifle shots over and near me, but after a couple of rounds from this ship his fire was silenced. At 1.05 p. m. I received your verbal orders to shift my berth nearer in; this was done with some little delay and considerable trouble, owing to the strength of the ebb-tide and want of a sufficient head of steam. By spreading fires I was enabled to get the necessary speed to give me control of the ship and to take a position nearer to the enemy's battery.

From that time my fire was kept up in the same direction as heretofore, until the signal was made to cease firing. I then asked permission to open upon the "Mound," which had turned its guns upon our assaulting columns; this being granted, a deliberate fire was directed upon that fort up to 6.20 p. m., when I discontinued firing and secured the battery for the night. For one hour and a half previous to receiving your message (by tug) to cease firing I had not fired a single shot. It gives me great pleasure to express my entire satisfaction at the thorough and efficient manner the officers and crew performed their duty during the time we were engaged in bombarding the enemy's works. I am indebted to Lieutenant George B. White, the executive officer of this vessel, for his energetic assistance.

With this communication I transmit copies of the reports of 1st Lieutenant C. F. Williams, of the marine guard, marked "A," and Ensign G. W. Coffin, who had command of the assaulting party of sailors sent from this vessel, marked "B;" also the gunner's report of expenditure of ammunition. The surgeon's report of casualties has already been forwarded. In conclusion,

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allow me to congratulate you, admiral, upon this brilliant and decided success, which has resulted in planting our flag on one of the strongest fortifications possessed by the rebels.

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

CHARLES STEEDMAN, *Captain.*

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron, Flag-Ship Malvern.

A.

UNITED STATES STEAMER TICONDEROGA,
Off Fort Fisher, January 17, 1865.

SIR: In obedience to your order of the 15th instant, I proceeded on shore with the marine guard of this vessel for the purpose of forming part of the battalion of marines who were to cover the assaulting party of sailors in their assault on Fort Fisher. I reported to the senior marine officer, and was ordered into line. Subsequently my guard was detached from the line and, under my command, were employed as skirmishers, they being armed with Spencer rifles. When the advance was made I was ordered to keep a good distance ahead of the column until we reached the advanced line of rifle-pits, about 250 yards from the fort. I put twelve men into one of the pits to act as sharpshooters, and with the rest proceeded to a sand-hill nearer the fort, from which we kept up a sharp fire on the enemy's gunners, thus interfering considerably with their loading and firing their great guns. The assaulting column and marine battalion advanced down the beach by the flank until they were abreast the sea-face of the fort, when they charged on the run, but upon reaching the stockade they were exposed to such a terrible fire of grape and canister that they were forced to fall back on the beach. The ammunition of my men being exhausted, we were compelled to lie in our rifle-pits until sundown, exposed to the fire from the fleet on one side (which was very dangerous on account of shells bursting short) and the fort on the other. We finally withdrew without the loss of a man. I remained, with most of my men, until the next day, when we returned on board. The men under my command deserve great praise for the cool manner in which they conducted themselves, loading and firing deliberately, notwithstanding we were between the two fires. Private Charles Colcord is missing; when last seen he was inside the fort before the magazine exploded.

Very respectfully, your obedient servant,

CHARLES F. WILLIAMS,
First Lieutenant United States Marine Corps.

Captain CHARLES STEEDMAN, U. S. N.,
Commanding United States Steamer Ticonderoga.

B.

UNITED STATES STEAMER TICONDEROGA,
Off Fort Fisher, January 16, 1865.

SIR: In obedience to your orders of the 15th instant, I took command of the assaulting party, composed of forty-one men, that left this ship in the 1st, 2d, and 4th cutters, in charge, respectively, of Acting Mates William Cooper, Lieutenant Norton, and William Charlton, the marine guard of the ship, under command of First Lieutenant Charles F. Williams, being distributed among the boats.

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After landing on the beach I reported to Lieutenant Commander Breese, who ordered me to attach my men to the first division, under Lieutenant Commander Blake, which was composed of four companies, myself being placed in command of the third. We then slowly approached the fort, under cover of the beach. When the order to assault was given, the men moved forward on the run; when near the palisades, the enemy's fire was so heavy as to arrest our progress, and the men in the rear commencing to fall back the whole of our force were compelled to retire.

No order being given to renew the attack, I collected as many of my men as possible and returned to the ship. The only casualties that I am aware of are Columbus Borland, seaman, killed, and myself wounded in the leg.

I beg leave to call to your notice Thomas Connolly, quartermaster, who displayed great bravery in carrying the "flag" at the head of the company

Very respectfully, your obedient servant,

GEORGE W. COFFIN, *Ensign.*

Captain CHARLES STEEDMAN,
Commanding United States Steamer Ticonderoga.

Report of casualties.

UNITED STATES STEAMER TICONDEROGA,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have to report the following list of casualties in the assaulting party of this ship, during the attack upon Fort Fisher on the 15th instant.

Respectfully, &c.,

J. C. CLEBORNE, *Surgeon U. S. N.*

Capt. CHAS. STEEDMAN, U. S. N.,
U. S. S. Ticonderoga, Off Fort Fisher, N. C.

Peter Bigley, second-class fireman, abrasion of leg; Geo. W. Coffin, ensign (acting,) flesh wound of thigh; Columbus Borlan, seaman, killed (supposed;) Chas. Colcord, private of marines, supposed to have been blown up.

UNITED STATES STEAMER TICONDEROGA,
Philadelphia Navy Yard, March 21, 1865.

SIR: I beg leave to call the attention of the department to the conduct of the following petty officers and others during the engagement with Fort Fisher, and respectfully recommend that medals of honor be granted them. Robert Sommers, chief quartermaster, is recommended for great coolness and intelligence in looking out for and making signals during the actions with Fort Fisher. He served on board the United States steamer Paul Jones, and was in the actions with the batteries on St. John's river, and with Fort McAllister on the Ogeechee. Joseph Hayden, quartermaster, is recommended for coolness and close attention to duty in steering the ships into action at Fort Fisher. Isaac N. Fry, orderly sergeant of marine guard, is recommended for coolness, good conduct and skill as captain of a gun in the action with Fort Fisher. Edward R. Bowman, quartermaster, is recommended for good conduct throughout the action, in which he was badly wounded, and bore his sufferings with great fortitude. Wm. Shipman, cockswain, is especially recommended for his conduct at the time of the explosion of the 100-pounder Parrott gun. Being captain of a gun near to the bursted one, on seeing the effect of the explosion on those around him, at once encouraged them by exclaiming. "Go ahead, boys, this is only the

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fortune of war." Wm. Taylor, captain of forecastle, is recommended for coolness and skill as captain of a gun in the action with Fort Fisher. George France, captain of main-top, is recommended for coolness and good conduct as captain of a gun in the action with Fort Fisher. Thomas Jones, cockswain, is recommended for coolness and good conduct as captain of a gun in the actions with Fort Fisher. Wm. Campbell, boatswain's mate, is recommended for coolness and good conduct as captain of a gun in the actions with Fort Fisher.

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

CHAS. STEEDMAN, *Captain.*

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

Report of Captain James Alden.

UNITED STATES STEAMER BROOKLYN,
Off New Inlet, Cape Fear River, January 16, 1865.

SIR: I have the honor to submit the following as a report of the part that this ship took in the action of the 13th, 14th, and 15th instant. At 4.30, being in position as leading ship in line of battle No. 1, got under way at 5 o'clock, with the transports forming another line on the port beam, and stood in for the shore. When within 600 or 800 yards from the beach, changed the course and stood along parallel with it to the westward, and commenced shelling the woods, all the vessels of the line joining in. Passed Flag-pond battery at 8.10; anchored in line ahead, with the transports on the port beam. At 9.30 all the vessels sent boats to assist landing the troops. A brisk fire was kept up upon the woods till 11 a. m. At 1 p. m. the boats returned. At 3 the troops were all landed. At 4 admiral made signal to the line to take position and engage the enemy. At 4.30 anchored under the stern of the New Ironsides and opened fire upon Fort Fisher, the vessels of the line anchoring as they got into position, and commenced the attack. At 5.45 ceased firing, when the vessels withdrew.

On the 14th at 2.30 p. m. got under way in obedience to signal, took position, and at 2.45 opened fire again upon Fort Fisher. Ceased the bombardment at dark. Remained in position, vessels firing one hour each during the night.

January 15th, soon after daylight withdrew, and filled up with shells from the Aries. At 12 a. m. sent three boats, (all that were available,) armed and equipped, to the admiral, which soon after landed their crews with the rest of the boats of the fleet. At 1 p. m. got into action again with the fleet, which was then hotly engaged. At 9.30 p. m. ceased firing, soon after which the fort surrendered to the assaulting party of the army, which had gained a footing before dark. I am pleased to add that all, both officers and men, did their duty nobly and well. But I cannot conclude this report without paying a tribute to the abilities and officer-like bearing of my executive officer, Lieutenant Thomas L. Swann. To his wise management is mainly due the exact discipline and ready obedience to orders that is found on board this vessel. In a word, I have never commanded a better organized or better disciplined ship than this.

Ensign Cassel's report in relation to the storming party which left the ship under his charge; the surgeon's report of casualties, (which, I am happy

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to say, are very slight,) together with the gunner's report of projectiles and ammunition expended, are herewith enclosed.

With my hearty congratulations for your success in this most signal victory,

I am, very truly, your obedient servant,

JAMES ALDEN, *Captain.*

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

UNITED STATES STEAMER BROOKLYN,
January 17, 1865.

SIR: In obedience to your order, I respectfully submit the following report of the party in my immediate charge on the 15th inst. After landing, on reporting to Captain Breese, I was assigned to the 3d division, under Lieutenant Commander Selfridge, and by him was placed on the left of the line of that body. In the charge which followed we kept our position, and remained under the fire of the fort until the retreat was ordered, when all organization was at an end. I collected my own men afterwards, as far as possible, and remained on the beach until morning, when we embarked and returned to the Brooklyn. I have to report the loss of three men missing and one wounded. Of the first two are supposed to have been lost in the explosion on the following morning, and I have since learned that the third was taken on board the Susquehanna, and thence sent to the hospital vessel. The marines not being with me, I know nothing of their proceedings.

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

DOUGLAS CASSELL,
Acting Ensign United States Navy.

Captain JAMES ALDEN,
United States Navy.

Respectfully forwarded. JAMES ALDEN, *Captain.*

Report of casualties.

UNITED STATES STEAMER BROOKLYN,
Off New Inlet, January 17, 1865.

SIR: The following is a list of the casualties resulting from the assault on the rebel defences on the 15th instant:

Charles Fellman, seaman, gunshot, chest; slight. Abel Cole, seaman, gunshot, arm; severe. James Jackson, private marine, abrasion, hand; slight.

Very respectfully, your obedient,

JOHN MAULSBY, *Surgeon.*

Captain JAMES ALDEN,
Commanding United States Steamer Brooklyn.

Approved and forwarded. JAMES ALDEN, *Captain.*

Report of Commander J. M. Frailey.

UNITED STATES STEAMER TUSCARORA,
Off Georgetown, S. C., January 26, 1865.

ADMIRAL: I have the honor to report that, in compliance with your orders and signals of the 13th inst., I proceeded in with the steamer on the morning of that day in company with the fleet under your command, taking my posi-

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tion in the line of battle as per special chart furnished, and which was on the outside of line 2 and between the United States steamer Powhatan and Juniata, which line steered in towards a battery near which the army transports were anchored, preparatory to the landing of the troops. At 8.40 a. m., by signal from your vessel, despatched the launch, first and second cutters, in charge of Acting Ensign S. L. Griffin, Oliver Swain and S. E. Willitts, to go alongside the army transports and assist the boats of the fleet in landing the troops. At 9.25 a. m. came to anchor outside the transports in company with the vessels of line No. 2, to cover the landing. At 3.20 p. m., the boats having returned from the duty upon which they had been sent, signals were again made from your ship to get under way, form line of battle, and take your stations, when the line proceeded in towards Fort Fisher, and at 5.20 p. m. let go kedge anchor astern, abreast of stern of United States steamer Powhatan, and worked into position. Let go starboard anchor, veering to 30 fathoms chain, immediately afterwards opening fire with No. 3 eleven-inch gun, and then successively with starboard broadside and pivot guns, using percussion shell with the rifle guns, and ten (10) second fuzes with eight-inch and eleven-inch shell guns; which firing was kept up vigorously and with telling effect upon Fort Fisher until 6.05 p. m., when a tug came within hail conveying orders from you to discontinue firing and withdraw from action. Weighed and stood out to southward and eastward, and in company with other vessels came to with starboard anchor in seven fathoms water; on the following day (14th inst.) the iron-clads and vessels of line No. 1, under the batteries, only keeping up a heavy fire upon them, and apparently doing great execution.

On Sunday, January 15, a little after midnight received verbal orders from a tug which came near and hailed, giving orders from you to get under way at 5 a. m., and as soon after as signals could be seen from line of battle. Steamed soon afterwards into line, subsequently heaving to and steaming ahead slowly to maintain position, and governed by the movements of the leading ships, the boats being prepared in the mean time to land officers and men for the assault on the enemy's works. At 10.20 a. m., by signal, the boats, three (3) in number, consisting of launch, 1st and 2d cutters, in charge of Lieutenant Commander W. N. Allen, Acting Ensigns S. L. Griffin and Oliver Swain, assisted by Acting Master's Mate Arthur F. Aldrich and Acting Third Assistant Engineer Wm. B. Snow, with forty-one (41) seamen, landsmen, and coal-heavers, and fourteen (14) marines, left the ship with orders to proceed alongside the flag-ship for instructions; from whence they proceeded with numerous boats from other ships to the beach upon which they landed preparatory to an assault to be made on the works of the enemy; the ships of the line taking their position in battle as signalled to, and opening fire upon the enemy.

At 12.10 p. m., your signal to take my position was immediately complied with, and at 12.20 p. m., having reached position between the United States ship Powhatan, on starboard quarter, and Juniata, on starboard bow, came to anchor with kedge and hawser astern, and with starboard anchor ahead in five (5) fathoms water. I again opened a rapid fire with starboard battery on the works of Fort Fisher, using similar projectiles as on the 13th, and on which batteries fire was continued until 3.05 p. m., when signal 2,211 was made by you and the steam-whistles of the fleet blown "to change fire" to the Mound, which was immediately complied with, but only with the eleven (11) inch and 100-pounder Parrott, not being able to give sufficient elevation to the eight (8) inch shell guns. During this period, and until the firing closed, capital gunnery practice was seen made by the captains of the guns under the supervision of the officers of divisions.

Though shot and shells fell around the ship in every direction, it is truly gratifying to be able to report that not one struck, nor had I any casualty

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to fall upon any one on board during the bombardment; but I regret to add that on the return of the boats to the ship at sundown I was grieved to learn that during the assault made on shore John Campbell, yeoman, Wm. H. Redding, captain forecastle, and John McAdams, seaman, had been killed, and that in the boats alongside were nine (9) persons, some severely wounded, among whom were Lieutenant Commander Wild N. Allen, executive officer, John Hale, coal-heaver, John Morris, seaman, Jas. B. Jenkins, marine, Duncan Dunbar, landsman, Emanuel P. Blackwood, ordinary seaman, Frank Barry, landsman, A. Collum, corporal marines, Philip Baker, seaman, and three others too badly wounded to be brought on board, but who were placed on board the United States ship Nansemond, viz: Acting Master's Mate Arthur F. Aldrich, Robert Gunnett, seaman, and John Eagan, cockswain.

On the following day Thos. J. Lynch, marine, was found missing, supposed to have been blown up in the explosion of the magazine of Fort Fisher, as he was seen there a few minutes previous to that accident. At or about 10 p. m. of the 15th lights appeared in the fort, succeeded by such glorious cheers, we were convinced that our forces were in possession, and which was confirmed by rockets and lights from the vessels of the fleet soon afterwards. It affords me great pleasure to report that every officer and man on board displayed the greatest zeal to perform and carry out the discipline of the service and in the performance of every duty required of him, and it would be invidious to mention any one as superior over others.

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

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

Rear-Admiral DAVID D. PORTER, U. S. N.,
Commanding N. A. Squadron, off New Inlet, N. C.

Report of casualties.

UNITED STATES SHIP TUSCARORA,
Off Wilmington, N. C., January 16, 1865.

SIR: In compliance with your instructions I respectfully report that a company consisting of five (5) officers, 55 seamen, ordinary seamen, landsmen, and marines, was organized and landed on the 15th instant to assist in the assault made that day on Fort Fisher by a portion of combined crews of all the vessels attached to the squadron.

Lieutenant Commander W. N. Allen, commanding the detachment from this vessel, speaks in the highest terms of praise of the gallant manner in which all the officers and men advanced to the attack, but in which they were unfortunately repulsed, with the loss of three (3) men killed and twelve (12) wounded; one marine, Thomas Lynch, missing, supposed to have been blown up by the explosion of the magazine this morning, having been seen there by a shipmate a short time previous to the explosion.

The following list comprises the names of killed, wounded, and missing:

Killed.—John Campbell, yeoman; John W. Redding, cockswain; John McAdams, seaman.

Wounded.—Lieutenant Commander Wild N. Allen, left elbow joint; Acting Master's Mate A. F. Aldrich, hip, seriously; Robert Gunnet, seaman, badly in shoulder; John Eagan, captain of top, in the neck; John Hale, coal heaver, seriously in breast; John Morris, seaman, seriously in breast; Jas. B. Jenkins, marine, in hip; Duncan Dunbar, landsman, in the neck; Emanuel

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P. Blackwood, ordinary seaman, wrist; Frank Barry, landsman, in the side and hand; Philip Baker, seaman, in the side; Corporal A. Collum, marine, in wrist and shoulder.

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

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

Rear-Admiral DAVID D. PORTER, U. S. N.,
Commanding N. A. Squadron, off Wilmington, N. C.

Report of Commander E. G. Parrott.

UNITED STATES IRON-CLAD MONADNOCK,
Off Morris Island, S. C.

ADMIRAL: I have the honor to submit the following report of the participation of the Monadnock in the attack on Fort Fisher on the 13th, 14th, and 15th of January.

On the 13th, at 8.30 a. m., we took up our position and anchored, well in shore of the Ironsides and clear of her line of fire. Here we remained, firing by day and a portion of the night, and taking in ammunition at night, until the capture of the fort and its dependencies. This permanency of position enabled us to obtain and keep a very perfect range. While the iron-clads were alone opposed to the fort, the rebels attempted to contend with them, and opened a fire, rather severe and obstinate, but less accurate than ours; but their guns, as they successively showed activity, were invariably reduced to silence. We aimed almost wholly at their guns, watching the effect of each shot, and waiting for the smoke to clear away before firing another; as their disabled guns generally remained in place, it was an inconvenience, during the latter part of the fight, that the rebels did not fire often enough, to show us which were the remaining efficient ones. We saw one of them tumbled over by our fire, and I have no doubt that most of them or their carriages received disabling shots, over and over again, from the iron-clads. Never was a work better prepared for an assault. The position of the iron-clads was nearly on a continuation of the line of the sea-face of the fort, and their fire was chiefly directed against the land-face. At the moment of the assault we had the satisfaction to see that the guns on this face could not be used against our advancing men. The so-called sea or southeast face, where our sailors assaulted, could not be so nearly approached in front by our vessels, on account of shoals, and consequently was stronger. We were near witnesses of the splendid fighting of our army. After our troops had entered the fort, our fire, with that of others, I suppose, was against a gun on the sea-face near the east angle, which had been reserved, and which alone, of all the guns of Fort Fisher, was firing on them rapidly with grape. The ricochet of our shell enfiladed the sea-face, which was manned with rebel musketeers. As it grew dark the gun became silent, (we afterwards ascertained it had been disabled,) and the flash of muskets along the sea-face almost ceased.

The XX-inch guns were, I feel sure, not excelled in accuracy by any guns present, while they, of course, far exceeded them in power. The smoke cleared rapidly from our turrets. Five shot struck our side armor, somewhat starting the plating, and the turrets and armor of the ventilating pipe were struck five times. There were also trifling hits from pieces of shell. Our injuries are of little consequence. During our long fight and hard work the officers and men of the Monadnock did their duty zealously and gallantly. I

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have to renew the commendations made in my report of the previous attack on Fort Fisher, of Lieutenant Commander J. N. Miller and of Assistant Paymaster John S. Woolson, who again acted as aid and signal officer. Acting Chief Engineer J. Q. A. Ziegler, by faithfully watching for symptoms of failing of the turret and other gear, and the application of timely and rapid repairs, enabled us to come out of the action in perfect order.

I am, respectfully, your obedient servant,

E. G. PARROTT, *Commander.*

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

UNITED STATES IRON-CLAD MONADNOCK,
James River, Va., March 21, 1865.

SIR: I have the honor to recommend to the department, as worthy of a medal of honor, William Dunn, a quartermaster on board this vessel. During the attacks on Fort Fisher, on the 24th and 25th of December, 1864, and the 13th, 14th, and 15th of January, 1865, he was stationed at the lead. The responsibilities of his duties continued when the vessel was at anchor, as her propellers were kept in motion to make her turrets bear, and consequently the shooting away of her chain might have caused her to ground.

His attention to duty was constant, and his cheerful coolness and disdain of shelter attracted the notice of all on deck. His general character is excellent. The following is his descriptive list:

No. 144. William Dunn, quartermaster, enlisted September 21, 1864, at Boston, for two (2) years; born at Lisbon, Maine; a citizen of Maine; age 26; blue eyes, black hair, florid complexion, 5 feet 11¼ inches in height; received from receiving ship Ohio.

I am, sir, respectfully, your obedient servant,

E. G. PARROTT, *Commander.*

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

Report of Commander S. D. Trenchard.

UNITED STATES STEAMER RHODE ISLAND,
At sea, January 16, 1865.

SIR: I would very respectfully submit the following report of the part taken by the Rhode Island in the late attack on Fort Fisher and Federal Point batteries:

We got under way at 9.30 a. m. on the 13th instant with the third division. Took up position near the shore to the eastward of Fort Fisher at 10 a. m. to cover the landing party. Anchored and despatched boats to the transports to assist in landing troops, provisions, and ammunition.

On Saturday, the 14th instant, engaged in landing troops, horses, and artillery.

On Sunday, the 15th instant, despatched Acting Master Zera L. Tanner and Acting Ensign Lemuel Pope, in charge of boats, to assist in landing siege guns. At 10 a. m., pursuant to signal, sent Lieutenant Frederick R. Smith in charge of marines and a party of sailors, accompanied by Acting Ensign Nichols Pratt and Acting Master's Mate Edward E. Bradbury, to participate in the assault on Fort Fisher. At 11 a. m. got under way and took po-

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sition, engaging the enemy's works to the southward of Fort Fisher, opening fire with the starboard battery of seven guns, keeping up a continuous fire until 3 p. m., when the signal was made to cease firing. Soon after the assaulting party was seen on the ramparts of the fort and our flag was seen waving over its walls. The firing was resumed upon signal being made to fire on the Mound battery, its guns being turned on the assaulting party.

The Rhode Island went into action with nearly one-half of her complement, a party being engaged in landing siege guns for the army, the importance of which service has been duly acknowledged by the general in charge, and another portion of the officers and crew, with Lieutenant F. R. Smith, were connected with the storming party.

Acting Master Charles O'Neil, in the absence of Lieutenant Smith, in charge of the storming party from this vessel, acted as executive officer during the action, which, in addition to his own duty, he discharged with special credit.

Acting Ensign Robert O. Lanfare, the only divisional officer on board, merits praise, fighting his own guns and exercising a supervision over the others.

Acting Master's Mates Richard W. Wallace, John P. Fisher, Henry R. Gardner, and George H. Appleton deserve special mention for the good manner in which their guns were handled.

I have also to acknowledge the services of Acting Chief Engineer John F. McCutchen for the skilful manner in which the engine was worked during the action, and further aid rendered by himself and assistant.

Assistant Paymaster Wm. Lee Darling acted as my aid during the engagement, and rendered himself very useful in communicating the necessary orders.

Assistant Surgeon Edward B. Bingham deserves mention for his promptness in looking up our wounded after the assault, and bringing on board for treatment all those whose wounds would admit of their being moved, thereby making more room on the hospital vessel for the more serious cases.

Captain's Clerk Langdon S. Rogers deserves mentiôn for the zealous manner in which he discharged the duties of signal officer on this occasion, as well as during the action of the 24th of December.

Paymaster's Clerk William J. Bennett, in charge of the powder division, merits a favorable mention for the careful and prompt manner in which the divisions were served.

Credit is due to the gunner, Henry Hamilton, for the despatch with which the ammunition was delivered from the magazine and shell room.

I take this opportunity to bring to your favorable notice Charles H. Foy, signal quartermaster, not only for his services during the action, but for his uniform good conduct and long and faithful services. He has been in the naval service upwards of twenty years, over three of which have been on board of this vessel.

I would further add that very great credit is due to the crew. Although short-handed, and having an extra gun on the starboard side, the battery was worked well and rendered very good service.

I am happy to state that there were no casualties on board.

I enclose herewith the report of Lieutenant Smith, together with a list of the casualties in the storming party from this vessel; also the gunner's report of ammunition expended during the engagement.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD, *Commander.*

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

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UNITED STATES STEAMER RHODE ISLAND,
Off Wilmington, N. C., January 16, 1865.

SIR: I would respectfully make the following report of the boat expedition from this ship, fitted and armed in compliance with Admiral Porter's General Order to operate against Fort Fisher:

On the morning of the 15th instant, in obedience to general signal from the flag-ship, armed and equipped first and second cutters and Scorpion and reported to the admiral. Was ordered to land and report to Lieutenant Commander K. R. Breese. I landed and reported, and was ordered to send the marine guard to the captain of marines in charge of marine battalion, and put my men in line with the second division on the left of the Gettysburg's crew. After getting into line by divisions, we advanced in columns of companies to within twelve hundred yards of the fort, when we were formed into one grand division and marched up the beach by the left flank until within eight hundred yards of the fort, when we were ordered to lie down. We remained in this position until 2.45 p. m., when we received the order to charge. We advanced, at double-quick, under a heavy fire of musketry and grape, to the stockade, and then fired to the right and charged the sea-face of the fort. We were repulsed with considerable loss, retreated down the beach, and sent my wounded men to the hospital ship.

Received orders to proceed to the right of the army line, where an attack was expected, to render all assistance possible to our picket line, now somewhat weakened.

Our line was not disturbed during the night. At 6 a. m. I embarked and returned to the ship.

The officers and men under my command behaved splendidly.

Very respectfully, your obedient servant,

FRED. R. SMITH, *Lieutenant and Ex. Officer.*

Commander S. D. TRENCHARD, U. S. N.,
Commanding U. S. Steamer Rhode Island.

Report of casualties.

UNITED STATES STEAMER RHODE ISLAND,
Off Wilmington, N. C., January 15, 1865.

SIR: I have the honor to report the following casualties in the storming of Fort Fisher, on the afternoon of January 15, 1865:

Coonie, Jeremiah, chief boat mate, gunshot wound, left shoulder and left cheek. Harrington, Patrick, landsman, gunshot wound, left wrist. Maury, John B., ordinary seaman, gunshot wound, right buttock. Daisy, Jno., marine, gun-shot wound, ambulating middle ring and little finger left hand. Devoy, Harry, ordinary seaman, gunshot wound through fleshy part of throat, in front of trachea. Sullivan, John, landsman, abrasion of right hand. Archer, Fred., seaman, gunshot wound, fleshy part of right thigh. Buckley, Austin, ordinary seaman, abrasion of left shoulder. Wilson, Chas., ordinary seaman, missing. Tripp, Stephen D., landsman, missing.

Very respectfully, your obedient servant,

E. B. BINGHAM, *Assistant Surgeon.*

Commander STEPHEN D. TRENCHARD,
Commanding United States Steamer Rhode Island.

Respectfully submitted.

STEPHEN D. TRENCHARD, *Commander.*

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UNITED STATES STEAMER RHODE ISLAND,
Off Wilmington, N. C., January 16, 1865.

SIR: I respectfully forward the report of ammunition expended in the attack on Fort Fisher and other batteries at the mouth of Cape Fear river, N. C.:

Shell, IX-inch	94
Shell, VII-inch	136
Shell, 30-pounder	69
Shell, 12-pounder	3
Total rounds	302

Very respectfully,

H. HAMILTON, *Gunner.*

Respectfully submitted.

STEPHEN D. TRENCHARD, *Commander.*

Report of Commander J. C. Howell.

UNITED STATES STEAMER NEREUS,
Off Fort Fisher, January 16, 1865.

ADMIRAL: I have the honor to submit the following report of the part taken by this vessel in the operations against Fort Fisher on the 13th and 15th instants:

January 13, at 4.30 a. m., got under way and took station in the line of the 1st division. At 7.25 a. m. anchored and shelled woods. At 8.16 a. m. sent all boats to land troops. At 3.41 p. m. got under way and stood towards Fort Fisher, bringing up the rear of 1st division. Finding myself too far from the fort when my second ahead anchored, I endeavored to get between two small gunboats, but was constantly foiled by vessels which I had thought anchored moving in my way. Kept under way and stood towards head of line, and fired between the vessels when an opportunity offered. At 5.22 p. m. signal was made "1st division retire." Stood off, and at 6.45 p. m. anchored. January 15, at 8.40 a. m., got under way by signal. At 9.30 a. m. anchored in four fathoms and opened fire on the northeast face of Fort Fisher. Trained the 60-pounder Parrott on a rebel steamer lying in the river, and fired 20-second shells; at the third fire the steamer moved off. At 10.25 a. m. sent forty-three sailors and fifteen marines on shore in charge of Acting Ensign E. G. Dayton, assisted by Acting Ensign George Anderson and 2d Assistant Engineer Philip Eckenworth, all of whom volunteered for the service, and whom I beg leave to recommend as brave and zealous officers. Acting Master's Mate W. C. Cushman was left in charge of the boats. Kept up a fire, regulated by signals from flag-ships, until signal "cease firing" was made. At about 10 p. m. heard cheering on shore, when we heartily joined in the demonstrations in honor of the capture of Fort Fisher and its dependencies. The firing from the Nereus was very effective. I saw but one large gun (on the northeastern face of the fort) which was not injured in some way. I desire to give credit to Acting Master E. L. Haines and Acting Ensign G. M. Smith for efficient services in charge of the main deck battery of 57 cwt. 32-pounders; to Acting Assistant Surgeon John K. Walsh and Acting Assistant Paymaster B. F. Monroe, for skilful and kind attention to the wounded (of this and other vessels) who were brought here for treatment;

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to the Senior Engineer W. Stephen Henton and his assistant; to Acting Master's Mate H. E. Giraud for his laborious attentions day and night to the duties of signal officer; to Acting Master's Mates Cromack and Spencer for making some capital shots, and good conduct generally; and, indeed, to every officer and man in the ship. I know of no exception. I wish to express my indebtedness to the executive-officer of the Nereus, Lieutenant H. E. Mullan, and beg to recommend him to your favorable notice.

With congratulations on the glorious victory achieved by the united services, I am, admiral,

Very respectfully, your obedient servant,

J. C. HOWELL,
Commander United States Navy.

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

Report of casualties.

UNITED STATES STEAMER NEREUS,
Off New Inlet, N. C., January 16, 1865.

SIR: I beg leave to report the following casualties among the men ashore from this vessel:

Killed.—Frederick Untiedt, seaman; James Moran, cockswain; Patrick Murray, landsman.

Wounded.—Henry Myers, seaman, compound comminuted fracture of tibia, from gunshot wound; John Ferguson, captain of forecastle, gunshot wound of foot; Isaac Hindman, seaman, gunshot wound of scalp.

Very respectfully, your obedient servant,

JOHN K. WALSH,
Acting Assistant Surgeon U. S. N.

Commander JOHN C. HOWELL,
U. S. N., Commanding.

Report of Commander Daniel Ammen.

UNITED STATES STEAMER MOHICAN,
Off New Inlet, N. C., January 17, 1865.

SIR: I have the honor to report that at daylight on the morning of the 13th the Mohican was got under way, following the Brooklyn, and followed by the Tacony and he other vessels composing the line, and stood in and along the coast until the Half Moon battery was reached, some three miles to the northward of Fort Fisher, when the line anchored on signal, and the shore-line was shelled. On signal, all of our boats were sent to aid in debarking the troops, which was accomplished at about 3 p. m. On signal, at 3.35 the Mohican was again under way, in line as before, in close order, and anchored, on signal, in line, with kedge astern and anchor ahead, in position assigned, opening on Fort Fisher at 4.25, and firing deliberately until 5.30, when we withdrew on signal. Ninety-two (92) 9-inch shells were expended during the day.

At 9.15 a. m. of the 15th the Mohican was got under way on signal, and by verbal order went in to deliver fire on Fort Fisher, making fast a stern

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line to the New Ironsides for a spring, and anchoring. At 10.30 we opened a deliberate fire on Fort Fisher, directed by signals from time to time, and maintained it until 3.47, when signal was made to cease firing. During the day three hundred and twenty-seven (327) 9-inch shells were fired, and seventeen (17) 30-pound rifle shells, the latter directed at steamers in the river with rebel troops and on the Federal Point batteries. The firing on both days was carefully delivered, and was effective.

In the mean time, obeying signal, the 1st, 2d, and 4th cutters were despatched, under charge of Acting Master William Burdett, Acting Master's Mate James G. Paine, Acting Boatswain Josiah B. Aiken, with boat's crews, containing a total of fifty-two officers, sailors, and marines, to the rendezvous on the beach.

The list of killed, wounded and missing has been given in a separate report.

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

DANIEL AMMEN, *Commander.*

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

Report of casualties.

UNITED STATES STEAMER MOHICAN,
Off New Inlet, N. C., January 16, 1865.

SIR: The following casualties occurred to the crew of the Mohican in our operations against Fort Fisher yesterday:

Oscar Smith, sergeant marines, wound of neck, slight; John L. Russell, marine, bullet wound through left wrist; Stephen Moore, marine, bullet wound below left knee; Albert E. Harlowe, cockswain, wound of left hand; John Sweeney, cockswain, killed, shot through heart; John Sullivan, seaman, bullet wound of left thigh; Michael McCauley, seaman, flesh wound, right leg; Samuel W. Woodward, ordinary seaman, bullet wound below right knee; John Graham, corporal marines, bullet wound in left shoulder. Also by explosion of magazine in Fort Fisher to-day; William F. Ryan, marine, severe, contusion of breast and back; Richard Broderick, marine, sprain of right foot; Hiram L. Hankey, landsman, is missing; was known to have been wounded, and supposed to have been taken on board of some vessel belonging to the fleet.

Very respectfully,

DANIEL AMMEN, *Commander.*

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

Report of Commander John Guest.

UNITED STATES STEAMER IOSCO,
Off Fort Fisher, N. C., January 17, 1865.

ADMIRAL: This ship, under my command, on the 13th and 14th instant, by your order, covered the right flank of the army, and assisted in landing troops. On the morning of the 15th, in obedience to signal, I landed forty-four (44) men from this ship, in charge of Acting Ensigns Jameson and Tielberg. Of these, two were killed and twelve wounded in the assault upon Fort Fisher. The names of the men, together with the circumstances,

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have been previously reported. At 1.30 p. m. this ship, by your order, took her station in the line of battle, and directed her fire at the Mound with good effect till the surrender of the works.

Very respectfully, your obedient servant,

JOHN GUEST, *Commander U. S. N.*

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

UNITED STATES STEAMER IOSCO,
Off Fort Fisher, January 16, 1865.

SIR: I have to report that after landing the men for the assault, forty-four in all, including Acting Ensign U. Feilberg and myself, I sent launch and first cutter, with two boat-keepers each, to the steamer Gettysburg, there to remain until needed. I formed the men into line in the first division; sent seven men with shovels, under charge of Joseph Hinkleman, master-at-arms, to the front to report to Lieutenant Preston, and when there to assist in throwing up breastworks. While at work there, J. S. Barber, captain of hold, was killed by a grape-shot fired from Fort Fisher. After forming into column for charging, we constituted part of the second company of first division.

In charging, my men (as far as I could observe) behaved with the greatest bravery, being among the foremost in the charge, Mr. Feilberg leading. In the charge, had one man killed, James Madison, boatswain's mate, and twelve wounded, two severely.

As soon as we retreated, I had the wounded attended to and sent off in the first cutter. The launch I had hauled up on the beach. Last night occupied the intrenchments, by Captain Breese's orders.

This morning I saw to the burial of our two killed, and as soon after as possible collected the men and returned on board.

Very respectfully, your obedient servant,

W. JAMESON, *Acting Ensign.*

Commander JOHN GUEST,
Commanding United States Steamer Iosco.

Approved and respectfully forwarded.

JOHN GUEST,
Commander United States Navy, Commanding Iosco.

Report of killed and wounded of the crew of the United States Steamer Iosco, in the attack upon Fort Fisher, on January 15, 1865.

John S. Barber, captain of hold, killed; James Madison, boatswain's mate, killed; Thomas Berry, ship's cook, severely wounded; Edward F. Davis, landsman, severely wounded; George Emerson, gunner's mate, slightly wounded; James Keating, captain after guard, slightly wounded; James Edwards, sailmaker's mate, slightly wounded; George Hall, seaman, slightly wounded; Philip Worrishoffer, seaman, slightly wounded; James Langly, cockswain, slightly wounded; Charles W. Davenport, cockswain, slightly

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wounded; Charles Robinson, seaman, slightly wounded; Wm. H. Northrup, landsman, slightly wounded; Joseph Freeman, landsman, slightly wounded,

Very respectfully, your obedient servant,

KIRK H. BANCROFT,
Acting Assistant Surgeon United States Navy.

Commander JOHN GUEST,
Commanding United States Steamer Iosco.

Respectfully forwarded.

JOHN GUEST,
Commander, Commanding Iosco.

Report of casualties of the Pawtuxet

UNITED STATES STEAMER PAWTUXET, *January* 16, 1865.

SIR: I have to report the following casualties occurring among the landing party from this vessel yerterday, January 15:

Wounded.—Walter Creswick, landsman, by a musket ball in calf of right leg, slightly; Auguste Flint, seaman, in the face, slightly.

Very respectfully, your obedient servant,

HENRY JOHNSON, *A. A. Surgeon.*

Respectfully forwarded.

J. H. SPOTTS,
Commander, Com'dg U. S. Steamer Pawtuxet.

DAVID D. PORTER, U. S. N.,
Commanding North Atlantic Squadron.

Report of Commander J. M. B. Clitz.

UNITED STATES STEAMER OSCEOLA,
Cape Fear River, N. C., January 17, 1865.

ADMIRAL: I have the honor to make the following report of the part taken by this vessel, under my command, on the 13th, 14th, 15th, and 16th instants:

Our station, as per plan, was the third vessel in line No. 3, commanded by Captain O. S. Glisson. On the 13th we were employed in landing troops and stores, covering the skirmishers, and now and then shelling the woods.

On the 14th employed in landing stores and artillery, and supplying the monitors with ammunition and projectiles. On the 15th, in compliance with signal, landed a storming party composed of Acting Ensign J. F. Merry, Acting Master's Mate T. N. Rogers, twenty-four sailors and thirteen marines. At about noon got under way in obedience to signal, stood towards Mound fort, and at about 1 p. m. opened fire on the said fort. As we were about anchoring ahead of the United States steamer Fort Jackson, a shell from that fort (150-pound) struck us, entering the cabin and exploded, some of the fragments going through the opposite side of the ship, and demolishing the cabin in toto. At one time we were on fire, but soon succeeded in extinguishing it. At dark ceased firing, and remained in our position during the night. On the 16th entered Cape Fear river and anchored close to the Mound fort. Sent our boats to sound and drag for torpedoes. I regret to say that the forward 100-pound Parrott is badly cracked in two places, which renders it unfit for further service.

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I am happy to state that the officers and crew did their duty to my entire satisfaction. I herewith enclose the reports of casualties, injuries, and amount of ammunition expended.

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

J. M. B. CLITZ,
Commander United States Navy.

Rear-Admiral DAVID D. PORTER,
Com'dg N. A. Squadron, off Fort Fisher, N. C.

UNITED STATES STEAMER OSCEOLA,
New Inlet, N. C., January 17, 1865.

SIR: The following is a statement of damages sustained during the action of the 13th, 14th, 15th, and 16th instants:

A shell, supposed to have been a 150-pound rifle, passed through the starboard side of the vessel, abaft the port for the pivot gun aft, passing into the cabin and there bursting, destroying all the light joiner-work and injuring the spar and berth decks. Pieces of the shell passed through the opposite side. In transporting artillery from transports the copper was wrenched off the first launch.

The forward pivot gun, after sustaining over fifty (50) rounds, was cracked in two (2) places and became useless. The hull of the vessel has, in my opinion, been considerably shattered, the vessel leaking quite freely.

Very respectfully submitted.

JOHN WEIDMAN,
Lieutenant and Executive Officer.

Commander J. M. B. CLITZ,
Commanding U. S. Steamer Osceola.

Report of casualties.

UNITED STATES STEAMER OSCEOLA,
Cape Fear River, N. C., January 17, 1865.

SIR: I have to report the following casualties which have happened to this steamer's crew. The wounds are all gunshot, and were received on shore during the charge on Fort Fisher, the 15th instant. I am happy to state that there were no accidents on board this steamer during the engagement: John F. Merry, acting ensign, both thighs, serious; William Williams, marine, right thigh, serious; Thomas McDermot, landsman, right cheek, slight.

Respectfully, &c.,

GEORGE F. WINSLOW,
Assistant Surgeon U. S. N.

J. M. B. CLITZ, *Commander, Com'dg U. S. Steamer Osceola.*

Report of Commander J. C. Beaumont.

UNITED STATES STEAMER MACKINAW,
Cape Fear River, N. C., January 27, 1865.

SIR: I have the honor to submit the following report of the part taken by this vessel in the operations of the fleet under your command against Fort Fisher, and the adjacent batteries at New Inlet, N. C., on the 13th, 14th,

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and 15th instants. On Friday, the 13th instant, in obedience to signal, three (3) boats were sent from this vessel to assist in landing troops. At 2.45 p. m., the boats having returned, took position as near as practicable to the one assigned me in the order of attack, and opened fire from six (6) IX-inch guns upon the eastern angle of Fort Fisher, with satisfactory effect. At 6.30 p. m., in obedience to signal, ceased firing and withdrew for the night. On Saturday, the 14th instant, with the vessels of the 2d line, remained at anchor all day. On Sunday, the 15th instant, at 10 a. m., in obedience to signal, landed an assaulting party of 36 men and 6 marines, in the charge of Acting Master Abraham J. Louch, Acting Ensign Joseph Ester, Acting Master's Mate Edward K. Green. At 12.20 p. m., in obedience to orders, took the position assigned me in the line of battle and commenced firing on the eastern angle of Fort Fisher with good effect. At 3.15 p. m., in obedience to signal, ceased firing. At 8 p. m. our boats returned from shore. This vessel was not struck during the bombardment. The folllowing are the casualties in the storming party: Acting Master Abraham J. Louch, slightly wounded on the hip; Acting Master's Mate Edward K. Green, severely wounded in the arm. The following-named men are missing: William F. Parks and Michael Cavanaugh, landsmen. It is again my pleasure to be able to state that all the officers and men under my command performed their duty.

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

J. C. BEAUMONT, *Commander.*

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

Report of casualties.

UNITED STATES STEAMER MACKINAW,
New Inlet, N. C., January 17, 1865.

SIR: I have the honor to inform you that the only casualties in the crew of this vessel during the three days' bombardment and assault on Fort Fisher are the following, which occurred in the assault:

Acting Master Abraham J. Louch, slightly wounded on the hip, and Acting Master's Mate Edward K. Green, wounded in the arm badly.

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

J. C. BEAUMONT, *Commander.*

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

Report of Commander E. R. Colhoun.

UNITED STATES IRON-CLAD STEAMER SAUGUS,
Off Fort Fisher, Federal Point, N. C., January 16, 1865.

SIR: In the action with Fort Fisher on the 13th instant the Saugus was struck eleven (11) times. At 5 p. m. one of the 15-inch guns (No. 29) burst, wounding, severely, James Casey, seaman. On the 14th and 15th the enemy did not fire at us. I would commend to your favorable notice the officers and crew of the Saugus for the manner in which they fought the vessel for three days, under great fatigue, fighting all day and taking in ammunition by night.

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On the 13th instant we fired one hundred 5-second shell; on the 14th, twenty-one 5-second shell, nine 4-second shrapnell, eight solid shot; on the 15th, sixty-seven 5-second shell, seven 4-second shrapnell. Total, two hundred and twelve.

Very respectfully, your obedient servant,

EDM'D R. COLHOUN, *Commander.*

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

Report of casualties—List of wounded on board United States steamer Saugus during action with Fort Fisher, North Carolina, January 13, 1865.

James Casey, seaman, aged 21 years, native of Ireland; shipped at New York; contused wound of scalp, caused by explosion of gun, by which he was thrown violently against an iron beam. Wound, therefore, originated in line of duty. Patient transferred to United States steamer Santiago de Cuba. Termination, probable early recovery.

Very respectfully,

WM. H. WESTCOTT, *Assistant Surgeon.*

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

Forwarded by

EDM'D R. COLHOUN, *Commander.*

Report of Captain L. L. Dawson, United States marine corps.

MARINE BARRACKS,
New York, February 15, 1865.

ADMIRAL: I have the honor to make the following report of the part taken by the marines under my command in the recent assault upon Fort Fisher:

Upon landing on the morning of the 15th of January, I found all the men that were to constitute the assaulting column on shore. There were about three hundred and sixty-five (365) men in line, exclusive of Lieutenant Fagan, who had been ordered by Captain Breese to occupy a rifle-pit off to the right, near the army advance, before I had reached the shore.

I hastily divided the line into four (4) companies, under command of Captain Butler, First Lieutenant Wallace, First Lieutenant Corrie, and First Lieutenant Parker, giving First Lieutenant Williams charge of some twenty-five (25) skirmishers, and First Lieutenant Meeker acting as adjutant. I received two or three orders from Captain Breese to "bring up the marines at once; that we would be late;" so that I had to move off without time to equalize the companies; to number them off for pacing and marching; to select sergeants to replace officers, or post the guides of a single company or platoon. I took the marines up and filed across the peninsula in front of the sailors, with skirmishers thrown out. Captain Breese pointed some light intrenchments towards the main bastion of Fort Fisher, which were dug and being completed under cover of the fire of the fleet. He ordered me to advance "to those that were finished, and as soon as those nearest the fort were completed, to occupy them; and when the assault was made, that I should keep up a full fire, when the sailors would rush by me, and, when well past, the marines follow them into the fort." Thus, in the event of a repulse, we would have had cover to fall back to, and a point to rally upon.

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I had advanced to the second line of cover, and was waiting for the nearer intrenchments to be finished, when I received an order from Captain Breese "to take the marines down on the beach, about one hundred and fifty (150) yards to the left, and that he would bring up the sailors;" "that there was splendid cover on the beach, and that Captain Breese was going that way."

I was surprised at this order, and asked the gentleman who delivered it if he was not mistaken; but he replied "no." I immediately obeyed the order, and in a few minutes the sailors were brought up. My men were formed by the right flank when the sailors came up, the first division passing the marines, and the whole command lying down by the right flank; marines abreast of the second division, sailors on the upper side of the beach. While at this point I received no orders. I had read the admiral's order to Captain Breese respecting the assault, and was watching the army, knowing that agreeably to that order the "army were to be seen going in over the northwest parapet of the fort before we were to move to assault the sea-face." When I heard the order "charge," "charge," every one rose up and dashed forward, yelling and cheering so loudly that no order could either be heard or passed. I tried to prevent the noise, but with no success.

I maintained the same position I had started in, abreast of the second division of sailors, and as the sand was much heavier on the upper side of the beach, I could gain nothing on the first division until they got under the heavy fire of the fort, when the first company of marines got abreast with the centre of the first division of sailors. I had just reached the head of my men, after a hard run, when I saw the head of the line of sailors, who had reached the end of the stockade, begin to falter and turn back, and was myself about forty or fifty yards from the end of the stockade, on the beach. I saw some six or eight men go around the end of the stockade, but immediately return, and it was at this instant that the whole line commenced doubling up and flying, everybody for themselves, except some thirty officers and men at the head of the line, who took cover under an angle in the stockade.

The efforts of the officers to rally the men were wholly unsuccessful, the order to retreat being passed along generally. At the moment when the head of the line gave way, the marines were not near enough to open fire effectually, and were on the double-quick, and quite exhausted; nor was there the slightest cover this side of the stockade, except a few sand-hills very near the stockade. I saw that the men were hopelessly repulsed. I looked to the rear of the line, which was breaking, as well as the front, and that a good many marines were joining in the retreat, so that I at once ordered the marines to "lie and fire at the parapet," with a view of decreasing the rebel fire, and to prevent the confusion and exposure incident to such a crowd retreating to an open beach. Nearly all the marines of the first and second companies obeyed this order; the two rear companies I could not see, but as few were to be seen after the retreat was effected, I take it for granted that they went also

As soon as the panic was over, I ordered those men who had lain down, and were firing, to retreat in squads, as I supposed the fleet would soon open on that bastion of the fort. I did not retreat myself, but stayed on the beach about fifty yards from the end of the stockade, until sunset, watching the progress of the army.

When I went to the rear, a staff officer informed me that General Terry desired all the marines and sailors who had arms to occupy the right of General Paine's line; that the rebels were demonstrating there. Though it

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was nearly dark, I succeeded in getting about one hundred and eighty (180) marines behind the breastworks, near General Terry's headquarters, where they remained until morning. The rebels, from the manner in which they met the assault, evidently regarded it as the main attack, as it was the first.

With the result of our attack no one was more disappointed than myself. I obeyed all the orders I received from Captain Breese promptly, and exerted myself all I could to make the assault successful, and though a portion of the marines retreated with the sailors, it is but just to the rest to say that they remained and performed the duty of good soldiers until I passed the order to retreat.

I remain, very respectfully, your obedient servant,

L. L. DAWSON,
Captain United States Marine Corps.

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

Report of Lieutenant Commander W. G. Temple.

UNITED STATES STEAMER PONTOOSUC,
Cape Fear River, January 20, 1865.

SIR: I have the honor to submit the following report of the part borne by this vessel in the operations against the rebel works at Federal Point since the 13th instant:

At daylight of the 13th instant we got under way, and stood in toward the beach, in company with line No. 1, to cover and assist in the landing of the troops. Owing to the number of accidents which had happened to the 100-pounder Parrott rifles, and to your consequent recommendation in General Order No. 78, as also to the fact that our station in the line brought us within easy range with the IX-inch guns, we placed the rifles, fore and aft, in the water-ways on the disengaged side of the ship, and brought all four (4) of the IX-inch guns into battery on the engaged side; and the same arrangement was again made on the 15th, so that the rifles have not been used since Christmas At 8.07 a. m. we came into position, about 600 yards from the beach; moored the vessel, head and stern, and opened fire on the shore, at the same time sending three (3) boats to assist in taking the troops from their transports. At about 9 o'clock we ceased firing, as the army had effected a sufficient lodgement, and no opposition was presented to them. At 2.30 p. m. the boats returned to the ship, having accomplished the duty assigned them. At 4 40 we again got under way, in company with line No. 1, and moved down to a position near the iron-clads, (which were engaged in bombarding the fort,) where we again moored, head and stern, and at 5.10 opened fire, at about 2,200 yards range upon Fort Fisher. At 5.40 p. m. we dropped out of action, in obedience to orders, and anchored for the night. There were expended in this day's firing thirty-eight (38) IX-inch shells, five (5) shells from the 20-pounder rifled howitzer, and one (1) from the 24-pounder smooth-bore howitzer.

On the 14th we remained all day at anchor, being assigned to no part in, the bombardment or elsewhere.

On the 15th we got under way at 8.50 a. m.; stood in, and anchored close under the stern of the Ironsides, with a kedge out astern, and opened on Fort Fisher with the IX-inch guns, at 1,700 yards range. At 12 m. we shifted our position (by order) further toward the beach, and continued firing at the fort until 2.15 p. m., when all the remaining IX-inch shells (275

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of them) had been expended, and signal being made soon after to "cease firing," we did not have to resort to the 100-pounder rifles. In the mean time forty (40) of our men, armed with cutlasses and revolvers, under the command of Acting Ensign Louis R. Chester and Acting Master's Mate Thomas Brown, were landed at 10.25 a. m. to participate in the assault on the fort. All of this party eventually returned to the vessel; but Acting Ensign Chester and six (6) men were wounded—four (4) of them severely and threee (3) slightly.

On the afternoon of the 16th, in attempting to cross the bar, we got aground, but got off again without damage, and on the morning of the 17th we came inside and anchored.

I have again to report that the officers and men of this vessel behaved admirably throughout the whole affair; for, although the enemy's fire, as directed toward this vessel, was comparatively insignificant, yet it is reported to me by the officers who went with the assaulting party that our detachment displayed coolness and courage under a withering fire of grape, canister, and musketry from Fort Fisher, and that several of them were afterwards prominent in bringing off the wounded.

I would recommend Acting Ensign Chester to be examined (so soon as he shall have recovered from his wound) for promotion to acting master, not only for his share in this assault, but for his general qualities.

Respectfully,

WM. G. TEMPLE, *Lieutenant Commander.*

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

Report of casualties.

UNITED STATES STEAMER PONTOOSUC,
Fort Fisher, N. C., January 26, 1865.

SIR: I have the honor to report the following casualties occurring among the officers and crew of the United States steamer Pontoosuc in the attack on Fort Fisher, on the 15th instant:

Louis R. Chester, acting ensign, gunshot wound of right elbow, severe. John Ericsson, captain forecastle, gunshot wound of right elbow, severe. Frank A. Pierce, landsman, gunshot wounds of left wrist and left thigh, severe. George W. McWilliams, landsman, gunshot wound of left thigh. Clark R. Caswell, landsman, contusion of left thigh by fragment of shell, slight. Patrick McGrath, landsman, gunshot wound of right thigh, slight. Francis McCoy, armorer's mate, gunshot wound over right eye, slight.

Respectfully, your obedient servant,

W. H. PIERSON,
A. A. Surgeon, U. S. Navy, U. S. S. Pontoosuc.

Lieutenant Commander W. G. TEMPLE.

UNITED STATES STEAMER PONTOOSUC,
James River, Va., March 31, 1865.

SIR: After mature consideration and careful consultation with the officers of this vessel, I would recommend that medals of honor be awarded to the following men under my command for gallantry, skill, and coolness in action during the operations in and about Cape Fear river, which extended from December 24, 1864, to February 22, 1865, and which resulted in the cap-

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ture of Fort Fisher and Wilmington, viz: Robert M. Blair, boatswain's mate; Anthony Williams, sailmaker's mate; James W. Verney, chief quartermaster; Asa Betham, cockswain; John P. Ericsson, captain of forecastle; Clement Dees, seaman, (colored;) George W. McWilliams, landsman, and John Anglin, boy. Two of these men, John P. Ericsson and George W. McWilliams, were so severely wounded in the naval assault upon Fort Fisher that they were sent to the hospital at Portsmouth, Virginia; since which time I have not heard of them, and, therefore, I cannot say where they are to be found at present; all the others are still on board this vessel.

Respectfully,

WM. G. TEMPLE, *Commander.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Forwarded. DAVID D. PORTER, *Rear-Admiral.*

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UNITED STATES STEAMER PONTOOSUC,
Hampton Roads, May 31, 1865.

SIR: Referring to my letter of March 31, I find, on further inquiry, that I should have added the name of John Jackson, ship's corporal, to the list of those on board this vessel, who, in my opinion, should receive the medal of honor for galiantry, skill, and coolness in action during the operations in and about Cape Fear river, from December 24, 1864, to February 22, 1865.

Respectfully,

WM. G. TEMPLE, *Commander.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Respectfully forwarded.

WILLIAM RADFORD, *Acting Rear-Admiral.*

Report of Lieutenant Commander Thomas S. Phelps.

UNITED STATES STEAMER JUNIATA,
Off New Inlet, N. C., January 16, 1865.

SIR: I have the honor to report that during the bombardment of Fort Fisher, on the 13th, this ship sustained no damage whatever. On the 15th one shell passed through the main rigging, carrying away one starboard and and two port shrouds. One shell came in board, struck the chase of the disabled 100-pounder gun, exploded, wounded four men and dented the smoke-stack; another exploded under the starboard bow, from which no injury was sustained, so far as can be ascertained.

Sixteen rounds were fired on the first day, and one hundred and five on the last, and most of the shells were well planted, only a few bursting short. Forty-five men and twenty marines composed the storming party under the charge of Acting Master Charles H. Hamilton, Ensign Charles McGregor, and Master's Mates (Acting) George H. Prescott and W. F. Warnick. I cannot speak too highly in praise of the bravery and coolness displayed by the officers and crew of this vessel, individually; they performed their duty nobly, and did all their country could require of them. On three occasions they were well tested, and I judged, from the number of shots which passed over and fell around us, that the enemy occasionally selected the Juniata for a target. Where all behaved so well it seems invidious to make a selection, but I must beg leave to call your especial attention to the cool, gallant,

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and able manner in which the executive officer, Lieutenant Frederick V. McNair, performed his whole duty.

The number of casualties and amount of injuries sustained, together with the quantity of ammunition expended, will be found in the accompanying reports of the surgeon, engineer, boatswain, gunner, and carpenter.

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

THOMAS S. PHELPS,
Lieutenant Commander, Commanding.

Rear-Admiral DAVID D. PORTER, *U. S. N.*,
Com'dg North Atlantic Squadron, off New Inlet, N. C.

Report of casualties.

UNITED STATES STEAMER JUNIATA,
Off New Inlet, N. C., January 16, 1865.

SIR: The following is a list of the killed and wounded of this ship in yesterday's engagement with the forts and batteries ashore:

Killed, and buried ashore.—1. Charles H. Fremont, quarter gunner, bullet through the head; 2. Sevren O. Smith, captain forecastle, bullet through the head; 3. Edward Lindsey, landsman, bullet wound in the right hip and left leg broken by grape shot, found drowned; 4. Geo. Nicholls, seaman; 5. Edward Brennan, marine, supposed to have been killed by an explosion ashore; bodies not found.

Total killed—5.

Wounded.—1. Charles H. Hamilton, acting master, powder burn on the face from the bursting of a musket; 2. Robert Wilson, captain afterguard, bullet wound of the right shoulder; 3. Jno. W. Baker, landsman, bullet wound of right knee; 4. William Prescott, quartermaster, bullet wound of left leg; 5. Jno. Redden, marine, shell wound of left knee. The above were wounded ashore in the storming party. The following were wounded aboard ship: 6. Jas. Johnson, sailmaker's mate, shell wounds of back and head; 7. Christian Brockman, seaman, shell wound, face and right forearm; 8. Jas. H. Johnson, coal-heaver, shell wound, back, (slight); 9. Thomas Mahoney, ordinary seaman, powder-burn of the face and right hand from the explosion of a shell; 10. Henry Williams, seaman, reported to have a bullet wound in the chest; this man has not arrived on board ship yet.

Total wounded—10.

Jno. W. Baker's wound is very severe, and he will probably lose his leg. The rest of the wounded are likely to do well.

I am, very respectfully, your obedient servant,

ALBERT C. GORGAS, *Surgeon U. S. Navy.*

Lieut. Com'dr THOS. S. PHELPS,
Commanding U. S. Steamer Juniata.

Report of Lieutenant Commander J. H. Upshur.

UNITED STATES STEAMER A. D. VANCE,
Off Fort Fisher, N. C., January 17, 1865.

SIR: I have the honor to report herein the part taken by this vessel and the division placed under my command, in the recent operations against the enemy in this vicinity.

Agreeably to your order I conferred with Major General Terry, and proceeded to land the troops and munitions indicated by him. This was con

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tinued through the 13th, 14th and 15th, days and nights, most of the time through a heavy surf that destroyed a number of our boats and at times threatened the lives of the officers and men.

The officers and crew, not only of my own command but of the other vessels in this division, expressed a desire to participate in the assault, but a number of the boats having been disabled, our position being removed from the point of landing, and there being as much work, and, as I conceived, at the time as important to be done to support the position of the forces on shore, I deemed it best, and in accordance with your wishes, that they should not be gratified in this respect.

The Tristram Shandy did, however, through a misunderstanding, send a few men and two officers. About 4 p. m., soon after the assault commenced, the enemy having opened two hours before with a Whitworth battery on some of the vessels of my line, I observed skirmishing between our pickets and those of the enemy close at hand, several of the balls passing over and near to us and killing a soldier near our boats. I suspected the enemy had moved down the peninsula in force, to surprise or to create a diversion from the assault. I immediately went to quarters, followed by the other vessels, and began shelling the woods and cover in front of our intrenchments. Our firing was successful, eliciting cheers from our troops as the shell fell among the enemy, driving him off in haste. To prevent his return, an occasional shell was fired during the night in that direction. I cannot close this report, which I desire shall be brief, without calling to your notice my executive officer, Acting Master Gardner Cottrell, to whose intelligence and untiring energy the success of our labors is mainly due. I cannot but believe the general commanding will make some acknowledgment of his important service. Mr. Cottrell has been our principal medium in the work to be done, often originating and always faithfully executing whatever was necessary. I am gratified by the cheerful manner in which the officers and crew of my own vessel, as well as those of the division under my command, have performed their duties. Annexed is a list of the vessels composing the division—Emma, Gov. Buckingham, Tristram Shandy, Lilian, Aries, Cherokee, Alabama and Wilderness. Enclosed is a list of ammunition expended.

I am, very respectfully, your obedient servant,

J. H. UPSHUR, *Lieut. Comm'r, Com'dg.*

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron.

Report of Lieutenant Commander T. C. Harris.

UNITED STATES STEAMER YANTIC,
Cape Fear River, N. C., January 28, 1865.

SIR: I have the honor to report the part this vessel took in the operations against Fort Fisher, New inlet, N. C., on January 13 and 15, 1865. At 8 a. m., January 13, anchored in line No. 1, close in shore to the northward of Fort Fisher, and assisted in landing troops and ammunition. At 4 p. m. got under way and stood in towards the batteries, in line of battle No. 1, and at 5 p. m. anchored head and stern to the northward and eastward of Fort Fisher, and opened fire. At 5.50, in obedience to signal, ceased firing, got under way, stood off shore and anchored.

On the 15th, at 8.50 a. m., got under way, and, in obedience to verbal orders from yourself, stood in towards the batteries, and anchored head and stern to the northward and eastward of Fort Fisher, and immediately opened an effective fire with two 9-inch guns, in port broadside, using 10″

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fuze. At 10.30 sent a landing party on shore, composed of forty-two (42) men, in command of Acting Ensigns J. C. Lord and S. T. Dederer, and Acting Third Assistant Engineer George Holton, with orders to report to Lieutenant Commander K. R. Breese, (fleet captain.) At 3.15, in obedience to signal, ceased firing.

I am happy to state that, from the rapid and accurate fire of the fleet, the enemy were completely driven from their guns, and have to report no casualties, with the exception of three men in the assault on Fort Fisher—two killed and one mortally wounded, (since dead.) The conduct of the officers and crew was commendable. Being short of officers, Acting Assistant Paymaster Samuel B. Huey and my clerk, C. M. B. Harris, rendered valuable and efficient services. I cannot close this report without making special mention of Acting Ensign J. C. Lord, an officer of merit, and one whom I have always found prompt and energetic, ready for any service, and was a volunteer in the landing party from this vessel. He well deserves to be advanced a grade. Acting Third Assistant Engineer Holton was also a volunteer, and had charge of the intrenching party. I have learned that he was always in the advance, cheering the men on, and exposing himself in the most gallant manner. I think that he may be made a Third Assistant Engineer in the regular service.

Very respectfully, your obedient servant,

T. C. HARRIS, *Lieutenant Commander.*

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron.

Report of casualties.

UNITED STATES STEAMER YANTIC,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have the honor to report the following casualties on board this vessel, resulting from the attack by the naval force on Fort Fisher, on the 15th instant: Killed, 2: William Lemon, master-at-arms, shot through the head by a musket-ball; Thomas Williams, second-class fireman, shot through the head by a musket-ball. Wounded, 1: James Martin, captain forecastle, reported wounded in the knee; yet missing. Missing, 1: Alex. Pierson, coal-heaver, reported not injured this morning.

I am, very respectfully,

H. K. WHEELER,
Acting Assistant Surgeon.

Lieutenant Commander T. C. HARRIS,
Commanding United States Steamer Yantic.

Forwarded. T. C. HARRIS, *Lieutenant Commander.*

Report of Lieutenant Commander John L. Davis.

UNITED STATES STEAMER SASSACUS,
Cape Fear River, N. C., January 19, 1865.

SIR: I have the honor to report that in the recent operations of the fleet, under your command, against the enemy's works, Fort Fisher and others, at eastern entrance, this vessel took part as follows: On the 13th the boats were employed in landing our troops; the vessel shelling the woods ahead of the skirmish line. On the 14th the boats and working parties were engaged in landing artillery and provisions for the army, and supplying ord-

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nance stores to the monitors. On the 15th, in obedience to signal, sent an armed force of thirty-six men in charge of Acting Ensign Wm. H. Mayer, to report for duty to the flag-ship. At noon, in position assigned by chart plan of the battle, anchored and engaged the enemy, firing 234 9-inch shell with good effect. About 9 p. m. ceased firing, the enemy having surrendered. Mr. Mayer and his men joined the expedition to assault the sea-face of Fort Fisher. I have to regret the loss of three men killed and three wounded of the number sent from this vessel. It gives me much pleasure to state that the conduct of the officers and men throughout the entire work was such as to merit my approbation, and would respectfully recommend to your consideration for promotion to the grade of acting master Acting Ensign Wm. H. Mayer, for gallantry while under fire of the enemy, at the time of the assault by the navy.

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

JOHN L. DAVIS, *Lieutenant Commander.*

Rear-Admiral D. D. PORTER, U. S. N.,
Commanding N. A. Squadron.

Report of Lieutenant Commander W. T. Truxtun.

UNITED STATES STEAMER TACONY,
Cape Fear River, N. C., January 19, 1865.

SIR: I have to submit the following report of the part taken by this vessel in the reduction of the enemy's works at New inlet, N. C.:

On the 13th instant, at 4.50 a. m., got under way and took position assigned in line of battle, and at 7.20 a. m. commenced shelling the woods to the northward of Fort Fisher. At 8.12 a. m. sent the boats to aid in landing troops, and continued thus employed until 3.35 p. m., when stood in and opened fire on Fort Fisher. At 5.50 p. m. ceased firing and retired from action, by signal from flag-ship. No casualties during the day.

At 1.30 p. m., on the 14th instant, again took position and opened fire upon the enemy's works; continued engaged till dark, when ceased firing by order; remained in position near the forts all night. No injury to vessel or crew during this day.

On the 15th, at 0.10 a. m., opened a rapid fire for one hour on the forts. By the premature explosion of a gun Hugh Lee, landsman, had his right arm blown off; John Wild, ordinary seaman, and Thomas Stanton, captain of forecastle, were wounded. At 10.15 a. m. sent a detachment of thirty men, under Acting Ensigns James B. Taney and Thomas Golding, to assist in storming the batteries. At 1 p. m. again opened fire on the enemy's works; continued engaged till 2.35 p. m., when ceased firing, by signal from flag-ship. During the night our boats returned, also one belonging to the Iosco, bringing a number of men wounded during the charge of the seamen on Fort Fisher. At 10 p. m. the fleet were informed of the surrender of Fort Fisher.

On the 16th instant, at 2 p. m., anchored in New inlet, North Carolina, in company with the Sassacus and Kansas, all having followed the lead of Commander Clitz, in the Osceola.

On the 17th instant Acting Assistant Surgeon George Hopkins attended the rebel wounded on shore. The vessel's boats were employed removing torpedoes from the channel.

On the 18th instant crossed the Rip, entered Cape Fear river, and at 3.10 p. m. anchored near Fort Lamb, the gun-carriages, traverses, and woodwork of which I destroyed, in obedience to your orders. In Fort Lamb was

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a galvanic battery in good working order, connecting with copper wires, which I this morning caused to be under-run, and which I found led directly across the river to the magazine in Fort Fisher. This, I believe, will fully account for the mysterious explosion on the 16th instant, by which over two hundred gallant men lost their lives; if so, it was the most dastardly act of the war.

I cannot too highly commend the conduct of all under my command. Acting Ensigns James B. Taney and Thomas Golding gallantly led the seamen in the assault of Fort Fisher, in which four men were killed and ten wounded; James Tallentine, quarter gunner, ever foremost in the discharge of his duties, reached the top of the parapet, under a murderous fire, only to fall inside the fortifications, giving a valuable life to his country.

Acting Assistant Paymaster William S. Hosford, who for more than a year has commanded the after powder division, worked, as usual, most untiringly. I am greatly indebted to Acting Master Rudolph Sommers, who acted as signal officer; the good conduct of Acting Master's Mate John A. Orcutt deserves to be mentioned. In fact, sir, the conduct of all during the past seven days has been most praiseworthy.

I enclose report of killed and wounded, also the gunner's report of ammunition expended.

Very respectfully, your obedient servant,

W. T. TRUXTUN, *Lieut. Commander.*

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

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UNITED STATES STEAMER TACONY,
Off Fort Fisher, N. C., January 16, 1865.

SIR: The following is a list, so far as ascertained, of the men from this ship killed and wounded in the assault on the enemy's works at Fort Fisher, January 15:

Killed.—James Tallentine, quarter gunner; Richard Acton, landsman; Cornelius Blashier, ordinary seaman.

Wounded.—William Brown, seaman, mortally, died this morning; James H. Spencer, ordinary seaman, gunshot fracture of thigh, serious; Martin Goherts, seaman, gunshot fracture of thigh, serious; John Van Schoter, landsman, pelvis, serious; Horace Wheeler, ordinary seaman, gunshot fracture of leg; Samuel McKinley, landsman, flesh wound in both legs, not serious; Patrick Kelly, landsman, flesh wound of left leg, not serious; Martin Howard, landsman, flesh wound of right leg, not serious; William Stewart, landsman, right arm, serious.

Respectfully,

GEORGE HOPKINS,
Acting Assistant Surgeon.

Lieut. Commander W. T. TRUXTUN,
Commanding United States Steamer Tacony.

A correct list will be sent as soon as possible.

Respectfully,

W. T. TRUXTUN.

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Report of casualties.

UNITED STATES STEAMER TACONY,
Off Fort Fisher, N. C., January 15, 1865.

SIR: The following is a list of those wounded on board this vessel during the fire upon Fort Fisher at an early hour this morning:

1. Hugh Lee, landsman, right hand shattered and right arm broken by the premature discharge of the gun he was loading, (nine-inch Dahlgren;) amputation below the elbow; sent on board the Fort Jackson.

2. Thomas Stanton, seaman, captain of forecastle, by the same accident left eye injured by the burning of the powder while *serving the vents*; serious. He is also much bruised about the left side and hip by the recoil of the gun.

3. John Wild, ordinary seaman, left hand burnt and contused by the same accident; not serious.

Very respectfully, your obedient servant,

GEORGE HOPKINS,
Acting Assistant Surgeon.

Lieutenant Commander W. T. TRUXTUN,
Commanding United States Steamer Tacony.

Report of Lieutenant Commander P. G. Watmough.

UNITED STATES GUNBOAT KANSAS,
Cape Fear River, N. C., January 19, 1865.

ADMIRAL: I have the honor to submit the following report of the part this vessel took in the reduction of the works defending New inlet, Cape Fear river.

On the 13th instant, at 7.15 a. m. the "first line" formed in line of battle in close order, by signal, and shelled Flag-pond battery and the adjacent woods. At 7.40 a. m. anchored in same order, and at 7.45 sent boats to assist in disembarking the land forces. At 10 a. m. ceased firing. At 3 40 p. m. got under way, in obedience to signal to "first line," and stood toward Fort Fisher. At 5.05 anchored in line, and opened fire on the fort. At 5.40 ceased firing, by signal, and retired from range, and at 6.20 p. m. came to.

On the 14th instant, at 1.30 p. m. got under way by signal to this vessel, and stood in toward Fort Fisher; anchored close in to the beach, to the northeast of the fort, and distant 1,700 yards. At 2.10 p. m. opened fire. At 7 p. m. ceased firing, by order, for the night. At 4 a. m., the 15th instant, resumed the fire for an hour. At 5.30 a. m. retired from position and went to the ordnance steamer Aries to replenish ammunition. At 11 a. m. despatched the launch with nineteen men, under command of Acting Ensign Williams, to report to Fleet Captain Breese, commanding the naval brigade on shore. At 12.45 p. m. got under way and took up a position between second and third lines, and opened fire on Mound and other batteries. At 3 p. m. ceased firing, by signal, as the naval brigade was assaulting the northeast angle of Fort Fisher, the assault failing, resumed fire at 5.30, directing our fire at the Mound. At 9.15 p. m. ceased firing, as the land forces were progressing in their assault. At about 10 p. m. the loud cheering and illumination of the fleet announced the fall of the forts.

On the 16th instant, at 1.30 p. m., followed the Osceola, Commander Clitz, over the bar of New inlet, and anchored under the Mound. This vessel was not struck, and our only casualty was in the person of James Arnold, landsman, wounded in the knee during the assault. It gives me great plea-

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sure to mention that, notwithstanding the protracted labors and exposure of the officers and men, they continued cheerful and prompt up to the last moment.

Very respectfully, your obedient servant.

PEND. G. WATMOUGH,
Lieutenant Commander.

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

Report of casualties.

UNITED STATES GUNBOAT KANSAS,
Off New Inlet, N. C., January 16, 1865.

ADMIRAL: I have the honor to report the following casualties: James Arnold, landsman, naval brigade, wounded in the knee.

I am sir, very respectfully, your obedient servant.

PEND. G. WATMOUGH,
Lieutenant Commander.

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

Report of Lieutenant Commander George. W. Young.

UNITED STATES STEAMER MARATANZA,
New Inlet, January 18, 1865.

SIR: I have the honor to report that in the assault made on Fort Fisher on the 15th and 16th instant, the following officers and men from this vessel were engaged in the 3d division, Lieutenant Commander Selfridge: Acting Master Wood, in charge of landing party, was slightly wounded, but not enough to inacpacitate him from duty. Acting Master's Mate Alger had his right arm broken. Acting Ensign Crowell and Acting Master's Mate Crossman escaped unwounded, and returned with the men under their command intact.

I would state that we had engaged four officers and thirty-eight men, and nine marines, with four boats.

Enclosed the report of expenditure of ammunition, surgeon's report, and the reports of Acting Master Wood and Acting Ensign Crowell.

I am, very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieutenant Commander.

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

UNITED STATES STEAMER MARATANZA,
Cape Fear River, January 17, 1865.

SIR: I have the honor to make the following statement in relation to the attack on Fort Fisher:

At 10 a. m. of the 15th, in obedience to your order, I left the vessel in charge of three officers, nine privates, and thirty-eight men, and reported to the

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flag-ship. From there I was ordered to land on the beach about two miles northeast of Fort Fisher. On arriving there I formed my company with the third division, except twenty men, whom I was ordered to send to the front as sappers, and the privates to join the privates; after which we all marched a few rods to the interior. After remaining there about three-quarters of an hour, and receiving our instructions from our divisional officer, we marched with the other divisions towards the fort. When within about a half mile from it we halted on the beach in such a manner as to protect ourselves from the musketry from the fort, as several of the men had been wounded. We remained there about one-half hour, when the order was given to advance further on. Every officer and man did so at a double-quick time, until we reached to a stockade which led towards the fort, under a very severe fire of musketry, and a little grape or canister at the same time. Notwithstanding that, and the killed and wounded, our men kept bravely on, with the firing increasing. When within a few yards from the fort the men stopped, as the musketry was too severe. Encouragement from myself and other officers from my company was no use; when all at once everybody started back up the beach under a very severe fire of musketry, grape, &c., from the enemy's works. I, with my other officers, got eight men to make the second attack, being all I could get. The attack being given up, we intrenched, per order, for the night.

The casualties are: myself slightly wounded in the chest; William H. Alger, arm fractured. My officers, J. Crowell, acting ensign, William H. Alger, master's mate, Charles Crossman, master's mate, and men, behaved bravely.

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

J. B. WOOD,
Acting Master, Commanding.

Lieutenant Commander GEORGE W. YOUNG,

Respectfully forwarded.

GEORGE W. YOUNG,
Lieutenant Commander United States Navy.

UNITED STATES STEAMER MARATANZA,
Mouth of Cape Fear River, N. C., January 17, 1865.

SIR: I most respectfully report that on the afternoon of the 15th of this month, while making the assault on the front of Fort Fisher, the officers and men from this ship made the charge in a most brave and gallant style, getting in advance of the third division, under a terrific and effective fire from the enemy, and, when close up to the muzzle of their guns, I noticed a sudden and universal retreat of all our force. I used every exertion to rally them, and charge again, in obedience to the order from our divisional commander, Lieutenant Commander T. O. Selfridge; when, finding the attempt unsuccessful, and being left nearly alone, I retreated, in company with Captain Selfridge. In the evening our men were engaged in picking up the wounded. On the 16th we returned to the ship.

During the assault Acting Master J. B. Wood, jr., commanding our detachment of men, was slightly wounded, and Acting Master's Mate W. H. Alger was severely wounded.

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

J. W. CROWELL, *Acting Ensign.*

Lieutenant Commander GEORGE W. YOUNG,
Com'dg United States Steamer Maratanza.

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UNITED STATES STEAMER MARATANZA,
February 14, 1865.

SIR: I have the honor to report, that in the assault made on Fort Fisher on the 15th and 16th of January last the following officers and men belonging to this vessel were engaged, being detailed for service with the third division, Lieutenant Commander Selfridge: Acting Master James B. Wood, in charge of party, Acting Ensign Joseph W. Crowell, Acting Master's Mates William H. Alger and C. H. Crossman, with nine marines and thirty-eight men, (four boats' crew.) Acting Master James B. Wood was slightly wounded in the chest, and Acting Master's Mate William H. Alger had his right arm broken so as to necessitate his being sent north to Norfolk hospital. Acting Master J. B. Wood, in his report, speaks in the highest terms of the officers and men under his command. Acting Ensign Crowell and Acting Master's Mate Crossman escaped unhurt, and returned to the vessel with their men intact. Charles Sullivan, marine, was slightly wounded. Attached please find surgeon's report of casualties and expenditure of ammunition in the gunner's department. I am induced to make this second report understanding that the former was not received.

Very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieutenant Commander United States Navy.

Rear-Admiral D. D. PORTER,
Com'dg North Atlantic Squadron.

Report of casualties.

UNITED STATES STEAMER MARATANZA,
Cape Fear River, N. C., January 17, 1865.

SIR: I have the honor to report the following casualties as having occurred to the officers and crew of this vessel during the recent attack on Fort Fisher and its defences, on the 15th of January, 1865:

Acting Master James B. Wood, jr., was struck by a rifle ball, producing a slight flesh wound of the chest. Acting Master's Mate William H. Alger received a gunshot wound in the upper third of the right arm, producing a fracture of the *humerus*. Charles Sullivan, marine, was struck by a fragment of shell on the left thigh, resulting in a slight contused wound.

I have the pleasure to add that all the above are doing well.

Very respectfully, your obedient servant,

JOHN W. HAMILTON,
Acting Assistant Surgeon.

Lieutenant Commander GEORGE W. YOUNG,
Com'dg United States Steamer Maratanza.

Report of Lieutenant Commander R. Chandler.

UNITED STATES STEAMER MAUMEE,
Cape Fear River, February 4, 1865.

ADMIRAL: I have the honor to report the part taken by this vessel during the bombardment and fall of Fort Fisher.

On the 11th of January left Beaufort with a portion of the fleet, and anchored outside the bar. At 7.45, on the morning of the 12th, in obedience to general signal, got under way, and fell into position in line No. 1. In doing so, fouled the gunboat Seneca. On the 13th sent all the boats to as-

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sist in landing troops. At 5.10 p. m. anchored in line of battle, with Fort Fisher bearing south-southwest half west, 1,800 yards distant, and commenced firing. At 5.55 ceased firing, and hauled off for the night. On the 14th, at 1.10 p. m, went on board the flag-ship, in obedience to signal, and received your verbal order to go in as near as possible, and endeavor to knock down the palisade around the fort; anchored ahead of the New Ironsides, and sent a line from this vessel's stern to the Ironsides' bow, and commenced a rapid and well-directed fire on the palisades, distant about 1,300 yards. At 6 p. m. the Little Ada brought orders to remain at anchor for the night, and to take up the fire for one hour in succession, the firing to commence with the leading vessel of the line. At 11 p. m. commenced the fire, and at 12 (midnight) the Tacony took it up. At 5.30 a. m., on the 15th, received orders by despatch boat to haul out of line and fill up with ammunition. None of the ordnance vessels had 32-pounder ammunition, and some hours elapsed before I could find any. Spoke the flag-ship, and was informed that it could be obtained from the United States steamer Alabama. She was lying about a mile to the northward of eastward of the Half Moon battery; hauled alongside of her and filled up with ammunition; received also from her a 30-pounder Parrott rifle, in place of our cracked one. As we were about casting off a battery of three Whitworth guns opened on us from the beach, distant about 1,000 yards; made signal to the Cherokee and Governor Buckingham to form a line of battle, and led into three fathoms of water, and in one half an hour silenced the battery; proceeded to my station in the line, and found that the assault had taken place, and saw the sailors retreating up the beach. At 10 p. m. the cheers from the fort and fleet announced that Fort Fisher was ours.

On the 16th obtained some buoys from the Santiago de Cuba and a pilot from the flag-ship, and proceeded to sound and buoy the channel across the bar. Finished in time for several of the double-enders to run in, but the tide too low to admit of this vessel crossing. At 10 a. m., on the 17th, crossed the bar and anchored off Federal Point.

On the morning of the 19th crossed the Rip and anchored in line of battle in Cape Fear river.

I cannot speak in too high terms of the coolness and courage of the officers and men of this vessel during the several bombardments. All did their duty manfully. The expenditure of ammunition from the 13th to 16th was as follows: 117 100-pounder rifle shells, 206 32-pounder, and 14 30-pounder rifle.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant Commander, Commanding.

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

Report of Lieutenant Commander D. L. Braine.

UNITED STATES STEAMER PEQUOT,
New Inlet, N. C., January 18, 1865.

SIR: I have the honor to report the part the United States gunboat Pequot, under my command, took in the bombardment of Fort Fisher and other of the enemy's works at New inlet, North Carolina, during the 13th, 14th, and 15th of January, 1865.

On the morning of the first day formed in line of battle, (No. 1,) and stood in close to the beach. At 8 a. m. anchored and shelled woods, to cover the

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landing of our troops, which was successfully performed, when at 3.50 p. m. line No. 1 stood in and engaged the forts, in company with the iron-clads; other lines of battle were in action, shortly after engaging line No. 1, was ordered to retire, and did so. On the 14th, at 1.25 p. m., we stood in and made fast to the New Ironsides, lying astern of her, and engaged the enemy until at 6 p. m., when, receiving orders to fire during the night in succession, we anchored and remained close to and inside of the New Ironsides all night. Next morning, (15th instant,) needing ammunition, we withdrew; and at 10 a. m. returned and joined in the attack until 1.20 p. m., when we closed in upon the enemy, anchoring near the Monadnock; upon signal being made, our armed boats, under the commands of Acting Ensigns George Lamb and Anthony Smalley, with forty-two men, were sent to assist in the assault of Fort Fisher. At 5.40 p. m., receiving orders from you to proceed up the beach and anchor near Flag-pond battery, to cover our troops from an attack, did so, and during the night firing occasionally in the woods to the northward and westward; about 10.20 p. m. we learned with delight that Fort Fisher and the surrounding works had surrendered to the combined army and naval attack.

Besides congratulating you on the success of your well-planned attack and its great results, I must bear testimony to the zeal of every officer and man on board this vessel in the discharge of their several duties.

Acting Master William F. Chase served the 150-pounder with skill and effect, and notwithstanding so many of the rifle guns of the fleet had burst, he never hesitated to fire it. Acting Ensign Henry W. Loring, in charge of the powder division, was prompt for every call upon him, and kept me supplied without delay with every class of projectiles needed. To Second Assistant Engineer (in charge) A. H. Fisher I am much indebted, for without his skill and perseverance the ship would not have been in a condition to enter action without being towed. Acting Assistant Paymaster C. G. Hutchinson took careful notes of the action, for which I am indebted. Mr. J. W. Jones, my clerk, assisted me as signal officer, and not only kept me informed of every signal relating to our line, (No. 1,) but of all and every signal made to other lines and vessels.

I enclose you a list of our casualties, and it is with regret I state those on board ship were caused alone by the bursting of the 30-pounder rifle, (No. 223,) which took place on the 14th instant, wounding Benjamin F. Hackney, landsman, John McDonald, ordinary seaman, and John Searing, landsman; the former died of his wounds; two more were killed in the assault of Fort Fisher, William Cox, seaman, and James Connors, landsman; and three wounded, George Hagan, cockswain, William Brown, ordinary seaman, and John Riley, landsman.

I enclose your reports made me of the assault by the officers commanding the men from this vessel, also report of ammunition expended.

With respect, I am your obedient servant,

D. L. BRAINE, *Lieutenant Commander.*

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

UNITED STATES STEAMER PEQUOT,
North Atlantic Squadron, off New Inlet, January 16, 1865.

SIR: Having been placed in charge of the first and second launches, with forty-one men and Acting Ensign Anthony Smalley, to assist in the attack on Fort Fisher, after reporting, in obedience to your orders, to Lieutenant

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Commander Breese, by his orders I detailed Acting Ensign Smalley and eighteen men to join the skirmish lines with their shovels, which order was carried out by Mr. Smalley most nobly under a galling fire as he advanced from time to time to throw up a fresh line of earthworks, for the purpose of covering the soldiers in their advance on the enemy's works. Mr. Smalley carried the lines up to within about two hundred yards, from which line the final assault took place. I, with the rest of the men under my command, remained with the first column, of which we formed the right of the left centre, and advanced towards the fort from time to time as we received the order. About 3.25 p. m. the final charge took place, which carried us up to first line of the stockade, and while there I discovered Mr. Smalley with his command, accompanied by Mr. O'Brian; and as he was at the head of the column, I immediately advanced with the rest of our party and joined him, so that we were all together once more. After that we charged at a double-quick to within about 150 yards of the fort, when the enemy's fire became so severe that in spite of all that the officers could do, the men fell back and retreated down the beach in some disorder. An attempt was made to rally again, and partially succeeded, when an officer of the army, whose name I do not remember, told me that General Terry wished the sailors and marines to occupy the line of intrenchments that the army had occupied the previous night, and then communicate with General Payne on the left. I immediately sought Lieutenant Commander Breese and reported the same to him, and after we had picked up our wounded, one of whom we left at the hospital, as he was severely wounded, two others I had sent on board. Mr. Smalley had in the mean time returned twice to where our last charge took place, under a terrific fire, which was kept up by the enemy on our wounded men, and brought off John Riley, landsman, and on the second occasion, after an officer, Ensign Evans, of the Powhatan, that he saw there when he brought Riley off. Both of them were left at the hospital. We then repaired with our men to the Flag-pond battery and reported to Lieutenant Commander Breese, who ordered us to occupy a part of the work with our men until further orders. About 10.30 we received the news of the capture of the fort. I was ordered by Lieutenant Commander Breese to take part of my command and look after our dead and wounded and then return to our post. This morning took a detail of men to bury our dead, and when within about five hundred yards of the fort a tremendous explosion took place within the fort. I immediately pushed forward to assist, if necessary, in rescuing the wounded, but found on my arrival there that no one was needed, as the army had an ample force at hand. I then proceeded to where our dead lay, and buried William Cox, seaman, and James Connors, landsman, and then, in obedience to the orders of Lieutenant Commander Breese, returned on board. The two flags that I brought on board I picked up where our last charge ended.

I feel that I ought not to close without bringing to your notice the cheerful and noble manner in which our men carried out the orders which were given.

I have to report the loss of both of our launches, which were driven on shore by the heavy surf that set in towards evening. The boat-keepers report that they were ordered to Flag pond battery, where I found them.

I am, very respectfully, your obedient servant,

GEORGE LAMB, *Acting Ensign.*

Lieutenant Commander D. L. BRAINE,
Commanding United States Steamer Pequot.

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UNITED STATES STEAMER PEQUOT, NORTH ATLANTIC SQUADRON,
Off New Inlet, January 16, 1865.

SIR: Having been placed in charge of the first launch and a crew of nineteen men, with orders to report to Lieutenant Commander Breese to assist in the assault on Fort Fisher, I reported to him in obedience to your orders, and was directed to join my men with the skirmish line. After advancing a distance of about 500 yards and assisting in throwing up a line of breastworks, I was ordered by Lieutenant Preston to take my men and proceed on about 1,000 yards to join a squad of soldiers who were then at work intrenching. After completing this line of works it was occupied by the soldiers, and we again advanced to within about 200 yards of Fort Fisher, and again commenced intrenching. Shortly after the soldiers moved up and occupied this line preparatory to the assault. The work of these two lines was conducted under a severe fire from the enemy's sharpshooters.

At 3.25 p. m. the assault was made on the fort. I immediately formed my men and joined the advance column of the sailors and marines, then charged the enemy's works. We advanced at a double-quick under a very severe fire, and charged up to within about 100 yards of the fort. The enemy's fire then became so severe that, in spite of the efforts of the officers, the men fell back and retreated down the beach in some confusion. My boat's crew behaved splendidly; not one of them failed me, although always in the front, and during the hottest fire shouted to me that they would follow me anywhere. I received much assistance from Mr. O'Brian, captain's clerk of the United States steamer Keystone State, a passenger on board this vessel, who volunteered his services and was by my side during the entire day and night.

An attempt was made to rally again and partly succeeded, when orders were received to occupy Flag-pond battery, which we did, remaining there throughout the night. I have to report of my boat's crew, James Connors, ordinary seaman, killed; and George Hagan, coxswain, William Brown, ordinary seaman, and John Riley, landsman, wounded.

I am, sir, very respectfully, your obedient servant,
ANTHONY SMALLEY,
Acting Ensign U. S. Navy.

P. S.—I was much pleased with the conduct of Henry Snow, landsman, formerly a soldier in the rebel army. He worked hard with his shovel all the early part of the day, and, although greatly fatigued, was one of the first to reach the palisades fronting the fort.

A. SMALLEY, *Acting Ensign.*

Lieutenant Commander D. L. BRAINE,
Commanding U. S. Steamer Pequot.

Report of casualties.

UNITED STATES STEAMER PEQUOT,
Off Fort Fisher, January 16, 1865.

SIR: The following is the list of casualties on board the United States steamer Pequot, from an explosion of a 30-pounder Parrott rifle on January 14, 1865: Landsman George F. Hackney, killed; Ordinary Seaman John McDonald, slight wound in side; Landsman John Searing, slight wound in left leg.

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In the attack on Fort Fisher, January 15, 1865, ashore: Landsman James Connors, killed; Seaman William Cox, killed; Landsman John Riley, severe wound in groin; William Brown, ordinary seaman, gunshot wound in the knee-joint; Seaman George Hagan, wounded in the hand, loss of finger.

Very respectfully, your obedient servant,

D. L. BRAINE, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron.

Report of Lieutenant Commander George E. Belknap.

UNITED STATES STEAMER CANONICUS,
Off Fort Fisher, N. C., January 17, 1865.

SIR: I have the honor to report, that during the actions of the 13th, 14th and 15th instant, which resulted in the capture of Fort Fisher, this ship engaged that work at a distance of seven hundred (700) yards, perhaps a little closer on the 15th, as the smoothness of the sea enabled me to go into shoaler water than on the preceding days, having at one time only a foot and a half of water to spare under our keel.

On the first day of the attack, the 13th, the enemy replied vigorously to our fire until late in the afternoon, when the heavier ships coming into line, soon drove them into their bomb-proofs. Soon after we had taken position it became evident that since the previous attack, a re-enforcement of experienced artillerists had been received in the fort, as its fire was much more accurate and spirited than before. They soon obtained our range and struck the ship frequently, while many shots fell close alongside. Upon one occasion two shots out of three, fired simultaneously, struck the side armor abreast the turret.

We count thirty-six (36) hits this day, and everything about the deck, not shot-proof, was badly cut up. Two men were knocked down and stunned at the guns by the impact of a ten-inch shot upon the turret. The flag was shot away twice and gallantry replaced by Quartermaster Daniel D. Stevens.

Not content with solid shot, the enemy fired shells occasionally, to burst over the turret, and now and then the bullet of a sharpshooter whistled over us.

On the second and third days the fire of the enemy was comparatively feeble and principally directed at the gunboats, and when the larger ships came into action, ceased altogether. An occasional musket-shot fell near us, and when the naval assaulting column was driven back, many of the bullets and grape-shot fired at our gallant fellows passed over us, some few striking the ship. Second Assistant Engineer John W. Saville received a severe wound in the left thigh from a grape-shot. At this time we also received a ten-inch shot on the side armor, fired from the water battery on the right of the sea-face of the fort.

Our fire was slow and deliberate, and every effort was made to dismount the enemy's guns, and though almost hidden by traverses, I am happy to say that we succeeded in dismounting two of them. Acting Ensign M. W. Weld knocked over a six-inch rifle on the second day, and the executive officer, Lieutenant R. S. McCook, disposed of a ten-inch columbiad on the third day of the action. I also saw a shell from the Monadnock dismount a gun, and a shot from the Mahopac knock the muzzle off from another.

We expended during the three days two hundred and ninety-seven (297) 15-inch shells.

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I have to thank the officers and crew for the zeal and gallant spirit manifested throughout the fight, and for the cheerful manner in which they worked at night, taking on board ammunition after the arduous and exhausting work of the day.

I again desire to bring to your notice and that of the department the services of the executive officer, Lieutenant R. S. McCook, to whom I am indebted for the efficiency and readiness which enabled me at all times to be prompt in all movements required of the ship. Equally fortunate in the services of Chief Engineer D. B. Macomb, I beg leave to recommend him to your favorable consideration. The powder division was ably commanded by Acting Master D. S. Murphy, assisted by Acting Ensigns Seekins and Center. Acting Ensign M. W. Weld showed great aptitude in handling the guns under the supervision of the executive officer. Assistant Paymaster R. P. Lisle, acting as aid, merits my thanks for the intelligent manner in which he attended to the duties of signal officer. Acting Master and Pilot Edward A. Decker performed his duties with his accustomed coolness and discretion.

I enclose the executive officer's report of damages received, and have already forwarded the surgeon's report of casualties. I beg leave to congratulate you, admiral, upon the brilliant victory which has crowned your efforts at this point, and which is the more gratifying, as it proves conclusively that on a former memorable occasion the possession of the fort "would have been found an easier conquest than was supposed," had the attempt been made to occupy it.

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

GEORGE E. BELKNAP,
Lieutenant Commander, Commanding.

Rear-Admiral D. D. PORTER,
Com'dg N. A. Squadron, Flag-Ship Malvern, off Fort Fisher, N. C.

UNITED STATES STEAMER CANONICUS,
Off New Inlet, N. C., January 16, 1865.

SIR: I have the honor to report the following damages sustained by this vessel during the bombardment of Fort Fisher on the 13th, 14th and 15th instant:

Three shots on turret, doing no material damage; one shot on base ring of turret, knocking out four through bolts and loosening three others; one shot on side armor forward, cutting through all thickness of armor and penetrating the overhang to a depth of eight inches; five shots on side armor abreast of turret; one of these cut through all plates of armor, penetrated the overhang to the depth of a foot, and ripped up a deck plate for half its length; four of these shots struck close together, and have started the side armor nearly an inch from the overhang for a distance of six feet, besides breaking and spreading the plates, and starting a number of the bolts; one other shot on side armor abreast of smoke-stack; three shots on deck plating, doing no damage; seven shots through upper part of smoke-stack, and four on the armor; in addition, the stack was badly cut up by pieces of broken shot and fragments of shell; three smoke-stack guys shot away; a large hole knocked in turret rifle-guard by piece of side armor; compass shot away; one shot through ventilating pipe, and a hole knocked in it by a piece of shot; one guy shot away; one boat davit and two strong backs shot away;

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the gig and 3d cutter shot to pieces; the 2d cutter has a large shot through her, but may be repaired; the forward and after flagstaffs shot away.

Very respectfully,

R. S. McCOOK,
Lieutenant and Executive Officer.

Lieut. Com. GEORGE E. BELKNAP,
Commanding United States Steamer Canonicus.

Report of casualties.

UNITED STATES STEAMER CANONICUS,
Off Wilmington, N. C., January 16, 1865.

SIR: I have the honor to report the following casualties which occurred on board this vessel during the three days' engagement with the rebel batteries at New inlet, near Wilmington, North Carolina:

Robert Snohig, seaman, contused wound of chest, caused by a fragment of shell which passed through the sight-hole into the turret; Thomas Thompson, seaman, contusion of left foot, caused by the recoil of a gun; J. W. Saville, 2d assistant engineer, contusion, with slight laceration of both thighs, caused by the passing of a grape-shot between the limbs.

The wounded are doing well, and will require no other treatment than can readily be practiced on board ship.

Very respectfully, &c.,

HORATIO U. BEAUMONT, U. S. N.,
Assistant Surgeon.

Lieut. Com. G. E. BELKNAP,
United States Navy, Commanding.

Report of Lieutenant Commander A. W. Weaver.

UNITED STATES IRON-CLAD MAHOPAC,
Off Fort Fisher, January 17, 1865.

SIR: I have the honor to make the following report of the part taken by this vessel in the actions against Fort Fisher of the 13th, 14th and 15th instant:

At 7 a. m., on the 13th, in obedience to order by signal, cleared ship for action and steamed in towards Fort Fisher; took our assigned position between the New Ironsides and the fort, and at 9.27 a. m. opened fire, using five-second fuzes and 35-pound charges of powder. At the second discharge of gun No. 1, (15 inch,) it burst four feet and three inches from the muzzle, killing none and doing no material damage to the turret. Continued the action with the remaining gun until 6.30 p. m. Expended fifty-six shell and fifty-six 35-pound charges.

At 11.20 a. m., on the 14th, opened fire on the fort, and continued until 6.15 p. m. Expended forty-six shell and forty-six 35-pound charges; weighed anchor and moved a short distance out.

At 7.15 a. m., on the 15th, weighed anchor and steamed in as near the fort as possible, and at 7.50 commenced action and continued firing until 3.30 p. m., when the signal was made to cease firing and storm the fort. Expended forty-one shell, ten coned shot, and fifty-one 35-pound charges. During the three days' actions this vessel was struck several times by the enemy's shot, but doing no material damage. In conclusion, it affords me

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pleasure to state that every officer and man did his entire duty to my perfect satisfaction. It is, perhaps, worthy of note that no panic or disorganization took place at the time of the bursting of our immense gun, in a space so limited, and with so many men in its close proximity; for in a few moments afterwards everything was in order for the continuance of the engagement with our only remaining gun. Permit me, sir, to congratulate you upon the success so unlimited, which you have achieved with a worthy co-operation on the part of our army.

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

A. W. WEAVER, *Lieutenant Commander.*

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron, Flag-Ship Malvern.

Report of Lieutenant Commander T. O. Selfridge.

UNITED STATES STEAMER HURON,
Off Fort Fisher, January 17, 1865.

SIR: I have the honor to report, that having landed with the men of this vessel to join in the land attack upon Fort Fisher, I was detailed by Lieutenant Commander Breese to command the third column of attack, composed of detachments from the ships of the third and a portion of the fourth divisions, numbering about four hundred and fifty men. Lieutenant G. M. Bache commanded the right wing, Lieutenant Commander W. N. Allen the left wing.

I formed them in column and moved forward by the head of companies, until near our first rifle-pits, when the whole assaulting column was formed in flank along the beach, awaiting the signal of assault from the army. When this was given I moved my column forward on the double-quick, following close on to the second, and for about half a mile under an extremely heavy and withering fire of musketry and grape.

When we finally reached the palisades, I found the columns which had preceded me halted and lying down. Going to the front, an effort at this time was made to get the men to charge; but the fire was so heavy that the few who passed through the stockade were compelled to fall quickly back. At this moment an unexplained panic took place in the rear, which so quickly communicated itself to the whole that it became impossible to rally the men.

I remained near the fort till night, when I left with a few under cover of the darkness.

My column moved up with great gallantry, as by the time I got up the rebels had concentrated their whole fire upon us; and until we came to a halt all seemed to be moving well.

To Lieutenant Commander W. N. Allen and Lieutenant G. M. Bache, both wounded, I am much indebted for assistance in forming and maintaining the organization of the division.

I regret extremely that my entire unacquaintance with any of the officers or crews of my division renders it impossible for me to particularize the deserving, but until the panic all deserved praise, for none faltered.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant Commander.

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

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Report of casualties.

UNITED STATES STEAMER HURON, *January* 16, 1865.

SIR: In obedience to your order of this date, (by telegram,) I forward the following list of casualties to the crew of this vessel in the action of yesterday on shore, viz: William Seaman, seaman, left leg broken; James H. Donnelly, ordinary seaman, musket ball in neck; Michael Tinney, ordinary seaman, contusion of head; John Sullivan, ordinary seaman, shoulder dislocated; Thomas Walker, chief quartermaster, flesh wound, thigh.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant Commander.

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

UNITED STATES STEAMER HURON,
New Inlet, January 17, 1865.

SIR: I have to report that the Huron has expended about 300 rounds from the XI-inch pivot during the late engagement, and was struck four times. Under fore-channels, mainmast shot away, main shroud cut and through main rail. No casualties while under fire; five men wounded in the land assault.

My officers and men behaved, all of them, with great zeal and gallantry.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant Commander.

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

Report of Lieutenant Commander M. Sicard.

UNITED STATES STEAMER SENECA,
New Inlet, N. C., January 17, 1865.

ADMIRAL: I beg leave to submit the following report of the part taken by this vessel and her crew in the operations of the 14th and 15th instant. The Seneca was stationed near beach, with the vessels engaged in bombarding the northeast face of Fort Fisher.

About noon of January 14, being ordered to go up outside of the ironclads, and to endeavor to destroy a portion of the stockade of the fort, I proceeded to my station, and anchoring (by signal) at ten-second range, opened fire on the stockade, and shortly after turned my fire upon the guns of the fort, (by signal.)

For the remainder of the 14, for two hours of the night, and until about 3 p. m. of the 15th instant, I continued to fire at the guns on the northeast parapet of Fisher. During this time the Seneca fired two hundred and twenty-two XI-inch shells and thirty 20-pounder rifle projectiles.

In the bombardment this vessel was struck by a rifle shot under the port fore chains, (a glancing shot,) and the rigging was slightly cut by pieces of shells fired by vessels outside of my position.

On the afternoon of the 15th instant I went on shore with two officers and twenty-six men detailed from this vessel to take part in the assault on the fort. My men formed with the second division (to which my vessel be-

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longs) and advanced as far as the stockade, which runs from the eastern angle of Fisher towards the sea; there we were met by a severe fire. After a moment's pause we made an attempt to charge through a gap in the stockade, but the attempt failed, and at that moment, the centre of the line being exposed to a very severe fire, and being totally unprotected, (standing on an open beach,) retreated along the beach. My executive officer, myself, and two of my men having cover at the stockade, remained there with about fifty officers and men of the different divisions. Some other officers and men got cover behind sand-knolls not far from us. Being too few in number to attempt any offensive operation, we were obliged to remain in our position until nightfall, when we came down the beach and rejoined the rest of the landing party.

I then assisted Lieutenant Commander K. R. Breese in getting the sailors and marines into the intrenchments that covered the rear of the army. I remained there during the night, (with my executive officer and seven of my men,) and returned in the morning to my vessel.

My casualties in the affair were five men wounded, three of whom I sent north in the Quaker City.

I desire to express my sense of the coolness and conduct of Acting Master William H. Maies, (my executive officer.) He was with me in the advance, and behaved gallantly.

Acting Ensign Thomas Mason and the men of the Seneca are reported by Mr. Maies as having behaved very well indeed.

Chief Boatswain's Mate Othniel Tripp, who charged through the gap in the stockade, I would bring to your notice as, in my opinion, deserving of a medal.

I am, very respectfully, your obedient servant,

MONTGOMERY SICARD,

Lieut. Commander U. S. Navy, commanding U. S. Steamer Seneca.

Rear-Admiral DAVID D. PORTER,

Commanding North Atlantic Squadron.

Report of Lieutenant W. B. Cushing.

UNITED STATES STEAMER MONTICELLO,

Off Wilmington, January 17, 1865.

SIR: I have the honor to report the part taken by this vessel in the actions of the 13th, 14th, and 15th instants, resulting in the capture of the harbor defences of Wilmington, the loss of foreign supplies to the rebels, and the ruin of those holding the Anglo-rebel loan.

On the 13th and 14th the Monticello assisted in guarding the troops in landing and advancing. On the 15th instant, by your order, I took position close in by the fort and shelled the rebel privateer Chickamauga and three transport steamers from their position in the river, thus preventing the landing of re-enforcements for the garrison. The ship's guns were then turned on the fort, and used with effect throughout the day.

At noon I landed with forty men from this vessel to take part in the naval assault on Fort Fisher. My men and those of Lieutenant Porter, of the Malvern, led the advance of the storming party. The marines did not clear the parapet of the fort, as anticipated; hence the assault failed. Our sailors were close under the walls, subjected to a very heavy fire, since the main body of the enemy had been drawn to that point to resist what they supposed to be the weight of the attack. We were forced to fall back with the loss of many of our best officers and men, but not before the army, through its own gallantry and our diversion in its favor, had effected a lodgement that secured subsequent success. Then finding myself apparently senior offi-

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cer, I rallied as many sailors and marines as possible, and at night placed them in the trenches, as requested by General Terry, thus relieving some regiments that went to the front. In this I was greatly assisted by your son, Secretary Porter, and by Lieutenant Woodward, of the Minnesota. Acting Ensign Daniel W. Lakin, of this vessel, behaved gallantly, and rendered material aid. My loss during the day consisted of four killed and four wounded.

I am, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Com'dg N. A. Squadron, U. S. Steamer Flag-Ship Malvern.

Report of Lieutenant R. H. Lamson.

UNITED STATES STEAMER GETTYSBURG,
New Inlet, N. C., January 17, 1865.

SIR: I have the following report of the part taken by this vessel in the operations resulting in the capture of the forts at the mouth of the Cape Fear river:

On the 11th instant I left Beaufort, in obedience to your orders, and relieved Commander Rolando, off New inlet, where the fleet arrived during the night of the 12th, and sent a boat in on the bar to prevent the enemy from planting torpedoes during the night.

At daylight received an order to take position opposite Half-Moon battery, and sent all my boats, in obedience to signal, to assist in landing troops; which operation continued during the day and evening.

On the morning of the 14th I received orders to superintend the landing of General Terry's artillery, which was done under the direction of Lieutenant Farquhar and myself, without wetting a gun or cartridge.

On the morning of the 15th, as the fleet was going into action, the signal for the storming party to land was made, and running close in-shore, I landed with seventy (70) officers and men, and reported to Fleet Captain K. R. Breese.

As Captain Breese has, no doubt, reported to you the part taken by us in the assault, it is not necessary for me to speak of it, but I wish to bear testimony to the gallant personal efforts of Captain Breese to rally the men after they were checked by the withering fire from the fort, and to get the marines to open on the enemy's infantry, under cover of which fire we might have gained the parapet. Acting Ensigns Sands, Keith, Laighton, and Miller, of this vessel, behaved with great gallantry in trying to rally the men.

During the day Acting Master Charles B. Dahlgren, in charge of the Gettysburg, took a good position close in-shore, and used the guns with effect, and towed out the Pequot, temporarily disabled. A report of the killed and wounded of this vessel has already been forwarded.

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

R. H. LAMSON, *Lieutenant, Commanding.*

Rear-Admiral D. D. PORTER,
Com'dg N. A. Squadron, Flag-Ship Malvern, Cape Fear River.

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Report of casualties.

UNITED STATES STEAMER GETTYSBURG,
January 16, 1865.

SIR: I have the honor to submit the following report of killed and wounded in the assault on Fort Fisher, of the 15th instant, and by the explosion of a magazine in the fort on the morning of the 16th instant.

The following were killed and wounded in the assault:

Michael Mulkeen, landsman, killed; William Skimmon, coal-heaver, killed; Lieutenant R. H. Lamson, commanding, wound of arm and shoulder; Hans Anderson, seaman, wound of hip and pelvis; Joseph Fisher, seaman, wound of head; Robert Trimmer, second-class fireman, wound of thigh; Alvah Scofield, landsman, wound of thigh; Lewis Y. Close, landsman, wound of head.

The following were killed by explosion of magazine:

R. H. Gillette, acting assistant paymaster; A. S. Laighton, acting ensign. John McCullum, first-class fireman, missing; probably killed. John Winkle, first-class fireman, missing; probably killed.

Respectfully, &c.,

G. S. EDDY,
A. A. Surgeon, U. S. S. Gettysburg.

Lieutenant R. H. LAMSON,
Commanding United States Steamer Gettysburg.

Forwarded.

R. H. LAMSON, *Lieutenant, Commanding.*

Report of Acting Volunteer Lieutenant Thomas C. Dunn.

UNITED STATES STEAMER MONTGOMERY,
Off New Inlet, January 17, 1865.

SIR: I have the honor to make the following report of the part taken by this ship in the action of the 15th instant with Fort Fisher and the surrounding batteries:

At 9.45 a. m., being in line with the third division, in obedience to signal from the flag-ship, sent three boats in charge of Acting Master W. N. Wells, with Acting Ensign Robert Wiley and Acting Master's Mate C. H. Neill, with thirty-four men, to take part in the assault of Fort Fisher.

At 12 m., signal being made to the third division to advance to the attack, moved in to my assigned position in line of battle and anchored bow and stern in four fathoms water, with the Mound fort bearing NW. about 1,800 yards distant, at the same time opening fire from my starboard battery on the Mound and the adjoining water batteries, they responding for a time very warmly.

At 3.10 p. m. ceased fire in obedience to signal, our forces on shore being in the act of advancing to the assault. At 3.50 resumed fire at the Mound fort. At 4.30, having expended all the ten-second fuzes on board, and finding my five-second fuzes were bursting short, I got the ship under way and steamed in to the edge of the bar, where I anchored in three fathoms water and resumed fire, just reaching the batteries with the five-second fuzes.

At 8.30 p. m. ceased firing, having expended 158 ten-inch shells, 230 eight-inch, and 192 30-pounder Parrott shells.

No casualties occurred on board the ship during the action; but of those who took part in the assault of Fort Fisher, I regret to have to report Act-

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i ng Ensign Robert Wiley and one man killed, and four others severely and one slightly wounded.

Very respectfully, your obedient servant,

THOMAS C. DUNN,
Acting Volunteer Lieutenant, Commanding.

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

Report of casualties.

UNITED STATES STEAMER MONTGOMERY,
Off New Inlet, N. C., January 16, 1865.

SIR: I have to report the casualties in this ship's company as follows:

Killed.—Robert Wiley, acting ensign; Robert B. Harlow, second-class fireman.

Wounded.—John Graham, landsman, leg; Alonzo Gildersleeve, landsman, legs; Francis Dugan, quartermaster, wrist; Charles Brogan, second-class fireman, badly wounded in neck and breast.

The above casualties occurred during the assault of yesterday.

Very respectfully, your obedient servant,

THOMAS C. DUNN,
Acting Volunteer Lieutenant, Commanding.

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

Report of Acting Volunteer Lieutenant F. M. Green.

UNITED STATES STEAMER TRISTRAM SHANDY,
Off Wilmington, N. C., January 17, 1865.

SIR: I have the honor to report, that, in obedience to Special Order No. 10, after assisting in landing the troops on the morning of the 13th of January, the boats of this vessel, after reporting to Lieutenant Commander John H. Upshur, proceeded to assist in landing stores and provisions from the army transports. On the 15th instant, one boat from this vessel with two officers and twenty men, all volunteers, were sent to assist in the assault on Fort Fisher. On the afternoon of the 15th instant an attack was made by the rebels upon our pickets immediately abreast of this ship. Fire was opened from this vessel, as well as from the other gunboats in the vicinity, but the attack was of very short duration.

I enclose a list of casualties among officers and men of this vessel in the assault on Fort Fisher.

Very respectfully, your obedient servant,

F. M. GREEN,
Acting Volunteer Lieutenant, Commanding.

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

Report of casualties.

UNITED STATES STEAMER TRISTRAM SHANDY,
Off Wilmington, N. C., January 16, 1865.

SIR: I have the honor to report the following casualties as occurring during the assault upon Fort Fisher yesterday:

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Acting Ensign Ben. Wood, slightly wounded in right arm and right thigh. Edward Williams, coal-heaver, severely wounded in the leg; taken on board United States steamer Nansemond. M. J. Donovan, landsman, missing.

Very respectfully, your obedient servant,

F. M. GREEN,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER, U. S. N.,
Commanding North Atlantic Squadron, Flag-Ship Malvern.

Report of Acting Volunteer Lieutenant J. McDiarmid.

UNITED STATES STEAMER GOVERNOR BUCKINGHAM,
Off New Inlet, N. C., January 26, 1865.

SIR: I have the honor to report that the boats of this vessel were employed in landing troops, provisions, intrenching tools, ammunition, &c., on the 13th, 14th, and 15th instant. On the 16th and 17th instant they were employed in carrying wounded to the transports. On the 15th instant shelled the woods by Half-Moon battery, in obedience to orders from Lieutenant Commander Ralph Chandler.

Very respectfully, your obedient servant,

JOHN McDIARMID,
Acting Volunteer Lieutenant, Commanding.

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

Forwarded.

B. F. SANDS,
Captain, Senior Officer present.

Report of Acting Ensign George H. Wood.

UNITED STATES STEAMER CHIPPEWA,
Cape Fear River, N. C, January, 1865.

SIR: I have the honor to report, that, in obedience to your order of the 15th instant, at 9 a. m., I, in charge of the launch, with a crew of fifteen men, armed with cutlasses and revolvers, proceeded to the flag-ship Malvern to report for duty, as part of the storming party; but if I found all the boats going ashore, to follow them, which I did, and landed through the surf safely, leaving two men in charge of the launch as boat-keepers. Soon after Acting Ensign William H. De Grosse, from this vessel, landed in charge of the first cutter and seven men, armed. We left no boat-keepers with the cutter, but hauled her upon the beach and organized our men (twenty in number) and joined the third division, under command of ———, and by 1.30 p. m. we were drawn up in line of battle, the third division in the rear. It was then that Rear-Admiral Porter's orders were read to us, and, as near as I can remember, it was 3 p. m. when we made our advance. While marching up the beach, our line being changed into columns, the marines passed us next to the water, on the double-quick, going towards Fort Fisher. The enemy's bullets began to pick off our men, and the order was given for us to lie down, and I think that some of our men were wounded then. Soon after the order was given to advance, and we started on the double-quick and advanced, to the best of my knowledge, within eight hundred yards of Fort Fisher, when the order was again given to halt, and we got under cover as much as possible. This was what the

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men needed, for we were out of breath. Soon after the order was again given to charge, and, with revolvers in one hand and cutlasses in the other, we made the charge, the Chippewa men keeping in good order, Mr. De Grosse on the left and myself on the right. It was near the stockade that our ranks were thinned so badly. I saw that the men began to waver, and that there were but few men ahead of our little party, when I turned to urge my men on—William McGill was close to me, bearing our flag bravely, and Mr. De Grosse a little in the rear, with his sword waving high in the air, shouting to the men to come on. Here is where our lines were broken, and I wondered where our men were, but still kept going on parallel with the stockades, which are built from the beach up to the fort. There was an opening in the stockades, which we made for, and it is here I passed Lieutenant Commander James Parker in this opening, shouting for the men to come on. When I passed through this opening there were five men ahead of me, William McGill, Richard Gallagher, John Wilson, and two other men, (not of our ship.) I wish I knew the brave fellows' names ; one of them was shot. It was here that I heard voices saying "they are retreating," and turning around saw the marines and blue jackets on the retreat, and then came out of this opening and went about fifty feet up the other side of the stockade; and when I saw no one following me I retreated to get behind a pile of sand which was thrown up at the opening in the stockades. The stockades were about twelve feet high, and were on a line up from the beach in this form ———, and it was through this opening we tried to enter ; but it was too hot. The parapets of the fort seemed to be lined with men, and one rebel officer stood up there clapping his hands, singing out to his men to kill the Yankee ——— ———. Our sailors had but few rifles with them, and we could not return the fire even one shot for one hundred. I was completely exhausted, for we had made a long charge. I crawled in back of the stockade, and there I found about sixty officers and men throwing up sand against the stockade for protection I joined the number, and commenced throwing up sand also, and it seemed that for every handful of sand thrown up there were ten bullets came. I found four of the Chippewa's men, Hubert Peters, James Kelly, Thomas McNeil, and Richard Gallagher. I have since learned that John Wilson was there, but down at the end of the stockade, with Lieutenant R. K. Lamson, who lay there wounded in the arm. When dark set in we retreated down the beach, one by one, and with my four men we picked up a wounded sailor, bringing him down the beach with us to the hospital, which was about half way from the Half Moon battery to Fort Fisher. Leaving the hospital, I fell in with three or four more of my men, and falling in with one of our commanding officers, I was ordered to take my men and go down to army headquarters, which I did, and there found Mr. De Grosse, who told me of our loss and informed me that he had sent all our wounded men off to the shipping, who were Andrew Robinson, William Sullivan, Otto Nemetz, and Thomas Williams.

At the conclusion, sir, I cannot help speaking of Acting Ensign De Grosse, who did all in his power to rally the men and urge them on. If he had been placed at the head, I presume that nothing but a bullet would have stopped him, short of the parapets of the fort. And also mention with the before-mentioned names, Thomas H. Goldey, (landsman,) William Wilson, (captain of fore,) and Anthony Barnes, (landsman.)

I am sorry to say that we lost four men by the explosion which took place shortly after daylight, viz.: Hubert Peters, master-at-arms ; James Kelly, seaman ; William Jones, seaman ; and John Welsh, ordinary seaman.

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

GEORGE H. WOOD, *Acting Ensign.*

Lieut. Com. Edw. E. Potter,
Commanding United States Steamer Chippewa.

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Despatch of Rear-Admiral D. D. Porter, commending officers, &c.

NORTH ATLANTIC SQUADRON,
U. S. Flag-Ship Malvern, Cape Fear River, January 28, 1865.

SIR: After such an engagement and success as this fleet has met with, I think it due to the officers engaged to mention those particularly who, in my opinion, deserve the commendation of the department or merit promotion. I did not think it well to mention these matters in my late official despatch, as such reports seldom or ever give satisfaction to officers or their friends, and give rise more often to heart-burnings and jealousies, which it s desirable to avoid on an occasion like this. It is no easy matter for a commander-in-chief to do full justice to all concerned, but I will endeavor to do so to the best of my ability, without partiality to any one beyond what I must naturally feel towards those who have given me their warmest support on this occasion. I trust I need not remind the department that our success here has, in material and facts, been greater than on any other occasion during this war. I trust that some promotions will grow out of this, if only to show the officers that there is reward in store for those who do the fighting. First and foremost on the list of commodores is Commodore H. K. Thatcher. Full of honest zeal and patriotism, his vessel was always ready for action, and when he did go into it his ship was handled with admirable skill; no vessel in the squadron was so much cut up as the Colorado; for some reason the rebels selected her for a target. I believe Commodore Thatcher would have fought his ship until she went to the bottom, and went into the fight with a full determination to conquer or die. There is no reward too great for this gallant officer; he has shown the kind of ability naval leaders should possess, a love of fighting and an invincible courage. Commodore Joseph Lanman, commanding the Minnesota, was selected to lead the line, his vessel being the slowest and least manageable; consequently he led into action, except on an occasion when the Colorado took his place. I was much pleased with the manner in which he handled his ship and fired throughout the action, the whole affair on his part being conducted with admirable judgment and coolness. I recommend him to the consideration of the department as one on whom they can place the utmost reliance, place him in any position. Commodore S. W. Godon, commanding the Susquehanna, is an unusually intelligent officer, and who does not need to be told a second time where to go in time of action. This is the second important affair in which he has been engaged during this war, in both of which he has acquitted himself in the most handsome manner. His ship was beautifully handled, and impressed me with her good discipline and accurate firing. To me personally he has given his warmest support, and I should fail in my duty if I did not give him the full credit he deserves. His conduct throughout this harassing affair has met my warmest approbation, and I think he is one of those who merit promotion when the government thinks proper to reward those who have borne the brunt of the battle.

Commodore Jas. F. Schenck and his vessel, the Powhatan, have came up to my expectations in every respect. This officer in battle has shown himself worthy to command so fine a ship. He performed his duty most faithfully, and I am proud not only to have had him under my command, but to see him reinstated in the position to which he has done so much credit. He deserves all I can say of him, and is worthy of promotion.

Commodore William Radford, in command of that noble ship the Ironsides, and also in command of the division of monitors, gained my warmest admiration by his conduct throughout this affair. He has shown abilities of a

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very high character, not only in fighting and manœuvring his vessel, but in taking care of his division. Ready at all times for battle, and eager to go into the fight alone, he performed admirably when his guns were brought to bear on the enemy. His vessel did more execution than any vessel in the fleet; and even when our troops were on the parapet I had so much confidence in the accuracy of his fire that he was directed to fire on the traverses in advance of our troops and clear them out. This he did most effectually, and but for this, victory might not have been ours. Having broken his rudder in a heavy gale, he rigged up a temporary one under adverse circumstances, and had his ship ready as soon as the rest. He seemed never to tire of fighting, and for three days laid within 1,000 yards of Fort Fisher without moving his anchor, and made the rebels feel that we came there to stay. Under all and every circumstance Commodore Radford has acquired an enviable reputation, and is deserving of the greatest promotion that can be given him.

Captain James Alden, commanding the Brooklyn, has been near me, and at times associated with me during this war. He had already done enough to deserve promotion before the commencement of operations before Fort Fisher; but if the matter was at any time doubtful, he has certainly earned promotion now. Always leading heretofore, or assisting with all his energies, he has been engaged in all the successful attacks on forts. His aid to me on this late occasion has been very valuable. Always intelligent and energetic, he never had to be told to get ready; he always kept ready; he anticipated, which is a quality very desirable in an officer, and without which he cannot be expected to be very useful. His vessel was always in the right place and at the right time, and when his batteries opened no frigate could do more execution. I have spoken before of the high qualities of this officer. I consider him able and worthy to fill the highest rank, and I know that the government has no one in its navy more full of energy, zeal, or intelligence in his profession. I shall feel much disappointed if Captain Alden is not promoted to a rank he has won more than once during this rebellion. I am sure the department will appreciate all I have said of this gallant officer. His record speaks for him.

Captain Melancton Smith, on the Wabash, has performed his duty well. He has also made a good record at the department, and has been actively engaged in fighting since the rebellion first broke out. His old ship has done good service here; and if he had done nothing more than assist as he has done in the capture of this place, he deserves promotion, which I hereby recommend.

I also recommend Captain Charles Steedman, commanding Ticonderoga, and Captain D. B. Ridgely, commanding Shenandoah. Though commanding smaller vessels than the others, and less effective in their fire, they did the best they could. This is the second important affair Captain Steedman has been in, and Captain Ridgely has been very energetic during the war against blockade runners. I recommend them both for promotion.

Lieutenant Commander K. R. Breese, my fleet captain, has been with me nearly all the time since the rebellion broke out. In command of a division of the mortar fleet which opened the way to New Orleans, he made his first record there. In the Mississippi with me for two years, engaged in harassing and dangerous duties, he always acquitted himself to my satisfaction. In charge of the mortars at the siege of Vicksburg, he helped to hasten the surrender of that stronghold. At Fort Fisher he led the boarders in the assault, and though we were not successful in getting into the work in the face of equal numbers, yet that assault gained the day, as is generally admitted on every side. Our troops obtained a footing without much resistance, and then nobly maintained what they had won. Lieutenant Commander

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Breese did all he could to rally his men, and made two or three unsuccessful attempts to regain the parapet; but the marines having failed in their duty to support the gallant officers and sailors who took the lead, he had to retire to a place of safety. He did not, however, leave the ground, but remained under the parapet in a rifle-pit, using a musket, until night favored his escape. He is a clever, gallant officer, and I strongly recommend his immediate promotion to a commander.

I also recommend the promotion of Lieutenant Commander H. A. Adams, jr., without whose services we should have been brought to a stand-still more than once. He volunteered for anything and everything.

The following officers, who volunteered to lead their men in the assault on Fort Fisher, deserve particular notice. These officers volunteered for the service, and undertook what was considered by the regular army the forlorn hope of the assault. Nowhere in the annals of war have officers and sailors undertaken so desperate a service, and one which was deemed impossible by a former general and an engineer having a high reputation in the service. Twenty-one officers were killed and wounded in this service, and twenty officers and sixty men were kept for four hours under fire from the enemy's sharpshooters, not being able to escape until night set in. The courage of these officers deserves the highest reward. Their efforts, though unsuccessful, gained the day, as the enemy considered this the main attack and brought superior numbers from a superior position to bear on it. The names of some of these officers will be found on record on the files of the department, among which those of Lieutenant Commander T. O. Selfridge and Lieutenant Geo. M. Bache will be found most conspicuous. I recommend that Lieutenant Commander James A. Parker, Lieutenant Commander T. O. Selfridge, Lieutenant Commander C. H. Cushman, Lieutenant R. H. Lamson, and Lieutenant Geo. M. Bache, be promoted. The three latter were severely wounded. Though the marines did not do their duty, Captain L. L. Dawson, Captain George Butler, and Second Lieutenants William Wallace, Charles F. Williams, and Louis E. Fagan were found in the front and fought gallantly. I recommend them to the favorable notice of the department.

To Captain O. H. Glisson, commanding Santiago de Cuba, I am particularly indebted for his zeal in covering the troops, landing guns, and taking his division into action, and to Captain B. F. Sands, commanding the Fort Jackson, for performing the different duties he was called on to perform. I recommend them both for promotion.

I refer to Captain Glisson's report in relation to the commanding officers in his division.

I also recommend to the department Lieutenant Commander T. S. Phelps, in command of the Juniata.

Lieutenant Commander J. H. Upshur, in the A. D. Vance, had charge of the reserves, and was employed night and day in landing army stores and guns, and covering the troops from the rebels outside of our lines. His guns did good execution, and though his duties prevented him from participating in the attack on the forts, I cannot withhold his name, and recommend him for advancement.

I recommend that Commander E G. Parrott, commanding the Monadnock, Commander E. R. Colhoun, commanding the Saugus, Lieutenant Commander A. W. Weaver, commanding the Mahopac, and Lieutenant Commander Geo. E. Belknap, be promoted. These officers have given a world-renowned name to the monitors, and have shown what they were capable of performing when properly placed and managed. They had the hardest part of the work, and there is no end to their energy, bravery, and untiring zeal.

I can draw no distinction between the following officers, whom I recommend for promotion. They were under fire most all the time, and at close quarters, and cooly performed what was required of them:

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Lieutenant Commander W. T. Truxtun, commanding the Tacony; Lieutenant Commander P. G. Watmough, commanding the Kansas; Lieutenant Commander F. M. Ramsay, commanding the Unadilla; Lieutenant Commander D. L. Braine, commanding the Pequot; Lieutenant Commander Ralph Chandler, commanding the Maumee; Lieutenant Commander M. Sicard, commanding the Seneca; Commander J. H. Spotts, commanding the Pawtuxet; Lieutenant Commander W. G. Temple, commanding the Pontoosuc; Lieutenant Commander T. C. Harris, commanding the Yantic; Commander J. C. Howell, commanding the Nereus; Commander D. Ammen, commanding the Mohican; Commander J. C. Beaumont, commanding the Mackinaw; Commander J. M. B. Clitz, commanding the Osceola; Lieutenant Commander J L. Davis, commanding the Sassacus; Lieutenant Commander E. E. Potter, commanding the Chippewa; Lieutenant W. B. Cushing, commanding the Monticello; Commander S. D. Trenchard, commanding the Rhode Island; Acting Volunteer Lieutenant A. R. Langthorne, commanding the Alabama; Acting Volunteer Lieutenant T. C. Dunn, commanding the Montgomery. I also recommend for promotion Acting Master S. P. Crafts, commanding the Little Ada; Acting Master J. H. Porter, commanding the Nansemond; Acting Master E. Keyser, commanding the Eolus, for gallant conduct throughout the action; also Acting Volunteer John McDiarmid, commanding the Governor Buckingham. I must refer you to the reports of different commanders for recommendations of those under their command, as it would be impossible for me to know anything in relation to them. When it is remembered that the surrender of the defences of Cape Fear river is one of the most, if not the most, important event of the war, in which the largest stronghold of the enemy was captured under adverse circumstances, the justice of promotion will be seen. Its importance will be soon felt in the fall of Richmond, to which it is as necessary now as the main artery is to the human system. I trust the department will be liberal in its promotions. This is almost a naval affair entirely, for the idea originated in the Navy Department, and until the reputation of the army became in danger of being reflected upon we met from that branch of the service little or no encouragement. Few promotions have taken place during this war, and it would be gratifying to the friends of all concerned to see the advancement of those who have worked so patiently for three years, and have made so handsome a "denouement." I have heard a matter freely discussed among the officers, to which I beg leave to draw the attention of the department. A distribution of medals to officers would be a most popular thing. This is so common a thing among modern nations, and so universally accepted as a reward for eminent services among officers and men, that I recommend its adoption in our naval service. Any one who has seen the pride with which sailors wear the medals bestowed upon them for gallant conduct can readily imagine how grateful it would be to officers. Trifling as such a mere bauble may be in intrinsic value, yet the history of war tells how valuable they are as inducements to perform gallant deeds. I trust the department will not think me presuming in recommending what no doubt they already intend to adopt.

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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Complimentary letter of Rear-Admiral Porter in regard to General Terry.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Smithville, N. C., January 20, 1865.

SIR: I have been so much pleased with General Terry, and the manner in which he has conducted his part of the operations here, that I deem it worthy of a special despatch to express what I feel.

General Terry is, no doubt, well known to his associates in the field, who have served with him, and to the lieutenant general who selected him for the service, but the American people should know and feel the very great service he has rendered them by his most admirable assault on these tremendous works. Young, brave, and unassuming, he bears his success with the modesty of a true soldier, and is willing to give credit to those who shared with him the perils of the assault. No one could form the slightest conception of these works, their magnitude, strength, and extent, who had not seen them, and General Whiting (the founder) must have had an abiding faith in the durability of the confederacy when he expended so many years' labor on them.

The result of the fall of Fort Fisher was the fall of all the surrounding works in and near this place—Fort Caswell, a large work at the West inlet, mounting twenty-nine guns, all the works on Smith's island, the works between Caswell and Smithville up to battery on Reeves's Point, on west side of the river—in all one hundred and sixty-nine guns falling into our hands; two steamers were burnt or blown up, and there never was so clean a scoop made anywhere.

A timid man would have hesitated to attack these works by assault, no matter what assistance he may have had from other quarters, but General Terry never for an instant hesitated; and though I feel somewhat flattered at the confidence he reposed in my judgment, I am quite ready to believe that he acted on his own ideas of what was proper to be done in the matter, and was perfectly qualified to judge without the advice of any one.

Throughout this affair his conduct has been marked by the greatest desire to be successful, not for the sake of personal considerations, but for the cause in which we are all alike engaged.

I don't know that I ever met an officer who so completely gained my esteem and admiration.

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.

Additional report of Fleet Captain K. R. Breese.

FLAG-SHIP MALVERN, CAPE FEAR RIVER,
January 28, 1865.

ADMIRAL: In my report of the assault of Fort Fisher I did not mention the fact of Lieutenant Commander Cushman being wounded, as he made so light of the affair, and did not wish to be included among those mentioned as such. Since I have learned that Lieutenant Commander Cushman's wound was more severe than I had even thought, and I think it but right that I should mention that though in this condition, and very much fatigued from his efforts of the day, being relieved by darkness from the fire of the fort, he

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collected together the men of his column and posted them in the lines occupied by us that night, requiring a great exertion and constant movement until two a. m. the following morning.

I also would wish to bring to your notice the conduct of a young lad of the Wabash named Myers, who three several times left a good protection from the fire of the enemy and went to the assistance of wounded men, and under fire carried them to the friendly shelter of his hole in the sand, and this within a hundred yards of Fort Fisher. I had hoped to obtain the name of a very brave and gallant officer of the Vanderbilt who led their assaulting party, but have been unable to do so. This officer was conspicuous for his gallantry, and most richly deserves special mention.

I would also wish to say that Acting Lieutenant Commander Danels, of the Vanderbilt, suffering from ill health and unable to keep up with the assaulting party, rendered much valuable assistance in rallying the men and in caring for the wounded. I regret that my personal acquaintance with the many brave officers and men around me on that day was so slight that I could not even recognize to what ships they belonged, except in the instances named, and that, necessarily, I have failed to mention particularly some who, I saw, behaved splendidly, and have trusted to the commanding officers of columns to name others. I wish also to bear witness to the handsome manner in which Lieutenant Fagan, of the marine corps, did his duty with his sharpshooters, and to the gallantry he exhibited in advancing his men so close to the enemy's works. An additional regret I feel in the loss of Flag-Lieutenant Preston, who could so much better have done justice, that it devolves upon me to mention how well the officers and men behaved engaged in digging rifle-pits, and of the bravery evinced by many of them in advancing under a perfectly exposed fire to within 300 yards of the fort, and digging their pits under the fire. A number were killed and wounded in the undertaking. Although these men had been hard at work all day, and were told by Lieutenant Preston that they were not expected to join in the assault, I know of scarcely any who had arms that did not join it.

Very respectfully, your obedient servant,

K. R. BREESE, *Fleet Captain.*

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

Despatch of Rear-Admiral D. D. Porter, transmitting report of Fleet Captain K. R. Breese, in regard to the deaths of Lieutenants Porter and Preston.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 1, 1865.

SIR: I enclose a communication from my fleet captain, Lieutenant Commander K. R. Breese, in relation to the lamented Lieutenants Preston and Porter, who fell together before the walls of Fort Fisher, and while trying to plant the Union colors on the enemy's ramparts. No eulogy passed upon these two gallant men could do them full justice. To me they had both endeared themselves by their noble qualities, and in their deaths I feel as if I had lost two members of my own family. Their names and gallant deeds will long be remembered by their associates in arms, and the memory of their heroic gallantry will inspire future heroes to emulate their conduct. The officers of the squadron propose to erect a monument at Annapolis to the memory of the gallant dead, but their memories will live in history long after the stone that records their deeds has crumbled into dust. I must not

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omit to pay a just tribute to the memory of the noble Assistant Surgeon William Longshaw, who was shot dead near the enemy's works while engaged in an act of mercy, binding up the wounds of a sailor; and of the gallant Acting Assistant Surgeon John Blackmer, who fell and died in the same way. Nor must I omit the name of Acting Ensign Robert Wiley, who died fighting manfully and endeavoring to reach the enemy's parapets. They all died like heroes, and the nation is as much bound to mourn their loss as those who have held higher positions.

They are all regretted deeply here, and their names will be forever associated with one of the most gallant attacks ever made on a powerful fortress.

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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Report of Fleet Captain K. R. Breese.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Fort Fisher, January 18, 1865.

ADMIRAL: In my report of the assault on Fort Fisher I have scarcely mentioned the names and services of Lieutenant S. W. Preston, your flag-lieutenant, and Lieutenant B. H. Porter, your flag-captain, thinking that by a little delay I might the more do justice, yet I seem to feel that impossible in me. Preston, after accomplishing most splendidly the work assigned him by you, which was both dangerous and laborious, under constant fire, came to me, as my aid, for orders, showing no flagging of spirit or body, and returning from the rear, whither he had been sent, fell among the foremost at the front, as he had lived the thorough embodiment of a United States naval officer. Porter, conspicuous by his figure and uniform, as well as by his great gallantry, claimed the right to lead the headmost column with the Malvern's men he had taken with him, carrying your flag, and fell at its very head. Two more noble spirits the world never saw, nor had the navy ever two more intrepid men. Young, talented, and handsome, the bravest of the brave, pure in their lives, surely their names deserve something more than a a passing mention, and are worthy to be handed down to posterity with the greatest and best of naval heroes.

Were you not so well acquainted with their characters I should deem it my duty to speak of their high merits; but, as chief of your staff, to which they belonged, I must speak of their wonderful singleness of purpose to do their whole duty; always most cheerful and willing, desirous of undertaking anything which might redound to the credit of the service; giving me at all times the most ready assistance in my duties; combining with their intelligence a ready perception as to the best mode of accomplishing their orders, the country has lost two such servants as could illy be spared, and your staff its brightest ornaments.

Very respectfully, your obedient servant,

K. R. BREESE,
Fleet Captain, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Com'dg North Atlantic Squadron.

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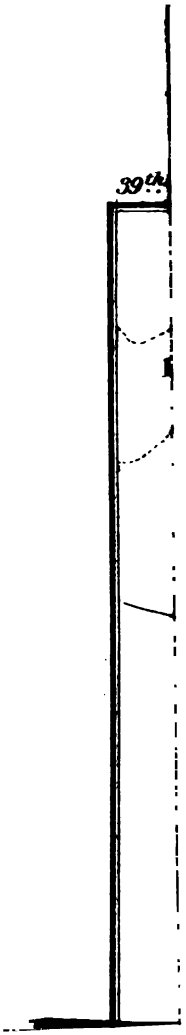

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-patch of Rear-Admiral D. D Porter transmitting plan of attack on Fort Fisher and plans of Forts Fisher and Caswell.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 14, 1865.

SIR: I send by Mr. Bradford, of the Coast Survey, who goes to Washing-
n, the plan of the attack on Fort Fisher, and also the plans of Forts Fisher
d Caswell.

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

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

PERATIONS NEAR WILMINGTON SUBSEQUENT TO THE CAPTURE OF FORT FISHER, &c.

RRENDER OF SMITHVILLE, N. C.—ABANDONMENT OF FORT CASWELL.—CAPTURE OF THE STAG AND CHARLOTTE.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Smithville, N. C., January 20, 1865.

SIR: In my last I informed you that Fort Caswell had been blown up and
acuated in consequence of the fall of Fort Fisher. I sent Lieutenant W.
Cushing around in the Monticello to the western bar, to ascertain what
d taken place, and to obtain aid from the officers in command of the Nyack
d Vicksburg, and take advantage of the occasion. Lieutenant Cushing did
t obtain the aid he required—for what reason I have not yet learned; but,
ith his usual energy, he pushed on in his boats, found that Fort Caswell
d been blown up, Bald Head fort destroyed, Fort Shaw also, and that Fort
mpbell, to the westward of Caswell, had been abandoned. All these forts
ount 9 and 10-inch guns and Armstrong 150-pounders.

Lieutenant Cushing then pushed on to Smithville, after hoisting the flag
the Union over Caswell. The next thing I saw was the flag waving over
nithville, which the rebels had left in a great hurry after they saw our
ats approaching, leaving everything in the heavy and beautiful fort un-
jured, and two IX-inch guns only spiked in the fort at Deep Water Point.

In the mean time I had succeeded in getting one gunboat (the Tacony)
er the rip, (or interior bar,) and sent her up to Reeve's Point to disable the
ns at that place, about three miles (on the west side of the river) above
rt Fisher. Thus in twenty-four hours after the fall of Fort Fisher and its
tworks all the formidable chain of forts in this river, (at the entrance,)
ilt to keep out anything we had, have fallen into our hands. They are
arrisoned for the present with sailors until we have more troops, and I
lvise that they be held and kept in order.

I can scarcely give a description of these works. They are certainly the
ost formidable and best built earthworks I ever saw, and do credit to the
gineer who planned them.

One would suppose the whole southern confederacy had been at work
rowing up mud and sand; and General Whiting, the engineer, certainly
ad an abiding faith in the durability of the confederacy, as he shows his

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opinion by his works, which have been four years building, and were taken in as many days.

Fort Caswell is in the same shape it was before it fell into rebel hands, only the confederates have covered the masonry with thick earth on the outside, and made it almost impervious to shot and shell. It is in many respects stronger than Fisher, and harder to take by assault. Still it could be taken, and the rebels knew it. Three or four gunboats on the inside would soon have starved them out.

I have had a great deal of difficulty in getting the gunboats over the bar and the rips, and only succeeded this morning in getting the last one through.

I don't know that there is a great deal more for us to do; the port is sealed up. I shall, however, move up to Wilmington, taking up the torpedoes first, of which there are a great many. So far, we don't have much difficulty in finding them. They mostly fire by electricity. They are very large, containing over a barrel and a half of powder.

The rebels left plenty of good stores and provisions, and our men are now subsisting on that.

I send you a list of the forts that have fallen into our hands since Fort Fisher fell, with the number and calibre of their guns.

We have found in each fort an Armstrong gun, with the "broad arrow" on it, and Sir William Armstrong's name marked in full on the trunnion.

As the British government claims the exclusive right to use these guns, it would be interesting to know how they have come into a fort held by the southern rebels.

I find that immense quantities of provisions, stores, and clothing have come through this port into rebeldom. I am almost afraid to mention the amount, but enough to supply over 60,000 men. It is all English, and they have received the last cargo; no more will ever come this way.

We picked up a telegram from General Lee to his subordinate here, saying that if Forts Fisher and Caswell were not held he would have to evacuate Richmond. He says most truly; and I would not be at all surprised if he left it at any moment.

I have sent the three monitors, Monadnock, Mahopac, and Canonicus, to Admiral Dahlgren; also the wooden vessels Tuscarora, Shenandoah, Mohican, Ticonderoga, Juniata and Keystone State, keeping here only what was indispensable to secure every point. The army force is very small for all this work, and it will not do to separate it at this moment. It is as much as it will be able to do to hold what we have taken.

We have plenty of force to hold this place against the whole southern confederacy. I have two hundred and fifty guns bearing on the narrow strip of land where our troops are heavily intrenched. There are vessels in the river and outside, and we only hope they will attempt to retake it. Ten thousand men in Fort Fisher, with the guns of the squadron, would hold this place a long time.

We find this a better place to catch blockade-runners than outside. I had the blockade-runners' lights lit last night, and was obliging enough to answer their signals—whether right or wrong we don't know. Two of them, the Stag and Charlotte, from Bermuda, loaded with arms, blankets, shoes, &c., came in and quietly anchored near the Malvern, and were taken possession of.

The Stag was commanded by Richard H. Gayle, a lieutenant in the rebel navy, and belongs to the rebel government. A number more are expected, and we will, I hope, catch a portion of them.

I intrusted this duty to Lieutenant Cushing, who performed it with his usual good luck and intelligence. These two are very fast vessels and valuable prizes.

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down boats, crews and officers, nightly, to tend the range lights on the beach, and attempt to decoy in blockade runners. On the second night we

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They threw a portion of their papers overboard immediately on finding they were trapped.

I enclose a list of guns captured by the navy since the surrender of Fort Fisher, and the names of the different works. This number, added to those taken around Fisher, makes 168 guns in all (most of them heavy ones) that have been taken.

I enclose a few papers that may be interesting.

The Charlotte brings five English passengers—one of them an English army officer. They all came over (as they expressed it) "on a lark," and were making themselves quite jolly in the cabin over their champagne, having felicitated themselves on their safe arrival. The Stag received three shots in her as she ran by our blockaders outside.

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

DAVID D. PORTER, *Rear-Admiral.*

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

List of forts taken possession of by the navy since the fall of Fort Fisher, with their armaments.

Reeves's Point, three 10-inch guns; Smithville, four 10-inch guns; above Smithville, two 10-inch guns; Fort Caswell, ten 10-inch, two 9-inch, one Armstrong, four 32's, rifled, two 32's, smooth, three 8-inch, one Parrott 20-pounder, three rifled field-pieces, three guns buried—29 guns; Forts Campbell and Shaw, six 10-inch, six 32's, smooth, one 32, rifled, one 8-inch, six field-pieces, two mortars—22 guns; Smith's island, three 10-inch, six 32's, smooth, two 32's, rifled, four field-pieces, two mortars—17 guns; reported at the other end of Smith's island, 6 guns. Total captured, 83 guns.

Report of Lieutenant Wm. B. Cushing.

UNITED STATES STEAMER MONTICELLO,
Off Fort Caswell, N. C., January 31, 1865.

SIR: In obedience to your order of the 17th instant, I proceeded to the western bar to ascertain the state of affairs in that quarter. On the morning of the 18th I pulled in to Fort Caswell to demand its surrender, and finding it abandoned, hoisted a flag there, as well as on the other forts at the mouth of the harbor. I then proceeded with four men to the town of Smithville, and received its surrender from the mayor, mounted rebels leaving the town at the same time. I hoisted our flag on the battery at that point, which, with the barracks and public property, was uninjured. Captured several hundred stand of rebel muskets, with some of which I armed my men, at the same time sending one sailor and four negroes in a boat for re-enforcements. We held the town with three men until their arrival. The inhabitants mostly remained at their homes, and by their behavior impressed me with the idea that they had been rebels, but were beaten back into loyalty. We also captured a considerable quantity of commissary stores. the next day vessels came down from above, and one hundred and fifty sailors were sent on shore to garrison the town, of which I retained command until relieved by the army, one week after. In the mean time I sent down boats, crews and officers, nightly, to tend the range lights on the beach, and attempt to decoy in blockade runners. On the second night we

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were rewarded by the arrival of two steamers, the "Stag" and "Charlotte," that came over the bar and stopped off the wharf, signalling to Fort Caswell. Not receiving the expected answers from the fort, they were about to turn back, when they were hailed by Acting Ensign Huntington, of the Monticello, who told them the signal corps had been withdrawn, and it was all right—to go on up to Smithville. Following this advice, they fell into our hands.

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

W. B. CUSHING,
Lieutenant Commanding U. S. Steamer Monticello.

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron, Flag-Ship Malvern.

P. S.—I omitted to mention the capture of forty-four sick and wounded rebel soldiers, with the rebel surgeon and nurses in charge.

W. B. CUSHING.

Operations on Little River, North Carolina.

UNITED STATES STEAMER 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 eight miles up with four boats and fifty men, landed in the small town of All Saint's Parish, or 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 fifteen thousand dollars' worth of cotton. I also captured two flats at the mouth of the harbor containing cotton, (23 bales,) which had, some time 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 5th I sent two boat's crews ashore in Charlotte inlet, under command of Acting Master Charles A. Pettit. He surprised and routed the rebel force detailed to collect provisions in that county, capturing six soldiers, with their arms and equipments, and destroyed the stores that had been gathered for the enemy at Fort Anderson. The soldiers lately stationed there (at Charlotte) had been withdrawn to assist in the defence of Wilmington. A hundred rebels are still at Lockwood's Folly. The roads are full of deserters.

Very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron.

Respectfully forwarded for the information of the department.

DAVID D. PORTER, *Rear-Admiral.*

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CAPTURE OF FORT ANDERSON.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 19, 1865.

SIR: I have the honor to report the surrender or evacution of Fort Anderson. General Schofield 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 the Mackinaw, Huron, Sassacus, Pontoosuc, Maratanza, Lenapee, Unadilla, Pawtuxet, Osceola, 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 three o'clock, though we kept up a fire until dark; we also fired through the night. In the mean time General Schofield was working around 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 three killed and four wounded.

I am, sir, respectfully,

DAVID D. PORTER, *Rear-Admiral.*

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

Report of Lieutenant Commander D. L. Braine.

UNITED STATES STEAMER PEQUOT,
Cape Fear River, N. C., February 19, 1865.

SIR: I have to report that, in obedience to signal this afternoon, I got under way 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 five of the crew, as follows: Wm. Brian, quartermaster, mortally—has died of his wounds; Jeremiah Lyon, quartermaster, seriously—amputation of left arm; Carl Poelstrom, ordinary seaman, seriously—amputation of foot necessary; Thomas Donelly, landsman, slightly; Edrick Hayne, first-class boy, slightly.

The following is the list of ammunition expended: 19 charges, 150-pounder rifle, 16 pounds; 19 percussion shell, 150-pounder rifle; 16 charges 30-pounder rifle, 3¼ pounds; 16 percussion shell, 30-pounder rifle.

Very respectfully, your obedient servant,

D. L. BRAINE, *Lieut. Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron.

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List of casualties.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 20, 1865.

SIR: I have the honor to enclose herewith, report of casualties in the action of the 18th against Fort Anderson, on this river.

The following is a correct list:

Killed.—William Wilson, first captain of forecastle, United States steamer Chippewa; Wm. Brian, quartermaster, United States steamer Pequot.

Wounded.—J. Loyn, quartermaster, seriously, United States steamer Pequot; C. Poelstrom, ordinary seaman, seriously, United States steamer Pequot; Thos. Donelly, landsman, slightly, United States steamer Pequot; E. Hayne, first-class boy, slightly, United States steamer Pequot; David Lund, ordinary seaman, seriously, United States steamer Chippewa.

I am, sir, respectfully,

DAVID D. PORTER, *Rear-Admiral.*

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

CAPTURE OF REBEL OFFICERS AND SEAMEN.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 20, 1865.

SIR: I have the honor to enclose herewith report of Lieutenant Commander D. L. Braine in relation to the capture of the following persons, all belonging to the so-called confederate navy: O. L. Jenkins, W. R. Howell, acting master's mates; John T. Henry, William Wilson, and C. Waters, seamen; James Easters, carpenter's mate.

I will send these prisoners to Hampton roads by the Newbern, to await instructions from the department as to what disposition shall be made of them.

I am, sir, very respectfully,

DAVID D. PORTER, *Rear-Admiral.*

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

Report of Lieutenant Commander D. L Braine.

UNITED STATES STEAMER PEQUOT,
Cape Fear River, N. C., 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 two officers and four men, as follows: O. L. Jenkins, acting master's mate; W. R. Howell, acting master's mate; John F. Henry, William Wilson, C. Waters, seamen, and James Easters, carpenter's mate, all of Confederate States navy.

Very respectfully, your obedient servant,

D. L. BRAINE, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron.

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EXPLOSION OF TORPEDO.—CASUALTIES ON THE SHAWMUT.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP 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 United States steamer Shawmut last night, the following casualties occurred: James Cobb, killed; James Hayes, seaman, drowned; Acting Ensign W. B. Trufant, severely wounded; Martin Wall, seaman, slightly.

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 the Navy, Washington, D. C.

CAPTURE OF WILMINGTON, N. C.

Telegram of Rear-Admiral D. D. Porter.

U. S. FLAG-SHIP MALVERN, CAPE FEAR RIVER,
February 22, *via Fort Monroe*, 9 *a. m. February* 24, 1865.

I have the honor to inform you that Wilmington is in possession of our troops.

DAVID D. PORTER, *Rear-Admiral.*

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

Report of Rear-Amdiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP 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-Easter. 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; the torpedoes were sunk without musketry. One got in the wheel of the Osceola and blew her wheel-house to pieces and knocked down her bulkheads in board, 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

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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.

OPENING OF COMMUNICATION WITH GENERAL SHERMAN.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
City Point, Virginia, March 29, 1865.

SIR: I beg leave to call your attention to the report of Acting Master H. Walton Grinnell, of the Nyack.

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,
Commanding N. A. Squadron.

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

Report of Lieutenant Commander Geo. W. Young.

UNITED STATES STEAMER 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 northwest branch of the 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 Eolus, 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 Schofield, he mentioned that he was anxious to open communication with Major General Sherman. Acting Master H. 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.

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On the morning of the 11th instant Major General Terry in an interview stated that he was about starting an expedition up the Northwest 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 Eolus, and with one boat's crew from each of the vessels (Maratanza, Lenapee, and Nyack) I followed the army tug, but owing to the circuitous nature of the river the Eolus 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 preparations for crossing. I called upon General Sherman, tendering my services, and he requested that I would leave the Eolus 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 draught of 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,
Lieut. Commander U. S. N., and Senior Officer off Wilmington.

Rear-Admiral D. D. PORTER, U. S. N.,
Commanding N. A. Squadron, Flag-Ship Malvern.

Report of Lieutenant Commander L. H. Newman.

UNITED STATES STEAMER 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 smokestacks 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, your obedient servant,

L. H. NEWMAN, *Lieutenant Commander.*

Lieut. Commander GEORGE W. YOUNG,
Senior Officer present, Com'dg U. S. Steamer Maratanza.

Report of Acting Master H. W. Grinnell.

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 despatch intrusted to me by Major General Schofield at Wilmington, North Carolina, on the 4th instant.

I left the Nyack on the evening of the 4th in a small dug-out, with a party consisting of Acting Ensign H. B. Colby, Thomas Gillespie, seaman, and

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Joseph Williams, ship's painter, armed with Sharpe's rifles and revolvers, and taking two days' rations. After proceeding up the river about twelve 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. I left my boat on the morning of the 5th instant, and struck for the Wilmington and Whitehall 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 Whitesville, advancing with caution, and moving only by night. After much tedious and difficult marching through the swamps, I reached a point near Whitesville on the morning of the 9th instant. The town was held by the enemy in strong force, and finding travelling on foot consumed too much time, I determined to impress horses, and by a bold dash break through the pickets on the Lumbertown road. With this purpose in view, I left my bivouac in the swamps, and succeeded in passing unobserved until I reached the cross-road to Whitehall, 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 five miles I paroled them, leaving them apparently much satisfied at their release. They were members of company A, 51st 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 Lumbertown 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 creek, 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 twenty miles from this place. The several roads being blocked up by wagons, artillery, &c., 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 despatch, 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 cannot speak too highly of the conduct of Acting Ensign Colby, also of the two men, Thomas Gillespie and Jos. Williams, who were ever ready to encounter any danger or hardship 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, Com'dg Expedition.

Lieut. Commander GEORGE W. YOUNG,
Senior Officer off Wilmington, N. C.

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Destruction of rebel floating battery in Roanoke river, N. C.

UNITED STATES STEAMER MATTABESETT,
Dist. Sounds, N. Atlantic Squadron, Plymouth, April 12, 1865.

ADMIRAL: I got news yesterday to the effect that the rebels had sent a floating battery down the Roanoke, and that it was then just above this place. I immediately started from Winton in the Wilderness, and arrived here last night, when I found that Commander Febiger had sent a party up under Lieutenant Franklin, of the Iosco, which party had found the battery sunk near Jamesville, by one of their own torpedoes, (the reports had been heard by the picket boat.) Lieutenant Franklin set fire to all of her that was above water, (about two feet,) and it is supposed she is pretty thoroughly destroyed.

Very respectfully, your obedient servant,
W. H. MACOMB, *Commander, Commanding.*

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

Forwarded for the information of the department by Rear-Admiral David D. Porter.

Abandonment of Fort Strong, N. C., &c.

NORTH ATLANTIC SQUADRON, U. S FLAG-SHIP 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 re-enforced the squadron 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.

* * * * * * * *

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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List of guns found in the forts evacuated by the rebels on Cape Fear river.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 27, 1865.

SIR: Enclosed I send a list of the guns found in the forts evacuted by the rebels as the army and navy moved upon 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 two hundred and twelve; 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 the Navy, Washington, D. C.

Defences of Cape Fear river—(Fort Anderson:) 3 rifled 32's, 6 smooth-bore 32's, 3 smooth-bore 24's.

Barrier on Fort Strong: 1 rifled 32, banded, 1 rifled 32, 1 smooth-bore 32, 1 9-inch gun, 1 7-inch gun.

No. 2, (above barrier,) Fort Lee: 2 24-pounders, 1 30-pounder Parrott, 1 9-inch gun, 1 42-pounder, 1 32, smooth-bore.

No. 3, (above No. 2:) 3 6-inch rifles, 1 9-inch gun.

Opinion of Rear-Admiral D. D. Porter on Monitors.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Fort Fisher, N. C., January 15, 1865.

SIR: My late experience with the monitor class of vessels under the fire at sea, and in riding out heavy gales, justifies me in making a special report in the matter. I feel the importance of the government's receiving accurate information in relation to a class of vessels about which there has been a difference of opinion, and of which we are building quite a number.

My experience has been with the Monadnock, Saugus, Mahopac, and Canonicus, all vessels of some difference of construction, and built, I believe, by different contractors.

Before leaving Hampton roads, and while waiting for the army to provide troops for the land part of this expedition, I sent the monitors Canonicus, Mahopac, and Saugus up the James river, to try what they could do with the rebel batteries at Howlet's and above that point. At Howlett's the enemy had a heavy gun mounted, (a two-hundred-pounder Brooke's rifle,) which was frequently fired at the monitors, but seldom hitting them. One of their shells or shot, however, struck the Saugus fair on the turret, and knocked out or loosened forty of the bolts. This was owing to the bolts being driven from inside to out, instead of from outside to in. The turret was not materially injured, and was repaired again in about two weeks, and I have been using the Saugus here against these works, where she has done effective service.

The Canonicus, Mahopac, and Monadnock left Hampton roads on the 13th ultimo, the former two in tow of steamers—the Monadnock going under steam with a steamer in company. The weather was quite rough, and at times the sea would go over the turrets and down the funnels; but I passed them while at sea, and they were making excellent weather of it. On ask-

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ing their commander afterwards how they got along, the answer was: "O quite well, sir; only a little damp."

On arriving at Beaufort, North Carolina, I filled them up with coal and ammunition. I found a defect in a pump on board the Canonicus, (a "centrifugal pump" they called it,) which did not fetch the water until there was a foot or more in the vessel. This was a serious defect, and one for which the constructors were very culpable. The Mahopac's decks leaked considerably, and made the officers and crew very uncomfortable.

The monitors started from Beaufort on the 18th ultimo, the Canonicus and Mahopac being towed, the Monadnock declining such assistance. Indeed she did not require it, outrunning the largest vessels easily, and keeping ahead of all except the very fastest.

On the 21st ultimo it came on to blow hard from the southwest, and a very heavy sea commenced rolling in. The vessels were all anchored in thirteen fathoms water, with a long scope of chain out. Most of the large vessels dragged during the gale. The Tuscarora and Juniata put to sea, (I think unnecessarily,) while the monitors rode it out beautifully. I was anchored quite near them, and witnessed their performance. I at first thought I had been imprudent, and had unnecessarily risked the lives of officers and men, but I went to sleep the first night of the gale quite easy in my mind in regard to the monitors.

I saw that they were making the best weather, and riding easier than any of the other vessels in the fleet. All the transports cut and ran, though I think that was quite unnecessary. After the gale I inquired of the commanders of the monitors how they passed through the ordeal, and they seem to think they got along very well. The smaller monitors, Mahopac and Canonicus, at times almost disappeared from view, and the commander of the former vessel complained of discomfort, owing to the decks leaking, but the vessels were in no danger at any time. As to the Monadnock, she could ride out a gale at anchor in the Atlantic ocean. She is certainly a most perfect success so far as the hull and machinery are concerned, and is only defective in some minor details, which in the building of these vessels require the superintendence of a thorough seaman and a practical and ingenious man.

The Monadnock is capable of crossing the ocean alone, (when her compasses are once adjusted properly,) and could destroy any vessel in the French or British navy, lay their towns under contribution, and return again (provided she could pick up coal) *without fear of being followed.* She could certainly clear any harbor on our coast of blockaders, in case we were at war with a foreign power. As strong and thick as the sides of this vessel are, one heavy shot from Fort Fisher indented the iron on her side armor, without, however, doing any material damage. These vessels have laid five days under a fire from Fort Fisher, anchored less than eight hundred yards off, and though fired at a great deal, they were seldom hit, and received no injury, except to boats and light matter about decks, which were pretty well cut to pieces. Compared with the Ironsides their fire is very slow, and not at all calculated to silence heavy batteries, which requires a rapid and continuous fire to drive men from the guns; but they are famous coadjutors in a fight, and put in the heavy blows which tell on casemates and bomb-proofs.

The smaller class of monitors, as at present constructed, will always require the aid of a steamer to tow them and take care of them. In smooth weather they ought to go along by themselves, and when towed the tow-rope should never be less than two hundred fathoms in length. It strains them very much to have a short tow-line.

I do not know yet what their real durability is or would be in a continuous fire against their turrets. Solid 11-inch or 200-pounder rifles are apt

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to break something when they strike, and I should be much better satisfied myself to be behind wooden bulwarks and take what comes, than to be shut up in an iron turret, not knowing whether it is properly constructed. This, though, is the prejudice of a sailor, and should have no weight whatever.

The commanders of the monitors seem to feel quite at home and safe in them, and apprehend no more danger at sea than in any other kind of vessel. Commander Parrott, of the Monadnock, remarked he did not see any difference between her and anything else. The Saugus joined me after the first day's fight off Fort Fisher, and was towed round from Norfolk by the Nereus in very rough weather. The vessel leaked a great deal through her bows, and some uneasiness was felt for her on that account; but her sea-going qualities were spoken of as good. The difficulty was a mechanical one, and in no way detracts from the qualities of the vessel. There is no great amount of comfort on board these vessels at sea—that is conceded on all sides—but they are seldom at sea, and only exposed when making a voyage. This is the first time, I believe, that the monitors have ridden out heavy gales in an open sea, at anchor, though they have ridden out gales in Charleston roads.

I have only to remark that the principle is a good one, if the vessels are all built like the Monadnock. The fire of these vessels, continued, with the fire of such vessels as the New Ironsides and heavy frigates, is very effective, particularly against heavy-plated vessels, bomb-proofs, and stone or brick walls. I have never yet seen a vessel that came up to my ideas of what is required for offensive operations as much as the Ironsides. She combines very many good qualities. The most important is the comfort with which the people on board of her live, though she would be no match for the Monadnock in a fight, the latter having more speed.

The accuracy of fire is, I think, in favor of the Ironsides, judging from what I have seen here. The turrets get filled with smoke and do not clear as quick as the Ironsides, though that defect could be avoided by not firing both guns so near together. These impressions of mine are formed from a short experience with monitors, but I think they will be found correct, provided the monitors are properly built.

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.

SEA-COAST DEFENCES.

Opinion of Rear-Admiral David D. Porter.

FLAG-SHIP MALVERN,
Cape Fear River, N. C., February 1, 1865.

SIR: I have the honor to enclose you a communication, written at the request of Major General J. G. Barnard, on the subject of the defences of our ports. The works lately captured here have so impressed General Barnard with the vulnerability of forts, when the concentrated fire of heavy ships is brought against them, that he has requested me to give him the result of my experience. He has also requested me to make it an official communication to yourself, and to have a copy sent to him, through the Navy Department. I have complied with his request, and herewith enclose two (2) copies—one to go on file, the other for Major General J. G. Barnard, United States engineers.

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.

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FLAG-SHIP MALVERN,
Cape Fear River, N. C., February 1, 1865.

SIR: General Barnard has just visited the works lately captured here, and the impression made upon him by the new plan of defences adopted by the rebels, and the effect of naval fire on them, has been to modify the opinions that he has heretofore entertained, if not to change them altogether. He has requested me to write an official document to the department on this subject, as he considers that the experience I have had in attacking forts of various kinds has enabled me to form a pretty accurate idea of their powers of endurance against the ships of the present day, and whether or not forts can be built that will stand a bombardment such as can be brought against them by our navy, or any other navy equal or superior to it. The matter is of so much importance to this country that I unhesitatingly comply with the request of General Barnard, although it is with some diffidence I undertake to handle a subject that may bring my opinion in conflict with those of officers more able and better informed on such subjects than I am. What opinions I may give are derived from an experience of four years' fighting against forts of all kinds, from a sand-hill battery for twelve-pounders, up to the largest work that was ever built. I do not pretend to know anything about the theory or the rules which govern engineers in their different arrangements of stone, mortar, sand, and guns. I am afraid I shall startle some of their long-established convictions when I state that, in my opinion, we have no forts on our part of the continent which can stand the concentrated fire of heavy ships, monitors and ironsides combined. When the kind of ships enumerated can get within a mile of any works, and can bring to bear guns enough (say fifteen to one) to drive the artillerists from their batteries, the capture of a fort is a mere matter of time, and a short time at that, if a properly equipped military force is combined with the naval attack. The running past a battery is a very easy thing when there is a straight channel and sufficient depth of water; and there is no fort in any of the waters of the north that cannot be safely passed and (in military phrase) the "position turned," and no forts now built can keep out a large fleet unless the channel is obstructed. These are rather bold statements for a sailor to make, but I may somewhat satisfy the feelings of military engineers when I state that forts can be built that cannot only resist, but can destroy, any ships attempting to pass them, although I doubt if any work could be erected that would prevent vessels, wooden or iron, from running by, without obstructions in the channel.

So, after all, we cannot depend solely on forts to defend the approaches to harbors, and must, in the end, rely a great deal upon the iron floating steam batteries to encounter vessels that might run past our shore batteries. The result of the experience of this war goes to prove that no works of any kind yet erected can stand the fire of ships. The rebels, being thrown upon their own resources, and finding that their earliest efforts did not succeed, have adopted new plans which give evidence of great engineering skill, but which have failed in every case to prevent heavily-armored vessels from passing their batteries, and in most cases their forts have succumbed. Indeed, I know of no instance where troops and ships properly combined have attacked a land work, when the land work was not taken.

It has been the received opinion, up to a late date, that one gun on shore was equal to ten on board ship. This, no doubt, may be true, so far as regards ten guns in a vessel and one gun in a fort; but the rule gives way when a very large number of guns are brought to bear on a fort, and there is a continuous bursting of shells and shrapnell, and showers of grape and

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canister against guns "*en barbette*" or men behind traverses. It has been the custom to arrange guns "*en barbette*" in continuous rows, at twenty feet apart, in batteries of ten, fifteen, or thirty guns, as might have been supposed sufficient to protect a place. These guns were placed without intervening traverses, which is even at this moment the case with all our sea-coast fortifications. It is very plain to any one who has had any experience, and has been exhibited during this rebellion, that our sea-coast works cannot be manned and worked against fleets, since, by the close contiguity of the guns, the necessary crowding of the gunners, and the absence of all kinds of defence, the destructive effect of shells is too great to permit men to stand by their guns, which would soon be disabled (even if they had traverses) by the cool, deliberate fire of monitors and ironsides, continued with eleven-inch and one-hundred-pounder rifles in wooden vessels. Even though forts may be protected by the best of traverses, shells fired at proper elevations must take effect on the battery, since, if it misses one gun, it must strike another, and if the fire is at all enfilading, the shell may take effect on several guns at the same time. As long as a gun is disabled, it matters little how it is done. There is one source of mischief to gunners and to guns arising from the erection of sand-bag or earth traverses. In the first place, a heavy shell striking or exploding on a traverse knocks the sand into the muzzles of the guns and disables them as effectually as if they were dismounted. This happened at Fort Fisher long before the guns were dismounted by our shells. In the second place, the sand bags are thrown down on the circles and prevent the training of the guns. They are also thrown upon the gunners, wounding them seriously and burying them under the earth. I saw an instance of the kind at Fort Fisher, where a rebel was buried by a shell, with nothing but his head left above ground. A *barbette* battery must be very defective and vulnerable when the guns are placed within thirty feet of each other; the space should be at least one hundred feet, with high earthen traverses between the guns. That is, supposing we still adhere to the new system of fortifications which has been found capable of resisting ships.

There are points where forts could be built, as above mentioned, where they would be unassailable by ships, and Federal Point, where Fort Fisher stands, is one of those points. Had the engineer, Whiting, known anything of the hydrography of the outer bar, he would have placed his fort one mile inside of where he did build it. This work then would have been out of reach of any naval guns. His line would have extended from the sea inside of the bar to the river and swamp on the inside, rendering it perfectly impossible for an enemy landing there to turn either end of the fortified line. This line would have commanded completely the tortuous and shallow channel leading into Cape Fear river, and all the light-draught vessels on earth could not have entered there; neither could light-draught monitors or any kind of vessels, except in peaceful times, and with an experienced pilot.

Thus it appears that the most skilful engineers will make mistakes which the knowledge of an intelligent seaman would have corrected. It was our good fortune that the engineer, Whiting, was self-opinionated, or else knew nothing of the hydrography outside the bar, near the fort, or else he never had formed an idea of what the concentrated fire of three hundred guns would be on the face of a work protected by traverses. The confederates, however, by numerous contests with our fleets, have learned that the old system of defending forts is very defective. They began, at Hilton Head, by following the old arrangement, and were driven from their guns in a short time. They at once, on finding the system defective, went to work to scat, ter their guns in numerous small batteries instead of having them all together and at the same time increased the space between the guns not less than sixty feet, and protected them by high traverses, which also answered for

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bomb-proofs. At Fort Caswell the rebel engineers have entirely ignored the arrangements of the United States engineers, which were made at great expense, and all the improvements of modern times introduced (as it was supposed) as circumstances required.

While the rebels have been steadily advancing in the science of building forts, or remodelling those that fell into their possession, we have not progressed in a like manner, from the fact that necessity, which is the mother of invention, never arose to put the intelligence of our engineers to work. Our frowning stone works, with their guns all standing out "*en barbette*," and with others looking through small ports, and mounted in enclosed casemates, gave a feeling of security and seemed to bid defiance to the strongest foe, while in fact both these arrangements are glaring defects and a most prominent evidence of weakness in our forts. There is not a fort in the United States, that I have seen, that could not be silenced by ships, if a sufficient number were assigned to the task; and the monitors would in a very short time (unmolested by the fire which heavier ships could keep down) knock away the walls with their fifteen-inch shot, and the whole fabric would be in ruins. The fact that our forts have fifteen-inch or twenty-inch guns mounted, and could sink a monitor if they struck her, furnishes no argument in favor of the forts. On the contrary, those large guns, standing so high up and loading so slowly, are just the objects that naval gunners would delight to explode their shrapnell against; and, from my experience in naval gunnery, the third shell would kill every man at the gun. If these monster guns were placed in stone casemates, with shutters of thick iron outside, they would be very severe on ships, provided the stone wall would stand the blow of a fifteen-inch shot. To prove it it is only necessary to put a block of the best granite under a trip-hammer of ordinary size. The fifteen-inch shot is equal to trip-hammer, anvil, bellows, and forge all thrown at the same time. The rebels seem to have comprehended at once the weakness of the works at Caswell, remodelled the fort entirely, keeping the old structure as a ground to work upon, securing the brick walls, inside and out, with sand-bags and other earthworks, against heavy shot, scattering the guns, and protecting them with huge traverses, as at Fort Fisher. It would have been a most difficult place to take. I do not think ships could have had any effect upon it, as it was entirely out of the reach of our nearest shot. The monitors could not enter the channel, and had we attacked that place, as was proposed by an engineer who was totally ignorant of the hydrography, we should have failed in the naval part of the operations. It was a land or siege operation altogether. The navy would have been most effective in landing troops and covering them until they carried their approaches to within half a mile of the works. I mention Fort Caswell as showing that the rebels could have secured themselves perfectly had they planted Fort Fisher a mile further back from the eastern beach. The question now is, what is the right system to be adopted in building forts? As I have seen every kind of fort that has yet been built attacked by ships, (wooden and iron,) and in no instance did the vessels fail to capture, or aid in capturing, the forts, General Barnard has requested me to express my views, and give the result of my experience. I do so with no desire to make myself conspicuous or take a leading part in a subject which properly belongs to another branch of the service, and I only undertake to throw some light on the subject at the request of others

My first experience in fort fighting was when I was quite a boy, and while a midshipman in the Mexican navy. I belonged to a twenty-gun brig, mounting twenty-four (24) pound carronades. We attacked two Spanish brigs of war of superior force, beat them, and drove them much crippled in shore under a one (1) gun twenty-four-pounder Martello tower. This one gun opened on us, cut us up severely, and we in turn were obliged to haul

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off. Here was one gun more than a match for ten (10) guns in broadside. The gun on the Martello tower was "*en barbette*," but we had nothing but solid shot in those days, and could not have competed with the one gun if we had had twenty guns in action. My second experience was in the war between the United States and Mexico. At the siege of Vera Cruz a large battery train was landed, and quite a number of mortars, which played upon the town without seeming to affect the determination of the troops. The Mexican guns were "*en barbette*" and had no traverses; six or eight naval guns (eight-inch shell guns) were hauled up by the sailors and placed in position. Good works were constructed of sand-bags by the army engineers, and the guns in them were somewhat protected by traverses. From the time these guns opened on these town, it was very apparent that it was a mere question of a few days whether the place would surrender. The Mexicans could stand the solid shot, but were driven from their guns by the navy shells.

Had the ships gone into action at that time, which they should have done, they would have silenced the Mexican batteries in half an hour, but the old idea that two on shore were equal to seventy-four on board ship was universally accepted as true, and no one cared to go contrary to rule. I was in a small steamer at that time, the Spitfire, commanded by Captain Tatnall. After assisting with our shell guns in bombarding the town, the captain took a notion to attack the castle of San Juan de Ulloa. Quixotic as this may appear, one or two shell guns on that little steamer so disturbed the gunners in that large castle, with its numerous guns, that the steamer was struck but once, and fired over seventy (70) shells into the fort and town at a distance of less than a mile. I was then struck with the exposed condition of barbette guns, and urged Commodore Perry to attack the fort with the ships, but was not listened to. All the ships would have taken the castle in less than an hour.

My next experience with shell guns against batteries was on the Tabasco river, in the steamer Spitfire. I attempted to run past a battery of seven (7) guns pointing down the river; the guns were in embrasures. One or two shells of ours exploding over the guns, cleared out all the gunners, and, anchoring the vessel in the rear of the works, we threw in shell so rapidly, boarding it at the same time with fifty (50) men armed with cutlasses, we carried the works against a garrison of five hundred (500) men, who were driven from their unprotected guns by our shells. I made up my mind from that day that forts constructed on the present plan would never stand the fire of ships. With these early impressions upon me, I recommended in the early part of the rebellion an attack on the forts at the entrance to New Orleans, Forts Jackson and St. Philip. I consulted at that time with General Barnard, who furnished me with most correct maps and plans, and agreed with me in opinion, that the forts could be taken by ships and bomb-vessels. All the guns of these forts that were of any use were "*en barbette*." The few that were casemated were nearly on a level with the water, the fort having settled. The history of that event is well known. The mortar vessels disabled Fort Jackson so that no ship was struck from that side, and the men at the exposed guns of Fort St. Philip were driven to shelter after a few broadsides of the vessels as they passed. The best resistance opposed by the enemy was from some rams and gunboats, but they were soon demolished and the ships passed up, having received no damage that would effect their efficiency. Here were two forts, mounting nearly one hundred (100) guns, that were passed by a squadron of wooden ships with shell guns, where the enemy had strong currents on their side, and had chains to interfere with the progress of our vessels.

It was perhaps one of the most difficult po[illegible]

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amid smoke, flames, and rams, and, in my opinion, settled the problem about steamships passing forts when there was plenty of water. In this instance only a fleet of well-constructed monitors or powerful rams could have stopped the advance of our fleet. The enemy had vessels intended for that purpose, but they were too fragile to effect anything, and were all destroyed. New York at this moment is in a worse condition for defence than New Orleans was at that time, and a fleet of English vessels could enter New York harbor (despite all the forts) or any other harbor where obstructions cannot be placed in the channels.

Obstructions and torpedoes are a better defence than our present forts. Soon after the taking of New Orleans, I was ordered up to Vicksburg with the mortars to try and silence the batteries while Admiral Farragut's fleet passed by. The rebels had about thirty (30) heavy guns mounted at that time, which they had been permitted to mount without being troubled. They had all kinds of batteries, but most of the guns were "*en barbette*," with low traverses.

The mortars soon drove the gunners away, and when the ships passed up they threw in such a shower of shells and shrapnell, that no rebel could stand to his gun until the ships had passed. Here were thirty (30) guns on shore against forty (40) on board ships, and yet the ships passed up in safety, losing only a few men, and with little or no damage to the vessels. The same ships passed down again with a like result.

After this I was ordered to the Mississippi squadron, and co-operated with General Sherman in his attack on Vicksburg. Here I found that the rebels had constructed forts of a different order. The batteries were scattered in all directions, and there were never more than two (2) guns in one place. They also had sand-bag traverses.

Haines's bluff, up the Yazoo river, was a strong place, mounting seventeen (17) heavy guns and some smaller pieces. We attacked it with the gunboats to try its strength, and found it more formidable than we expected. Strong as it was, the men were driven from the guns, and could we have got a land force in the rear of the work it would have fallen.

The guns were not protected properly on the front from our fire nor in the rear. Haines's bluff finally fell on account of gunboats approaching it in front and the army coming up in the rear of it. It could not have stood the combined attack for two hours. At Arkansas Post I met with a new kind of work—an enclosed casemate covered with a double thickness of railroad iron, and portholes only large enough for the muzzles of the guns to get through. The fort mounted eleven (11) guns, but only three (3) of them were nine (IX) and ten (X) inch. I had nine (9) IX-inch and two (2) VIII-inch (the smaller guns were seldom used) to oppose to this in iron-clad vessels. The enemy had put up their range marks at five hundred, (500,) seven hundred, (700,) and eleven hundred (1,100) yards. I placed the gunboats only seventy (70) yards from the fort, and in three hours every gun in the enemy's batteries was disabled or dismounted. The work here was done mostly by the gunboats. The new-fashioned casemate turned out to be no better than the guns "*en barbette*." They were perfect slaughter-houses, and were piled up with dead and wounded. Every shell that went through the port-holes killed and wounded every man in the close casemate, and those that went through the door-way killed the men at the guns mounted "*en barbette*." This proved to me, most satisfactorily, that guns in casemates were no better protected from shells than those "*en barbette*." I was convinced that no such casemates (and they were the strongest that I have ever seen) could stand the heavy guns of a squadron. Our next operations were against Vicksburg, where we passed down in defiance of those heavy batteries of over sixty (60) guns, and even took some fragile transports with

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us, only one of which was lost. Little or no damage was done to the fleet of gunboats, and we lost, all told, but fourteen (14) men. The guns in Vicksburg were still mounted "*en barbette*," with heavy traverses. We inflicted more loss on them than they did on us, and our move completely sealed the fate of Vicksburg, and cut the enemy off from his supplies by the river.

In the course of that same week I attacked the heavy works at Grand Gulf, with eight iron-clads. The guns in these works were scattered (thirteen of them) over a space of fifteen hundred yards. Five of them were at an elevation of fifty-three feet; the others were at an elevation of one hundred and nine feet.

After five hours and a half fighting, all the guns were disabled except one. They were literally covered up in the earth, and after passing down and landing the army fifteen miles below, we went up and took quiet possession of them.

All these guns were mounted "*en barbette*," and the gunners could not stay at them; and although they fired well, and did us a good deal of damage, killing and wounding seventy-five persons in three vessels, they had to succumb. When General Grant made his attack on Vicksburg, in May, I attacked the lower batteries with six iron-clads, commencing at the lowest battery. We silenced the hill batteries all the way up to a nine-gun water battery, which gave us some trouble, but gradually slackened its fire, and after an action of six hours we withdrew to fill up with ammunition, with only one or two killed and seven wounded, having disabled some of the heaviest guns the enemy had. The enemy's guns were still "*en barbette*." The next fort I made a demonstration against was Fort de Russy, on Red river. This work was taken by assault by the troops, a few men only being in the fort, and the gunboats throwing only three shells over the water batteries, which set the rebels to running. I examined this fort carefully; it was an extensive and beautiful structure, with a large square work, nearly a mile from the water, and heavy casemates covered with two thicknesses of railroad iron. These portholes in the main casemate were of thick iron, and only large enough to admit the muzzles of the guns. The embrasure inside was the reverse of embrasures generally. The guns were mounted on pivot carriages. I ordered the Essex to fire on this work, at a distance of five hundred and fifty yards, to test its strength. A percussion shell was the first one fired; it struck a point near the porthole, and tore out the iron over a surface twelve inches long (vertically) by eight inches wide. I annex a drawing of the other damages, which shows that twenty shot would have knocked the whole work to pieces. It was not as good as guns "*en barbette*."

In a number of smaller affairs on the Mississippi and Red rivers, in which the vessels of my command, with one or two exceptions, came off victorious, I was satisfied that no works yet constructed could stand the concentrated fire of heavy guns on board ship. The vessels have a great advantage; they can engage or not, as it suits them. They can choose their distance or position, and the fort has to accept the terms, or else the people on shore must go into bomb-proofs and be captured finally by a land force. In no instance during the war, except at Charleston, have combined attacks of army and navy failed to take a fort, which shows conclusively that they were not properly constructed, and were made to be taken. The result of the late attack on Fort Fisher, by the navy, has been witnessed by Major General Barnard, and I think he is somewhat surprised at the destructive effect of the naval fire on these tremendous works. It has, I believe, convinced him that we must make a new move in fortifying our coast, for the rebels have certainly exhausted all their ingenuity in holding sea-coast defences, and have never kept us out yet when we determined to get in.

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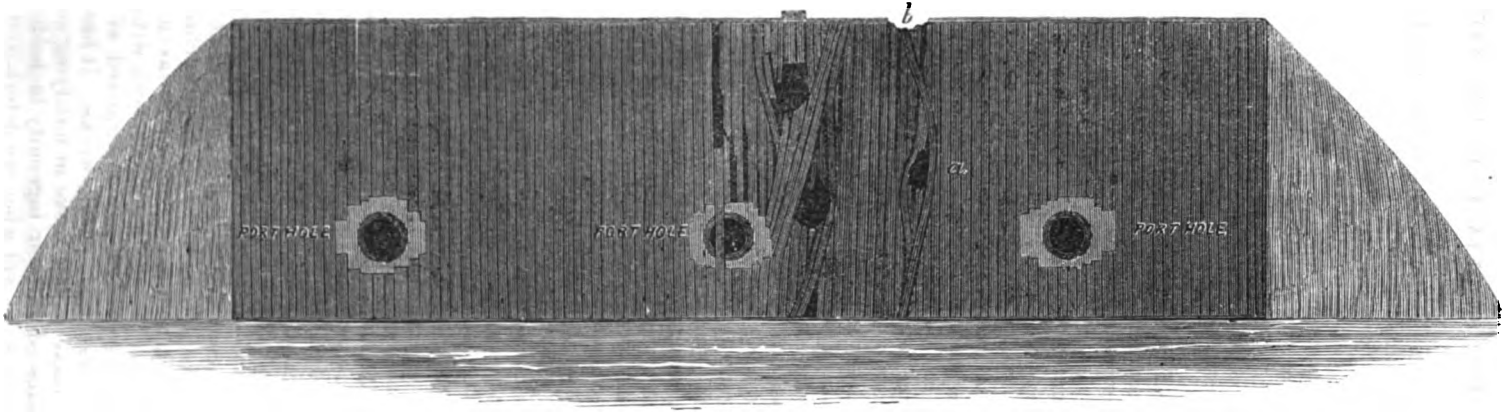

CASEMATED BATTERY.

Doubly plated with railroad iron, at the bend near Fort De Russy, Red River, Louisiana, showing effects of one shell and three solid shot fired from a 100-pounder Parrott rifle on board the United States steamer Essex, at the distance of about 550 yards, March 16, 1864.

A percussion shell was the first one fired, striking the point marked *a*, and tearing out the iron over a surface 12 inches long (vertically) by 8 inches wide. Four solid shot succeeded; two of them struck full and fair within six feet of the hole made by the shell, one struck the crest at *b*, and one struck the talus of the escarp just below the berme and beneath the middle port-hole. The solid shot broke, shattered and drove in the iron, made holes in the heavy oak backing from 18 to 30 inches long by 8 to 11 inches wide, and buried themselves deeply, the but of one being two feet below the exterior surface.

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Fort Fisher is a stronger work than Fortress Monroe, against ships, although it is weak against an assault when the assault is covered by the fire of ships.

The same fleet we used at Fort Fisher would silence Fortress Monroe in a day, dismount all the conspicuous guns, and the monitors and ironsides would demolish all the casemates in a few hours.

The assaulting of such a work would be a more difficult matter, and could only be done by slow approaches and after a long siege. To show the importance of making a fort impregnable against shells or assault, which can be done, it is only necessary to read the history of the fall of Fort Fisher. It is certainly the strongest and most complete single work I ever saw, but it had the fault of being placed too close to the sea, where ships could get near it. It commanded all the works on Federal Point, and when Fisher fell, they fell also. There was no escape for one of the garrisons even.

With Fisher fell Fort Caswell, Fort Shaw, Fort Campbell, the extensive works on Smith's island, a heavy work at Smithville, and some minor works, in all amounting to one hundred and eighty-five guns, with immense quantities of munitions of war. Fort Fisher was the key to all this tremendous system of works, which will furnish food for study to our engineers for years to come, and in many cases the plans inaugurated by the rebels will be adopted by us.

I hope that we may never commit the same mistake that the rebels have, and build a fort without consulting the hydrography of its approaches. Here was a chain of works, not exceeded by anything of the kind in the world, lost to the rebels because the key to them all was placed within the reach of ships. Had Fort Fisher been built a mile further back, Wilmington could have defied us as long as the rebellion lasted.

Our success might have been greater had we been provided with a sufficient number of troops to push right ahead. The gunboats could do nothing, as the river was filled with obstructions commanded by heavy batteries. The troops, however, could not move, nor were they in sufficient numbers to do so. There was not a horse or a wagon in the whole army, and, in my opinion, there were not troops enough to hold securely a position of so much value to us. As it would take too much time and space to give a description of Fort Fisher and the adjacent works, I leave it to the abler pen of General Barnard, who has carefully examined them all. I am sure the result of his inspection has materially changed many of his views.

Now comes the question, How are we to arrange our coast defences to make them serviceable? The theory heretofore accepted, that "one gun on shore is equal to many on shipboard," is found not to be true. Since the introduction of iron-clads this idea cannot be maintained, as we now know how to construct vessels that will resist the impact of nine, ten, eleven, thirteen, and perhaps fifteen-inch shot, and the guns of which can be worked in perfect security.

The result of the firing of the iron-clads and monitors upon the land front of Fort Fisher shows that even where barbette guns are spaced ninety or one hundred feet apart, with high traverses between them, the protection to the guns is not sufficient, and that some more satisfactory arrangement of barbette guns than has yet been contrived is desirable.

It is on this point that I wish to offer my opinions, which I do with all due deference to the opinions of military engineers, who, no doubt, have their own views on the subject. In short, I propose that all our works shall be earthworks, or that those now built shall be covered with earth, the guns to be mounted in monitor turrets as they are now mounted in our monitors. It is very evident that any thickness of iron can be used on the turrets, and any size of guns employed. The turrets can be placed in such proximity

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that no assault could be ventured, for, with powder alone, an assaulting party could be blown to perdition. Even if a party of assaulters should pass inside the monitors, it could accomplish nothing, as the turning turrets would sweep them from the face of the earth. The galleries under the turrets could be so arranged, and made secure against an assault, by having central turrets inside the works, that every man of the enemy that ventured there would be destroyed. The details of this plan I leave to abler minds than mine, but I am sure that this is the only method to build a fort that will resist, successfully, ships and assaults. To prevent the passage of such batteries as I have mentioned by heavy ships-of-war, it will be necessary to have inside floating batteries of monitors and ironsides, and when we have all these we can secure ourselves against the attack of every foreign power; but not until we have reached this perfection in forts can we stop a fleet of heavy wooden vessels. Foreign powers have learned by our successes, and will be apt to turn against us the experience they have gained.

Fortunately, the navy will be amply supplied with monitors, and it rests with the army to perfect its part of the defences.

The value of fortifications on land is not in the least diminished by the late results; their importance is greater than ever, but they must be properly built.

If a cheaper method than the one I have proposed can be adopted, and as good a one, I hope it will be tried.

If stone casemates can be substituted for iron, or if those now built can be protected against fifteen-inch shot, I hope it may be done, but I would prefer seeing the experiment tried on some of our stone walls before I should put my trust in them in preference to monitor turrets.

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.

MISCELLANEOUS REPORTS.—NORTH ATLANTIC SQUADRON.

ENGAGEMENT WITH REBEL BATTERY ON THE SCUPPERNONG RIVER.

Report of Commander W. H. Macomb.

UNITED STATES STEAMER SHAMROCK,
Albemarle Sound, October 2, 1864.

SIR: On the 28th ultimo I was informed by Colonel D. W. Wardrop, commanding subdivision Albemarle, that he intended sending two army steamers up the Alligator river that night to capture a party of rebels who were conscripting in the vicinity of that river, and he requested me to send a gunboat up the Scuppernong river to head the rebels off should they attempt to escape that way.

I accordingly ordered Commander Harrell, of the Chickopee, to send the Valley City—the lightest draught gunboat at this time in Albemarle sound—up the river, accompanied by the tug Martin, to tow her off in case she should get aground, and I also directed Commander Harrell to station a double-ender off the mouth of the river while the Valley City was thus employed.

I must here explain that this vessel was lying near the Croatan light

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house, making some slight repairs in her engine, and that Commander Harrell, as senior officer, in my absence, was in command temporarily of the vessels in the upper part of the sound.

I enclose the report of Acting Master Brooks, of the Valley City.

In crossing the bar at the mouth of the Scuppernong the Valley City grounded, and was fired upon by the rebels from a battery of Whitworth field-pieces and musketry, which she returned, and drove the enemy off, but by the time she got afloat it was too late to proceed further.

The army boat which ascended the Alligator river was successful in capturing the rebel party.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Com'dg Naval Forces, Sound, N. C.

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

Report of Acting Master John A. J. Brooks.

UNITED STATES STEAMER VALLEY CITY,
Albemarle Sound, N. C., September 30, 1864.

SIR: In obedience to orders of the 29th instant, I proceeded to the mouth of the Scuppernong river with this vessel, the tug Martin, and a detachment of men, in charge of Acting Ensign Gallagher, of the Otsego.

At 9 a. m. got aground on the bar. The enemy soon got information, and while endeavoring to heave off, with anchor, hawser, and the tug, the rebels came down with a battery of field-pieces, and taking position in the woods, opened fire with artillery and musketry. Could not get a gun to bear for some time, and they improved the opportunity by firing as rapidly as possible, shells bursting all around, several pieces striking the vessel. One shot passed through the bulwarks, but most of them over us.

With the assistance of the tug I finally managed to bring the ship round into a position to bear, with the guns trained sharp aft, and gave them as good as they sent. They soon shifted their position, but, by watching closely, could perceive their next, and soon silenced them, and they limbered up and drove out of sight.

The bulwarks being plated with iron, it stopped the musket-balls and caused some of the shells to glance. Several musket-balls passed through the light wood-work of the wardroom and cabin, but am glad to state that no one was hurt, with the exception of one or two slight scratches.

I fired forty-seven 32-pounder 5-second shell; twenty-two Hotchkiss percussion shell from 12-pounder howitzer.

I have to mention Acting Ensign R. Summers, commanding the tug Martin, for his assistance; also Mr. Gallagher, of the Otsego, and Mr. Webster, my executive officer, and the officers and crew on board, for their good behaviour, &c.

At 9 p. m. got afloat and anchored for the night.

Very respectfully, your obedient servant,

JOHN A. J. BROOKS,
Acting Master, Commanding.

Lieutenant Commander H. N. T. ARNOLD,
United States Steamer Otsego.

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RECONNOISSANCE OF THE ROANOKE RIVER, N. C.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON,
U. S. Flag-Ship Malvern, Hampton Roads, November 16, 1864.

SIR: I have the honor to enclose herewith the report of Lieutenant Commander Truxtun, of the Tacony, in which he warmly commends Acting Ensign R. Sommers, of that vessel, in a reconnoissance of the Roanoke river, which reports are approved and forwarded by Commander Macomb, commanding the district of the sounds.

I wish to join my commendations to those above mentioned, and to call the special attention of the department to the gallantry and skill displayed by Mr. Sommers in this affair.

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

DAVID D. PORTER, *Rear-Admiral.*

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

Report of Lieutenant Commander W. T. Truxtun.

UNITED STATES STEAMER TACONY,
Albemarle Sound, N. C., October 25, 1864.

SIR: I have to report to you that, with your approbation, I sent on the 22d instant Acting Ensign R. Sommers in one of the cutters of this vessel, with a crew of seven men, on a reconnoissance up the Roanoke river.

Mr. Sommers has just reached the ship, and states that about meridian of the 24th instant, while on his return, he was fired into by a party of rebels placed in ambush, by which John Williams, quartermaster, was killed; William G. Green, ordinary seaman, seriously wounded in the head; and the boat so badly shattered as to cause her to sink, and force himself and party to take to the swamp.

After great exertion, and with his usual indomitable perseverance, Mr. Sommers succeeded in constructing a raft, on which he made his way to the mouth of the river, where he was picked up by the boats of the Wyalusing. He brought with him William G. Green, wounded, and Charles Seaton, quartermaster.

Mr. Sommers says Green behaved, as usual, in the most gallant manner I know that Mr. Sommers did.

The missing are no doubt still in the swamp, and we may be able to find them. One of the missing men while in the swamp, and still under a heavy fire from the opposite bank, reported himself as wounded in the arm; the voice sounded like that of McKenzie, seaman.

I append a list of the killed, missing and wounded:

John Williams, quartermaster, killed; William G. Green, ordinary seaman, wounded, head; John Scott, coxswain, missing; Henry Parker, seaman, missing; Samuel McKenzie, seaman, missing, and supposed to be wounded.

Very respectfully, your obedient servant,

W. T. TRUXTUN, *Lieutenant Commander.*

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

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List of casualties.

UNITED STATES STEAMER TACONY,
Albemarle Sound, N. C., October 29, 1864.

SIR: I have to state that the following men, reported as "missing" from a reconnoitring party on the 25th instant, have this day returned to the ship after being four days in the swamp without food, viz:

John Scott, coxswain; Henry Parker, seaman; Samuel McKenzie, seaman, wounded—doing well. They were brought off by a party from the torpedo boat Belle.

Very respectfully, your obedient servant,
W. T. TRUXTUN, *Lieutenant Commander.*

Commander W. H. MACOMB,
Commanding Division of the Sounds, Albemarle Sound, N. C.

DESTRUCTION OF A BLOCKADE RUNNER OFF CAPE FEAR RIVER.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON,
Flag-Ship Malvern, Norfolk, December 7, 1864.

SIR: I have the honor to report, that on the morning of the 3d instant the United States steamer Emma drove a large two-smoke-stack steamer on shore off entrance to Cape Fear river. Afterwards a portion of the fleet went in and destroyed her.

I enclose report of Lieutenant Commander George W. Young, senior officer present.

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

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

Report of Lieutenant Commander George W. Young.

UNITED STATES STEAMER MARATANZA,
Off Western Bar, Cape Fear River, December 4, 1864.

SIR: I have the honor to report, that on the morning of the 3d instant, at about 5.30 a. m., the steamer Emma discovered and succeeded in driving a large two-smoke-stack steamer blockade-runner, evidently bound in, on shore on Marshall's shoal, Smith's island. After seeing her grounded, Acting Volunteer Lieutenant Dunn, of the Emma, having reported the fact to me, I directed the Britannia, Acting Volunteer Lieutenant Huse, and the Aries, Acting Volunteer Lieutenant Wells, to run in and try the range, and if they found it practicable, to endeavor to disable the vessel so as to prevent her getting off. Finding that the 30-pounder rifle would reach by the vessel keeping under way to avoid the batteries, and the Pequot, Lieutenant Commander Braine, arriving about this time, I moved all the vessels into a position south of the forts and commenced firing upon her. At long range I estimate that she was struck some forty times; the Pequot, in her second or third fire, exploding the boilers. After one hour's ebb Lieutenant Commander Braine returned to the squadron. Seeing that the vessel was on shore, it was decided that we should make the attempt to burn her after dark, as she lay directly

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under the guns on Smith's island; but owing to a southwest wind, which sent a heavy swell in-shore, and consequently breaking outside of her, obscured the vessel, and we were unable to attempt it. At daybreak, Acting Volunteer Lieutenant Devens, commanding the Tristram Shandy, ran in and sighted her, firing several projectiles into her, and from his report she is bilged and gone down by the head. As soon as boats can approach her I shall endeavor to destroy her by fire. The night expedition fitted out for last night's services I placed under charge of Acting Volunteer Lieutenant Huse, of the Britannia, with the Emma, Acting Volunteer Lieutenant Dunn, Tristram Shandy, Acting Volunteer Lieutenant Devens, and Nansemond, Acting Master Porter, with a boat's crew, and a boat from each one of the blockading fleet; and I only regret to say that the weather prevented them from successfully operating. I would also mention that the Chippewa, Lieutenant Commander Weaver, and Huron, Lieutenant Commander Selfridge, rendered assistance in the forenoon with their 11-inch guns, and also furnished boats for the night expedition. I have only to regret that this vessel could not take her place in the destruction of this blockade-runner, as her 100-pounder rifle has given evidence of great weakness, and both pivot slides having been condemned by survey some time since, and I am endeavoring to nurse them as much as possible until they are renewed.

Very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieut. Commander and senior officer present.

Rear-Admiral DAVID D. PORTER,
Com'dg N. Atlantic Blockading Squadron.

DESTRUCTION OF THE BLOCKADE-RUNNER ELLA.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, UNITED STATES FLAG-SHIP MALVERN,
Off Norfolk, December 9, 1864.

SIR: I enclose you a report of the burning and destruction of the blockade-runner Ella, loaded with arms and ammunition, and bound into Wilmington. She was set fire to under the enemy's batteries by Acting Ensign Isaac S. Sampson, of the United States steamer Emma. The affair reflects credit on all concerned.

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

DAVID D. PORTER, *Rear-Admiral.*

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

Report of Lieutenant Commander George W. Young.

UNITED STATES STEAMER MARATANZA,
Off Western Bar, Wilmington, N. C., December 6, 1864.

SIR: I have the honor to enclose a copy of the report of Acting Volunteer Lieutenant Dunn, commanding United States steamer Emma, together with that of Acting Ensign Sampson, of same vessel, of the destruction of the blockade runner Ella, which vessel was forced on shore on the morning of the 3d instant.

By the judicious arrangements made by Acting Volunteer Lieutenant Dunn, and the strict attention to the same by Acting Ensign Sampson, as-

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sisted by Acting Third Assistant Engineer Churchill, the expedition proved a perfect success, which would probably not have attended it if more boats had been employed, as the enemy were thrown off their guard by the interval allowed to intervene between her being run on shore and last night's reconnoissance and her destruction. The steamer was evidently loaded with arms and munitions of war, and, from the report of Acting Ensign Sampson, must be new. From papers found on board, she must have sailed from Nassau some time in the latter part of November. It was satisfactorily proven that the fire opened on her by the Britannia, Aries, Pequot, Emma, Huron, and Chippewa, after she was grounded, was most effectual in placing her in a condition which rendered it impossible to get her off; and since she was fired, it precludes the slightest chance of saving her cargo, except in small portions and in a damaged condition. From the verbal report of Acting Volunteer Lieutenant Dunn, the Ella is an iron steamer, the paddle-boxes and masts being of the same material. I would also state that whilst cruising on night station, picked up a box, marked [L C]18, evidently having contained rifle shell of 5½ inches in diameter, which box must have been thrown overboard from the Ella, as a large quantity of boxes of the same description were passed during the first and mid watches.

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

GEO. W. YOUNG, *Lieut. Com'dg.*

Rear-Admiral DAVID D. PORTER,
Commanding N. A. B. Squadron, Hampton Roads, Va.

Report of Acting Volunteer Lieutenant Thomas C. Dunn.

UNITED STATES STEAMER EMMA,
Off Western Bar, Wilmington, December 6, 1864.

SIR: I beg, respectfully, to report that, being on my station last night near the blockade-runner driven ashore by this vessel on the morning of the 3d instant, and deeming the opportunity a favorable one for attempting her destruction, in accordance with your suggestions of yesterday, I sent in a boat, in charge of Acting Ensign Isaac S. Sampson, with instructions to examine her carefully, and, if possible, to board and set her on fire. I ordered him to take some prepared 24-pounder howitzer shells and place them where their explosion would cause the greatest damage to her machinery. Acting Third Assistant Engineer A. L. Churchill accompanied the expedition for that purpose. Enclosed you will please find the report of Acting Ensign Sampson, which will show how the work was performed. I consider the destruction of the steamer as very complete, as she burned fiercely for three hours, the shells placed in her machinery exploding after she had been burning half an hour. The conduct of the officers and men engaged in the expedition commands my warmest approval. I enclose also the only papers found on board, (a cargo receipt,) as showing the steamer's name to be the Ella. In returning to the ship the boat was fired on by the shore batteries, but no damage was done.

Very respectfully, your obedient servant,

THOS. C. DUNN, *Acting Vol. Lieut., Com'dg.*

Lieut. Commander GEO. W. YOUNG,
Senior Officer off Western Bar, Wilmington, N. C.

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Report of Acting Ensign Isaac S. Sampson.

UNITED STATES STEAMER EMMA, N. A. SQUADRON,
Off Wilmington, N. C., December 6, 1864.

SIR: I beg leave to make the following report and detail relative to burning the blockade steamer Ella: After leaving the ship, about 1.30 a. m., I steered in towards Bald Head light, according to your instructions previous to leaving the ship. According to your instructions, I had my oars muffled. One officer, Acting Third Assistant Engineer A. L. Churchill, and six men, named as follows: James Green, boatswain's mate; Charles Miller, sailmaker's mate; Peter Hans, ordinary seaman; William Scott, ordinary seaman; Joseph Fitzpatrick, landsman; Charles Chapman, landsman, and for good conduct throughout the expedition demands my unqualified commendation. I steered directly for Bald Head light until in seven feet of water. I sighted the blockade-runner ashore, I should judge about 250 yards from the beach. I heard the sentries passing the word on shore very distinctly, at same time pulling cautiously towards the blockade-runner. Not seeing any one on board, I went alongside under her port bow (it being the off-shore side.) I boarded her, leaving two men in charge of the boat. I then placed one on watch (my boat's crew armed with cutlasses and pistols;) with the others I went towards the after part of the ship. The first room I looked into was the pivot-house, being forward of all houses on deck. I had a dark lantern with me. The next rooms were the ship's galley and storeroom. There I made preparations to light a fire, wetting the fuel well with turpentine, which I took from the Emma for that occasion. I then proceeded further aft into the room over the engines. (The engines were two powerful oscillating engines.) I then made ready to make another fire, wetting the fuel with turpentine, as before. I then proceeded further aft to a mess-room. There I made ready for another fire; then proceeding further aft, I came to the captain's cabin, where I made search for papers to identify the steamer's name. I found some "Nassau newspapers" and a receipt for some cargo which had been received on board at Nassau, which receipt gave me the steamer's name as Ella. The Ella we should judge a new steamer of about 1,000 tons burden. She was a side-wheel steamer, with two smoke-stacks and two masts. There were heavy boxes and barrels about the decks. What they contained I was unable to ascertain, not daring to show a light on deck. I was unable to get into the ship's hold, it being half full of water. I then caused some 24-pound shells to be taken out of my boat, which I took from the Emma, in obedience to your orders, and I placed them as near the engines as possible (the fuzes being already cut.) Having done all in my power, I deemed it prudent to light my fires and make good my retreat, which I did as follows: I caused my boat's crew to get into the boat, excepting Acting Third Assistant Engineer A. L. Churchill and one man, which I detained on board to aid me in setting fire to the ship. I then repaired to the captain's cabin and there lit the first fire; then into the mess-room and there lit the second fire, while Acting Third Assistant Engineer Churchill lit the fire in the engine-room. I then repaired into the ship's galley and there lit the last fire; then, after making sure that she was well fired, I ordered all the boat's company into the boat, and getting in myself proceeded out towards the United States steamer Emma's night station, and arrived on board at 4.30 a. m. At this time the sky was well illuminated by the flames from the blockade-runner steamer Ella. At this time there was heavy firing from the batteries on shore at Smith's island.

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P. S.—I took from the blockade-runner Ella seven Enfield rifles, with bayonets, and one ship's compass.

I am, very respectfully, your obedient servant,

ISAAC S. SAMPSON, *Acting Ensign, U. S. N.*

Acting Vol. Lieut. T. C. Dunn, *Com'dg U. S. Steamer Emma.*

DESTRUCTION OF THE BLOCKADE-RUNNER PETREL.

North Atlantic Squadron, U. S. Flag-Ship Malvern,
Off Beaufort, N. C., December 15, 1864.

Sir: I have the honor to report the destruction of the blockade-runner Petrel, driven ashore by the gunboats at New inlet, Cape Fear river; she was fired upon and sunk, and was finally totally destroyed by a northeast gale. She had on board a large cargo of arms and munitions of war, all of which were lost; the wreck lies within reach of our guns. Blockade-running seems almost as brisk as ever, and I suppose will continue so as long as it is remunerative. The new class of blockade-runners are very fast, and sometimes come in and play around our vessels; they are built entirely for speed. Within the last fifty days we have captured and destroyed five million five hundred thousand dollars worth of enemy's property in blockade-runners. To submit to these losses, and still run the blockade, shows the immense gains the runners make, and the straits the enemy are in.

I am, sir, very respectfully,

DAVID D. PORTER, *Rear-Admiral.*

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

JOINT EXPEDITION TO RAINBOW BLUFF, ON THE ROANOKE RIVER.

Report of Rear-Admiral D. D. Porter.

North Atlantic Squadron, U. S. Flag-Ship Malvern,
At sea, off New Inlet, N. C., December 20, 1864.

Sir: I have the honor to enclose herewith a report from Commander Macomb in relation to his operations.

As I am not now in a position to advise him, I have to trust that he will do everything for the best.

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

DAVID D. PORTER, *Rear-Admiral.*

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

Report of Commander W. H. Macomb.

United States Steamer Wyalusing,
Roanoke River, N. C., December 11, 1864.

Admiral: I have the honor to make the following report of the operations of the naval part of the expedition to capture Rainbow Bluff, in obedience to your orders of the 1st December:

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The arrangements, which I mentioned in my Nos. 56 and 57, having been completed, I started up the river from Plymouth at 5 p. m., December 9, in the Wyalusing, leaving the Shamrock (as she cannot go stern foremost) to guard Plymouth. The Otsego and Valley City, and tugs Belle and Bazley, and the picket-boat No. 5, started at the same time, and I left orders for the Chicopee, Ceres, and Commodore Hull to follow as soon as they should arrive at Plymouth.

After steaming slowly up the river we arrived at a sharp bend just below Jamesville, where I came to anchor for the night, the army force having agreed to communicate with me at this town. After coming to anchor in the Wyalusing, I made signal for the other vessels to do so also. In obedience to this order the Otsego had stopped her engine and was just about to let go her anchor, when a torpedo exploded under her on the port side, and shortly afterward another exploded under her forward pivot gun, which was thrown over on the deck by the concussion; the two explosions injuring her so badly that she sank in a few moments, her spar-deck being about three feet under water. Fortunately, no one was killed on board the Otsego, and, with the exception of a few slight scratches, no one was injured. The Otsego had spars rigged out ahead of her, to which was fastened a net for the purpose of catching the torpedoes, and two were found in the net after she sunk. She must have stopped directly on top of a line of these infernal machines. The night passed without disturbance, and in the morning I determined to send the Bazley to Plymouth to find out what the army were doing, and to get rations from the Shamrock for the Otsego's crew. I also wished to get up a coal schooner to take the guns from the Otsego. I got the Bazley alongside the Wyalusing and sent Acting Assistant Paymaster Sands on board to take the despatches to Plymouth, and then sent the tug to the Otsego to get some men and an officer. When the Bazley had got within a few yards of the Otsego another torpedo exploded under her, and she went down right alongside the Otsego. By this explosion two men were killed, but none of the officers.

While at this place we fired with musketry and great guns into the woods on the banks, partly to let the army forces know where we were, and partly to drive off any rebels that might be skulking there. We, however, heard nothing from the army that day, and in the evening I sent the picket-boat No. 5, with an armed launch belonging to the army, up the river to try and get some news from the army forces. The pilot of the Wyalusing, Mr. Everett, went in the launch and took the boats through a place called Devil's Gut, by that means avoiding a long reach of the river and coming out a short distance below Williamston. Here they sent up two rockets and fired a gun or two, but no answer was made. The boats returned this morning with intelligence obtained from negroes on the river, that the river was full of torpedoes, there being as many as forty in one place on the river.

These torpedoes are made on some new plan, with an air-chamber above the powder, on the same principle as that used by Lieutenant Cushing. They are very sure, and every one we have picked up was in good condition, two of them bursting as we were hauling them ashore, but hurting no one. I forgot to mention that after the destruction of the Bazley we had the river dragged all around, and *six* more torpedoes were picked up—all right by the Otsego. Since the return of the boats, which I sent up to Williamston, I have determined to send a first assistant engineer, S. C. Midlam, to you with despatches, to inform you of our situation, and ask your advice. In the mean time we will continue up the river, though our progress will be very slow, for we shall have to drag all the way before us with small boats, that being the only way we can proceed with the vessels with any safety. I have taken out most of the guns from the Otsego, and am continuing the

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work. I have sent for a diver with his submarine apparatus, with which he has been examining the Albemarle, to examine the Otsego.

When we advance any further, it will be necessary that we have more vessels; otherwise, we will be unable to patrol the river below us, and, consequently, the rebels will be able to lay more torpedoes, and blow us up on our return.

Very respectfully, your obedient servant,

W. H. MACOMB,

Commander, Com'dg Dist. Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,

Commanding North Atlantic Squadron.

P. S.—11 a. m., December 11, 1864.—We are now making preparations to advance, and will start in a short time.

Report of Lieutenant Commander H. N. T. Arnold.

UNITED STATES STEAMER OTSEGO,

Off Jamesville, Roanoke River, N. C., December 11, 1864.

SIR: It becomes my unpleasant duty to report the sinking of this vessel on the evening of the 9th instant by torpedoes laid down by the rebels off this place. The first explosion which caused this mishap occurred at about 9.15 p. m., the torpedo exploding against the port side of the ship, under the wheel. It was followed by another about ten minutes later under the foremast. She commenced sinking rapidly at the time of the first explosion, and immediately after the second she sunk in two and a half fathoms of water.

Every precaution was taken which time and the ingenuity of my ship could devise, before ascending the river. To Mr. Samuel C. Middlam, senior engineer in charge, I am much indebted for the plan adopted to prevent what unfortunately occurred. By this plan we secured two torpedoes. No lives, I am happy to state, were lost by her sinking. I enclose the report of the surgeon, containing a list of the casualties caused by the occurrence. I was ably seconded by my officers and crew in this difficulty.

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

H. N. T. ARNOLD,

Lieutenant Commander, Commanding U. S. Steamer Otsego.

Commander W. H. MACOMB, U. S. N.,

Commanding District of the Sounds, N. C.

ENGAGEMENT WITH HOWLETT'S BATTERY.

Report of Lieutenant Commanding G W. Sumner.

UNITED STATES STEAMER MASSASOIT,

James River, Virginia, January 24, 1865.

SIR: I have the honor to submit the following report of the part taken by this vessel in the action of to-day.

At 9.50 a. m. I received the order to get under way and proceed up the river, prepared for action. At 10.08 a. m. was under way, and passing the United States steamer Hunchback, took station astern of the United States steamer

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Onondaga, and proceeded up within range of the swamp and Howlett House batteries. At 10.12 beat to quarters, and prepared the ship for action. At 10.35 opened fire upon the swamp and Howlett House batteries. At 11.55 a. m. ceased firing, and dropped down below Dutch Gap canal and went to dinner. At 0.16 p. m. came to anchor off Aiken's landing, astern of the United States steamer Onondaga, being for the greater part of the time very nearly abreast of the "Crow's Nest" battery, of which the enemy have very accurate range. We were struck several times by shot and shell, but sustained no serious injury. Too much credit cannot be given to the officers and crew for the manner in which they conducted themselves during the action. It being the first action the crew ever participated in, they deserve special commendation, acting, as they did, like veterans. Our list of wounded amounts to five. For full particulars of wounded and injuries received I would most respectfully refer you to the enclosed reports of the surgeon, chief engineer, boatswain and carpenter. Injuries in the sailmaker's department are entirely unimportant. At the first start there was a slight difficulty with the engine which detained us a few moments.

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

G. WATSON SUMNER,
Lieutenant Commanding pro tem.

Commander WM. A. PARKER,
Com'dg 5th Div, N. A. B. Squadron, U. S. S. Onondaga.

Report of casualties.

UNITED STATES STEAMER MASSASOIT,
James River, Virginia, January 24, 1865.

SIR: In obedience to General Order No. 53, I beg leave to submit the following list of wounded during the action of to-day:

William Mosher, captain after-guard, in head and back; serious. Thomas Fogerty, landsman, in shoulder; light. William G. Hudson, landsman, in right breast; serious. James S. H. Black, landsman, contusion; slight. Horace Randall, boy, contusion; slight.

I am, very respectfully, your obedient servant,

G. WATSON SUMNER,
Lieutenant and Executive Officer.

Rear-Admiral D. D. PORTER,
Com'dg North Atlantic Squadron, Flag-Ship Malvern.

JOINT EXPEDITION UP PAGAN CREEK, VIRGINIA.

Report of Commodore J. F. Schenck.

UNITED STATES STEAMER 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 was now ready for an expedition to Pagan creek and vicinity, in search of torpedo boats, which expedition had been delayed in consequence of the ic and asked my co-operation with two armed launches and a sufficient numbe

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of boats to land 150 men. In compliance with this request, at 6 p. m. I despatched the steamer Delaware with the two launches and three cutters, all the 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. 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, Svena Svendson, 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.

Complimentary letter of Brigadier General C. K. Graham to Commodore J. F. Schenck.

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, on the banks of the James river, and on Chucatuck creek, last night and this morning, and my approbation of the manner in which they subsequently searched the creeks and banks adjoining Jones's and Chucatuck.

Pagan creek was likewise thoroughly examined for a distance of three miles above Smithfield, by boats belonging to my own command. Lieutenant Wood had the good fortune to capture in Jones's creek a torpedo boat, and a torpedo weighing 75 pounds, already adjusted; and Major Hassler, of this command, captured Ensign Heines, of the confederate navy, who was the leader in the destruction of a schooner in Warwick river last fall, and a participator in destroying the tug-boat Lizzie Freeman, off Pagan creek, in December last.

I am also under obligation 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 United States Steamer Powhatan.

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REMOVAL OF OBSTRUCTIONS IN JAMES RIVER, VA.—LIST OF VESSELS DESTROYED BY THE REBELS ON EVACUATING RICHMOND, VA., &c.

NORTH ATLANTIC SQUADRON,
United States Flag-Ship 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 Drury'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, flag-ship, four guns, iron-clad; Richmond, four guns, iron-clad; Fredericksburg, four guns, iron-clad; Nansemond, two guns, wooden; Hampton, two guns, wooden; Roanoke, 1 gun, wooden; Torpedo, tender; Shrapnell; 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.

Tredegar 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 City, D. C.

EFFECT OF SHOT FROM A MONITOR ON A REBEL IRON-CLAD IN JAMES RIVER, VA.

WASHINGTON CITY, *April* 25, 1865.

SIR: While in Richmond I met a person who informed me that he had served as pilot on board one of the iron-clads (rebel) which came down to attack our forces. He stated that one solid shot from the Onondaga passed through both sides of the one with which she was engaged, inflicting serious injury to the hull and killing and wounding several of the crew. One 15-inch shell from the Onondaga's gun struck the same iron-clad on the knuckle, and the shell entered three or four feet, but not exploding did no material damage. Another solid shot is said to have struck the same iron-clad in the casemate, shattering it very much. The three shot mentioned so disabled the rebel ram that she could not have gone into action. I merely mention what was told me, and which I believe to be true. It shows the effect of 15-inch shot on heavy-built vessels.

I have the honor to remain, very respectfully,

DAVID D. PORTER, *Rear-Admiral.*

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

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SOUTH ATLANTIC SQUADRON.

JOINT ARMY AND NAVY MOVEMENTS TO ESTABLISH CONNEXION WITH GENERAL SHERMAN.

Reports of Rear-Admiral J. A. Dahlgren.

FLAG-SHIP PHILADELPHIA,
Port Royal, S. C., November 26, 1864.

SIR: The information that reaches us from rebel sources shows that the army of General Sherman was this side of Milledgeville a few days since, and it is inferable that his course is this way.

General Foster and myself will do what our forces allow to assist in establishing a connexion with General Sherman.

General Foster proposes to move on the night of the 28th for this purpose. I am to cover his landing and furnish a battery of six howitzers to march with his troops. * * * * * * * * *

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

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. Blockading Squadron.

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

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, November 30, 1864.

SIR: My co-operation having been requested by General Foster in an attack to assist the movement of General Sherman, I lost no time in contributing all the force that I could withdraw from the blockade.

The night of the 28th was appointed for directing our forces up the Broad river and into one of its forks, when a short march led directly to the railroad connecting Savannah with Charleston, (marked on sketch accompanying this, per Fulton.) Accordingly, I ordered the Pawnee, Mingoe, and Pontiac, from Charleston, the Winona, from Ossabaw, the Wissahickon, from Wassaw, and the Sonoma, from under repair. General Foster had also desired to have the aid of a navy field battery. I organized two, of four pieces each, especially for the occasion, and supported it with four half companies of sailor skirmishers and four companies of marines, the whole force not exceeding 500 men, but as carefully drilled as the brief space of time allowed, and this was only rendered possible by the untiring efforts and fine ability of the officers selected, Lieutenant Commander Matthews for the artillery, Lieutenant O'Kane to command the battalion of sailors, Lieutenants Whitehead and Hayward assisting, together with many volunteer officers, Lieutenant Kennison, Acting Master Gillespie, and numerous others, whose names I will take another opportunity to mention. The marines were under the command of the only marine officer here; Lieutenant G. G. Stoddard.

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Nor should I omit to speak of the men themselves. They went to the difficult task with a fidelity and earnestness that is worthy of all commendation.

On the evening of the 28th the guns and men of the navy battalions were embarked in the Mingoe, Pontiac, and Sonoma, but when the hour arrived the fog hung so thickly over this side of the bay that it seemed impossible to move, especially as there were so many vessels and but one pilot. About 4 a. m. it was not quite so thick, and I determined to make the attempt.

Feeling about in my flag-ship, skilfully directed by Fleet Captain Bradford, the several vessels were collected, and with two very light-draught steamers we commenced to feel the channel.

Fleet Captain Bradford succeeded in taking the vessels through the shoals at the entrance of the river, and the pilot was then sent ahead in the Pontiac.

The squadron of nine vessels continued to grope along in a fog so thick that the nearest shore was only visible when quite close to it, and most of the time the vessels nearest ahead and astern of me were indistinct, the tugs Daffodil and Petite feeling their way on each side.

Twenty miles were thus achieved up a river where not an officer or man of us had been before, save the pilot, and by 8 o'clock I had the satisfaction of finding myself, with five of the six steamers, at the landing designated—Pawnee, Commander Balch; Mingoe, Commander Creighton; Pontiac, Lieutenant Commander Luce; Sonoma, Lieutenant Commander Scott; Winona, Lieutenant Commander Dana. The Wissahickon, Lieutenant McGlensey, grounded soon after entering the river, and did not succeed in joining me. But not a sign of the troops was visible, and I began to fear that some mistake had been made, when a transport was seen coming up with General Hatch—flag, blue broad pendant.

In less than half an hour the two batteries of navy howitzers, with the nine companies of sailors and marines, were landed, formed and advanced, under Commander Preble, in skirmishing order, guns and men. Meanwhile, other transports with troops arrived and began to debark.

I advanced with the navy battalions, and remained ashore for a couple of hours; when I left them to return to my duty afloat, they were then halted about a mile in the front—the troops still forming at the landing. General Foster arrived about 2 p. m., having been misled in the fog, and transports continued to arrive with troops and artillery through the day.

The rebels seemed to be entirely surprised. While approaching the landing I had heard a loud whoop or halloo ashore, which I supposed to proceed from our own men, but in a few minutes a glimpse through the fog showed the impromptu habitation of a picket who had thus sounded the alarm.

General Foster returned to Port Royal about 4 p. m.; and as the naval part had been completed, and other matters below required attention, I also left in the evening, ordering back two or three vessels which were not needed up the river any longer.

The double-enders, with the Pawnee, lay in line close up to the bank, presenting a line of heavy cannon that nothing but a regular work could have endured, and illustrating very happily the fine adaptation of the double-enders to river work. No swinging was allowed, but an anchor at each end absolutely secured them head and stern, allowing them to trip and move up or down as required, with perfect ease.

The entire line of guns amounted to one XI-inch, twelve IX-inch, and six 100-pounders, or nineteen very heavy cannon, and sixteen howitzers, in a continuous broadside. The completing in such numberless details of organization a force at so short notice was due to the untiring attention and energies of Fleet Captain Bradford. And the excellent service rendered by my young and only aid, Ensign Dichman, also deserves my particular mention.

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I have only to add that the success of the troops is anxiously looked for' ough, for one, I feel not a doubt that we shall be in connexion with General herman before long. Just before leaving the landing, I heard from an ficer that he had left Commander Preble, with the navy howitzers and men, me four miles up the country, which I immediately made known to General oster, so that they might have proper support.

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

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. A. B. Squadron.

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

FLAG-STEAMER PHILADELPHIA,
Broad River, S. C., December 7, 1864.

SIR: My despatch of the 30th ultimo informed the department of the movement at Boyd's creek by the forces under General Foster and myself.

Everything seemed to look well on Tuesday evening. On Wednesday 30th) the advance was made directly upon and towards the railroad above Grahamsville. The rebels had, however, by this time collected in force, and ere impeding the march of the troops by musketry and a few small pieces, but the advance continued, and before long General Hatch, who commanded, found further progress barred by a work which looked upon the road, and was covered on the flanks by heavy woods and other obstructions.

I have not yet sufficient exact information to convey a correct idea of the onflict, or its locality, but our understanding of the matter is, that the general assaulted the work and was repulsed with heavy loss.

The fleet brigade did its duty fully, and rendered good service with its oat howitzers as well as its musketry.

I have not yet received any official reports to me, and am unable, therefore, to transmit them, but will do so at the first opportunity.

The rebels did not attempt to come out from their position, and General Hatch drew off at his leisure and fell back to a more convenient position, where he remained.

On Sunday, General Foster, with a few tugs, one of them the Daffodil, (navy,) and two or three hundred men, went into Whale Branch, ascended nearly to Port Royal ferry, and surprised a small work of two or three light pieces—the guard running away, evidently surprised.

At the same time I passed to the head of Broad river and into the Coosahatchie with the Pawnee and Sonoma, where a small work with a couple of small guns was placed so as to bar the passage; the stream was too winding and narrow to get nearer than a couple of thousand yards, and the rebels after firing a few shots retired to the near woods and let us pound away. At the same time, General Hatch pushed out a light column from his right, and the Pontiac sent her boats up the creek from Boyd's landing; the whole affair being merely a reconnoissance, made to assume the appearance of a demonstration, and thus also mislead the rebels and divide their forces.

The general view of the site led General Foster and myself to a more complete reconnoissance next day, (December 5,) the firing being renewed as usual to give the idea of a move that way, while in fact we were regarding a stream on the right (Tulifinny) going in another direction, and with the Coosahatchie forming a peninsula or island, over which the railroad passed by too bridges at no great distance from each other.

I had always looked to the general configuration of the ground here as very favorable for cutting the railroad, and was glad to find that the general

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was of the same opinion. We agreed, therefore, to make it the object of a move next day.

Wherefore, on Tuesday, the 6th, leaving Boyd's landing to be held by General Hatch, with some troops and the Pontiac, we moved very early up Broad river with gunboats and transports, and reached the entrance of the Tulifinny about 8 o'clock a. m.; the fog somewhat obscured our approach, and but for the low tide we would have disembarked instantly, but this compelled a resort to boats; quickly the water was alive with them, pulling for the landing—soldiers and sailors in every variety of floating things. In the lead was a launch of the boat division, Acting Master E. G. Furber. The fleet brigade, with its guns, soon got ashore with its military comrades, and the whole moved quickly up the single road that leads up between the rivers.

The department will notice in the sketch annexed how favorable was the ground when once we gained a footing, the width of the island being well adapted to the front of a small force, and each flank covered by a stream. Once there, our men could not be ousted easily.

The rebels appear to have been completely deceived by the previous demonstration towards the Coosahatchie and its battery, and when they perceived the real direction sent a force with all despatch to dispute the landing one of the regiments, a veteran regular.

But our men had a fair field and asked no favors; so when the enemy came down on them they were gradually pushed back towards the railroad.

I can now only give a very general and hearsay report, as there is no time for the officers engaged to write.

Among other statements made to the general in my presence was, that our advance had been gathered upon thickly, and, to quote the expression, "things looked squally," when our blue-jackets came up at a round pace with their howitzers and opened fire. The rebels then gave way, still resisting the advance, and still receding before our men.

By evening a report came that the bridge of the county road had been destroyed—a very important result; only a little further is the railroad and bridge.

Now, as I write, matters are reported as going on favorably; the sound of the howitzers and musketry is lively. It is impossible to ascertain with exactness the distance of the railroad, but the cars are well heard and seen.

Nothing could be more satisfactory than the behavior of the fleet brigade; the officers and men go to the work with a zeal and vigor that is deserving of all praise, and make me regret that my force is too limited to permit a stronger detachment, for I have more howitzers.

As soon as I have the official despatches they will be transmitted. Meanwhile, I transmit a list of casualties in the action at Boyd's creek on the 29th ultimo, and here on the 6th and 7th instant. These amount to twenty-three men. I will fill them up from the squadron, and will be compelled to draw off the few marines of the Donegal, which I hope the department will permit. * * *

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

J. A. DAHLGREN,

Rear-Admiral, Com'dg South Atlantic Blockading Squadron.

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

P. S.—Just after closing this despatch I received the annexed report from Commander Preble, commanding fleet brigade, and written under the disadvantages of the battle-field.

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Report of Commander George H. Preble, Commanding Fleet Brigade.

HEADQUARTERS FLEET BRIGADE,
In the Field, December 7, 1864.

SIR: Yesterday, after landing, we dragged the howitzers through the swampy ground, and hurried them forward with the marine battalions.

The sailor infantry landed above with the army and advanced with it; as we hurried on we heard sharp firing of musketry in the advance, and hurried up to reach the field just as the rebels had been driven from it with loss. Our sailor infantry fought well, and had 13 or 15 wounded out of 110. As soon as the howitzers came up one was placed in the road, and scattered an attacking column, while the other pieces shelled the woods to the left. The marines skirmished through the woods, and there was more or less firing until night. The rebels had a battery on the left, and they played upon us down the cross-roads, and another on the right of the same road. A regiment of infantry was sent by General Potter to the right, which destroyed a bridge and prevented the rebels flanking us. The rebels appeared to be in good force, and to receive continual re-enforcements; we drove the enemy and encamped on the field of battle. This morning the firing was renewed by the enemy from the woods in front and on the right.

One howitzer shelled the woods to the right, and prevented the enemy from closing on us in that direction. Sharpshooters were in the trees in front. When the firing had ceased in a measure four pieces were withdrawn as a reserve to the rear. To occupy the position we are now intrenching. Two heavy howitzers are still at the front for the night, under Lieutenant Hayward. For the night I am located at General Hatch's headquarters, which is in close proximity to our brigade. One company of marines was thrown forward last night on the left front as a skirmish line, and was withdrawn with the line this morning, and reached camp about noon. I have one corporal wounded and one private missing. The two remaining companies of marines have been out on picket all day, and were not relieved until sundown. Twenty-five men and one officer reported to me to-day. Adjutant Stanley and Lieutenant Whitehead were sent to the rear sick, together with some men. I have been in battle or on the move all day, and it has been raining hard. Captain Bradford retained my aid on board the Philadelphia. I have all my baggage, including stationery, at the landing. I could not have taken care of it had it been here before to-night. I presume, as we are intrenching our lines, we are to remain here, but I cannot tell where or when I am to move again.

I sent you a list of wounded as far as I know this p. m. I have already directed the boat commanders to give me their reports, which they will do as soon as possible. Had we landed the howitzers where the army landed, at Gregories, we would have been able to have kept them up with the advance column.

I sent you yesterday a rebel rifle-shell, 10-pounder, which struck the field near me, also some picket papers found at the lower Gregories' house, which I hope you got.

The rebels left a good many dead on the field. Lieutenant Commander Matthews buried five within his camp last night. I write this by the camp-fire, and hope you will understand and excuse all informalities. I believe the battle-field of yesterday is called Tulifinny Cross Roads. The sailors and marines behave admirably in camp and battle.

Respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Commander U. S. N., Commanding Fleet Brigade.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

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List of killed, wounded and missing in naval brigade, December 2, 1864.

Killed.—Kapp, sergeant marines, Mingoe.

Wounded.—Clancy, corporal, Pontiac; Young, corporal, Canandaigua; Mallory, private, Canandaigua; Nelly, private, Sonoma; Walker, (mortally,) private, Pawnee; Wilson, private, Mingoe.

Missing.—Joy, private, Mingoe; O'Neill, private, Mingoe; Drake, George C., private, Saratoga; Henry Kittering, private, (reformed rebel,) Memphis.

Sick.—Pat. Kiernan, company C, St. Louis, sick on Mingoe; George C. Lincoln, company C, sick on Bay Point; Thomas Kiernan, company C, sick on Bay Point; Horace Chew, company C, Geranium, in rear.

Wounded in action December 6, 1864, *as far as known.*

Edward Birch, ordinary seaman, Sonoma; Pat. Gleason, landsman, Sonoma; Patrick Hayes, landsman, Saratoga; James Northrop, landsman, Memphis; Michael Lynch, landsman, Sonoma; Thomas Mullen, marine, Mingoe; George Groth, ordinary seaman, St. Louis; Thomas McDonald, ordinary seaman, Saratoga; Charles Honn, landsman, Saratoga; Horace Thompson, seaman, New Hampshire; Mortimer Toner, landsman, Saratoga; Robert Wilson, St. Louis; Charles Miller, Geranium.

December 7, 1864.—Corporal Ed. Kemmerer, Pontiac; Brandt, private, missing, Sonoma.

COMMUNICATION OPENED WITH GENERAL SHERMAN.

Report of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., December 12, 1864.

SIR: It is my happiness to apprise the department that General Sherman, with his army, is near Savannah, and I am in communication with him. In view of his probable arrival, I had stationed several steamers at different points, and have come down from the Tulifinny yesterday in order to be at hand. I had not to wait many hours.

This morning, about 8 o'clock, the Dandelion arrived with Captain Duncan and two scouts, Sergeant Myron J. Emmick, and George W. Quimby, bearing the following lines from General Howard:

"HEADQUARTERS DEPARTMENT OF ARMY OF TENNESSEE,
"*Near Savannah Canal, Georgia.*

SIR: We have met with perfect success thus far. Troops in fine spirits and near by.

"Respectfully, O. O. HOWARD,
"*Major General, Commanding.*

COMMANDER U. S. NAVAL FORCES
In vicinity of Savannah, Georgia."

Captain Duncan states that our forces were in contact with the rebels a few miles outside of Savannah. He says they are not in want of anything.

Perhaps no event could give greater satisfaction to the country than that which I announce, and I beg leave to congratulate the United States government on its occurrence.

It may, perhaps, be exceeding my province, but I cannot refrain from expressing the hope that the department will commend Captain Duncan and his companions to the honorable Secretary of War for some mark of approbation for the success in establishing communication between General

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Sherman and the fleet. It was an enterprise that required both skill and courage.

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

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. Blockading Squadron.

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

APPROACH TO AND OCCUPATION OF SAVANNAH, GEORGIA.

Report of Rear-Admiral Dahlgren.

FLAG-STEAMER PAWNEE,
Near Savannah, Georgia, December 23, 1864.

SIR: The departure of a mail steamer enables me to convey to the department the latest information to date. Where the narrative of events ended with my last despatch I am unable to say. The necessity of moving rapidly, and the want of a suitable flag-ship, compels me to shift from one vessel to another, and leave clerks, documents, and records behind. Until I knew exactly where General Sherman would prefer to establish communications with me and connect his operations, I had to be prepared at the different points between which a choice lay. The force I could collect was, therefore, distributed at Savannah river, Wassaw, Ossabaw, St. Catherine's, and even as low as Brunswick.

On meeting General Sherman I drew in my force on the first three places, placing two iron-clads at Wassaw to insure the detention of the rebel iron-clads, and one in the Savannah river, in order to move up near the obstructions and assist directly in the movement of the army on the city of Savannah, some gunboats being left in the Ossabaw for the communications. On the 13th General Sherman advanced with his army towards the city, enveloped it and all its outworks south of the river, and in seeking to connect with my force fell in with Fort McAlister, located on the south bank of the Ogeechee. Promptly a division was moved to the assault, and carried it. This enabled General Sherman to communicate with me in person, and a direct attack was contemplated on Beaulieu, defending the Vernon and Burnside rivers, by which a better communication would be established, and a nearer approach made to the city. General Howard made a personal reconnoissance with Fleet Captain Bradford to decide on the direction a column should take to the rear, whilst my forces moved on the front. To this end, I brought round the iron-clads from Savannah river, which, with the Pawnee, Sonoma, Winona, and three mortar schooners, were all that I could draw off from other places for the purpose.

On the 18th General Sherman came on board the flag-ship.

Having fully invested Savannah on the land side, whilst the navy held every avenue by water, General Sherman sent a summons to surrender, which was declined by General Hardee, on the ground that he held his two lines of defence and was in communication with his superior authority. General Sherman therefore prepared to attack. His army was gradually drawing closer on Savannah river, and in order to cut off the escape of the rebel forces he concluded it would be better to send a division to re-enforce the troops of General Foster, up Broad river, and make a serious attack there in the direction of the railroad, whilst that on Beaulieu would be limited to the naval cannonade, which, I must not omit to mention, had been begun and continued with deliberation by Lieutenant Commander Scott in the Sonoma, assisted for a day or so by the mortar of the Griffiths, Acting Master Ogilvie. To insure the exact concurrence of the several forts, the gen-

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eral went with me to Hilton Head in my steamer, and General Foster was made fully acquainted with the design. Late on Monday I put to sea, but, to avoid detention from the increasing gale, the pilot preferred to follow the interior passage, and when near Ossabaw my steamer grounded. We started in the barge to pull, and were nearly in the waters of Ossabaw when a tug came along with the following telegram for General Sherman:

"FROM STATION NEAR HEADQUARTERS,
"*December* 4, 1864—m.

"To General SHERMAN:

"General Howard reports one of General Leggett's brigades near Savannah, and no enemy. Prisoners say the city is abandoned, and enemy gone to Hardeeville.

"Wood captured six guns. Slocum got eight guns, and is moving on the city. "DAYTON, *A. D. C.*"

It was now about 3 p. m. General Sherman hastened to his headquarters, and I to the division of vessels lying in front of Beaulieu. The facts of the case were soon apparent. Lieut. Com'dr Scott, of the Sonoma, was in possession of Forts Beaulieu and Roseden. I landed at the former, and, after giving some brief directions, was on my way from it, when I received a note from General Sherman, dated 6½ p. m., with two telegrams from General Howard, and saying: "Tatnall intends to run the blockade to-night;" the other, "Rebel boat Savannah, with Tatnall in, is just out of our reach." I did not apprehend that this intention to escape could be carried into effect. The two iron-clads which I had at Wassaw blocked the best way out, and I did not believe that the rebel ram could be brought over the shallows of the Savannah river, save under the most favorable circumstances of a high tide and an easterly wind. At this time it was blowing a gale from the northwest.

Still it did not seem proper to allow the public interests to incur the least risk that was avoidable in a matter so important, so I ordered the Pawnee to tow the Nantucket to Savannah river, and, her commander being too ill to be on deck, Fleet Captain Bradford volunteered for the duty.

It was 3 o'clock in the morning of the 21st when I lay down for a few hours' rest, and, as my steamer was still aground, got into my barge at 7 a. m., pulled to Wassaw, then across that sound into the pass to the Savannah river, and had nearly reached the Savannah river when a tug came along, which relieved the faithful seamen of their severe labor in a heavy gale, wet to the skin as they were. I arrived about noon, hoisted my flag in the Wissahickon, Lieut Com'dr Johnson, and proceeded up the river, with the Winona, Lieut. Com'dr Dana, and two tugs.

About 4 p. m. the obstructions across the channel, near the head of Elba island, compelled me to anchor a short distance below the city.

This hasty and off-hand narrative will give the department some idea of the events, as seen from my stand-point, that immediately preceded the occupation of Savannah by the Union forces.

The glorious flag of the Union once more waves over the ramparts of the forts, and the city, and the vessels of the navy on the water.

Savannah has been taken in the only way, probably, that it was assailable; in every other the defences were complete and powerful, extending over every approach, and including the rivers that traversed the country to the southward; so that an attack in those quarters could not have succeeded.

It is one of the first fruits of the brilliant campaign commencing at Atlanta, and of that fine conception, the march through Georgia; but is not

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the last, and General Sherman has but to follow out his plans in order to reap still greater advantages for the country, and renown for himself.

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

J. A. DAHLGREN,

Rear-Admiral Com'dg North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Lieutenant Commander R. W. Scott.

UNITED STATES STEAMER SONOMA,

Off Fort Beaulieu, Vernon River, Ga., December 27, 1864.

SIR: I have the honor to report that, in obedience to your orders, I left the Coosawhatchie river, South Carolina, on the 12th instant, and proceeded to Ossabaw sound, Georgia, to co-operate with the army of Major General Sherman, which had arrived near that point.

On the morning of the 14th I pushed up the Vernon river, to feel the Roseden and Beaulieu batteries, (Fort McAlister having been taken by the forces of Major General Sherman the evening before,) and at 1.30 p. m. came within range, and opened fire on Fort Beaulieu. Found the works to be very strong and their practice good. Continued the fire from the rifles and 11-inch gun, until taking possession of the works on the morning of the 21st. The mortar schooner John Griffiths and gunboat Winona arrived on the 17th and 20th, respectively, and opened fire on the enemy, doing good work. At 1.30 p. m. on the 20th the enemy opened with a mortar battery from Roseden island, which was replied to by the Griffiths and this ship. On the morning of the 21st, at 6 a. m., a deserter arrived on board from Roseden, and reported that the works at that point and Beaulieu were being evacuated by the enemy. I immediately got under way, accompanied by the Winona, and stood up the river, and at 9.35 sent Acting Master Merrill, executive officer of this ship, with six boats from the Sonoma, Harvest Moon, Winona, and Griffiths, to take possession and hoist the flag of the United States on Fort Beaulieu.

The tug Geranium having arrived, I directed Lieutenant Commander Dana, of the Winona, with Chief Pilot Hefford, to proceed in her to the Roseden battery by the Vernon river, take possession, and hoist the United States flag on the works; after which to continue up the river to White Bluff, where I heard the Water Witch was, and, if possible, to recapture and bring her down. The report of Lieutenant Commander Dana is herewith enclosed, also an inventory of the property captured, including fifteen heavy guns and large quantities of ordnance stores. It affords me great pleasure to state that I was most ably supported by Captain Dana, of the Winona, and Acting Volunteer Lieutenant Hefford, who rendered me the greatest assistance; also Acting Flag-Lieutenant Dichman, of your staff, and Acting Master Avery, of the Philadelphia.

I have the honor to be, very respectfully,

R. W. SCOTT, *Lieut. Com'der.*

Rear-Admiral J. A. DAHLGREN,

Com'dg South Atlantic Blockade Squadron.

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Additional Report of Rear-Admiral Dahlgren.

FLAG STEAMER PHILADELPHIA,
Savannah River, January 4, 1865.

SIR: I have already apprized the department that the army of General Sherman occupied the city of Savannah on the 21st December. The rebel army, hardly respectable in numbers or condition, escaped by crossing the river and taking the Union causeway towards the railroad.

I have walked about the city several times, and can affirm that its tranquillity is undisturbed. The Union soldiers who are stationed within its limits are as orderly as if they were in New York or Boston.

The resolutions herewith enclosed, passed by a meeting of citizens on the 28th, at which the mayor presided, are not exceeded in interest by any similar proceedings, and may be accepted as a true sample of the sentiment which is beginning to exhibit itself, and it is to be hoped will continue to do so, whenever any portion of the people of Georgia are permitted to express their real sentiments.

One effect of the march of General Sherman through Georgia has been to satisfy the people that their credulity has been imposed on by the lying assertions of the rebel government affirming the inability of the United States government to withstand the armies of rebeldom. They have seen the old flag of the United States carried by its victorious legions through their State almost unopposed, and placed in their principal city without a blow.

Since the occupation of the city, General Sherman has been occupied in making arrangements for its security after he leaves it for the march that he meditates.

My attention has been directed to such measures of co-operation as the number and quality of my force permit.

On the 2d I arrived here from Charleston, whither, as I stated in my despatch of 29th December, I had gone in consequence of information from the senior officer there that the rebels contemplated issuing from the harbor, and his request for my presence. Having placed a force there of seven monitors, sufficient to meet such an emergency, and not perceiving any sign of the expected raid, I returned to Savannah to keep in communication with General Sherman and be ready to render any assistance that might be desired. General Sherman has fully informed me of his plans, and, so far as my means permit, they shall not lack assistance by water.

On the 3d the transfer of the right wing to Beaufort was begun, and the only suitable vessel I had at hand, the Harvest Moon, was sent to Thunderbolt to receive the first embarcation. This took place about 3 p. m., and was witnessed by General Sherman, General Barnard, (United States engineers,) and myself. The Pontiac is ordered around to assist, and the army transports also followed the first move by the Harvest Moon.

I could not help remarking on the unbroken silence that prevailed in the large array of troops. Not a voice was to be heard as they gathered in masses on the bluff to look at the vessels. The notes of a solitary bugle alone came from their midst.

General Barnard made a brief visit to one of the rebel works (Causton's Bluff) that commanded this water-course, the best approach of the kind to Savannah.

I am collecting data that will fully exhibit to the department the powerful character of the defences of the city and its approaches. General Sherman will not retain the extended limits they embrace, but will contract the lines very much.

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General Foster still holds the position near the Tulifinny. With his concurrence I have detached the fleet brigade, and the men belonging to it have returned to their vessels. The excellent service performed by this detachment has fully realized my wishes, and exemplified the efficiency of the organization—infantry and light artillery handled as skirmishers. The howitzers were always landed as quickly as the men, and were brought into action before the light pieces of the land service could be got ashore. I regret very much that the reduced complements of the vessels prevent me from maintaining the force in constant organization. With three hundred more marines and five hundred seamen I could frequently operate to great advantage at the present time, when the attention of the rebels is so engrossed by General Sherman.

It is said that they have a force at Hardeeville, the pickets of which were retained on the Union causeway until a few days since, when some of our troops crossed the river and pushed them back. Concurrently with this I caused the Sonoma to anchor so as to sweep the ground in the direction of the causeway.

The transfer of the right wing (30,000 men) to Beaufort will so imperil the rebel force at Hardeeville that it will be cut off or dispersed if not moved in season.

Meanwhile I will send the Dai Ching to St. Helena to meet any want that may arise in that quarter, while the Mingoe and Pontiac will be ready to act from Broad river.

The general route of the army will be northward, but the exact direction must be decided more or less by circumstances which it may not be possible to foresee. My co-operation will be confined to assistance in attacking Charleston, or in establishing communication at Georgetown in case the army pushes on without attacking Charleston, and time alone will show which of these will eventuate. The weather of the winter first, and the condition of the ground in the spring, would permit little advantage to be derived from the presence of the army at Richmond until the middle of May; so that General Sherman has no reason to move in haste, but can choose such objects as he prefers, and take as much time as their attainment may demand.

The department will learn the objects in view of General Sherman more precisely from a letter addressed by him to General Halleck, which he read to me a few days since.

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

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. Atlantic Blockading Squadron.

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

MOVEMENTS OF GENERAL SHERMAN NORTHWARD.—NAVAL DEMONSTRATIONS IN CONNEXION THEREWITH.

Orders issued by Rear-Admiral Dahlgren.

[Confidential.]

1st. General Sherman's army will soon be in motion, moving northward, but inclining from the sea-coast.

2d. He asks that the attention of the rebels be drawn from his operations by such demonstrations as possible by the United States naval and land force of this quarter, most particularly at Charleston.

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3d. General Foster will collect as many troops as he can, and I desire to assist to the full extent that my force admits of.

4th. I learn from the Navy Department that Admiral Porter is directed to send here all the iron-clads in his squadron as soon as the present operations at Wilmington are over. I see no reason to suppose that they will not be here very soon.

5th. General Sherman will begin to move to-morrow, or Tuesday, but will not be in a position where our demonstration will be most effective for a week or more.

6th. This, then, will be the period for preparation, and the first measure will be to examine the channel and *make* sure of the obstructions, their nature and position.

7th. As the impression of commanders of monitors is that a range of obstructions extends from Sumter, these will be the first object, and the commanders of the advance monitors of the 15th—Patapsco and Lehigh—are charged with this duty for the night, and so on in succession. The scouts, all boats, tugs, &c., will report to them to assist.

8th. The preliminary to removal will be by explosion. Torpedoes may be used, and boats filled with powder floated up with the tide. Floats, with grapnels or hooks attached, may be floated up to catch and mark objects below water.

9th. To protect against floating torpedoes, long, slender pine poles, thirty to fifty feet, may be lashed in pairs in the middle so as to form an X, into which enters the bow at one end—heels secured—and from the other depends a net; the whole to float.

10th. Captain Scott will see to the prompt and sufficient supplies of men, boats, tugs, poles for torpedoes, powder, and other requisitions to carry out the above.

11th. It is expected that each day and night will furnish its share of results.

J. A. DAHLGREN, *Rear-Admiral.*

JANUARY 15, 1865.

Report of Rear-Admiral Dahlgren.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, January 22, 1865.

SIR: The department is already, by my previous letters, and no doubt more fully by intelligence from the War Department, informed of the precise object of General Sherman's operation. To assist in this, a diversion is to be made upon Charleston, though General Sherman is opposed to any direct attack from seaward upon the harbor or upon James island. General Foster will not, therefore, engage in anything of the kind, but will, conjointly with me, undertake such a move along the approaches to Mount Pleasant from Bull's bay as to embarrass the rebel general as to the real design. The force I have is not equal to anything more than a co-operation with the army, and is therefore limited to what the general may elect. Assuming, however, that the rebel garrisons will be reduced to a minimum, I have proposed to General Foster an attack on a portion of their works, which I am very hopeful of. At the same time it relies very much more on the presumed reduction of the rebel force by General Sherman's interior operation than on our own strength. General Foster has it now under consideration, and is

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so far well inclined to it that he only wants the sanction of General Sherman. * * * *

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

J. A. DAHLGREN,

Rear-Admiral, Com'dg South Atlantic Blockading Squadron.

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

Additional report of Rear-Admiral Dahlgren.

FLAG-STEAMER HARVEST MOON,

Port Royal Harbor, January 24, 1865.

SIR: The enclosed copy of a note from General Sherman conveys the latest information, to this date, of the state of things here.

I have the Dai Ching and a tug in the Combahee to assist the move at the ferry. The Sonoma is in the North Edisto, and the Pawnee leaves at early light with a tug for the Ashepoo, where a battery and obstructions are reported.

The orders of all are to drive in the rebel pickets and knock down his batteries where they can be reached. The Tuscarora, Mingoe, State of Georgia, and Nipsic are at Georgetown, with orders to prevent the erection there of any batteries. The Pontiac is in the Savannah river, at Pusyburg, advancing with General Sherman's extreme left. The demonstration desired by General Sherman at Charleston may be said to be begun by the collection there of so many iron-clads. When Admiral Porter sent the Monadnock he apprised me that her draught was too great for his purpose, and requested that I would send him one of the lightest draught monitors in exchange. His words were: "There are one or two forts on the river that I cannot wind up without an iron-clad."

If I could have asked the instructions of the department I should have done so. As it was, an important object required me to act, and I did as I believed the department would have me do. I ordered the Montauk to be sent to Rear-Admiral Porter, on the condition, however, that it was for a week only. It was a great exertion of self-denial, for I believed and hoped there would be as great need here for all the force I could command, and what I had received fell far short of my expectations.

The department will no doubt credit me, therefore, with a strong persuasion that I was doing the best for the public interests.

It would be very advantageous if more light-draught vessels were sent here.

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

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. Atlantic Blockading Squadron.

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

Letter from General Sherman to Rear-Admiral Dahlgren.

HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI,

In the Field, Beaufort, S. C., January 24, 1865.

DEAR ADMIRAL: Weather is now fine and promises us dry land. I will go to-day to Pocotaligo and Coosawhatchie; to-morrow will demonstrate on Salkehatchie, and would be obliged if you would fire up Edisto or Stono,

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just to make the enemy uneasy on that flank, and to develop if he intends to hold fast to Charleston and Columbia both. It will take five days for Slocum to get out of the savannas of Savannah, and during that time I will keep Howard seemingly moving direct on Charleston, though with no purpose of going beyond the Salkahatchie.

Yours,

W. T. SHERMAN, *Major General.*

Admiral DAHLGREN.

Report of Lieutenant Commander S. B. Luce.

UNITED STATES STEAMER PONTIAC,
Sisters' Ferry, Savannah River, Ga., January 31, 1865.

ADMIRAL: In obedience to your order of the 13th instant, I reported on the 15th instant to General Sherman at Savannah, and was by him referred to General Slocum for special instructions.

Agreeably to such instructions, we left Savannah on the afternoon of the 18th, in company with the army transport Robert E. Lee, and arrived at Perrysburg, about 20 miles up the river, on the afternoon of the 19th, where we found a portion of the 20th corps. General Williams remained at Perrysburg until the 22d, when we proceeded up the river, and on the 24th anchored at Morrall's landing, at the lower end of Sisters' Ferry Bluffs, about 41 miles from Savannah. Here on the high banks which overlook the river we established a picket station, with a view to keep a lookout for the advance of our own army, and to see that the enemy did not bring artillery to bear on us, our own guns not being available for such an elevation.

With a view to ascertaining the position and strength of the rebel pickets, and for information generally, small scouting parties were sent out, with orders to run no risk of being cut off, and cautioned particularly against the detached bodies of Wheeler's cavalry known to be in the neighborhood. Notwithstanding this warning, on the morning of the 26th, a party from this ship engaged in a scouting expedition were surprised and captured by a body of Wheeler's men, numbering about 20.

The following are the names of those taken: Third Assistant Engineer Carlton A. Uber, Acting Gunner Charles F. Adams, Americus Brinton, ordinary seaman, Gustavus Dahl, ordinary seaman, John Owens, landsman, James Walters, coal-heaver. Previous to this we had taken the following prisoners: John Gaylord, citizen, but suspected guerilla; James M. Fleetwood, late of rebel gunboat Macon and branch pilot of Savannah; John Garraun, J. B. Metzger, 31st Georgia; all of whom were turned over to the provost marshal.

On the evening of the 27th the scouts of General Davis's column reached here, and soon after the rest of the 14th corps. They had been delayed by the very bad roads, and the great amount of corduroying to be done. The movements of this wing are greatly impeded by the late freshets, but officers and men are working with great energy and perseverance, and will no doubt overcome all difficulties. This ship is now anchored about a mile above the pontoon bridge, or at the "Old ferry," on the lookout for the enemy's gunboats, the last information of which showed them to be 80 or 90 miles above us. On our way up, owing to the very strong current caused by the freshet, and the many and very sharp turns in the river, we were occasionally swept in among the trees on the river's bank, getting some scratches, but nothing of a serious nature.

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

S. B. LUCE, *Lieutenant Commander.*

Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

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Letter of Rear-Admiral Dahlgren, transmitting additional reports.

FLAG-SHIP HARVEST MOON,
Port Royal, S. C., February 2, 1865.

SIR: I transmit herewith reports of officers commanding vessels of this squadron at different places in relation to operations at different points during the recent movements of General Sherman's army. They should have accompanied my own reports, but my movements, and those of the vessels, necessarily cause much irregularity in correspondence.

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

J. A. DAHLGREN,
Rear-Admiral, Comd'g S. Atlantic Blockading Squadron.

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

Report of Commander James Madison Frailey.

UNITED STATES STEAMER TUSCARORA,
Off Georgetown, S. C., January 29, 1865.

SIR: I respectfully report the arrival of the Tuscarora off Georgetown on the forenoon of the 25th instant, and my finding the Mingoe, Nipsic, and Gemsbok at anchor in the offing. On the following day, Commander Creighton proceeded with the Mingoe into the inner harbor; but owing to the very fresh wind blowing from the northward and westward, and the draught of water of the Nipsic, the pilot, Updegrove, declined taking the latter in until yesterday, when she was safely taken over the bar, and both vessels are at anchor in the river. The night previous to my arrival the pilot had just returned from a scout of a couple of days, having approached to within a few miles of Georgetown, and bringing with him on his return two (2) Charleston and two (2) Wilmington papers, which are herewith forwarded to you. Captain Creighton informs me he has reported the result of his observations.

Yesterday I sent Acting Ensign S. L. Griffin, of this vessel, into the inner harbor, in my first cutter, with an armed boat's crew, who, on his return, reported everything quiet in the vicinity, and from the top of the lighthouse had a fine view of both north and south islands, on neither of which could he perceive any movements of men or of earthworks being erected. Two picket-boats from the inside vessels are sent up the river nightly; and from Commander Creighton I learn that a torpedo was found washed upon the beach, and from which the scouts removed the powder, which was wet and damaged.

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

JAMES MADISON FRAILEY,
Commander U. S. Navy, Senior Officer present.

Rear-Admiral J. A. DAHLGREN, U. S. N.,
Commanding S. A. Squadron, Port Royal, S. C.

Report of Commander George B. Balch.

UNITED STATES STEAM SLOOP PAWNEE,
North Edisto, S. C., January, 30, 1865.

ADMIRAL: I have the honor to report that this ship entered the North Edisto on the evening of the 28th instant, and at daylight of the 29th proceeded up the river, and anchored off White Point, where I found the Sonoma. Lieu-

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tenant Commander Fillebrown had been actively engaged in scouting with his boats in this vicinity. I called upon General Potter, who has command of the troops, and expressed the opinion that a move by way of White Point, in the direction of Adams run, would be better than in the direction of South Edisto, and, in accordance with this opinion, General Potter changed his base from Edisto island to White Point last evening. The Pawnee and Sonoma gave every aid in our power in landing the troops, having taken positions to protect the flanks. At 8 a. m. this morning, at General Potter's request, we opened fire for an hour; at the expiration of which time his troops advanced, accompanied by a light 12-pounder of the Sonoma. There has been occasional firing from the howitzer and the infantry, but not heavy enough to lead one to suppose that the enemy is in strong force. It is contemplated by General Potter that the forces will fall back by night to White Point.

The troops advanced, I am told by General Potter, till they came to a battery strongly posted, and which replied to his fire. It would require a much heavier force than he has to assault it, and he is now, 7 p. m., embarking his his troops, and they will return to their former post in Edisto. I sent the Daffodil up the Dawho river, but nothing of importance was discovered. I had yesterday, before the troops came, a reconnoissance made in the direction of Adams run, and some rebels were found and shots exchanged. Boats from the Sonoma had been up the Wadmelaw, and discovered some few rebels; she sent up in that direction yesterday and fired her howitzer occasionally. I believe this movement of General Potter will have a good effect in worrying the enemy.

I am, very respectfully, your obedient servant,

GEO. B. BALCH, *Commander.*

Rear Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Report of Lieutenant Commander A. W. Johnson.

UNITED STATES STEAMER WISSAHICKON,
Stone River, S. C., January 28, 1865.

ADMIRAL: A scout was sent up the creek of John's island last night, and the Stono thoroughly examined to day. There have been no new batteries erected since the expedition up the river in July last. Battery Pringle has been considerably strengthened, and the McDonough drew its fire in the reconnoissance of this afternoon. Her shell burned two of the remaining houses above Legageville, and the vessels are now anchored further up the stream, as ordered, in positions to annoy and repulse the enemy should he make his appearance. No torpedoes have been discovered in the river. The channel to this inlet was sounded yesterday, and the entrance buoy marked as you directed. At high water, full and change, fourteen (14) feet can be carried through it to the anchorage inside.

I am, very respectfully, your obedient servant,

A. W. JOHNSON,
Lieutenant Commander and Senior Officer present

Admiral J. A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

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Report of Lieutenant Commander A. F. Crosman.

UNITED STATES STEAMER McDONOUGH,
Stono River, January 29, 1865.

SIR: Yesterday, with the permission of Lieutenant Commander A. W. Johnson, senior officer present, I went up this river as far as the point of woods, about three thousand yards from Fort Pringle, with which work I exchanged numerous shots. Most of my shell fell inside of the work, and Pringle replied with but two heavy guns, which I am confident were smooth-bore. Not a shell exploded near me, though some of the enemy's shot were very fairly directed. They were all, I think, solid shot.

Feeling the woods occasionally as I moved up with shell and grape, I sent a boat's crew ashore and fired successively Legare's house and the house and out-buildings on the wooded point, in whose vicinity the Pawnee lay last July.

I did not bring my vessel within range of the batteries opposite to Pringle, as I did not think it necessary. I am convinced there are no new works on John's island, and also that Fort Pringle is not so formidable as it was in July last. No torpedoes are in the river yet, as I went up purposely at dead low water to endeavor to discover them.

I expended on this reconnoissance 12 9-inch shell and 2 stand of grape, 12 100-pounder Parrott shell, 1 shrapnell, 1 100-pounder canister, 24 50-pounder Dahlgren rifle shell, 1 24-pounder howitzer canister.

I am, very respectfully, your obedient servant,

A. F. CROSMAN,
Lieutenant Commander, U. S. N.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Respectfully forwarded. A. W. JOHNSON,
Lieut. Commander, and Senior Officer present.

Additional report of Lieutenant Commander A. W. Johnson.

UNITED STATES STEAMER WISSAHICKON,
Stono River, S. C., January 31, 1865.

ADMIRAL: In obedience to your verbal order, received this forenoon through the commanding officer of the Oleander, I have to inform you that nothing further has been discovered on the shores of these rivers since my report of the 28th instant. The McDonough, the C. P. Williams, and this vessel, are anchored at the intersection of the Stono and Kianah, and so soon as more reliable information is obtained from our scouts I purpose to again reconnoitre these streams with two gunboats.

I am, very respectfully, your obedient servant,

A. W. JOHNSON, *Lieutenant Commander.*

Admiral J. A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

Further report of Rear-Adminal Dahlgren.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, S. C., February 6, 1865.

SIR: My despatches of the 24th and 31st ultimo conveyed the most recent intelligence to those dates in relation to affairs here. I have just returned from

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visiting North Edisto and Stono, where the gunboats have been busy with such demonstration as their force admitted of. The latest intelligence which I have of General Sherman's army is to the 2d, stating that General Blair had carried with ease River's bridge, on the Combahee, and thus secured a crossing, the headquarters being at a store about 10 miles southwest of the bridge.

The left wing had not cut loose from the Savannah, which was to be crossed at Sister's ferry, but its advance was at Robertsville, some eight or nine miles further.

Meanwhile General Hatch, of General Foster's command, was to cross the Combahee at the ferry, eight or ten miles south of the railroad, operating as far as he was able.

I despatched the Ottawa and Winona (repairs just completed) into the St. Helena sound to take the place of the Dai Ching in such co-operation as their force was equal to.

At Georgetown the Mingo and Nipsic are inside the harbor, and find no new works on North or South island, as was reported. The battery higher up is, however, maintained by the rebels, and their gunboat is said to be ready to come down the Pedee, carrying two rifle 32-pounders and one Whitworth. On the 30th a body of our troops landed at White Point, (North Edisto,) under cover of the fire of the Pawnee and Sonoma, marched some four miles, came on two batteries, but were not in sufficient force to assault, and re-embarked, the chief object being to demonstrate.

Yesterday the Pawnee and Sonoma pushed up the Wadmelaw and shelled some light batteries vigorously. They landed 70 or 80 men, who went within 400 yards, but were not in sufficient force to venture on an attack.

Meeting General Foster's steamer at sea on his way up from Port Royal, I had a conference with him and agreed generally on the movements which General Sherman asked to have executed.

Attempts to violate the blockade continue, but not always with success. On the night of the 3d a steamer ran ashore near Breach inlet, and was fired by her own crew.

I enclose a communication from the officer blockading at Doboy, which conveys news by no means improbable. I wish much it were in my power to send some light-draught steamers to assist this inclination, but they are employed.

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

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. Atlantic Blockading Squadron.

Hon. GIDEON WELLS, *Secretary of the Navy.*

Report of Acting Volunteer Lieutenant Commander Edgar Brodhead.

UNITED STATES STEAMER SARATOGA,
Doboy, Georgia, February 3, 1865.

ADMIRAL: I have the honor to inform you that Mr. Theodore P. Pease, residing at Thicket, near Darien, stated to the officer of the boat which I sent up there to-day, that a Union meeting was held near that place yesterday, and adjourned to meet again at Blackshear to-day, when delegates from different counties were to be appointed to confer with General Sherman.

Mr. Pease also stated that the rebel General Wheeler was at the Ogeechee with his force, en route for Savannah, but unable to cross in consequence of

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the bridge having been carried away by the high water. These delegates will, therefore, probably apply to be forwarded to General Sherman by sea.

I am, very respectfully, your obedient servant,

EDGAR BRODHEAD,
Acting Volunteer Lieut. Commander, Com'dg Saratoga.

Admiral J. A. DAHLGREN,
Commanding South Atlantic Fleet, &c.

Further report of Rear-Admiral Dahlgren.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, S. C., February 13, 1865.

SIR: I take advantage of the departure of a steamer to-night to apprize the department of the state of affairs here. The army of General Sherman may now be considered as having begun its movement northward from Savannah. The department has been informed in my previous communication, that the right wing having been moved from Savannah to Beaufort, by water, advanced gradually, driving in the rebel forces near Pocataligo, and finally inclining to the left, found itself, about the 2d, ready to cross the Combahee at Rivers bridge, on the confines of the Barnwell district.

Here it necessarily awaited the left wing under General Slocum, which had been delayed in passing up along the banks of the Savannah, by the effect of the freshets on the roads, which in many places required to be corduroyed. I had sent the Pontiac to cover these troops and their crossing, at Sisters' ferry, 41 miles from the city, where this vessel arrived on the 24th January, about three days in advance of the column of General Davis. By the 7th of February the last man of the rear division was over without molestation; and the Pontiac dropped down the river, anchoring near the city by reason of a request from the general to the effect that he considered the presence of some vessel-of-war necessary. As the left wing had about 35 miles to march for its position with the army, it is fair to presume that by the 10th or 11th General Sherman had his whole force in hand, ready to move on Branchville, some 20 miles distant from Rivers bridge, and making due allowance for the Edisto river and its swamps, may be there at this date, unless he shall have inclined to the left, more towards Augusta, in order to avoid swampy ground. Meanwhile, by way of diversion, as requested by General Sherman, the Ottowa and Winona were feeling their way in the Combahee on the 8th and 9th. The Pawnee and Sonoma found the battery on the Togadoo and Wadmelaw on the 10th and 11th, while the monitor Lehigh, and the Wissahickon, McDonough, Smith, and Williams were shelling the works in the Stono. On the 12th and 13th came the demonstration at Bull's bay, which is all that could be done by this squadron to assist the army of General Sherman. It is now fairly launched on its great enterprise, and will no doubt soon consummate the first results so confidently looked for.

If any further communication is resumed with my command it may be expected in the vicinity of Georgetown. But in view of the grand effect that must be produced by the army recently landed at Wilmington, it is reasonable to infer that General Sherman will advance rapidly to a junction with it, and neither seek nor need further communication with the sea whilst in South Carolina.

Yesterday, while engaged in operations at Bull's bay, I received a despatch in cipher from General Gillmore, which he had just received from General Sherman, asking me to decipher it, upon which I steamed down to Hilton Head

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in order to be in immediate communication with General Gillmore. There I found a cipher despatch for me from General Sherman, and I enclose copies of both, so that the department may be able to inform the President of the last news here in regard to General Sherman. * * *

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

J. A. DAHLGREN,

Rear-Admiral, Com'dg Atlantic Blockading Squadron.

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

Letter from General Sherman to Rear-Admiral Dahlgren.

HEADQUARTERS ARMY IN THE FIELD,
Lowry's, February 7, 1865.

We are on the South Carolina road, at Midway, and will break fifty miles from Edisto towards Augusta, and then cross towards Columbia. Weather is bad, and country full of water. I have ordered Foster to move Hatch up to the Edisto, about Jacksonboro' and Willtown, also to make the lodgement about Bull's bay. Watch Charleston close. I think Jeff. Davis will order it to be abandoned, lest he lose its garrison as well as guns.

We are all well, and the enemy retreats before us.

Yours,

W. T. SHERMAN, *Major General.*

Rear-Admiral J. A. DAHLGREN,
Off Charleston, South Carolina.

CHARLESTON, S. C.

OPERATIONS AGAINST AND ABANDONMENT OF CHARLESTON.—EXPEDITION TO BULL'S BAY.

Despatch of Rear-Admiral Dahlgren announcing the abandonment of Charleston.

FLAG-SHIP HARVEST MOON,
Rebellion Roads, Harbor of Charleston, February 18, 1865.

SIR: Charleston was abandoned this morning by the rebels. I am now on my way to the city, and have the honor to be,

Very respectfully, your obedient servant,

J. A. DAHLGREN, *Rear-Admiral.*

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

Detailed report of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Charleston, S. C, February 22, 1865.

SIR: In my last report I informed the department of the naval operations that were going on in the Combahee, Togadoo, Wadmelaw, and Stono.

The expedition to Bull's bay was merely announced as having begun. On the night of the 11th of February I left Charleston roads, and arrived off Bull's bay about 2 o'clock in the morning of the 12th, having assembled a large force of steamers to assist with their cannons, boats, and men in the

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movement, such as the Shenandoah, Juniata, Canandaigua, State of Georgia, with the Pawnee, Sonoma, Ottawa, Winona, Wando, Geranium, and Iris, and launches, with howitzers, to cover the landing, and a number of boats were brought along with a detachment of sailors, and three howitzers for field service. The arrangements were all so complete and well-timed that by daylight the steamers and the detachment of troops in transports, under General Potter, steamed along the channel and anchored in Bull's bay. The naval force was in three divisions to facilitate the work. Captain Ridgely had the division of heavy steamers, which remained outside, and sent in boats and men; Captain Stanly had the division that included the boats and howitzers afloat and ashore; Captain Balch had the division of light steamers inside. The shoalness of the water, and the inability to procure any guides, interposed the first obstacle. If any channels did exist, they were to be discovered and marked. General Potter, Commanders Stanly and Balch, set about this task with zeal and energy. I was soon compelled to leave, in consequence of the arrival of an aide-de-camp from General Gillmore, then at Port Royal, stating that despatches had arrived from General Sherman, which, being in cipher, General Gillmore could not read, and he supposed I should be able to do so, as I had the key from General Sherman. It seemed better for me to meet General Gillmore, so as to be able to make, without delay, any arrangements which General Sherman might have called for. I therefore steamed to Port Royal, leaving Captain Ridgely in charge of the naval operations at Bull's bay. On the 13th was at Port Royal, and communicated with General Gillmore. The attempts to decipher the despatches were not effectual until next day. On the 15th I reached Charleston, and found no change in the appearance of the rebel positions there. On the 16th I was at Bull's bay. Persevering efforts had not yet been able to find a channel to the landing, even for boats. The Ottawa had contrived to work up a narrow and shallow passage, so that her pivot cannon could reach a line of works near the water, and the launches had got near enough to make their howitzers tell, one of which was disabled by a rebel shot striking its carriage. I now despatched the Pawnee and Winona to South Edisto to establish communications with General Hatch, who was moving upon Willstown. On the 17th February I was in Stono, where another movement was to be made upon the rebel position. In the afternoon General Schimmelfennig came on board, and the operations for the night were agreed on. The iron-clad Lehigh, gunboat Wissahickon, and a mortar schooner were sent up the Stono to press the rebel right flank, and the gunboat McDonough, with a mortar schooner, up the Folly branch, to bear on their left flank; while General Schimmelfennig, with his column, moved on their front from his position on Cole's island. I also despatched an order (A) to Lieutenant Hayward, commanding the naval battery of XI-inch guns at Cummings's Point, to open on Sullivan's island, and fire continually through the night. The contiguous batteries were likewise put in operation by General Schimmelfennig. The advance monitors were directed to fire on Moultrie, but a heavy gale made such a surf that my aid did not deem it safe to pass a boat through it. During the night our cannonading was sharp and continuous, the rebels replying from Moultrie with a few guns, but ceased as the night wore on. In fact, the main body had left the island about 8 o'clock, except a party of 150 men, who were to keep up a fire, and thus delay our knowledge of the evacuation. On the morning of the 18th the keen anticipations of a retreat by the rebels found strong confirmation in appearances, and at early light a boat from Morris island, and another from the vessels, realized the fact. The rebel garrisons had gone, and there was nothing to be done but to pass from one work to another and find it deserted. The scouting officer (Acting Master Gifford) and the two tugs on duty entered the harbor,

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touching at the various fortified points and at Mount Pleasant, where the mayor of that place tendered the submission of himself and coadjutors to the Union. As writing materials formed no part of the equipment of a scout, this acknowledgment was written in pencil on the back of a small pocket map of Virginia which Mr. Gifford had picked up in Sumter—quite as valid as if emblazoned on the fairest parchment. The words are thus:

"The intendant and wardens of Mount Pleasant desire to say that they acknowledge the authority of the United States, and ask protection for their persons and property.

"HENRY S. TARR, *Intendant.*
"F. GOAGOIRE.
"L. A. EDMOND.
"Rev. J. K. FALL.
"Rev. D. McUCHEM.
"SAMUEL TOGASTIE."

Castle Pinckney was also first entered by a naval officer, and I transmit the rebel standard taken from it by him. I was at Stono, a few miles distant, occupied with the movements upon James island, when a telegram reached me about 11 o'clock, stating that there were signs of an evacuation, upon which the flag-ship was steamed round to Charleston roads, passed between Sumter and Moultrie, and up the harbor to the city batteries on Cooper river, under the guidance of a mate captured from a blockade-runner a few nights since, who professed to know the course that would take the steamer clear of all impediments. The powerful and compact defences on Sullivan's island, the shapeless, but still formidable, ruins of Sumter, the ample and numerous batteries clustered about Fort Johnson, Castle Pinckney, so recently converted into a sand work, and the heavy water batteries that lined the wharves of the city, were all deserted by the rebel forces, leaving behind them the greatest prize of all—Charleston itself—to the care of the flag, the presence of which now betokened constitutional and rightful rule once more restored to this stronghold of the rebellion. As the flag-ship passed along through the fleet the captains of the various vessels had come on board, and after anchoring we landed, and walked along some of the principal streets. The houses were all closed, and, save some foreigners of the laboring class and a few negroes, the streets were deserted. But there was nothing to indicate the ravages of war save here and there, where a rifle-shot from our distant batteries had scarred some dwellings. General Schimmelfennig had been occupied during the night of the 17th in pressing the rebel position of James island, and had been resisted with pertinacity, but it was not until daylight that he advanced, on perceiving that the enemy had retreated. Then he marched on across the island, and finally reached the Ashley river, opposite the west front of the city, where he crossed. The government of the Union is therefore once more restored over this quarter, after a protracted resistance of nearly four years. Why the city was abandoned by the rebel leaders at this time I am unable to perceive. The army of General Sherman is at Columbia, and still manifestly bent on following its march on an interior line. There was no probability of its turning to fasten on Charleston, and it had passed the point where such a deviation was to be expected. There was no well-grounded apprehension, therefore, of being cut off and captured by that army. In the front the land forces of this department that could be brought against the city did not, probably, exceed 6,000 men, while the rebels had about ten thousand (10,000) in the various defences of the city, the harbor, and the approaches. There was certainly no reason to suppose that they could not continue to maintain their almost impregnable works as they had done. The fear of being cut off from supplies of food should not have

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produced such a result, for I learn incidentally that the country immediately around still contained sufficient rice and other supplies to have sustained the rebel force until General Sherman had passed, when the more remote regions of Georgia and South Carolina would again be accessible at least by the county roads.

To say that Charleston would be abandoned in order to save a garrison of ten thousand men, which, however effective to hold strong works, would be of small account in the field, seems to be placing the value of the city at a low standard in all points of view—political, military, and financial. To me the fall of Charleston seems scarcely less important than that of Richmond. It is the last seaport by which it can be made sure that a bale of cotton can go abroad. Hence the rebel loan and credit are at an end. Our own credit must improve accordingly. Then the fall of the city enables the Navy Department to reduce its force afloat to such an extent as to reduce the public expense materially.

From the outer world the rebellion is effectually isolated, leaving not the shadow of a pretext for the interference or even notice of any foreign power; the trouble is purely domestic. Finally, the fiction of belligerent powers, and of a neutrality which excludes the United States vessels of war from foreign ports, ends also, together with the pretext that the piracies on the ocean can any longer be admitted as the exercise of a belligerent right—that is, as privateering. And this admits of an immediate understanding with the powers that have allowed this strange proceeding. I have thus given the department a rapid and brief sketch of the events that immediately attended the possession of Charleston by the Union forces, without sufficient leisure to make it as full and complete as the department might desire. With this paper I transmit such of the reports from commanding officers as have been received; they will exhibit to the department the exertions of the officers and their commands to carry out my wishes. It is needless for me to say how faithfully this has been done; and I have only to bestow my hearty commendation on these gentlemen and their crews for the untiring zeal and energy which they have given to their duties.

The gale of Friday night alone prevented the monitors from bestowing their parting compliments to the retreating rebels.

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

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. Atlantic Blockading Squadron.

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

Report of Captain D. B. Ridgely.

UNITED STATES STEAMER SONOMA,
Bull's Bay, S. C., February 19, 1865.

SIR: I have the honor to inform you that the troops under General Potter effected a landing at Onendan creek on the evening of the 17th instant, (about 750 men,) under cover of the launches' howitzers. The remainder of the command were disembarked yesterday at the same place without opposition, and are marching towards Charleston, by the way of Mount Pleasant. I expect to leave here to-morrow to report to you at Charleston. The Ottawa is on the bar. The tug Geranium is coaling from the Ottawa; she has only one day's coal. She will leave to-night with the launches for the Santee, in obedience to your orders. I congratulate you, admiral, on the evac-

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uation of Charleston. Commander Stanly, the commanding officer of the landing party, will report to you in detail the part performed by the navy.

Very respectfully, your obedient servant,

DANIEL B. RIDGELY, *Captain U. S. Navy.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Additional report of Captain D. B. Ridgely.

UNITED STATES SHIP SHENANDOAH,
Off Charleston, S. C., February 20, 1865.

SIR: I have the honor to report the return to this place of the remainder of the vessels, launches, and boats detailed by you for the Bull's bay expedition. I am confident that the expedition to Bull's bay embarrassed the rebels, from the number of men-of-war inside and outside of the bay, and the great number of boats provided by the navy to disembark a large land force. The rebels signalled our movements to Charleston day and night, and threw up intrenchments at every point where boats could land. During the evacuation of Charleston the rebels disappeared from Bull's bay, and I am of the opinion that the evacuation of Charleston was hastened by the demonstration made by the army and navy at that point in strong force.

I am, respectfully, &c.,

DANIEL B. RIDGELY, *Captain U. S Navy.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, Charleston, S. C.

Report of Commander F. Stanly.

BULL'S BAY, *February* 19, 1865.

SIR: In obedience to orders from Rear-Admiral J. A. Dahlgren, I entered Bull's bay, S. C., on the 12th instant, in command of the expeditionary force, composed of the Pawnee, Sonoma, Ottawa, Winona, Potomska, Wando, J. S. Chambers, three (3) armed tugs, thirty-three (33) boats, and thirteen (13) pieces of artillery, to co-operate with Brigadier General E. E. Potter, with troops and several army transports, against the rear of Charleston. The 12th instant was employed in seeking for a channel to Andersonville; the 13th in passing through one of the straits that runs from this bay through a marsh that forms Sewer bay on the north, (Andersonville being on the southern shore of Sewer bay, fourteen miles from Charleston,) and in engaging the forts at Andersonville. On the 14th we entered a second strait leading to Sewer bay, and engaged another fort with 28-pounder, a shot from one of which dismounted one of our howitzers. We silenced this fort, but found it impossible to cross the shoals and muddy bay in our launches. General Potter, myself, Acting Master John McGowan, jr., (surveying officer,) and Acting Master C. C. Ricker, commanding armed launches, were frequently under fire, sounding in advance for a channel. Heavy weather kept us still the 15th. On the 16th, with your approbation, the Ottawa and Wando were sent off Andersonville, through another strait in the marsh found by Acting Master McGowan, and engaged a third fortification to the eastward of Andersonville, while the launches engaged a fort at that place. Finding it impossible to approach Andersonville in front, I left a strong force there, and half the

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army, to keep up appearances, and dashed off with General Potter to the northwest shore of this (Bull's) bay, through a channel discovered by night-work by Acting Master McGowan, and drove the enemy from a strong earth-work on Graham's Point, and effected a landing without the loss of a man. Acting Master's Mate Jacob Kemp, with an armed launch, dashed up the creek in advance and drove the enemy from their rifle-pits. Acting Master William F. Redding was the first to land. Acting Master John Collins, in command of the field artillery, was soon at the point and en route to Andersonville, which was soon occupied by our army. Ensign McGregor accompanied the 32d Massachusetts regiment, with a field-piece, and destroyed a bridge in the rear, and received Colonel Hartwell's thanks. Acting Ensign Marshall, with a field-piece, accompanied the army in their march towards Charleston. General Potter will account for the prisoners captured. General Gilmore had paid us a special visit on the 17th, assuring us that Charleston would surrender on our obtaining a firm foot-hold here. I have no doubt but that our doing so aided much to the fear caused by General Sherman, which has caused the abandonment of Charleston on the 18th. The officers and men of the expedition behaved with gallantry, and amidst depression and fatigue, going for two days on short rations, and working for two nights in boats with their clothing wet through, displayed energy and endurance worthy of the cause in which we are engaged. General Potter expressed on the beach his thanks for our exertions throughout. I found him all that a man should be, in courtesy, daring, and ability. I find the country here full of every kind of stock. I also find large numbers of slaves, but every one of them refuse our offers to accompany us or the army. I am happy to be able to state that all private property has been respected, except horses, beeves, and meal, which our necessities demanded.

Very respectfully, your obedient servant,

Commander F. STANLY,
Commanding Expedition in Bull's Bay.

Captain D. B. RIDGELY, *Senior Officer present.*

Forwarded.

DANIEL B. RIDGELY,
Captain U. S. Navy, and Senior Officer present.

I take great pleasure in stating to you, admiral, that the men of the boat expedition were exposed to hardship and privation, and performed their duty with zeal and cheerfulness.

D. B. RIDGELY, *Captain U. S. Navy.*

Report of Commander Geo. B. Balch.

UNITED STATES STEAM-SLOOP PAWNEE,
North Edisto River, S. C., February 9, 1865.

ADMIRAL: I have the honor to submit the following report of an engagement with three of the enemy's batteries to-day on Togoda creek: At 9 a. m. I despatched the Daffodil, with boats from this ship and the Sonoma, to drag for torpedoes, and finding by signal from the Daffodil that the channel was clear, I got under way, followed by the Sonoma, and anchored in Togoda creek, running a hawser to a tree for a spring. At 9.50 we opened fire on the rebel troops, followed by the Sonoma. The rebels did not reply, and at 0.30 p. m. we ceased firing, both vessels by this time having taken the ground. At 2.40 p. m. opened on the enemy, our fire being replied to from

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one battery of six pieces, one of four and one of two pieces of artillery, the enemy using shot and shell very freely, and having a cross-fire on the vessels. As the tide came in we were enabled to spring this ship round so as to bring our broadside guns to bear, and by a rapid fire of shell and shrapnell, well directed, we had, at 4 p. m., completely silenced the batteries, and not a rebel was to be seen. The Sonoma delivered her fire in a very effective manner. The rebel batteries, connected by rifle-pits, were at distances varying from one thousand to two thousand yards. The Pawnee was struck ten times; the Sonoma and Daffodil twice, respectively. Nobody hurt on either vessel. A shot struck on the deck of the Pawnee, passing through an arm-chest, setting it on fire, and going out through the ship's side. My thanks are due to Lieutenant Commander T. S. Fillebrown, commanding the Sonoma, for the efficient aid rendered by him, his officers and crew. You would have been pleased to have witnessed their firing, and it affords me great pleasure to bring to your notice the admirable behavior of all under command of Lieutenant Commander Fillebrown. The Daffodil, Acting Master W. H. Mallard, rendered valuable services, and used her guns in a spirited manner till ordered by me to drop down stream, fearing she might be disabled. The bearing of the officers and crew of the Pawnee merit my warmest commendation; for their admirable gunnery, coolness, and strict attention to orders, I desire to bear my testimony to the commander-in-chief. I deem it my duty to call your attention to the very efficient services rendered by Lieutenant Wm. Whitehead, the executive officer. He is an officer of great merit, cool and brave, and of excellent judgment. Acting Master J. C. Champion and Thomas Moore, Ensign Henry Glass and Acting Master's Mate Charles H. Poor, junior, commanding the gun divisions, served their guns in the most efficient manner, and their splendid gunnery elicited my warmest commendation. Acting Master Edward A. Magone, commanding powder division, assisted by Acting Master's Mate Thomas L. Fisher, performed their duties in the most efficient manner. No complaints were made as to the supply of ammunition for the battery, and I desire to testify my thanks for their services, and also to Gunner James Hayes, who has always performed his duties to my entire satisfaction. Boatswain James Brown rendered valuable assistance in springing the ship whilst under a hot fire. My clerk, Mr. Geo. V. Balch, rendered good service by taking notes of the action, and by pointing out the position of a battery which had a cross-fire on us. I enclose detailed reports from Lieutenant Commander Fillebrown and Acting Master Mallard, as also reports of damages to this vessel, and expenditure of ammunition. At 5.20 p. m., this ship and the Sonoma being afloat, we got under way and stood down the creek, but owing to the extreme narrowness of it we grounded, were towed off by the Daffodil, and at 7.30 p. m. anchored off White Point, our usual station.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander U. S. N., Senior Officer present.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, Port Royal, S. C.

Report of Lieutenant William Whitehead.

UNITED STATES STEAM-SLOOP PAWNEE,
North Edisto River, February 10, 1865.

SIR: I have the honor to submit the following report of injuries experienced by this vessel in action with the rebel batteries on Togoda creek during the afternoon of the 9th instant. On the port bow, ten feet abaft

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and below the bill port, the outside planking was pierced and torn away for a space of eighteen inches by the explosion of a shell; immediately below this, and on the water-line, is the mark of a glancing shot. In the port waist, near the gangway, a twelve-pound shell struck, and exploded in one of the spar-deck scuppers. Five feet forward of the port mizzen rigging, and three feet above the water-line, is the mark of a glancing shot. On the starboard side, near the mizzen topmast backstay, and just above the spar-deck, the side was pierced by a rifled bolt from the inside out. The smoke-pipe was struck by a shell, which exploded inside, the fragments tearing the iron considerably on their exit. The port mizzen topmast backstay was cut by one shot, and the starboard mizzen topmast shroud by another. The ridge rope was cut by a shot immediately over the 100-pounder rifle. The spanker was cut by a shot, and being furled, was badly damaged. In all, we were struck ten times—in the hull five times; in the smoke-pipe once; in the rigging three times; in the sails once.

Very respectfully, sir, your obedient servant,

WM. WHITEHEAD, *Lieutenant U. S. N.*

Commander GEO. B. BALCH, U. S. N.,
Commanding U. S. S. Pawnee.

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UNITED STATES STEAM-SLOOP PAWNEE,
North Edisto River, S. C., February 9, 1865.

SIR: There was expended in the action of to-day with the enemy's battery the following in the gunner's department, viz:

189 (IX-inch) shell, 5″ and 10″.
124 (IX-inch) shrapnell, 5″ Borrman fuze.
44 (100-pdr.) Schenkl shells, percussion.
9 (100-pdr.) Parrott shells.
2 (100-pdr.) Parrott shrapnell.
14 (12-pdr.) rifle howitzer shell, percussion.
3,130 pounds cannon powder (IX-inch.)
550 pounds rifle powder (100-pdr.)
14 pounds rifle powder (12-pdr. howitzer.)
500 cannon primers.
3 IX-inch breechings.
10 cartridge boxes and belts; 10 bayonets.
400 rounds of buck cartridge; 1,000 percussion caps were destroyed by a shot passing through the arm-chest.

Very respectfully,

JAMES HAYES, *Gunner.*

Commander GEO. B. BALCH, U. S. N.

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UNITED STATES STEAM-SLOOP PAWNEE,
North Edisto River, S. C., February 10, 1865.

SIR: I have the honor to report the following damages to the rigging of this vessel sustained during the action of Togoda creek, February 9, 1865, viz:

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Port mizzen topmast backstay shot away.
Starboard mizzen topmast shroud shot away.
Spanker and brails cut away by a shot.
Port spanker boom topping-lift stranded by a shot.
Port ridge rope stranded by a shot.

Respectfully submitted,

JAS. BROWN, *Boatswain U. S. N.*

Commander GEO. B. BALCH,
Com'dg U. S. Steam Sloop Pawnee, North Edisto River, S. C.

Report of Lieutenant Commander T. Scott Fillebrown.

UNITED STATES STEAMER SONOMA,
Off King's Creek, S. C., February 9, 1865.

SIR: I have the honor to submit the following report of the part taken by the Sonoma in the engagement with the rebel batteries on the Togoda to-day: We got under way at 9.40 a. m. and steamed up the Togoda and anchored near the house of Col. James King; on anchoring, opened a slow fire in the direction of the batteries, only one of which was visible from this vessel, without eliciting any reply. At 12 o'clock we ceased firing, in obedience to your order. At 2.45 the enemy opened a brisk fire from the battery ahead of the Pawnee, and immediately from the other batteries, also from field artillery in the woods on our port-beam and bow. We returned the fire immediately and drove the artillery from their position and the rebels to their bomb-proofs, completely silencing them. Only two shot struck this vessel, one of which cut away the ventilator to the fire-room and dropped on deck; this was a cylindro-conoidal shot 3½ inches in diameter. The other shot struck and broke two of the coal-scuttle plates and passed through a port. At 6 we ceased firing and got under way, the tide having raised sufficiently to float the vessel, and returned to our anchorage at the mouth of King's creek. I may as well mention that the Sonoma was on the bottom during the whole action. I also submit my opinion, that to capture these batteries required the assistance of troops. In conclusion, I must testify to the conduct of the officers and crew of this vessel. They all performed their duty in a manner highly creditable to themselves and to the honor of the flag. I enclose herewith the report of damages and amount of ammunition expended.

Very respectfully, your obedient servant,

THOMAS SCOTT FILLEBROWN,
Lieutenant Commander.

Commander GEORGE B. BALCH,
Senior Officer, off White Point, North Edisto River.

UNITED STATES STEAMER SONOMA,
North Edisto, February 10, 1865.

SIR: There was expended yesterday at the rebel batteries the following amount of ammunition and projectiles:

XI-inch pivot, 5-seconds, 10-seconds, and 15-seconds shell, 53; XI-inch pivot, empty, 1; XI-inch pivot, shrapnell, 5-seconds and 10-seconds, 10; XI-inch pivot, stands grape, 8; XI-inch pivot, charges 15-pounds, 72; IX-inch

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guns, shell, 5-seconds, 10-seconds, and 15-seconds, 89; IX-inch guns, shrapnell, 5-seconds and 10-seconds, 17; IX-inch guns, stands grape, 55; IX-inch 10-pound charges, 161; 100-pounder Parrott, Schenkl shell, 23; 100-pounder Parrott, 10-pound charges, 23; cannon primers, 300.

Respectfully,

JAMES M. HOGG, *Gunner.*

Respectfully forwarded. THOMAS SCOTT FILLEBROWN,
Lieutenant Commander.

Report of Acting Master William H. Mallard.

UNITED STATES STEAMER DAFFODIL,
North Edisto River, S. C., February 10, 1865.

SIR: I have the honor to make the following report of the part taken by this vessel in the attack of yesterday upon the batteries on the Togoda river: In obedience to your order, I proceeded up the river with two launches, one from the Pawnee and one from the Sonoma, to drag for torpedoes. At 10 a. m., finding the river clear, I made signal to that effect, and opened fire with my rifled 20-pounders on the batteries up the river, but as they fell short I ceased firing. In the mean time the Pawnee and Sonoma came up and commenced firing on the batteries. They then ceased firing, and the vessels having grounded we lay waiting for flood tide. At 2.40 p. m. the Pawnee opened with her 100-pounder rifle on some troops in the upper battery, and immediately the action became general. At 3 p. m. received orders from Captain Balch to drop out of range, and in doing so received a rifle shot in our port bow, crushing in the deck, but striking and parting the chain cable, it ricocheted over our starboard bow; another shot struck our smoke-stack, but did no damage. At about 4 p. m. silenced the enemy's batteries. At 5 p. m. firing ceased, the tide having risen sufficient for the vessels to withdraw. The Pawnee, in endeavoring to turn around, grounded. We then backed down to her, took her hawser and towed her off. I expended in ammunition the following, viz: Twenty 20-pounder Parrot shell; ten 20-pounder Dahlgren shell.

I am, very respectfully, your obedient servant,

WILLIAM H. MALLARD,
Acting Master, Commanding.

Commander G. B. BALCH,
Commanding United States Steamer Pawnee.

Report of Lieutenant Commander A. A. Semmes.

UNITED STATES STEAMER LEHIGH,
Stono Inlet, February 11, 1865.

SIR: in obedience to your order of the 9th instant, I left Charleston roads with this vessel at the earliest possible moment, and arrived here at 9 a. m. the 10th. Immediately upon my arrival, Lieutenant Commander A. W. Johnson informed me of the disposition of the naval force here, which being the best that could be made, I didn't meddle with. It was as follows: the McDonough, Lieutenant Commander A. F. Crosman, and the Dan Smith, bomb-vessels, Acting Master Voorhees, with the Geranium, as tender, were up Folly river; the Wissahickon, Lieutenant Commander Johnson, and the C. P. Williams, Acting Master Parker, up the Stono. The two former covered the right and fronts of our troops; the two latter, the left. With thi-

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vessel I took position a little further up the river than the other vessels. When I arrived, the vessels were keeping up a fire suitable to the object in view. In the afternoon I directed some shells to be thrown to the left of our troops, and some also on Johnson's island to feel the batteries. There was no reply. Two army officers, aids to the commanding officer in the field, came off during the day to make arrangements and establish signals relative to our fire. A fire of one shell every fifteen minutes was kept up by the vessels in the Stono, from 8 p. m. the 10th to six this morning, to the left of our line. This forenoon, small squads of rebels showing themselves on the way from Battery Pringle towards our forces, I hastened their movements by one or two well-directed shells. Learning about 4 p. m. that the army had withdrawn, and feeling there was no necessity for remaining above the junction of the Stono and Kionah, I ordered the other vessels below, and took the lead myself. We expended the following ammunition on board this vessel:

Eleven (11) 150-pounder Schenkl percussion shell; eleven (11) 16 lb. charges; thirteen (13) 12-pounder Schenkl percussion shell; thirty-three (33) 12-pounder Hotchkiss percussion shell; forty-six (46) 13-ounce charges for Dahlgren rifled howitzers; fifty-seven (57) cannon primers.

Lieutenant Commander Crosman remained up the Folly river until notified there was no further necessity, and then resumed his former station at the junction of the Kionah and Stono.

I judge from the direction of the fire and from its rapidity, particularly in the Folly river, that the naval co-operation was satisfactory.

I am, very respectfully, your obedient servant,

A. A. SEMMES, *Lieutenant Com'der U. S. Navy.*

Rear-Admiral JNO. A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

Additional reports of Lieutenant Commander A. A. Semmes.

UNITED STATES STEAMER LEHIGH,
Stono Inlet, S. C., February 16, 1865.

SIR: At daylight the 14th instant the vessels in this inlet moved to the stations assigned them, for co-operation with the army in another demonstration against the rebel works on James island; the Lehigh, Wissahickon, and C. P. Williams, up the Stono, covering the left of our troops, and the McDonough and Dan Smith, up the Folly river, covering the front and right. From 8 a. m. to 6 p. m. the 14th, one shell was fired every five minutes by the vessels in the Stono, whilst a suitable fire was kept up by those in the Folly river. These positions were maintained until the following morning, when the vessels resumed their former blockading stations. The following ammunition was expended on board this vessel:

38 12-pounder Hotchkiss shells, percussion; 3 Schenkl shell, percussion; 42 charges, 13-ounce; 42 primers, (cannon,).

I am, very respectfully, your obedient servant,

A. A. SEMMES, *Lieutenant Com'der and Senior Officer.*

Rear-Admiral JNO. A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

UNITED STATES STEAMER LEHIGH,
Stono River, S. C., February 18, 1865.

SIR: At dusk, yesterday, I took position to cover our troops, at the same time issuing directions as to station and direction of fire to the other ves-

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sels, in accordance with memorandum furnished by yourself. A steady fire was kept up from the Wissahickon and this vessel from 8 p. m. to 2 a. m. in this river. (I have not heard from the McDonough and Dan Smith yet.)

The schooner C. P. Williams unfortunately grounded, and could not be gotten into range. A sharp artillery fire was going on on James island during this time. At daylight this morning, being in want of ammunition, I went down to Folly river, and whilst there called on board the Harvest Moon to report to you verbally what came under my observation during the night. Whilst there, Lieutenant Commander Johnson sent me word of the evacuation of James island, which I immediately ordered the officer to report to you. Shortly after you left for Charleston, I again went up the Stono in my boat to the Wissahickon, directed that vessel and the C. P. Williams to be moved further up, and then pushed on in my boat to Fort Pringle, then in possession of our troops. Battery Tyne and the other batteries on John's island had been abandoned by the rebels. Pringle mounts seven *bona fide* guns, six and eight-inch smooth-bore old thirty-twos, and forty-two rifled, and one ten-inch; a small earthwork on its left had two thirty-twos and a mortar. The usual quantity of projectiles, kept ready in fortifications for a day's work, were found by the guns. The powder was destroyed by throwing it into mud-puddles. The gun equipments generally were left ready for use. I was informed by an orderly sergeant of the United States colored troops that seventy torpedoes had been planted in the channel; boats are now out dragging for them, so as to clear the channel in case we should want to use this river. The Nahant arrived this afternoon, and her commander has reported on board.

Ammunition expended last night: 15 150-pounder Schenkl percussion shell; 15 16-lb. charges; 40 12-pounder Hotchkiss percussion shell; 2 12-pounder Schenkl percussion shell; 42 13-ounce charges, (rifle howitzer;) 50 cannon primers.

February 19.—Boats succeeded in picking up three torpedoes last night; more were found, but not landed Four were caught at one time; two of them landed, and one exploded; they are made of wood, with two fuzes, and contain each about one-fourth of a flour-barrel of powder. I will leave the Nahant and two mortar schooners to clear the channel to Fort Pringle. These torpedoes were found in the bend where the wooden vessels fired from last summer—about four hundred yards from my present anchorage. I unloaded one on the deck, the powder and fuzes of which were perfect. They were anchored with mushroom anchors. I will send the McDonough to South Edisto as soon as possible.

I am, respectfully, your obedient servant,

A. A. SEMMES, *Lieutenant Com'der, Senior Officer.*

Rear-Admiral JOHN A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

Report of Lieutenant Commander A. W. Johnson.

UNITED STATES STEAMER WISSAHICKON,
Stono River, S. C., February 12, 1865.

ADMIRAL: On the 10th instant, at early daylight, and after a personal interview with Brigadier General A. Schimmelfennig, commanding this district, as to his proposed demonstrations against the defences of the enemy on James island, I ordered the United States steamer McDonough, Lieutenant Commander A. F. Crosman, with the United States steamer Geranium as a tender, up the Folly river, beyond the position now occupied by the

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mortar schooner, Dan Smith, to support the landing of the right wing of the infantry, and proceeded up the Stono river in this vessel, accompanied by the mortar schooner C. P. Williams, in tow of the United States steamer Azalia, to an anchorage commanding the enemy's rifle-pits, and cleared the way with shell for the advance of the left wing of the land forces. During the forenoon of the same day the United States steamer Lehigh, Lieutenant Commander Semmes, arrived in the stream, and her commander being the senior officer, I informed him of all that had been done, and transferred the direction of future operations to him. Enclosed is the amount of ammunition expended from this vessel while on the service.

I am, very respectfully, your obedient servant,

A. W. JOHNSON, *Lieutenant Commander.*

Admiral J. A. DAHLGREN, U. S. N.,
Com'dg S. A. B. Fleet, Flag-Steamer Harvest Moon.

Report of Acting Master George W. Parker.

UNITED STATES SCHOONER C. P. WILLIAMS,
Stono Inlet, February 12, 1865.

SIR: I beg leave to report that, in obedience to orders received from Lieutenant Commander A. W. Johnson, of the Wissahickon, February 9, I got this vessel ready to go into action. Came up with fore-rigging, unbent foresail; saw everything clear for using the mortar.

At 9.30 p. m. United States tug Azalia came alongside. At 3 o'clock a. m., on the morning of the 10th, hove up anchor and proceeded up Stono river in tow by the tug Azalia. At 4.20 came to anchor just below the obstructions. At 8.30 a. m. the tug moved us further up the river; came to anchor about one-quarter of a mile above the obstructions.

At 9 a. m. opened fire with the mortar on a clump of woods and some houses near the woods, as directed by Captain Johnson; kept up fire with the mortar at intervals of ten minutes till 4 o'clock p. m., at which time ceased firing with mortar. At 8 p. m. opened fire with the twenty-pound rifle, as directed by Lieutenant Commander A. A. Semmes, of the United States steamer Lehigh, firing every fifteen minutes. At 12 p. m. broke the screws to the lock plate of the rifle. Opened fire with the thirty-two pounder broadside gun in place of twenty-pound rifle. At 6 a. m., February 11, ceased firing.

At 4.45 p. m., in obedience to orders from Captain Semmes, of the United States steamer Lehigh, was taken in tow by the United States tug Clover, and proceeded down the river to our former anchorage.

Enclosed please find list of ammunition expended on the 10th and 11th on board of this vessel.

Very respectfully, your obedient servant,

GEORGE W. PARKER,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Com'dg S. A. B. Squadron, Port Royal, S. C.

Additional report of Lieutenant Commander A. W. Johnson.

UNITED STATES STEAMER WISSAHICKON,
Stono River, S. C., February 15, 1865.

ADMIRAL: On the 14th instant, by direction of the senior officer present, Lieutenant Commander Semmes, I got under way in this vessel at daylight,

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and, with the mortar schooner C. P. Williams in tow, steamed up the Stono river to the position assigned her, and after taking our own, commenced shelling the rifle-pits of the enemy, agreeably to instructions. The report of expenditure of ammunition on that service is herewith enclosed.

I am, very respectfully, your obedient servant,

A. W. JOHNSON, *Lieutenant Commander.*

Admiral J. A. DAHLGREN, U. S. N.
Com'dg S. A. B. Fleet, Flag-Steamer Harvest Moon.

Reports of Acting Master F. M. Montell.

UNITED STATES STEAMER POTOMSKA,
Cooper River, above Magnolia Bend, February 19, 1865.

SIR: I beg most respectfully to inform you that, in obedience to orders, I moved up here last night for the purpose of supporting the advance picket line of the federal army, where I shall remain until further orders from you.

I am, very respectfully, your obedient servant,

F. M. MONTELL, *Acting Master, Com'dg.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron, off Charleston city, S. C.

UNITED STATES STEAMER POTOMSKA,
Magnolia Bend, Cooper River, S. C., February 21, 1865.

SIR: I beg most respectfully to inform you that this morning, at 3.45, a volley of musketry, numbering, as near as we could judge, of about forty muskets, was fired into us from a plantation on the bank of the river. The battery being all ready and the gun's crews at quarters, we immediately discharged our port broadside guns (32-pounders of 57 cwt.) and our rifle 26-pounder Parrott, aimed in the direction from which the volley was fired. We discharged several stand of grape and a few five-second shell. This plantation was deserted yesterday morning at 11 o'clock. The slaves, as I understand, were herded together the night previous for the purpose of being transported to Georgetown, by the way of the Georgetown and Old Ferry road, but several succeeded in escaping from their masters. From the unintelligible and seeming unwillingness on their part to impart much information I have been unable to procure the information desired, but will endeavor to ascertain during the day the full particulars. The plantation belongs to one Colonel Singleton, a rank secessionist, and who has often boasted of going on Long island and shooting our pickets.

I am, very respectfully, your obedient servant,

F. M. MONTELL, *Acting Master, Com'dg.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron, off Charleston city, S. C.

ADDITIONAL PAPERS CONNECTED WITH THE EVACUATION AND OCCUPATION OF CHARLESTON.

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, March 21, 1865.

SIR: I herewith enclose, for the information of the Navy Department, some additional papers in reference to the occupation of Charleston, and have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

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

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Instructions to Commander G. B. Balch.

FLAG-STEAMER HARVEST MOON,
Bull's Bay, S. C., February 16, 1865.

SIR: You will proceed with the Pawnee to South Edisto.

I am informed by General Gillmore that General Hatch was on the Combahee on the 14th with orders to push forward to Edisto, and that a naval demonstration up the Edisto would aid him, and might open communication with him if made on the 15th or 16th. General Hatch will try to reach Jacksonville and Willstown.

Your object will be to make such demonstration as may be in your power. The McDonough is ordered to the South Edisto, and you will be followed by one of the gunboats now here and some tug.

Look out for torpedoes, and feel your way carefully up the river.

Keep me informed of your progress.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Commander GEORGE B. BALCH,
Commanding U. S. S. Pawnee.

Memorandum for Lieut. Commander Semmes, Stono.

STONO, *February* 17.

The general anticipates the abandonment of James island by the rebels, and will feel them strongly to-night on the line from the Stono towards Seceshville.

It is desirable that a fire from the vessels shall assist by covering the flanks of his force.

The Lehigh, Wissahickon, and a mortar schooner will operate from the Stono, at a position about that to which the Lehigh advanced a few days since.

The McDonough will join the mortar schooner in the branch of the Folly river, near our position on Cole's island, so as to reach Seceshville at long range, and cover our right flank, the latter being the main purpose.

If the general finds James island evacuated he is to signal to the Charleston vessels inside.

I expect to leave for Charleston roads, where keep me informed.

Very respectfully,

J. A. DAHLGREN, *Rear-Admiral.*

Instructions to Captain G. H. Scott.

FLAG-SHIP HARVEST MOON,
Stono, February 17, 1865.

SIR: There are rumors in circulation that the rebels are about to evacuate Charleston, and I have a telegram from the headquarters, Morris island, stating that the rebel telegram intercepted indicates preparations for such an event.

When the Nahant comes here, you will still have in Charleston roads six monitors, one of which is double turreted.

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I desire, therefore, that the movements of the rebels at all points of the harbor shall be closely and vigilantly watched, and that measures be immediately taken to apprize me, by signal, of the first appearance of any abandonment of the city or harbor defences.

It may be advisable to draw the fire of Moultrie occasionally, in order to verify the condition of things there. This may be done at sufficient intervals by the monitor on picket at the advance station, which, by order, is 2,300 yards distant.

The boats must be very alert in observing the rebels, and one or two should pull out from the island between Johnson and Sumter.

Very respectfully, your obedient servant,

J. A. DAHLGREN, *Rear-Admiral.*

Captain SCOTT, *Senior Officer, &c.*

FLAG-SHIP HARVEST MOON,
Folly River, February 17, 1865.

SIR: You will direct the naval battery of XI-inch guns on Morris island to open on Sullivan's island, directing at least half the fire to the bridge from Sullivan's island to Mount Pleasant. The firing should be deliberate—say a shot every five minutes from the battery; to cease, or continue, or fire faster, as circumstances may require.

It may be well to fire occasionally on Fort Johnson, if the guns will bear.

The general is under the impression that the rebels are about to evacuate, and that they may begin to-night.

I had intended to come round, but it is reported as blowing a gale, and too rough on the bar for my steamer.

Say to the commanding officer on Morris island that the naval battery opened by arrangement with General S——.

Very respectfully,

J. A. DAHLGREN, *Rear-Admiral.*

Captain SCOTT, *Senior Officer.*

Report of Lieut. Commander George E. Belknap.

UNITED STATES STEAMER CANONICUS,
Charleston Harbor, S. C., February 19, 1865.

ADMIRAL: I have the honor to report that on the night of the 17th instant I had the advance picket duty at the entrance of the harbor, with the vessel under my command. Throughout the night our batteries on Cummings's Point shelled the rebel works on the western end of Sullivan's island, the enemy replying with an occasional shot from Fort Moultrie during the first watch.

During the mid and morning watches, heavy fires broke out in the city, and heavy explosions were heard now and then in the direction of the town, as well as on James island.

At daylight I got the ship under way and steamed up towards Moultrie, but the air was so full of haze and smoke that nothing could be seen until after 7 o'clock a. m. At about 7.45 a. m. the sun cleared the atmosphere a little, and approaching within long range of Moultrie, I threw two shells into that work. Eliciting no response, I despatched a tug to the John Adams to inform Captain Scott that I could discover no movements on the island. The rebel flag was still flying, however, on Moultrie, as well as on Castle Pinckney and in the city.

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At this time, also, a magazine blew up in Battery Lee. Believing from these facts that a party of the enemy were still on the island, destroying their stores, magazines, &c., I did not deem it prudent to risk a boat's crew on shore, nor, with the recent fate of the Patapsco before our eyes, did I think it proper to risk the ship in a simple reconnoissance by standing further up the channel. In the mean time the Mahopa, the supporting monitor, weighed her anchor and came up the channel near this ship.

After sending the tug to communicate with Captain Scott, I steamed slowly down towards Wagner buoy. When abreast of the buoy a boat was observed to push off from Cummings's Point and pull towards Sumter; and a few minutes later a boat, showing a white flag, was discovered pulling over from Sullivan's island.

I immediately put the ship about, steamed up the channel at full speed, and sent an armed boat, in charge of Acting Ensign R. E. Anson, to land at Moultrie and take possession.

The army boat, and one from the Mahopac, had in the mean time communicated with the boat from the island, and were now pulling in for the fort also. The army boat, having the start, reached the shore first, when Mr. Anson kept away and pulled down for Battery Beauregard, landed and hoisted the flag upon that work. The Mahopac's boat, taking the opposite direction, soon put the national colors upon Battery Lee.

About 9 o'clock a. m. I boarded and took possession of the English blockade-runner Sylph, or Celt, which ran ashore abreast of Moultrie on the night of the 14th instant, coming out of the harbor with a cargo of cotton. I did not deem it necessary to hoist a flag upon her. There are in Fort Beauregard eleven guns, of the following classes and calibre, viz: one 10-inch, three 8-inch, and three 6-inch smooth-bores; one 8-inch and two 6½-inch rifled guns. All these guns are in serviceable condition except the 8-inch rifle and one 6½-inch rifle, which are spiked.

Very respectfully, your obedient servant,

GEORGE E. BELKNAP,
Lieutenant Commander.

Rear-Admiral JOHN A. DAHLGREN,
Com'dg S. A. B. Squadron, Flag-Ship Philadelphia.

Rebel vessels taken possession of at Charleston.—Reports of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Charleston, S. C., April 13, 1865.

SIR: I beg leave to inform the department that, as soon as convenient after entering this harbor, I took possession of a rebel iron-clad called the Columbia. This vessel had been docked for some slight repairs, and was then to have gone at once into active service. In coming out of dock she grounded on a ledge or wreck, and remained there, and was in that condition when we entered.

Pumps were procured, and driven by steam, by means of which the vessel was floated from her situation and laid on a level slope, where she has straightened nearly to the original limit. Other measures were then adopted to float and repair the hull. Four schooners were brought near, so as to take chains under the bottom. Additional pumps were sent for, and four schooners placed at hand, so as to receive the ends of chains brought under the bottom, so as to aid in raising and maintaining her afloat after the

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pumps had done their office. A thrummed sail was also prepared for the bottom, and more of the plating removed. In a few days all will be ready to commence, and there is every prospect that I shall then be able to apprise the department that the rebel ram is fully afloat.

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

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

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

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FLAG-SHIP PHILADELPHIA,

Charleston Harbor, April 24, 1865.

SIR: The following named vessels, found here upon the occupation of this place by the Union forces, are now in use by the navy:

The Transport, a new light-draught vessel, high-pressure engine, probably forty tons burden; the Lady Davis, a very good iron-hulled vessel, no engine, suitable for stores; and the Mab, a very small steamer, comparatively worthless for important purposes both in the hull and engine, but useful in various small ways.

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

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

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

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FLAG-SHIP PHILADELPHIA,

Charleston Harbor, April 28, 1865.

SIR: When the naval forces under my command occupied this harbor severalrebel vessels were captured, as follows:

1st. The rebel ram Columbia—which was all ready for service, armed, manned, and steam up, but had grounded in coming out of dock, January 12, and was saved by us after much effort—has been floated on the 26th of April. She is 209 feet long (extreme,) beam 49 feet, has a casemate of 65 feet long, pierced for six guns, one at each side and one at each of the four corners, pivots to point ahead, or astern, and to the side. She has two engines, high pressure, and plated on the casemates with six inches of iron in thickness; quite equal, it is believed, to the best of the kind built by the rebels.

2d. A cigar-shaped steamer, 160 feet long, and said to be able to carry 250 to 300 bales of cotton; new, and may be ready for sea in two weeks.

3d. Three torpedo-boats, one of which is in steaming order, and the others will be so soon.

4th. A light-draught side-wheel steamer, very convenient for carrying stores in harbor service, and from place to place in the inland navigation.

5th. A very little side-wheel boat, (Queen Mab,) fit for shoal water.

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

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

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

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Complimentary letter of General Schimmelfennig to Rear-Admiral Dahlgren.

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, April 15, 1865.

SIR: It gives me pleasure to transmit to the department a copy of a communication received from General Schimmelfennig on his departure from this military district.

I value the expression of opinion the more because it proceeds from an officer who has himself given constant proofs of his zeal and ability.

His skilful disposition last summer came near deciding the fate of Charleston, by the surprise of Fort Johnson, which only failed through the misconduct of some who had been intrusted with the execution of his orders.

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

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

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

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CHARLESTON, S. C., *April* 10, 1865.

ADMIRAL: Being obliged to leave the department on account of ill health, I beg you to allow me, before parting, to express to you and to the officers under your command my high esteem and my sincere thanks for the uniform courtesy and invaluable co-operation I have received at your hands.

I have had the honor to be intrusted with the command before Charleston for nearly a year past, and have been stationed in front of Charleston for over twenty months. During this period I myself, as well as the other officers in the district, have been thrown into almost daily contact with the officers of the navy, and the most pleasant relations have always existed between the two branches of the service—good feeling and true comradeship were the invariable rule—not a single instance of discord ever came to my knowledge.

My command before Charleston could at no time be considered in any other light than as a landed force serving to render the blockade more effective. Varying in numbers between three and six thousand effective men, it could scarcely be called a corps of observation.

I was not, however, satisfied with holding my position against the superior numbers of the enemy, and with being always well informed of his doings, but made it my further object to oblige the enemy at all times to maintain in his strong position a force nearly double my own. By harassing him continually, and by attacking him whenever he was about to reduce his force, I fully attained these results.

When General Grant forced the enemy back from the Rappahannock to Richmond, troops in my front received marching orders. I immediately attacked; these troops were not sent north, and the commanding officer in Charleston called for re-enforcements from Virginia.

When General Sherman fought his battles before Atlanta, I again, under orders from General Foster, attacked the enemy, and the result was that troops were sent from Atlanta to Charleston, though the enemy outnumbered us two to one.

Once more, when General Sherman was about to force his way over the North Edisto river, I attacked and harassed the enemy continually for a week. Not a man was detached from Charleston; and when General Hardee finally evacuated the city he had a force nearly double to that of all the troops operating against Charleston under General Gillmore.

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I mention these facts, admiral, merely in order to add that I SHOULD NEVER HAVE BEEN ABLE TO ATTAIN THESE RESULTS WITHOUT THE HEARTY AND MOST EFFICIENT ASSISTANCE OF THE FLEET UNDER YOUR COMMAND.

Day or night, for whatever purpose, I never applied in vain to you or to any of your officers.

More than once I was short of means of transportation; your gunboats took my troops on board, accommodated batteries, horses and all, on their decks, and risked their vessels in running up narrow and winding creeks.

When my troops advanced into the enemy's ground your gunboats and iron-clads went up the rivers and creeks, covering my flanks, entirely regardless of the enemy's fire, within most effective range. The artillery practice of your vessels was always excellent, and elicited my unqualified admiration. Under its cover I safely retreated, when necessary, over marshes and creeks without losing a man.

It is not my personal opinion alone, admiral, that I am giving expression to. I believe myself empowered to say that it is, and always was, equally the opinion of those commanding under me, and as a proof of it I beg to add a few lines from the report of the James island affair of last February, by Brevet Brigadier General Hartwell, one of the best and bravest soldiers in the department.

General Hartwell says: "Of Lieutenant Commander Johnson, senior naval officer present, and his next in command, Lieutenant Commander Crossman, *too much cannot be said*, and I would respectfully request the brigadier general commanding to cause the admiral to be informed of the hearty and effective co-operation of these two officers."

With my best wishes for your welfare, admiral, and for the welfare of those under your command, I have the honor to be, most respectfully, your obedient servant,

A. SCHIMMELFENNIG,
Brigadier General Volunteers.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. Blockading Squadron, &c., &c., &c.

THE OBSTRUCTIONS AND DEFENCES OF CHARLESTON HARBOR.

Report of Rear-Admiral Dahlgren.

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, June 1, 1865.

SIR: The directions of the department in regard to the obstructions in this harbor were not received in time for the full execution which I would have desired.

The rebels evacuated their positions about the city on the 18th February, and I lost no time in ordering the prompt removal of all the impediments to navigation that obstructed the entrance.

My time was, however, so much engrossed by passing events of importance that I could give no personal attention to the matter, for the number of our troops on the spot was very small compared to the extent of the positions to be occupied—the force and movements of the rebels not clearly ascertained; and I also desired to press them in the direction of the Santee and Georgetown, which was done by sending detachments of vessels to both these places on the 20th.

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As soon as I could collect and despatch such forces as were at disposal I left myself for Georgetown, where it seems the rebels had not awaited the naval attack, but had left precipitately on seeing the steamers enter.

Remaining at Georgetown no longer than was needed to arrange matters, I returned to Charleston on the 4th March, and then received the directions of the department in relation to the obstructions.

The tugs and boats had been employed for two weeks in clearing away the obstructions at the entrance, pursuing the summary process of cutting the ropes from the buoys and letting them sink; a portion of which had been taken in on the decks, but had been afterwards thrown overboard, so that it was impossible to procure a single complete specimen as it had floated in the water.

Different tugs and boats had been employed on the duty, and some discrepancies were thus caused in the various reports, verbal and written. Still there is sufficient information derivable from the results of examination, and from the evidence of parties who had been engaged in placing the obstructions, to convey a fair idea of what they really were, and to verify previous impressions obtained from deserters and other sources.

For the satisfaction of the department I annex some of the reports made by those engaged in the removal, and some of the statements made by deserters, which were deemed most reliable at the time, and were also more complete.

Soon after reaching the city upon its abandonment by the rebels, it was reported to me that parties were within reach who had been employed on the obstructions by the rebels. They were sent for, and undertook to point out the locality and assist in the removal.

The principal of these was W. W. Gray, who stated that he had had charge for some time of the fabrication and placing of the torpedoes, but becoming suspected by the rebels, had been arrested and imprisoned for the last six months. The nature and extent of his duties were sustained by copies of his official correspondence, which were found in one of the offices, and by other evidence.

There were two others, Woods and Thompson, carpenters by trade, whose business it had been to make the barrel torpedoes, and on two occasions they had laid them down in the channel. Different tugs were assigned to the work, one or more at a time, with boats.

The only passage from the outer roads into the harbor of Charleston is less than a mile at its narrowest part, between Sullivan's island and the shoals on which Fort Sumter is built. Across this lay the first series of obstructions. When first resorted to these were of different kinds—of rope, or of heavy masses of timber, floating bars of railroad iron.

It is difficult to ascertain with exactness at what time each of these were adopted. Common report was never precise, and in that respect was probably a fair exponent of the common information at the time.

The statements of the persons who knew anything of the matter, and were accessible, differ as to which of these were used first.

According to Mr. Smith, who had been actually employed on this work, the rope obstructions were first put down in 1861, formed into one continuous line, and floated across the channel from Sumter to Battery Bee. But this was so frequently displaced by the current that it was cut into lengths, which, with the addition of others, were anchored at one end in two lines, and rode to the tide.

It is probable that the casks seen on the 7th April were the turpentine barrels of this obstruction; and, moreover, a plan of the entrance, signed by Major Echols, engineer, shows the double line of rope obstructions.

In the summer of 1863 the boom of railroad iron was placed, consisting

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of several timbers banded into a mass and floating the railroad bars. And this account is so far confirmed that in December, 1863, a quantity of boom answering to this description was washed away by the winter gales and came down the channel. Some of it was hauled up on the beach of Morris island. I saw this work in progress one day, and was told that as many as thirty-three of the bars had been secured.

I have been at a loss to understand the exact manner in which these bars were connected to the timbers. The accounts given do not accord, and some separation had generally been effected before any of them were seen by us.

They may have been encased in the timbers, or suspended from them as described by Mr. Smith, but in any case they would have been difficult to remove under the heavy fire of the rebel works.

It is probable, from the several statements, that whenever the use of the boom obstructions across the entrance between Sumter and Moultrie may have begun, the parts were not renewed as they disappeared, but were replaced from time to time by those of rope, until at last the winter freshets of 1863 and 1864 carried away the whole structure.

The obstructions which were actually found in position between Sumter and Moultrie, after we entered, were of rope only.

The entire line is reported to have been made up of a number of separate parts, each of which consisted of a stout shroud-laid rope, floated at intervals by buoys of pine log, and anchored by a heavy grapnel. From this floating rope hung down at intervals six parts of a lighter rope. The exact dimensions are variously given, as well as the number of floats and hangers.

The pine buoys, which were used as samples, were thirty-nine (39) inches long and fifteen (15) inches in diameter, with a stout iron staple near each end, through which passed the part of rope that was to be floated.

It was said to have been the design to place these parts or sections in two lines, about sixty (60) or one hundred (100) feet apart, with similar intervals. But it may be easily conceived that the intention could not be carried out with exactness in the first place, and that subsequently, in replacing sections that were lost or not visible, the plan would be still further confused, partly by the impossibility of knowing with certainty at night where the sections were missing, and partly because in doing so it seemed better to err in having too many than too few.

Hence the directions of the lines were not maintained with exactness, and the allotted number of sections was in excess of that contemplated. Nor was the exact position and number of those which were found in place noted as well as they should have been, for the reasons already stated, and when my attention was drawn to the subject it was too late to remedy the omission. Drawings were, therefore, necessarily made from the several parts, but it is believed they afford a fair representation of the entire whole.

As different tugs and boats were employed at different times, there was some discrepancy in the returns sent me, which, as already stated, were not made as they should have been.

Mr. Gray gives the whole number as 226, which, at intervals of one hundred (100) feet, would be too many to be included in the distance of one mile, but it may be explained by the continued renewal of what was supposed to be lost, and which were not so really, though not distinctly visible.

The care and perseverance which the rebels gave to the maintenance of these rope obstructions is well shown by the report of Acting Master Gifford, (annexed;) they watched them closely, and whenever a section disappeared from sight it was replaced.

Our boats were always observed, and driven off if possible, and it was necessary, besides, to work with great caution, as they were near powerful batteries, and liable at any moment to a destructive fire of grape.

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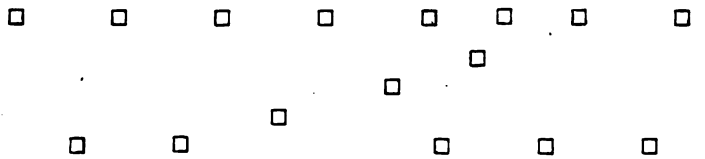
The purpose of the boom obstructions was evidently to bar the passage of a vessel entirely, while that of the rope obstructions was to entangle the screw and prevent further progress, or even detain the vessel under fire of the batteries, for the grapnel which anchored the rope would also serve as a drag on the steamer, and it would be almost impossible to cut it loose when under fire.

That the rope obstructions were in use before I took command, and afterwards, is satisfactorily ascertained from other evidence than that of Mr. Gray.

A plan of the harbor of Charleston, signed by Major Echols,* and dated April, 1863, exhibits two lines of obstructions, designated as rope obstructions, the general direction being from Sumter to a point midway between Fort Moultrie and Battery Bee. The delineation shows a number of dotted lines, resembling the section of rope just described; the dots indicate only four buoys. They correspond closely with the description given by Commodore Rodgers, of what he saw from the Wechawken during the attack of 7th of April.

In his official report he says: "We approached very close to the obstructions extending from Fort Sumter to Fort Moultrie, as near, indeed, as I could get without running upon them. They were marked by rows of casks very near together. To the eye they appeared almost to touch one another, and there was more than one line of them.

"To me they appeared thus:



When we landed on Sullivan's island, (February, 1865,) several telegrams came into my possession. One of them, dated Sumter, April 8, 1863, runs thus:

"Blue and red Coston lights indicate the enemy's boats trying to cut the net; the batteries will open with grape."

Colonel Freemantle, of the Coldstream Guards, in the published account of his visit to Charleston, June, 1863, says:

"There are excellent arrangements of —— and other contrivances to foul the screw of a vessel between Sumter and Moultrie."

As soon as the picket and scout boats of the fleet were able to approach the entrance the presence of the obstructions was verified, but in the obscurity of the night it was difficult to ascertain precisely what they were, particularly as the rebels were then in strong force at the locality, and very little time was permitted for examination.

General Gillmore's impressions at the time may be gathered from the following portion of his telegram to me August 4:

"My scout has just reported that the line of floating buoys reaching from Sumter to Moultrie has disappeared since yesterday. These buoys are supposed to have torpedoes attached to them," &c.

This disappearance was probably a mistake, owing to the difficulty of discerning with certainty objects so small at such a distance, for no report was made by the navy pickets, and soon after Ensign Porter, who was specially

*Rebel engineer.

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charged with the duty, reported that "two steamers and three schooners were at anchor in the centre of the channel, apparently at work on the obstructions, or else sinking others," &c. Ensign Porter, who was very active and daring, assured me that chains formed some part of the obstructions, as he had been close enough to the buoys to feel them.

The buoys themselves were visible to the eye from the picket monitors which were stationed in the advance. Their reports being verbal at first, cannot now be quoted; but subsequently I directed them to be made in writing.

Captain J. L. Davis, commanding the Montauk, reports 25th September:

"At low water to-day a rip was discovered extending from Fort Sumter in a line to the western end of the buoys, stretching from near Moultrie in a westerly direction across the channel. At first I thought it was the meeting of the tides, but as it did not alter position I came to the conclusion some hidden obstructions might be there."

September 26th the Catskill reports a steamer plying between Sumter and Moultrie on the previous night, supported by two iron-clads. On the 27th the Nahant reports that the obstruction buoys were counted by several officers, and the average number was about eighty (80.) "The buoys do not seem to be in a continuous line, but as if they were in groups of five or six. There seems to be another short line of larger buoys beyond the first, which I judge to be a separate obstruction across Hog Island channel." Which description is remarkably in accord with all the facts since ascertained.

In October, (21st,) 1863, a part of the rope obstructions floated out of the harbor, and was discovered off Beach inlet by the Sonoma, which towed them inside the bar. The floating away of these sections—owing to various causes, sometimes to their removal by our scouts—explains the variations in the numbers of the buoys counted at different times from the monitors; and their renewal by the rebels whenever they did disappear is fully established by the nightly experience of Acting Master Gifford, who rarely failed to be at his post as a scout. His report, which is annexed, is of interest, as it exhibits the results of much arduous service and close observation.

The accounts of deserters and refugees confirmed in a general way the existence and locality of the obstructions, but their opportunities for observation were seldom as good as our own, for none but those engaged in the work were allowed opportunities of knowing more than could be seen from a short distance, and the rebels were singularly fortunate in the precautions to keep their own counsel as to the nature of the submerged defences.

The general existence of obstructions at an early date was set forth in a circular order of General Ripley, (December 26, 1862,) regarding the defence to be made against our attack.

In speaking of these impediments it says: "The obstructions will also be designated, and under no circumstances will the enemy be permitted to reconnoitre them."

Besides the obstructions at the entrance, the middle channel was closed by a double row of piles extending some distance across the harbor, which were distinctly visible when the first operations were initiated against Charleston.

In the Hog Island channel was also a set of boom obstructions, found in April last by the Clover while engaged in clearing away the frame torpedoes placed there.

The massive and complicated character of these gave much trouble in their removal. They consisted of a stout chain ($\frac{3}{4}$-inch iron) that had been floated by blocks of timber secured to it at short intervals.

These blocks were made of four-squared logs, fifteen (15) feet long and one (1) foot square, kept together by an iron band at each end.

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Railroad iron linked together, and suspended from squared timber, was associated with the chain boom. This boom had been stretched across a neck in the Hog Island channel when there was least water, and the passage so narrow that the shoals on each hand were bare at low water, and hardly five hundred (500) feet apart, besides being directly under fire from Battery Bee at 1,100 yards, and of Mount Pleasant battery at 1,000 yards. At this time they had been so much worm-eaten that they sank, but the depth at low tide would still have rendered them troublesome to all but light-draught vessels.*

In this way the main entrance was obstructed between Sumter and Moultrie, and two of the channels leading from it were barred by piles and booms, leaving open only the main channel to the south, which was left to the control of the heavy batteries that lined it.

These obstructions were defended by torpedoes and by series of batteries, iron-clads, and torpedo-boats.

After obtaining possession of the harbor, the examination which was made disclosed the use of three kinds of torpedoes. The floating torpedo was made of a small barrel, capable of containing seventy (70) pounds of powder, generally mounting two fuzes on the bilge, anchored so as to come in contact with the bottoms of vessels. By means of a small weight these fuzes were kept uppermost.

These torpedoes were well known in the squadron, having been picked up and encountered at various times in the St. John's and Stono, exploding occasionally with full effect. They were liable to be lost by getting adrift; or, if not tight, might be spoiled by water; but the rebels kept a vigilant eye on them, examining them at times and replacing them. There was a regular establishment here for their fabrication, under the charge of Mr. Gray, who held the position of captain.

A part of the correspondence of this branch is now in my hands, from which it appears that there were thirty-five (35) to forty (40) hands employed, and that Mr. Gray distributed the barrel torpedoes along the coast from Georgetown to St. John's; he also transmitted a variety of material even as far as Mobile, and his connexion was direct with several commanding officers.

Woods and Thompson were employed in the department to "build the torpedoes," as they express it.

It appears that no great number of these was kept placed permanently in Charleston harbor, because they were dangerous to vessels moving about on the ordinary communications by water, and accidents had occurred. They could readily be put down in a very short time on the appearance of a move on our part.

In the middle of January, for instance, when this was suspected, an order was given to put down several lines of them. Woods and Thompson placed sixteen (16) of them in the vicinity of the rope obstructions, between Sumter and Moultrie, and seven (7) at the entrance of the Hog Island channel. Others were directed to be laid down from Fort Johnson to Castle Pinckney, which seems to have been deferred until the attack began.

One of those near the obstructions was encountered by the monitor Patapsco, on the night of the 15th of January, when in the expectation of co-operating with General Sherman, I had ordered a vigorous effort to be made to remove the rope obstructions, and the picket monitors covered the boats so engaged.

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* And Captain Gray states that they were afloat up to the last that he saw of them, which was in August, 1864.

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It seems that the work of placing these torpedoes had been completed that very night, and the Patapsco went down, with two-thirds of her crew, almost immediately on being struck, being at the time about six hundred (600) yards from Sumter.

Immediately after entering the harbor of Charleston vigorous efforts were made to remove these floating torpedoes; but although some of the very men who had put them down were employed, with the aid of steam-tugs and boats, and all the ordinary appliances, to recover them, dragging and sweeping the water for many days, only four (4) could be found of the sixteen (16.)

The Bibb came in contact with and exploded one on the 17th of March, and the Massachusetts grazed one on the 19th, so that the balance remain undiscovered.

A set of the same kind, placed across the mouth of the Wando, were recovered and destroyed. Acting Master Gifford found as many as sixty-one (61) at different points of the shore, about the harbor, ready for service, or nearly so, and at hand to be put down if needed.

At Causten's Bluff, in St. Augustine creek, (one of the approaches to Savannah,) were found a number lying on a wharf all ready for immediate use. They were conveniently handled, and could be laid down rapidly and easily. Woods and Thompson say that with one boat they placed them at the rate of four in an hour.

This kind of torpedo was the most convenient of all, and the most dangerous, though, being liable to shift with the current, they were apt to trouble those who used them. One rebel steamboat (Marion) had been blown up in the Ashley river, some time ago, by one of them, and in June, 1864, another rebel steamer, plying from Sumter up the harbor, was struck by one and beached on the shoal near Johnson, to prevent sinking in deep water, supposed at the time to have been run ashore accidentally.

It is probable that the Tecumseh was sunk at Mobile, in Admiral Farragut's attack, by one of this kind; also the Milwaukee, the Osage, the Rudolph, and a tin-clad (48,) in the recent captures of the forts.

My own flag-ship, the Harvest Moon, was destroyed by the same device in Georgetown, and three army transports in the St. John's—Maple Leaf, Harriet Weed, and another.

Mr. Gray states they were placed in such numbers about the main entrance and channel, about the time of our operations against Morris island, that it would have been impossible for any vessel to escape that entered.

There were also permanent torpedoes. One species of these consisted of a frame of three or four heavy timbers, parallel to each other and a few feet apart, tied together by cross-timbers; at the head of each timber was a cast-iron torpedo, with a fuze.* The frame was placed obliquely, and held by weights, so as to present its torpedoes to the bottom of a vessel approaching. Series of them were placed in particular parts of the channel.

Four frames, mounting fifteen (15) torpedoes, were found at the entrance of Ashley river; they had been there some time, and yet were in such good condition that one exploded when towed away carelessly, and though a dozen feet from the tug the explosion hurt and knocked overboard several men.

Frames were also found in the narrow pass of the Hog Island channel, just as it branches from the main channel near Battery Bee, and close to the boom obstructions already described; and another set in the neck of the middle channel near Castle Pinckney.

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* A model of this kind was made for me by William Flynn, a refugee, who had worked on them in Charleston.

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There is said to be another set in the shoal connecting the middle and the north channel, not removed at this date.

One of these frames was found lying in a dock of the Cooper river, with the torpedoes mounted, ready for use.

In many cases the frames had been much worm-eaten, so that in attempting to remove them the timber broke and fell to the bottom.

On the wharf near it, and the adjoining buildings, which had been used as a factory for the torpedoes until our shells rendered it dangerous, were thirty (30) cast-iron torpedoes for framing.

This kind of torpedo was used in the Ogeechee and Savannah rivers, where they were distinctly visible at very low water; and probably it was one of this kind that struck the Montauk in February, 1863, when attacking Fort McAllister.

As torpedo frames could not be fixed in very deep water, another kind was used for the purpose. This was a large sheet-iron boiler, capable of containing 1,000 to 3,000 pounds of powder, to be exploded by a galvanic battery connected by an insulated wire.

Three of these were located in the main channel between Battery Bee and Fort Johnson; the wire rope of each was led to Sullivan's island, and all were found in good condition.

Persevering efforts were made by the squadron divers to follow the wires from the shore to the torpedoes, but they had become so overlaid by deposits of sand as to resist all attempts to release them, and were broken several times in the proceeding. A large quantity of the wire rope was taken up.* Some of the range-poles having been removed, it was found impossible to determine with precision the exact locality where the divers could reach them without following the wires.

A torpedo boiler ready to receive powder was found on the wharf, where the cast-iron torpedoes for the frames already mentioned were discovered, together with a large quantity of the wire rope.

This was made in the best manner, probably in England. The copper wire was insulated by a tube of India-rubber, protected by a wrapper of hemp, and over that closely laid wire.

In this connexion I may also mention the torpedoes designed for the rams and torpedo-boats, samples of which were recovered by divers from the bed of the river, where they had been thrown.

There were two sizes, both being elongated copper cylinders with hemispherical ends, and diameters of ten (10) inches, but one was thirty-two inches long, the others twenty-four inches.

At the outer end were screw sockets for eight fuzes, so as to present points of explosion in every direction. The torpedo for the bow of a ram was of copper, barrel-shaped, and tapering to a point at the outer end. It had sockets for seven fuzes on the upper bilge and end. Its contents of powder was about one hundred and thirty-four pounds.

The three torpedo-boats in service had been sunk in the Cooper river, off the city wharves. Two have been raised, and one put in good order so as to steam about the harbor; in length about sixty-four (64) feet, and five and one-half (5½) feet in diameter, capable of steaming about five (5) knots. There were six others that were under repairs, or being completed, of which two are now ready for service. Just above those that had been sunk were the three iron-clads, Chicora, Palmetto and Charleston, all of which had been fired and blown up on the day we entered. The Chicora alone is visible in any part, and that only a few inches of the casemate at low water.

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*Some of it was used subsequently by our own divers.

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Up a small creek was found a fourth iron-clad, the Columbia, of the same size as the Charleston, but plated with six (6) inches of iron; a new well built vessel, just ready for service.

It seems that about a month before the entrance of the Union forces, (January 12,) the vessel had been docked in the creek above the city, and in getting her out of the dock she grounded. The rebels seem to have begun to extricate the vessel, but had not sufficient time before they abandoned Charleston. Why she was not destroyed is difficult to conceive, as they sank the three that were in service, and burned two new iron-clads that were not completed. This vessel was fully ready for service, even guns mounted, which, it was said, were taken out after grounding, and a portion of the plating had been removed as a preparation for lightening and floating the vessel, under the belief that the vessel could be saved. I gave the necessary directions, and on the 26th had the satisfaction of seeing her floated, which was effected by the exertions of several officers—Lieutenant Commander Matthews, Fleet Engineer Danby, Chief Engineer Kierstead—by Master Carpenter Davis, by Lieutenant Churchill, and the divers. This vessel has an extreme length of two hundred and sixteen (216) feet; beam, fifty-one and one-third (51⅓) feet; is plated with six (6) inches of iron; carries six (6) guns of the heaviest calibre, has two engines; high pressure, ample accommodations on berth-deck for cabin, wardroom and men, with good quarters in the casemates. Her leakage is very small, indicating no great injury from the grounding. Her steam power was in good order, only requiring the stack-pipe and smoke-box to be replaced, and some of the interior pipe that had been cut. The Columbia left on the 23d of May, in tow of the Vanderbilt, and was commanded by Lieutenant Hayward.

I propose to place four of my own new X-inch guns in the casemate; one at each corner. They weigh about 16,000 pounds, and will throw a solid shot, with forty pounds of powder, which has pierced four and a half inches of good iron at two hundred yards. If the two other guns are needed they may be of IX-inch.

Annexed are eighteen sketches illustrating the various devices which are referred to in the foregoing, as well as the defences of the harbor :

1. General plan of the harbor, showing the positions of the batteries, obstructions of booms, ropes and piles, torpedoes, barrel, frame and boiler, sites where lie the wrecks of the monitors Weehawken and Patapsco, steamship Housatonic, rebel steamer Etiwan, &c.

This has been prepared with great care by Captain Boutelle, from drawings on the spot, of the batteries, determination of the locality of the obstructions, &c., from observation, or from the statements of those who removed them. It is a valuable and highly executed specimen of coast survey work, which is highly creditable.

2. Fortifications on James island.
3. Fortifications on Sullivan's island.
4. Defences of Charleston harbor.

These three maps were also executed by Captain Boutelle, of the coast survey.

5, 6 and 7. Rope obstructions between Sumter and Moultrie, their anchors and floats.

8. Portion of boom obstructions in Hog island channel.
9. Barrel torpedo.
10. Torpedo frame found in Ashley river, Hog island and middle channel.
11. Its torpedo.
12. Torpedo frame and its torpedo, used in the Ogeeche near Fort McAlister, and in the Savannah river near the city.
13. Torpedo from bow of rebel ram.

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14 and 15. Torpedoes of the "Davids" or torpedo-boats.

16. Specimen of the "David" or torpedo-boat, found in Charleston.

17 and 18. Sketch of rebel ram Columbia, captured with Charleston.

12, 16, 17 and 18, are by Second Assistant Engineer Smith. All the rest were made under the supervision of Captain Boutelle, of the coast survey, and with great care, from actual samples.

The foregoing conveys the best information that I could collect by the means at my disposal in regard to the submerged impediments of the harbor, and their efficiency, when kept in good order, is not to be judged from the condition in which we found those which were composed more or less of heavy timber. The daily care and renovation that they received from the rebels had ceased for two and even three months before we handled them. The boom obstructions and frames in Hog island channel were reached only two to two and a half months after the city was abandoned and the frames in the middle channel had been left unnoticed for three months. It may be conceived that daily care was indispensable to their preservation, and this they did not receive after the rebels evacuated Charleston.

Annexed will be found the statements of various persons in regard to what they know of the various kinds of obstructions, &c., used to defend the harbor of Charleston, and also extracts from a journal found at the headquarters of the torpedo department in Charleston.

There is no greater diversity in these accounts than might be expected from the nature of the devices and the circumstances under which the different parties obtained information of them. Quite sufficient is certain to show that these several contrivances of obstructions and torpedoes would have been as troublesome as it was expected they would be, in connexion with the heavy batteries that lined the harbor, and the rebel iron-clads.

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

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. Atlantic Blockading Squadron.

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

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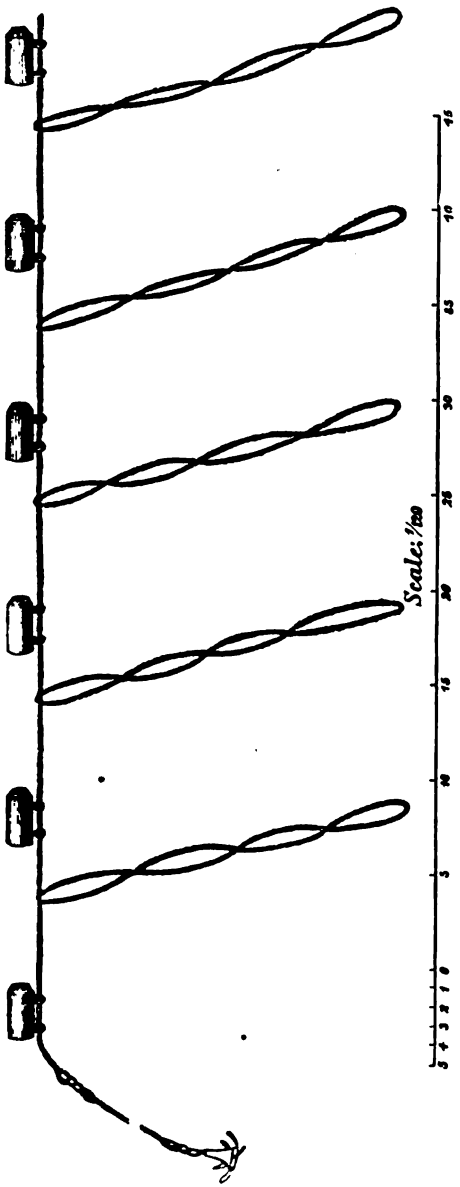

No. 5.—Rope obstructions as deduced from the part found between Sumter and Moultrie after the occupation of the harbor.

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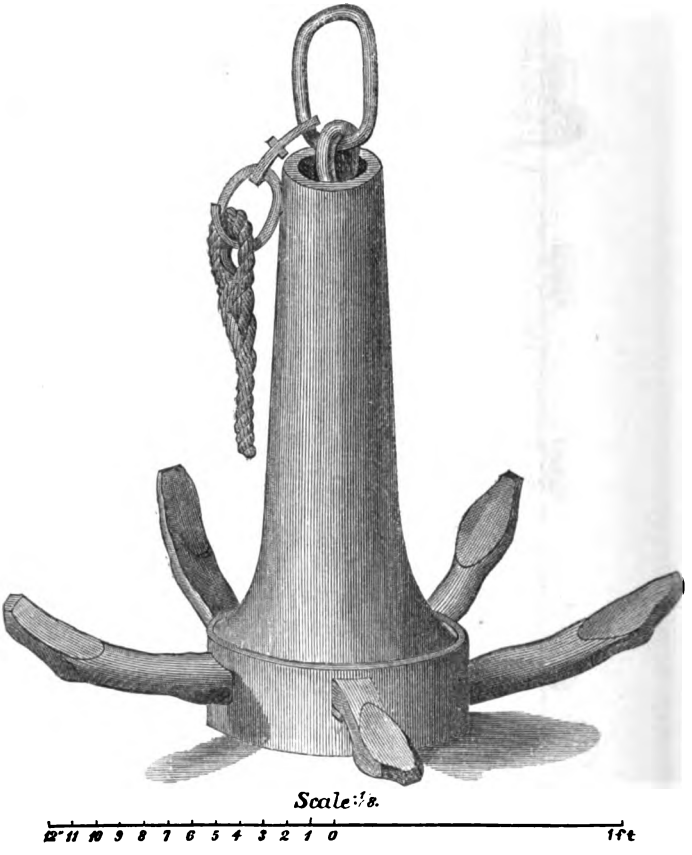

No. 6.—Obstruction Anchor.

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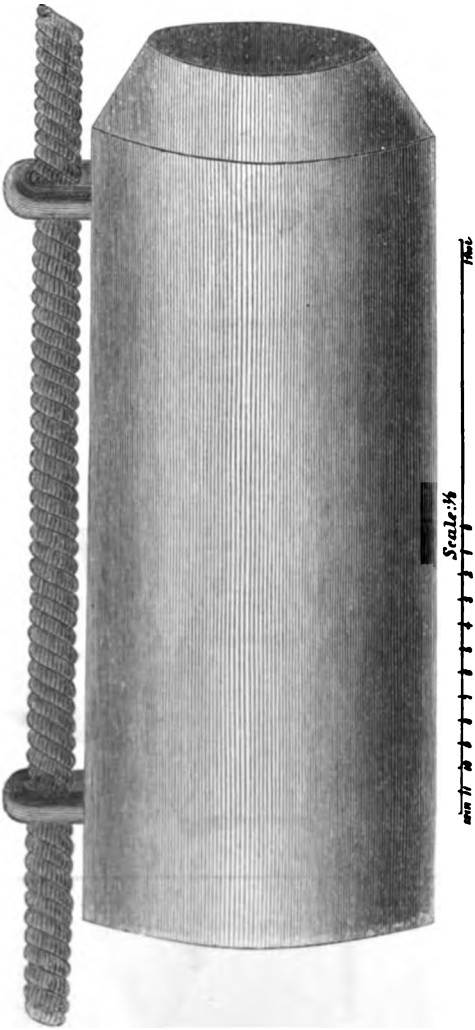

No 7.—Buoy of rope obstructions, showing mode of securing it to rope.

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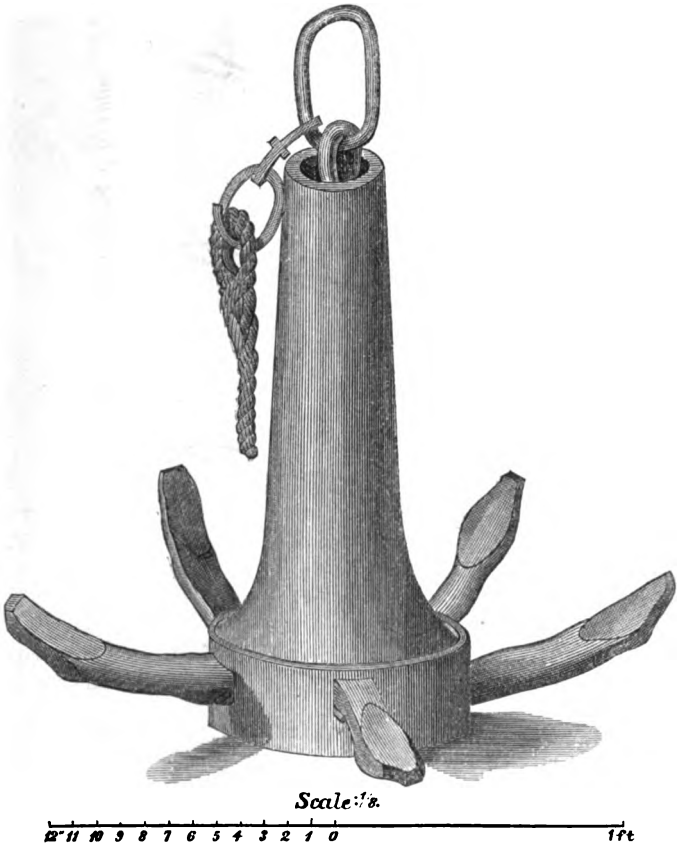

No. 6.—Obstruction Anchor.

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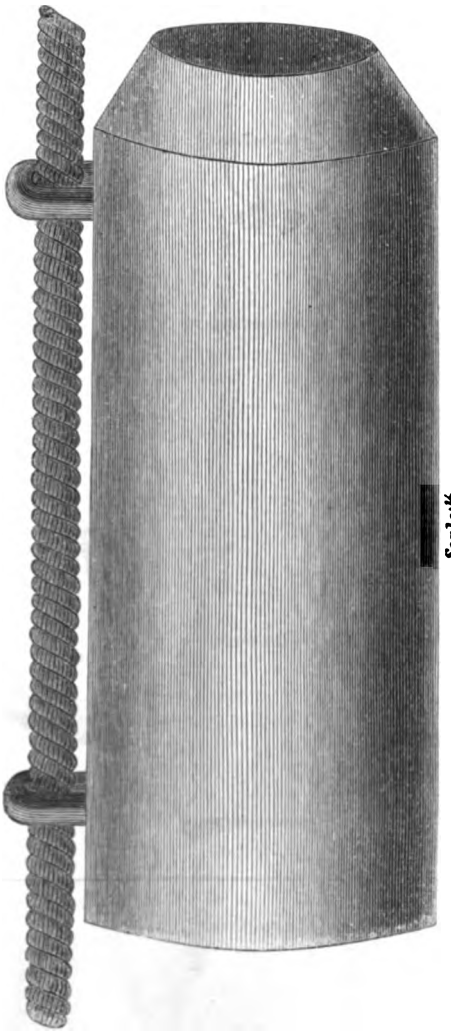

No. 7.—Buoy of rope obstructions, showing mode of securing it to rope.

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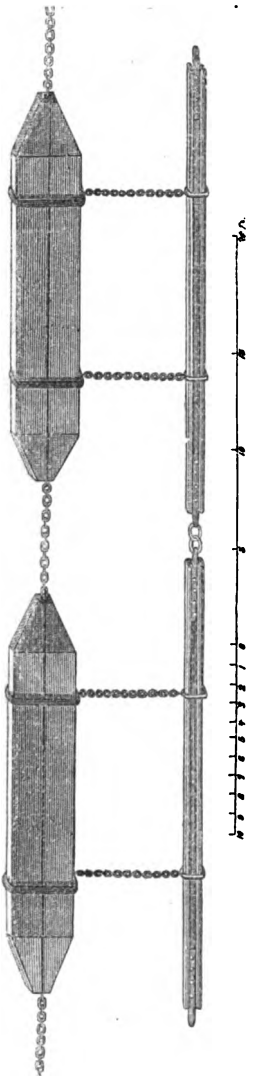

No. 8.—Boom across Hog Island Channel.

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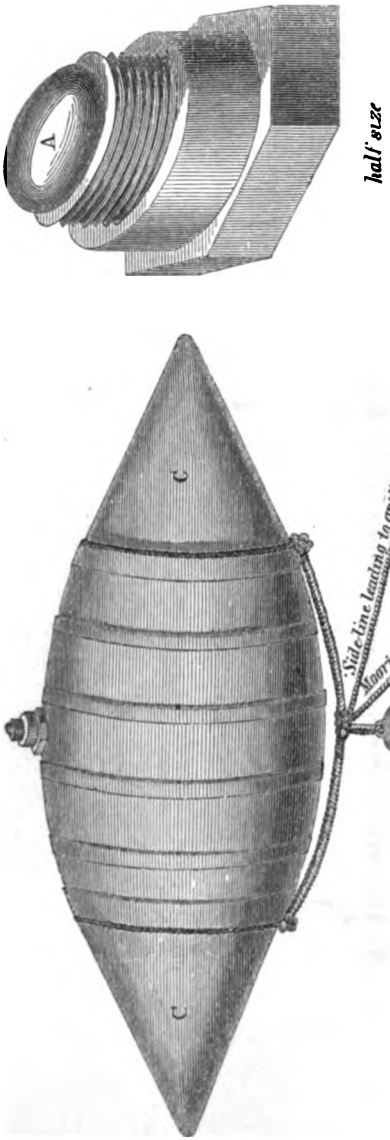
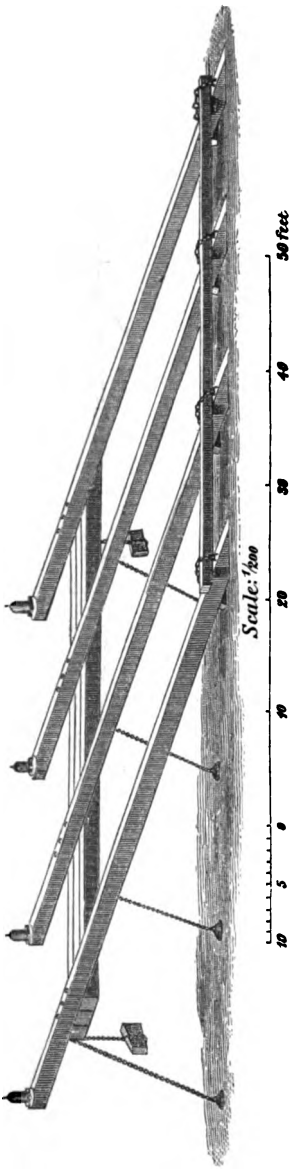
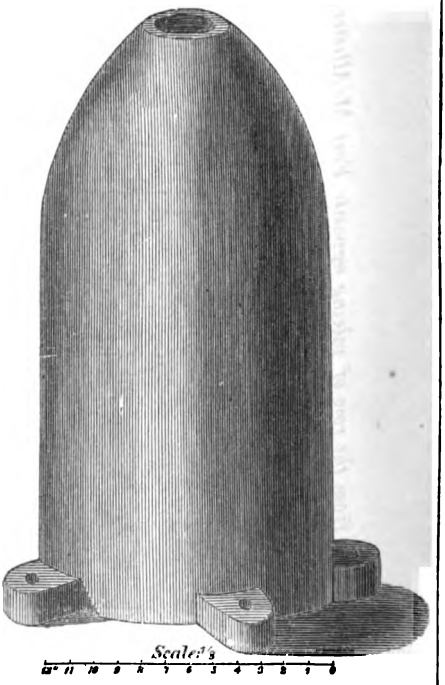


No. 9.—*Barrel torpedo, with its fuze.*

A. Thin sheet-lead cover to fuze. B. Balance-ball. C. Cones of pine wood serving as buoys.



No. 10.—*Frame torpedoes found in Ashley River, Hog Island Channel, &c.*



No. 11.—*Single frame torpedo, (of cast-iron.)*

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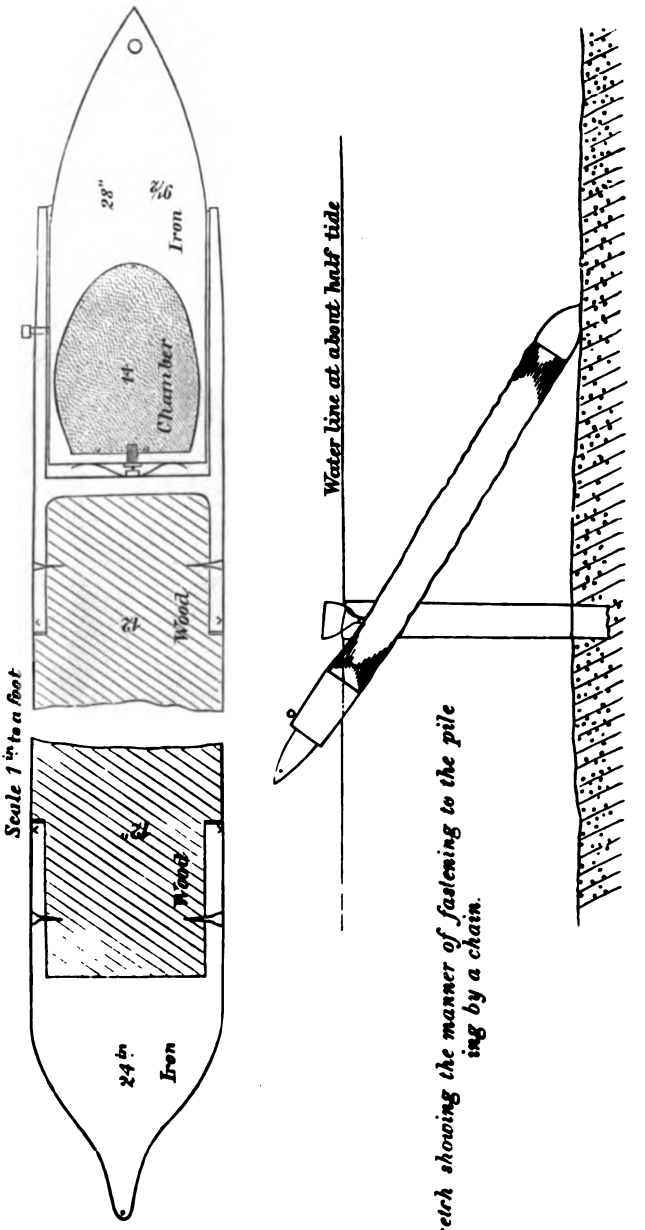

No. 12.—Section of torpedo taken from the row of pileing opposite Fort McAllister, Ga., Dec. 15, 1864.

Sketch showing the manner of fastening to the pile ing by a chain.

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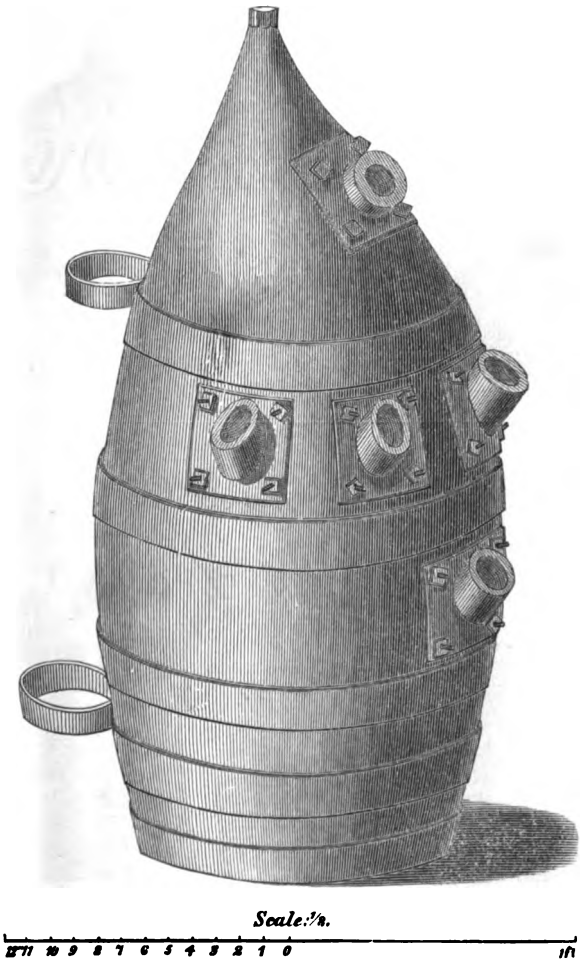

No. 13.—*Torpedo attached to bow of rebel ram "Charleston."*

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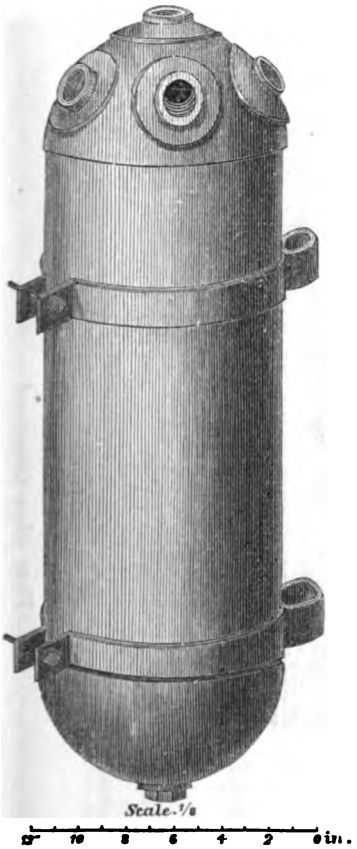

No. 14.—Copper torpedo attached to bow of "David" or torpedo-boat.

No. 15.—Copper torpedo attached to bow of "David" or torpedo boat.

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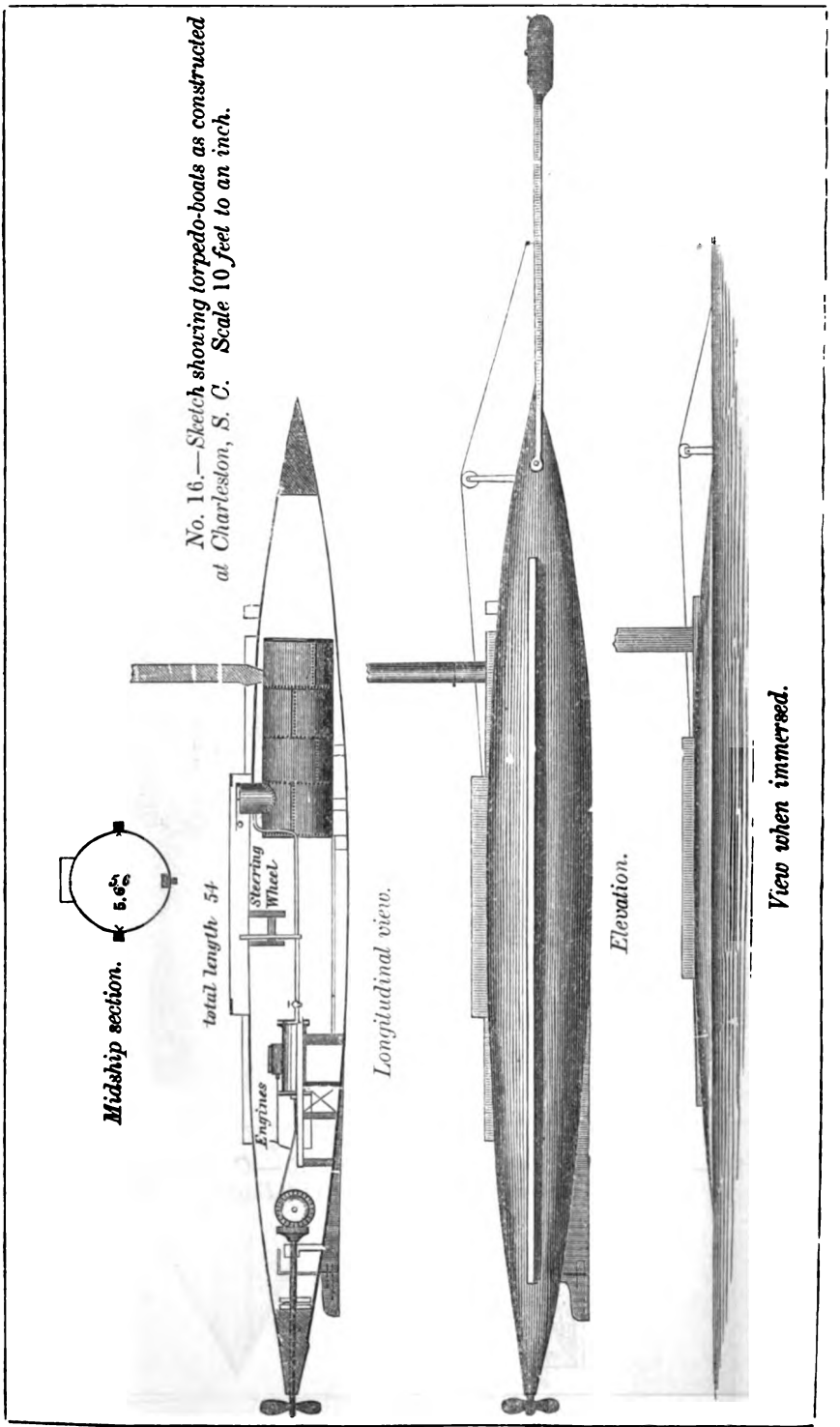

No. 16.—*Sketch showing torpedo-boats as constructed at Charleston, S. C. Scale 10 feet to an inch.*

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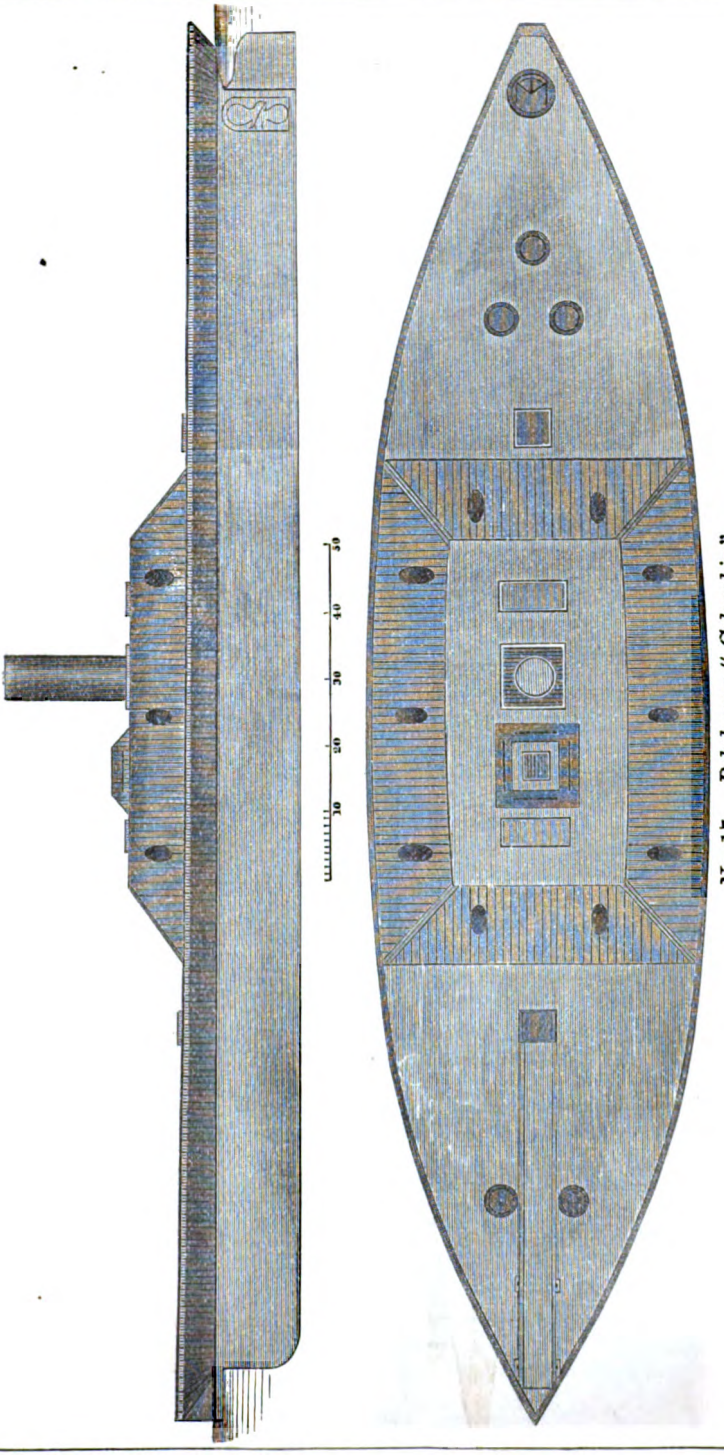

No. 17.—Rebel ram "Columbia."

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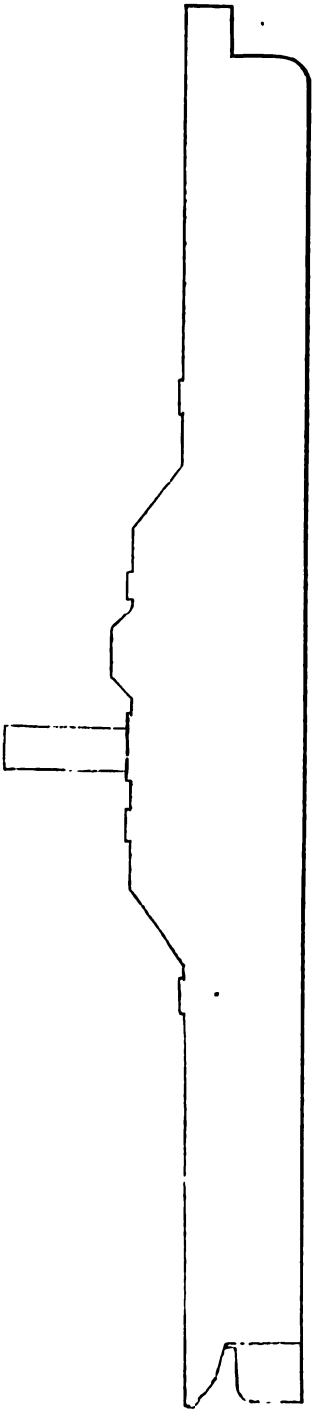

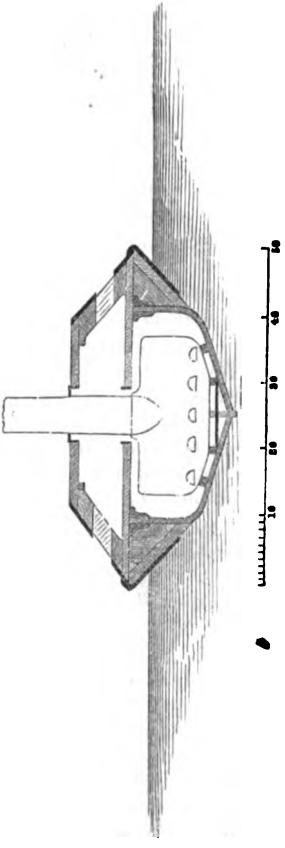

No. 18.—Rebel ram "Columbia."

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REPORTS, ETC.

The following memoranda are from statements made by a party of refugees that reached me directly from Charleston, and may be taken as a summary of much that had been derived previously from other sources.

There were eight men in all, and they were picked up by one of the advanced steam-tugs, whence they were immediatly sent to me on board the South Carolina, at anchor among the iron-clads in the roads.

William Flynn, an intelligent ship-carpenter, who had worked on one of the iron-clads, * * * * "Has seen an iron boiler fitted as a torpedo; has heard that it was put down below Moultrie, between Moultrie and Sumter, in, he estimates, eight fathoms water; length, ten feet; diameter two feet and one-fourth;* has heard that it will contain about 2,000 pounds of powder; has heard that the wire leads into one of the batteries on Sullivan's island; wire ⅝-inch thick; has seen it; has been engaged in making floating torpedoes, such as were picked up in the Stono; believes that they were scattered about the harbor, but does not know where; has also been engaged in making frames on which torpedo shells are floated. None of them are launched. Was engaged in making one at Battery Tatem; has heard that Diven is at Sullivan's island. Three 'Davids' are now ready—two new ones and the old one; *has never worked on them; some* others are building, making some seven or eight in all."

* * * * * * * * * *

Michael Murray, stout laborer, shrewd, but ignorant: "Has been in Charleston since 15th October, 1861; has been employed in the engineer's department since August last; has been pulling a boat since he went into the service; was never employed putting down rope obstructions, but in putting down barrel torpedoes in a variety of rivers to the southward and other places. About the beginning of November was first employed in putting down the barrel torpedoes between Moultrie and Sumter; were put down in six, seven, and eight fathoms of water, near the rope obstructions. At low water they were all intended to be in one fathom of water. The barrels contain, some 50, some 100 pounds. He was present in a boat when the boiler torpedo, (A,) which McAllister speaks of, was put down. It is on a line with Fort Ripley and the Circular church. It was to be exploded by a wire which led into Battery Bee, but the wire was too short, and the end got away and sank. It was grappled for two or three times. Murray was in the boat which grappled for it. They tried it on different days and nights—three times before they got hold of it; spliced a piece on the end of it and took it into Battery Bee. Torpedo lies in seven fathoms of water; it lies about 800 yards north of Sumter. The wire that led to Battery Bee was 1½ mile long. The place pointed out by him on the plan of the harbor is about 1,600 yards from Sumter and 1,400 yards from Johnson, and lies just in the channel way on the turn to Fort Johnson, about 500 yards north of the flat, and on a line drawn through Fort Ripley and the Circular church, and is marked by a barrel buoy.†

"Hog Island channel has a great many torpedoes in it, cross-framed, as described by William Flynn. He was employed about ten (10) days ago in raising some of them to examine them. These have been sunk to the bottom by large stones. They could not raise any of them; had to leave them alone. These are among the first used; have a good many sunk in the upper Stono,

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* A boiler prepared for such use was found on a wharf of Cooper river, which was 10 fee 11 inches, and was 2 feet 6¼ inches in diameter. Cubic contents, 52; capacity, equal to 3,00 pounds of powder.

† Mistake. The end of the wire was so marked until recovered.

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but not many in Charleston harbor; are some in Ashley river from White Point Battery to Wappoo creek.

"There are torpedoes of another kind in Charleston harbor, inclined, with the ends resting on the bottom. Was in a steamboat called the Marion, which was blown up accidentally while putting down some of these in Ashley river, near Wappoo creek; think it was eighteen months ago when this happened. Her whole bottom was blown out of her, machinery destroyed, and she sank immediately. There are three gaps in the line of piles this side of Ripley, each of which has four or five torpedoes floating one fathom below the surface at low water; no torpedoes in the main channel that leads by Fort Johnson from the fort up towards the city. These torpedoes, on the cross frames and barrels, are placed in almost all the channels and inlets below Charleston; can't say where, but could point them out. Says that the rebel boats come in over Cummings' Point, and can hear our men talk."

Hugh Buchanan, a mere laborer, rather intelligent: "Has been in government employ since 6th of May last, in engineer department, which includes submarine department. Has been employed in putting down two (2) boiler torpedoes—one (A) containing fifteen hundred pounds, the other (B) two thousand pounds of powder. Put down the two-thousand-pound one about three (3) months ago, and the other just after we ceased firing the last time at Sumter from Battery Gregg and the monitors (middle of November.) The one of two thousand pounds (torpedo B) was put down on a line from Sumter to Bee. Murray and Daly were not in the same gang with himself, and were not present when this was done. Thinks the fifteen-hundred-pound one (torpedo A) was about three-fourths of a mile from Sumter, towards the city, in about the same depth of water as the other. He thinks there was about two months' difference in time of putting down the two. Torpedo A, in the channel, was put down a few days before the evacuation of Morris island, September 7."

William Daly, common laborer, rather ignorant: "Has been in the torpedo department six or seven months. Was in one of the boats when the large boiler (A) was put down. He thinks this boiler is about half way between Sumter and the obstructions. He says the buoy was only intended to mark the end of the wire, which was intended to go to Battery Bee. Of the assault on Sumter, he says it was easier to take then than it has ever been since. There are torpedoes all around the harbor in different parts of the channel. Thinks Murray must have been mistaken in supposing that the cross-framed torpedoes were intended to have been sunk on the bottom, but were weighted to float just below the surface of the water, and must have sunk accidentally."

Letters from Acting Master John L. Gifford.

UNITED STATES STEAMER JOHN ADAMS,
Charleston Harbor, March 16, 1865.

SIR: I have the honor to submit for your approval the following report of the obstructions in this harbor. Since the first attack, and even before, on this place, the enemy, in view of our entering the harbor, placed a series of obstructions in the main ship channel. The first of any magnitude that came under my notice, while scouting the harbor, consisted of a line of network similar to a ship's rigging, consisting of seven to eight-inch hemp hawser and rattled. These obstructions were anchored with heavy weights at intervals of about every ten fathoms, forming a very serious impediment to vessels entering the harbor; these were evidently washed away after one of

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our heavy gales, by the rope twisting and untwisting with the action of the tide upon them. After which, were placed a series of large logs, to which was attached a network made after the fashion of a boarding netting; most of these I cut, and the remainder were swept away. But I invariably noticed, no sooner was one set of obstructions gone than another was immediately put down, showing how much they depended on keeping the channel closed; knowing as long as they could keep the channel thus obstructed, vessels with propellers could not enter without being fouled, and materially retard them, especially in action. At various times, while on scout, I noticed boats at work inside Fort Sumter, apparently laying down some heavy metal substance, which I distinctly heard plunge heavily in the water; and at times I noticed a small black steamer with boats carrying out lines across the main ship channel.

The last of these obstructions which were laid down were entirely unlike the others, and much more dangerous. They consisted of a line of buoys made of palmetto wood, of about three to four feet in length, and rounded at both ends, thus rendering them nearly undiscernible at any great distance, and especially at night. To these floats or buoys were attached a seven-inch hemp hawser by two heavy iron staples. The floats were about twenty feet apart, and at intervals were anchored with heavy grapnels. These obstructions ran unlike the former ones; commencing at Sumter, or about three hundred yards from the fort, ran in a direct line to Batter Beey, on Sullivan's island, across the main ship channel.

They consisted of detachments of about twenty to twenty-five fathoms each, having on each line about twenty-five of the floats, and anchored at each end and in the centre. At the termination of each set, and just above the other but parallel with it, commenced a similar set, and like anchored at ends and centre, and so on across the channel, thus forming a complete set of stairs. The intervening spaces between each set were about thirty to fifty feet; the number of sets about sixty. The number of floats I judge at five hundred, and at least half as many anchors or grapnels. So, had a vessel been able to pass through one set, she was most certain to foul the next. I just discovered these last obstructions a few nights after the sinking of the Patapsco, on my way up the harbor. I went a little nearer Sumter than usual. As the night was dark and rainy, I was among them before I was aware of it. When I first discovered them they were just awash, and thinking they were torpedoes I approached them cautiously. I fastened on one of them and found, on examination, its character, noticing the hawser on it. I followed it up, and soon came on the next float, and so on until I came to the end, which was anchored taut, so as to allow as little play as possible. I followed through the entire line nearly. I at once set about cutting them adrift, and took as many as I could carry in my boat. I then cut them indiscriminately until I had cut some dozen sets. This was on the first night I discovered them; I continued cutting them nights. I could work on them when the weather and tide would allow until I succeeded in destroying the greater part of them; but no sooner had I done this, when I next visited them I found them all replaced, and they continued replacing them nearly as fast as I could cut them. I kept at them, however, and at last they seemed exhausted in their endeavors to replace them. They then put on a guard of boats to row back and forwards on their line, thus rendering it almost impossible to work on them. I watched my chances and cut them.

I brought off with me at different times some thirty of these buoys and a large quantity of the hawser. They now seeing my determination to destroy these obstructions, they seemed equally determined to guard them, and redoubled their guard, thus rendering it almost impossible for me to pass their line and enter the harbor, and it was only by the most

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extreme caution I could accomplish anything. I now turned my attention to dragging for torpedoes, which I learned from deserters were placed in large numbers in and around these obstructions. I procured about seventy-five fathoms of line, to which I attached sinkers about four fathoms apart, and, assisted by one of my boats, commenced dragging the main ship channel. But the enemy watched so close, together with the very strong tide which runs between Sumter and Moultrie, I was unable to accomplish anything, though I fastened on something several times which I could not stir, and being so close under the batteries, tugs could render me no assistance. I found no torpedoes, but felt satisfied they were there, and had I not been watched so close I am certain my efforts would not have been in vain. I particularly watched the harbor from the first supposition we had of their evacuating the place, but discovered nothing new.

On the day after the evacuation, the 19th ultimo, and in obedience to your order, I commenced a thorough examination of the harbor with a view to ascertain where these obstructions were, and where torpedoes were placed, that might deter the fleet from entering the harbor. As I stated before, I found the line of buoys and hawsers as I last left them, cut in many places, but still very formidable and dangerous.

Before endeavoring to raise any of these obstructions, I visited the batteries on Sullivan's island to see where wires, if any, might be connecting with torpedoes in the channel, as I had information from deserters that such was the case. Found none in the batteries, but found some leading into the houses back of Battery Bee and Fort Moultrie. I traced them through the sand to the beach, and from their lead I was certain they led into the main ship channel. These wires, if attached to torpedoes, were to have been exploded by a galvanic battery. I also learned from deserters that there were on Forts Sumter, Moultrie, Bee, and other batteries, torpedoes constantly ready for planting should the fleet attempt to enter the harbor. I next visited the upper harbor as far up as abreast of the dry dock, but saw nothing but a line of piles across the middle ground.

On the 23d, 24th, and 25th ultimo I was engaged dragging the harbor with two tugs, the Jonquil and Gladiolus, assisted by two boats. I dragged the main ship channel thoroughly, and found a torpedo near the wreck of the Patapsco. It was made of a keg, covered with pitch and having a percussion fuze at either end. I took it on shore at Fort Moultrie and emptied the powder, which was dry and in good order, and from its appearance it had not been down long. It contained about one hundred pounds of powder. I next proceeded to raise the line of floats and hawsers, assisted by the tugs and boats. I raised some twenty-five anchors, shaped like the monitors'. I also cut the remaining line and raised all the floats and towed them on shore. In dragging the main ship channel I hooked on to some heavy object, but owing to its weight I could not raise it. Continued my search until I found three and buoyed them. I now visited Battery Bee, and found three wires leading to three large torpedoes in the main ship channel.

I continued dragging the harbor up to the 5th instant, and found nothing but a line of spiles across the middle ground.

I have visited the shore and rivers up to date, (22d March,) and found, both on shore and in houses, large numbers of torpedoes, ready for being planted should they observe any movement on our part to enter the harbor, and a few hours would have sufficed to have studded the channel with them.

But from all I have seen there have been large numbers of torpedoes placed, and during the time I was engaged scouting the harbor I always found the

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enemy vigilant in the extreme, and never letting a chance pass to hinder our vessels from entering the harbor by placing all manner of obstructions.

I am, sir, with respect, your obedient servant,

JOHN L. GIFFORD, *Acting Master.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

CHARLESTON, S. C., *May* 1, 1865.

SIR: In obedience to your order, I make the following report in relation to the time I have been employed on scout duty in Charleston harbor and vicinity, under your special order. I commenced August 12, 1863, and was employed on that duty until February 18, 1865, at which time this place was evacuated, which makes eighteen months; since that time I have been employed in taking up obstructions and torpedoes, and searching for various kinds of ordnance.

I am, very respectfully, your obedient servant,

JOHN L. GIFFORD, *Acting Master.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

CHARLESTON, S. C., *April* 8, 1865.

SIR: In obedience to your order, I respectfully submit the following report in relation to the torpedoes which I have discovered in the city of Charleston and its vicinity.

In one house on the bank of the Ashley river, near Chisholm's Mills, I found thirty-two, and all the conveniences for making more. Further up the same river, in two houses I found thirteen; in one house near the navy yard, four; and at Mount Pleasant twelve. These were all small casks (as large as a ten-gallon cask) with pieces of wood (cone-shaped) fastened to both ends, and covered with pitch. Each had a metallic bouching for a fuze in the bilge of the cask.

One was much larger than the rest, with five fuze bouchings, and fitted with irons, to secure it to the bow of some ram or torpedo boat.

I also found on a wharf near the dry dock thirty more torpedoes, mostly iron ones, and fitted for rams and rafts.

Very respectfully, your obedient servant,

JOHN L. GIFFORD,
Acting Master U. S. N.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

FLAG STEAMER PHILADELPHIA,
Charleston Harbor, S. C., March 25, 1865.

Additional list of articles pertaining to the defences of Charleston, discovered to-day:

One torpedo frame with four cast-iron torpedoes. Six cast-iron torpedoes on a wharf, some fuzed and ready for use. Oyster-shells and barnacles on the torpedoes indicate that they had been submerged for some time. Twenty cast-iron torpedoes in an adjacent shed. Large quantities of wire

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cable for galvanic batteries. Torpedo boiler (contents 51.5 cubic feet) fitted with cast-iron beds.

Further up the Cooper river were found two new torpedo boats, one nearly finished, with her machinery on board; also the wreck of an iron-clad, the top of the casemate being three feet above low water and eighty-eight feet long.

Respectfully,

E. J. DICHMAN, *Ensign U. S. N.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Letter from Acting Ensign C. H. Hanson.

UNITED STATES STEAMER JONQUIL,
Charleston, March 13, 1865.

SIR: I respectfully report the amount of work performed by this vessel in four days at the obstructions between Forts Sumter and Moultrie, which amounted in removing from the channel eighty (80) logs, three feet in length, in sections of four each, and to every section there was attached twenty fathoms of eight-inch hemp hawser, every section being separately anchored with a heavy grapnel. Also one torpedo, twenty yards south of the Patapsco, with sixty pounds of powder in a perfectly dry state.

Very respectfully, your obedient servant,

C. H. HANSON,
Acting Ensign, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Letter from Acting Ensign Sturgis Centre.

UNITED STATES STEAMER LABURNUM,
Charleston Harbor, March 13, 1865.

SIR: I have the honor to make the following report:

On the morning of the 19th of February, in obedience to orders, commenced to remove obstructions between Mount Pleasant and Fort Sumter, which consisted of a seven-inch hemp rope, about twelve fathoms in length, buoyed up with pine logs at every four fathoms, and anchored with cast-iron anchors, weighing about 150 pounds each. The number removed by this vessel was twelve.

The anchors were put on board the United States steamer South Carolina. The rope was cut from the logs, in obedience to orders, and the logs thrown overboard.

Part of the rope still remains on board of this vessel; the remainder has been disposed of, in obedience to orders.

Very respectfully, your obedient servant,

STURGIS CENTRE,
Acting Ensign, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

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Letter from Acting Ensign N. Boughton.

UNITED STATES STEAMER GLADIOLUS,
Charleston Harbor, S. C., March 1, 1865.

SIR: I have the honor to make the following report in regard to the obstructions between Fort Sumter and Sullivan's Island:

They consisted of pine logs four (4) feet long, with a seven (7) inch hemp hawser fastened to them with iron staples. The logs were three (3) fathoms from one to the other, and an average of five (5) logs attached to one hawser. They were anchored with a cast-iron grapnel of 200 pounds weight; they were scattered two-thirds of the way across from Fort Sumter to Sullivan's Island. I cleared away about one hundred (100) with this vessel.

Very respectfully, your obedient servant,

N. BOUGHTON,
Acting Ensign, Commanding.

Lieut. Com'dr J. M. BRADFORD,
Fleet Captain, S. A. B. Squadron.

Letter from Capt. Boutelle, of the Coast Survey.

UNITED STATES STEAMER BIBB,
Charleston Harbor, S. C., March 18, 1865.

ADMIRAL: Yesterday afternoon, as this vessel was returning to the city, after making surveys upon the bar, we struck a sunken torpedo, which exploded under our port bow, about midway between the port guard and the fore channels.

The shock was very severe, the sensation being that of striking a rock, being lifted by it, and passing over it into deep water beyond. The column of water thrown up by it nearly filled the second cutter, and unhooked it from the forward davit. Sixty fathoms of studded mooring chains, 1½-inch diameter, coiled upon the port side of the vessel forward, were thrown across the deck; the knees upon the port side are started out, and the joiner work shows signs of the blow received; the surface blow-pipes are broken on both sides.

Fortunately for us, the blow was upon the side. To this fact, and to the great strength of the vessel, may be ascribed our escape from serious injury. The very strong and heavy rolling sponsons bolted to the ship at the water line also contributed to save us.

I propose to put the vessel on shore at the coming spring tides, to ascertain what injury her hull and copper has sustained. No timbers or planks are broken, and we shall be ready in three days to resume our duties.

Angles taken half a minute before the explosion fix our position at the time. The new light east of Fort Moultrie, on Sullivan's island, bore north 85° east, distant 1,530 yards, and the flagstaff, at Battery Bee, bore north 27° east, distant 744 yards. The depth of water was twenty-five feet at mean low water. The explosion occurred at 5.25 p. m., when the tide had not risen over six inches. As our position was directly in the track over which many vessels have passed, I infer that the torpedo must have been placed low in the water, where vessels of ordinary draught would pass over it at high tide. The Bibb draws ten feet at the point where she struck the torpedo.

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I respectfully recommend that all vessels be cautioned to pass close to Sullivan's island, between its western end and Fort Moultrie, until the channel has been thoroughly cleared of all hidden dangers.

Yours, respectfully,

CHAS. O. BOUTELLE,
Ass't Coast Survey, Com'dg U. S. S. Bibb.

Rear-Admiral J. A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

Letter from Acting Ensign Charles H. Hanson.

UNITED STATES STEAMER JONQUIL,
Charleston Harbor, S. C., June 4, 1865.

SIR: In obedience to your order of the 5th of March, I proceeded up Ashley river, accompanied by two boats from the United States steamer Home, to drag the river for torpedoes, and other obstructions that might retard the progress of vessels. On arriving off the mouth of the river I commenced dragging, and soon hooked on to something which the boats could not stir. I then put over the quarters of the Jonquil a heavy 3-inch hemp line, to which was attached a large 50-pound grapnel, and started up the river. I soon hooked on the obstruction, but was unable to stir it. I then took the lines forward, and took it to the windlass, and hove on it. It came slowly, but owing to the great weight, it broke, and on portions of it being brought up, proved to be a framework of pine logs, spiked together with heavy iron spikes. Its form, from what I saw of it, was square, and about twenty to thirty feet square, having its centre filled up with heavy planks, and bolted to the logs. On each end of the frame was placed a torpedo, made of iron, and conical, having on their bottom four flanges for bolts and nuts, which were riveted to the logs. The torpedoes were capable of holding from thirty to forty pounds of powder each, having a percussion fuze, to be ignited by sulphuric acid in a glass vial. This framework was sunk with stones, and at low water was about two feet below the surface, and about eight feet at high water. These obstructions were placed in the channel, and were very dangerous, and should a vessel attempt to enter the river she must have been destroyed. I continued dragging for the rest of this work, and succeeded in pulling it to pieces.

On the following day, the 6th, I proceeded up to the same place, and commenced dragging again in the same manner. I had proceeded but a very short distance, when I hooked on to another frame. It was situated about one hundred yards further up the river, and a little to the right of the last. I proceeded, as before, to heave them up, which I succeeded in doing in this manner: I secured three of the torpedoes in dragging. The logs became separated. I hooked on to the log which had the fourth one on, but the log came up with the end not having the torpedo on. I hoisted it to the bows of the steamer, and started for shore. On shoaling the water, the torpedo being down, struck the bottom, and exploded directly under and about amidships of the steamer. Its force was so great as to raise the boilers five inches from their bed, and knocked nine men overboard, and completely flooded the vessel. One of the men was standing on the berth-deck at the time of the explosion, and its force was so great as to throw him up against the deck and split his head open, and the engineer on watch had his back severely hurt by the concussion.

At the time of the explosion I was in about ten feet of water, and had it been any shoaler the vessel would have been entirely destroyed. Every

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movable thing was thrown down, doors shattered, windows all broke, and all light work started. The howitzer forward was upset, and three beams were badly sprung. The steam-gauge and condenser were broken, and nearly all the lighter machinery was disabled. The hull of the vessel, however, I found, on examination, was not materially damaged.

On the following day I started up the river again, and commenced dragging. I found another set similar to the others, and situated directly opposite the other. I dragged until I had secured all the torpedoes and torn the logs asunder, thus effectually destroying that set of obstructions. From the positions they were placed in, the three frames formed a triangle; thus, had a vessel escaped the first set, she would very likely have fouled one of the others. Further up the river I found a similar set, but found no torpedoes. I dragged it to pieces. I then dragged up the river, and on both sides as far as Wappoo Cut, but found nothing of a serious nature. The number of torpedoes I took up on these obstructions was twelve, all iron and alike, fitted with vials of sulphuric acid.

Very respectfully,

CHARLES H. HANSON,
Acting Ensign, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Statement of William Smith, a native of Buffalo, N. Y., and for the last twenty years a resident of Charleston, S. C., taken June 2, 1865.

Assisted in putting down obstructions about two months after the surrender of Fort Sumter, in 1861.

First put down rope obstructions. These were at first in a single length, one mile and a quarter long. In this way, though put down twice, they were not found to stand more than one tide before being carried away.

They were then cut into lengths of one hundred and seventy feet each, and anchored in two rows across the channel, from the breakwater near Battery Bee to Fort Sumter.

Each length of one hundred and seventy feet consisted of three pieces of hawser, eighteen (18) inches apart, and ratlined every eighteen (18) inches with cotton-bale strapping. The plane of the three hawsers was intended to be vertical, the upper one being four (4) inch, the middle seven (7) inch, and the lower nine (9) inch. Between the upper and middle ones, at intervals of thirty (30) feet, turpentine barrels were secured horizontally. At one end the three hawsers were brought together, forming an eye, to which a light mooring chain was secured. The anchor used was that known as the obstruction anchor, with five arms.

Understood that previous to this, obstructions, consisting of single logs chained together, had been placed across the channel, but were very soon washed away. About the summer of 1862, assisted in putting down booms of railroad iron. Each boom consisted of nine (9) square logs, twelve by twelve inches, and twenty feet, connected together in three layers by an iron band at each end, and bolted with treenails. At a distance of three feet from each end of the middle log, in the bottom layer, an iron band went round it, to which was attached one large and three or four small links of chain. Through the bottom link was put the iron traverse that held the bar of railroad iron. Each bar had a large iron loop bolted into each end.

The booms, as thus described, were connected together in pairs by a link through the loops. The pairs were then connected together into sections of twelve booms, a single shackle connecting each pair.

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These sections were then moored across the channel just above (westward) the rope obstructions, from near Battery Bee towards Sumter.

The first section towards Bee was secured at one end by a large anchor, placed about fifty yards from the breakwater, and the end in the direction of Sumter moored with two mushrooms. The second section was then shackled on, and the end secured with one mushroom; the third section with two mushrooms; the fourth with one, and so on. The last section towards Sumter was secured by a large anchor at the end, and a mushroom at the fourth boom from the end.

Since stating the above, I learn from one who was engaged in it, that boom obstructions, with the railroad iron through the middle, were put down before the rope obstructions.

I certify the above to be correct.

WILLIAM SMITH.

I certify that the above statement was made in my presence, and that the dimensions and mode of construction of the booms were verified by comparison with such parts as are now in our possession.

E. ORVILLE MATTHEWS,
Lieutenant Commander and Aid.

William Smith further states, that their own vessels were continually being caught in the rope obstructions, and mentions the following cases that he knew of:

The side-wheel steamer Ettiwan drifted on the obstructions, and upon starting her engines the obstructions caught and stopped her wheels.

The side-wheel steamer Chesterfield, whilst steaming up against an ebb tide, got among the obstructions, and although she was some ten yards from them, they were drawn in on either side and stopped the wheels, until they were cut away and the barrels broken up.

The Palmetto State, iron-clad screw gunboat, while going down the harbor, just after the Keokuk was sunk, caught them in her propeller, and had to anchor in order to clear it.

One of the blockade-runners (a propeller) was going out of the harbor, when she caught on these obstructions, which stopped her engine, so that she could neither go ahead or back, and had to be towed back to the city and put in dry dock, when it was found that the rope had worked into the journal.

E. ORVILLE MATTHEWS,
Lieutenant Commander and Aid.

Examination of Mr. M. M. Gray, late captain of engineers in the rebel service, taken on board the U. S. steamer Philadelphia, April 11, 1865, *by Acting Ensign Walter Cooper.*

Question 1. What is your name and nativity?

Answer. M. M. Gray, Wilmington, Delaware.

Question 2. Were you employed by the rebel government?

Answer. I was—held a commission (written) as captain of engineers, dated May, 1862.

Question 3. When did you commence your duties?

Answer. Previous to December, 1862. I was on General Rains's staff when I entered on my duties here, General Beauregard commanding. At this time there were no torpedoes here, nor any put down. They had just

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finished putting down the railroad-iron boom, which was placed between Sumter and Moultrie by a Doctor Shivers. I do not think it was wholly in place when Admiral Dupont made his attack—part of it being gone. It was not replaced. Afterwards, shortly after the attack of 7th April, a rope obstruction was put down all in one piece, floated by spirit casks, which I helped to put down about the beginning of May.* There were heavy anchors at each end, and intermediate anchors fifty (50) feet apart. These rope obstructions were followed shortly after the federal landing on Morris island, by the obstructions in sections, such as are now taken up. They were made by me, and put down by Captain John Frazer Matthews. When any were found missing by day, they would be replaced the succeeding night. They were made so that the part floating on the water was fifty (50) feet long—one line on each side of the float—five floats to each section anchored by a single part, having six hangers to the line on each side of the float, making twelve (12) to each section. The size of ropes used to the section was six and seven inch. All those made by me had the floats between the two ropes. After my arrest they were made with single ropes, and the same kind of float. These were stretched between Sumter and Moultrie, on the line of the first chain obstructions. There were two lines of them, each one hundred feet apart. The lines of the *sections* were sixty feet apart on each line, and were often found removed, when they were replaced immediately.

Question 4. When did you begin to put down torpedoes?

Answer. None were down in December, 1862, but began to put them down in February, 1863. These were frame torpedoes, and were put down in Ashley river, Hog Island channel, and Castle Pinckney channel. I also put down the electric torpedo a short time before Admiral Dupont's attack. (This is one that the Ironsides is said to have been over.) I put down four frames, with three (3) and four (4) torpedoes on each. No more were put down until the attack on Morris island. That night, for the first time, commenced to put down floating barrel torpedoes; put down upwards of twenty (20) across Cooper river, from Broad street to Shute's Folly; also fifteen in front of the rope obstructions between Sumter and Moultrie. There may have been more than that, all of which were barrel torpedoes. The third night put down two electric torpedoes on a line with Sumter and the middle ground, taking the wire into battery B. Continued to replace the barrel torpedoes, and put down others, some of which were in the rear of the rope obstructions and some in Hog Island channel. One rebel transport steamer, the Marion, was sunk in the Ashley the night before the attack on Sumter, (April 7, 1863,) by one of the torpedoes, and another, the Etiwan, was run on shore near Johnson some time in May or June, one having exploded under her, and she being in a sinking condition, and next morning the batteries on Morris island opened on her. After the attack on Morris island, and after it was evacuated, continued to put down floating torpedoes. At that time so many were down it would have been impossible to have come into the harbor, which was in July or August, 1863. The rebels felt sure of the action of these torpedoes and the rope obstructions. I communicated with General Beauregard on the business.

Question 5. Did you ever hear General Beauregard say anything of the defences of the place?

Answer. General Beauregard considered they were impregnable. At one time when it was thought the Union fleet was coming in the harbor, they

* It is certain that there was some kind of rope obstructions in place when the attack of 7th April occurred.

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took the blockade-runners, cotton-clad their boilers, and placed torpedoes on them, and also on small boats.

Question 6. Where were you when we landed on Morris island?

Answer. Was in Charleston that morning.

Question 7. Did you go to Morris island; and when?

Answer. Went down the evening the Union forces landed.

Question 8. Did you go into Wagner?

Answer. I went into Wagner after dark. There were not over 500 men in the work at the time. I remained in Wagner until after the attack was over the next morning. Reinforcements arrived during the attack, and took part in the repulse of our troops. Had the Union forces followed up the rebels no stand would have been made. Some of the troops passed directly by the fort and left the island, but they were rallied and got into Wagner that day.

Question 9. How many men had you employed in manufacturing torpedoes?

Answer. From twenty to sixty, black and white.

Question 10. Did you make the fuzes, or were they furnished to you?

Answer. The brass work was furnished; the combustible part filled in here.

Question 11. Do you recognize these fuzes as having been used in your department?

Answer. I recognize the one marked "A" as the one commonly used, and began to use those marked "B" in July. The ones marked "L" and "4" are Major Lee's fuzes for copper torpedoes to be used on torpedo vessels.

Question 12. Is the collection of letters really what it purports to be, viz., copies of your official correspondence?

Answer. I recognize the letters as copies of my correspondence?

Question 13. From whom did you receive directions about putting down torpedoes, and the kind to be put down?

Answer. General Beauregard, who said he had more reliance in one torpedo than five 10-inch columbiads.

Question 14. Did you furnish the torpedoes for the torpedo-boats and iron-clads?

Answer. No. Captain D. H. Lee, of the engineers, furnished them.

Question 15. About what time did your functions cease in consequence of your arrest?

Answer. August 28, 1864, and I had nothing to do with the business since.

Question 16. Did you remove the rope instructions between Sumter and Moultrie after the entrance of the United States squadron; and how many sections were there?

Answer. I did with tugs and boats, taking up 226 sections, and have removed some since. I cut them loose from their floats and let them go.

Question 17. How many torpedoes did you remove, and of what kind?

Answer. From between Sumter and Moultrie four, (floating;) Ashley river sixteen, (stationary frames;) Wando river six, (floating;) in front of Pinckney two, (floating;) one exploded within fifteen feet of the Jonquil on her starboard side, (frame torpedo.) The third electric torpedo was put down shortly after my arrest by Captain E. P. Bryan.

Question 18. Why did they not operate against our monitors with their torpedo-boats?

Answer. They knew of the spars and netting used by them.

Question 19. Have you visited the establishment where the torpedoes were made since the evacuation?

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Answer. I have; there were twenty or thirty torpedoes there then, but since that I was there and only found five or six.

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, April 11, 1865.

Personally appeared before me M. M. Gray, who, upon being duly sworn, deposes that the foregoing evidence is correct, and as given by him.

JOSEPH M. BRADFORD, *Fleet Captain.*

M. M. GRAY.

In presence of—
WALTER COOPER, *Acting Ensign U. S. N.*

Examination of Robert Thompson, taken by Acting Ensign Walter Cooper on board United States flag-ship Philadelphia, March 28, 1865.

Question 1. What is your name?
Answer. Robert Thompson.
Question 2. Nativity?
Answer. Norfolk, Va.
Question 3. Were you employed in preparing and putting down torpedoes in this harbor?
Answer. Was detailed as a carpenter to work in the department, and assisted in putting them down in Tugadoo river.
Question 4. Describe them.
Answer. The torpedoes were barrel torpedoes, lager beer barrels; two cones of pine, seventeen inches long, were placed on the ends, so that the current would not affect them or tumble them over. Pitch was put on the inside, poured through the bung, and the barrels rolled over, so as to make it even on the inside, and were pitched on the outside as well; sixty pounds of powder were placed in them. (He identified the kinds of fuze used, and showed the ones used in putting down the last lot. Two other kinds he did not recognize; had never used them in his department.)
Question 5. How long is it since the fuzes of recent construction were used?
Answer. The old kind of fuzes had been used all along until the last four months or so, when the ones of recent construction were sent up from Savannah, and they took the places of the older ones.
Question 6. How long employed in this business?
Answer. Entered on work in the department 6th March, 1864.
Question 7. Did you put them down by day or by night?
Answer. Went at night to place the torpedoes.
Question 8. Have you put any down between Sumter and Moultrie?
Answer. Put 16 down between Sumter and Moultrie.
Question 9. What kind were they?
Answer. Were barrel torpedoes, 60 pounds each.
Question 10. Where did you place them, and how many were they?
Answer. Were placed outside the rope obstructions.
Question 11. Have you put down any other torpedoes, and where?
Answer. Put down seven torpedoes in Hog Island channel, in a line from Battery Bee to Ripley.
Question 12. Have you been employed in endeavoring to get up and remove the torpedoes which you put down in this harbor?
Answer. Have been employed in endeavoring to get up the torpedoes put down in the harbor.

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Question 13. How many did you get up?

Answer. Saw one which the Jonquil picked up, and the monitor got another; thinks there are twelve more where this one was picked up. The drags would encounter something, but slip off, and they could not recover them.

Question 14. Was your work principally executed previous to the 17th March, (when the Bibb struck a torpedo?)

Answer. The work of dragging for topedoes was done previous to the 17th March, previously to the Bibb being struck.

Question 15. Were any struck and exploded by vessels while endeavoring to get them up?

Answer. Do not know of any being exploded by vessels endeavoring to get them up, except at Savannah, and one vessel sunk here.

Question 16. Do you know who ordered those to be put down between Sumter and Moultrie in January?

Answer. Heard that General Hardee ordered the torpedoes to be put down in January.

Question 17. How do you know it was General Hardee's order?

Answer. Captain Simons told me that it was the order of General Hardee to put the torpedoes down between Sumter and Moultrie.

Question 18. What was supposed to be General Hardee s reason for that order?

Answer. The reason of the order was that a supposed attack was to be made on the city.

Question 19. Have you been engaged in the preparation of torpedoes, and what time?

Answer. Have been engaged in the preparation of these torpedoes since March, 1864.

Question 20. Where was the establishment in which you worked?

Answer. The establishment was at the foot of Hasel street, Cooper river. (The shells from our guns caused it to be removed to the foot of Broad street, Ashley river.) Captain M. M. Gray had charge of the work, and employed me on the carpenter work.

Question 21. Were there any other kind of torpedoes at Hasel street when you began work there?

Answer. There were copper torpedoes at Hasel street when I went to work there, to be used on the bows of vessels. Some cast-iron ones of different sizes, and a boiler torpedo on the wharf. No cast-iron torpedoes were put down in the river after he came. Sixteen barrel torpedoes were placed in the Stono about six weeks before the Patapsco was sunk.

Question 22. Why was Captain Gray removed from the department?

Answer. Do not know for what reason Captain Gray was removed. Various rumors were in circulation that he had been speculating on the government. Captain Bryan was a successful operator with torpedoes in Florida, and was a particular friend of General Beauregard, which may have been the reason.

Question 23. Were there any on hand there when the rebels left?

Answer. There were a good many torpedoes left there by the rebels in various stages of completion; 12 filled, and anchors near them in the yard of the place; 6 were for the Charleston, and some were ordered for rivers towards Georgetown.

Question 24. Were there any orders given to have some got ready for the rebel iron-clad Charleston, and for what purpose?

Answer. The ones for the Charleston were for her to lay behind her as she went up the river, supposing our boats, which came after her, would come in contact with them (the rebel boats) up the river.

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Question 25. Were the torpedoes intended to be kept down habitually, or only just before they were wanted?

Answer. Generally 40 or 50 were kept on hand to be used when called for, and they would be sent away as they were wanted. After the line was finished across the Hog Island channel a line was to be laid from Johnson to Pinckney. Some torpedoes were destroyed at the N. E. railroad depot.

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, March 29, 1865.

Personally appeared before me Robert Thompson, who, upon being duly sworn, deposes that the foregoing testimony is true and as given by him.

ROBERT THOMPSON.

In presence of—

WALTER COOPER, *Acting Ensign U. S. Navy.*

J. M. BRADFORD, *Fleet Captain.*

Examination of Francis Wood, taken by Acting Ensign Walter Cooper, on board U. S. S. flag-ship Philadelphia, March 28, 1865.

Question 1. What is your name?

Answer. Francis Wood.

Question 2. Nativity?

Answer. Born in Charleston.

Question 3. Were you employed in preparing and putting down torpedoes in this harbor?

Answer. Have been employed in building torpedoes, but have put them down on only two occasions.

Question 4. Describe them.

Answer. The torpedoes made were constructed from lager beer barrels, tarred inside and outside with boiled pitch, tar, and resin. A cone was placed on the extremities of the barrels, which held about 60 and 65 pounds of coarse cannon powder. Sensitive fuze plugs were used. (He was here shown samples of fuzes taken from the torpedo barrels, and pointed out one of them of the latest construction; length outside being 3-inches, marked "B;" another kind marked "A.") One fuze, called Lee's fuze, was intended to be used in the copper torpedoes placed at the bows of vessels; two fuzes he has never seen.

Question 5. How long is it since those of recent construction were used?

Answer. About six weeks previous to the sinking of the Patapsco.

Question 6. How long employed in this business?

Answer. Have been employed from nine months to a year.

Question 7. Did you put them down by day or by night?

Answer. In the putting down of the torpedoes, dark nights were always selected, using a yawl-boat for the purpose, carrying three or four torpedoes, taking from half an hour to an hour to put down the four.

Question 8. Have you put down any between Sumter and Moultrie?

Answer. The place was between Sumter and Moultrie, nearly on a line with the two forts outside the rope obstructions.

Question 9. What kind were they?

Answer. Barrel torpedoes were the only kind his department used.

Question 10. Where did you place them, and how many were they?

Answer. Between Sumter and Moultrie, 16 of them.

Question 11. Have you put down any other torpedoes, and where?

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Answer. Other torpedoes were placed on a line with Battery Bee and Fort Ripley.

Question 12. Have you been employed in endeavoring to get up and remove the torpedoes which you put down in this harbor?

Answer. Have been employed in getting up the torpedoes which were placed in the harbor since the 22d February.

Question 13. How many did you get up?

Answer. Recovered three or four the first week; the sweep encountered something which we had reason to believe were torpedoes, as it was on the spot where they were laid, but the chain slipped, and we could not recover them.

Question 14. Was your work principally executed previous to the 17th March (when the Bibb struck a torpedo?)

Answer. Yes; had dragged the ground unsuccessfully where the Bibb struck previously to the accident.

Question 15. Do you know who ordered those to be put down between Sumter and Moultrie in January?

Answer. The torpedoes were placed between Sumter and Moultrie in January, by order of General Hardee.

Question 16. How do you know it was General Hardee's order?

Answer. An order came from General Hardee's headquarters for Captain Simons to come up there, and when he returned he said he had received orders to place torpedoes between Sumter and Moultrie, Johnson and Ripley, and in the Hog Island channel, and he directed them to be prepared.

Question 17. What was supposed to be General Hardee's reason for that order?

Answer. General Hardee's reason for this, according to Captain Simons's statement, was, that he expected an attack on the city in a few days. This was in the same month in which the Patapsco was sunk, and previous to it. They were put down about a week before the night of the 16th, when the Patapsco was blown up. The last of the 16 were put down the same night of the sinking of the Patapsco.

Question 18. Have you been engaged in the preparation of torpedoes, and what time?

Answer. Was engaged in putting down torpedoes since April, 1864; from that time up to the evacuation.

Question 19. Where was the establishment in which you worked?

Answer. The workshop was at the foot of Hazel street when he first entered on the business, known as Savannah steam packet wharf, Cooper river; on account of danger from our shells, the shop was removed to foot of Broad street, on the Ashley. Captain Gray had charge of the department when he first went there, and employed them in building them.

Question 20. How long was Captain Gray in command?

Answer. Captain Gray was in command until a few months before the evacuation.

Question 21. Why was Captain Gray removed from the department?

Answer. On account of embezzling from the government in speculations on rope; bought rope at low price, and sold at high price, not paying the parties from whom he bought it, and charging the government exorbitant prices.

Question 22. Were there any other kind of torpedoes at Hazel street, when you began work there?

Answer. There were copper torpedoes for use of gunboats, and some cast-iron torpedoes for frames, and also bull torpedo made of a wrought-iron boiler. Never knew of the torpedoes (cast-iron) being down in the Ashley river, which were removed since we came here; always heard that a large

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number had been put down before he entered in the employ, but never had any knowledge of them himself.

Question 23. Were there any orders given to have some got ready for the rebel iron-clad Charleston, and for what purpose?

Answer. Six torpedoes (barrels) were ordered to be got in readiness for the Charleston by order of Captain Brown, commanding her. These were to be thrown overboard behind the Charleston if she retreated up the river, in order to stop the progress of any of the fleet which might try to follow. They did not then intend to destroy the iron-clads. The torpedoes were got ready, but were never called for They were destroyed by a watchman, who took out the powder and threw the torpedoes overboard.

Question 24. Were the torpedoes intended to be kept down habitually, or only just before they were wanted?

Answer. They were kept ready to be put down in case of an attack.

Question 25. Were there any on hand there when the rebels left?

Answer. There were a number of torpedoes in the factory when they left, which had been ordered to be put down in Charleston, but when the order came to leave, they went away without putting them down. Some were destroyed at the railroad depot.

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, March 29, 1865.

Personally appeared before me Francis W. Wood, who, upon being duly sworn deposes that the foregoing testimony is true, and as given by him.

FRANCIS W. WOOD.

In presence of—

WALTER COOPER, *Acting Ensign, U. S. Navy.*

J. M. BRADFORD, *Fleet Captain.*

Extracts from a journal found at the headquarters of the torpedo department in Charleston.

HEADQUARTERS SUBMARINE DEFENCES,
Charleston, February 20, 1864.

CAPTAIN: In answer to yours of the 17th instant I have the honor to report that all orders for the Stono river have been filled, and those for the Combahee and Ashipoo will be filled at as early a date as possible.

Respectfully, your obedient servant,

M. M. GRAY, *Captain in charge Torpedoes.*

H. W. FULDIN, *Captain and A. A. G.*

HEADQUARTERS SUBMARINE DEFENCES,
Charleston, February 23, 1864.

MAJOR: By to day's train I send you one box containing 30 small and 12 large brass submarine tubes and three boxes with 100 sensitive tubes each. The box is marked Major James, Wilmington, N. C., and is in charge of private G. D. Rhodes, who will report to you. I will send you another box with 25 submarine brasses on Saturday or Monday next.

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

M. M. GRAY, *Captain in charge Torpedoes.*

Major JAMES, *Chief Engineer, Wilmington, N. C.*

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HEADQUARTERS SUBMARINE DEFENCES,
Charleston, February 23, 1864.

Private G. D. Rhodes will proceed as soon as possible after the receipt of this order to Wilmington, N. C., in charge of a box of tubes, to report to Major General Whiting, commanding, and return to these headquarters without delay.

Quartermaster will please furnish transportation for the above to and from Wilmington, N. C., by mail train.

M. M. GRAY, *Captain in charge Torpedoes.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 1, 1864.

Sergeant W. White, with six privates, will proceed as soon as possible after the receipt of this order to Pocotaligo, South Carolina, and report to Brigadier General Walker, commanding, to place torpedoes where directed on the Combahee river, and return without delay to these headquarters.

Quartermaster will furnish necessary transportation for Sergeant White, six men, four anchors, one small box, four torpedoes.

M. M. GRAY, *Captain in charge Torpedoes.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 5, 1864.

Sergeant H. M. Newman will proceed as soon as possible after the recept of this order to Augusta, Georgia, on business for this department, and return to these headquarters without delay.

Quartermaster will furnish Sergeant Newman transportation to and from Augusta, Georgia.

M. M. GRAY, *Captain in charge Torpedoes.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 7, 1864.

MAJOR: I have the honor to report the following for the week commencing February 28, and ending March 5, 1864: Shipped to Captain W. H. James, chief engineer at Wilmington, North Carolina, one box containing 30 small and 12 large submarine tubes, (brass,) and 3 boxes containing 300 sensitive tubes (in all.)

Most of the obstructions in the Stono river were examined and all found to be in good order. The balance will be examined as soon as practicable. Sergeant White and six men have gone to Pocotaligo to report to General Walker to examine torpedoes, and lay four more in the Combahee river. Sergeant Bell is on duty in Savannah, laying torpedoes in the different rivers. The men on the lot are all employed getting work ready as fast as possible.

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

M. M. GRAY, *Captain in charge Torpedoes*

Major W. H. ECHOLS, *Chief Engineer.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 8, 1864.

Sergeants Hartor and Rhodes, with boat crew of ten men, will proceed as soon as possible after the receipt of this to the Stono river to examine obstructions.

M. M. GRAY, *Captain in charge Torpedoes.*

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OFFICE SUBMARINE DEFENCES,
Charleston, March 13, 1864.

Sergeant H. M. Newman, with boat crew, will proceed as soon as possible after the receipt of this order to the Stono river to examine obstructions.

M. M. GRAY, *Captain in charge Torpedoes.*

Weekly report of detailed and hired men in department submarine defences, commencing March 6, and ending March 12, 1864.

CHARLESTON, S. C., *March* —, 1864.

Number of detailed men, 30; number of hired men, 9; number of absent sick, 2; number of present sick, 0; number on leave absence, 2; number for duty, 35; number present for duty, 34; number absent on duty, 1; total absent, 5; total present and absent, 39.

M. M. GRAY, *Captain in charge Torpedoes.*

OFFICE SUBMARINE DEFENCES,
Charleston, March 12, 1864.

MAJOR: I have the honor to report the following for the week commencing March 6, and ending March 12, 1864: Furnished Captain E. P. Brien for Florida, 12 torpedoes, 800-pounds powder, 1 box containing 300 sensitive tubes; 14 ballast weights; 1 coil hemp rope; 1 coil 3-inch Manilla rope; 12 cast-iron anchors; 28 submarine tubes, brass; 2 packing-boxes. Sergeant White returned from Pocotaligo, and reports having placed torpedoes where directed in the Combahee river. Sergeant E. B. Bell is still on duty in Savannah. The balance of the obstructions in the Stono river were examined, and all, with the exception of one, were found to be in good order; that one was taken up and will be replaced; also the harbor instructions examined as soon as practicable. The hands on the lot are employed getting work ready as fast as possible.

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

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS,
Chief Engineer, Charleston, S. C.

CHARLESTON, *March* 16, 1864.

DEAR SIR: Captain Gray requested me to write you word not to receive a cent from the government only through him, as it would be a fraud. He has been quite sick, but is now much better. There is very little doing here at present, and everything in general is very quiet. With the hope that this may find you improving rapidly,

I remain yours, with respect,

M. M. GRAY,
Per W. G. HARVEY.

THOMAS MCNEIL, *Summerville Hospital, Savannah, S. C.*

OFFICE SUBMARINE DEFENCES,
Charleston, March 16, 1864.

This is to certify that Sergeant N. C. Hawnor was in my employ, and on duty for this department, when killed by explosion of magazine at Fort Sumter, on the 11th December, 1863.

M. M. GRAY, *Captain in charge Torpedoes.*

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OFFICE SUBMARINE DEFENCES,
Charleston, March 19, 1864.

Piquets and guards will pass Pilot Tom Smith to Capros island, and back to the city, on the 21st March, 1864.

M. M. GRAY, *Captain in charge Torpedoes.*
Per W. G. HARVEY.

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 19, 1864.

GENERAL: From a communication I have received from Mr. J. B. Smith, in charge of electric battery, Sullivan's island, I have the honor to report that the soldiers on the island have destroyed the stakes placed there for the purpose of getting the position of torpedoes in the channel.

I will replace the same as soon as practicable, and would respectfully request that something be done to prevent their being destroyed again.

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

M. M. GRAY, *Captain in charge Torpedoes.*

Brigadier General THOMAS JORDAN, *Chief of Staff.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 21, 1864.

MAJOR: I have the honor to report the following for the week commencing March 13 and ending March 19, 1864.

Finished the work in the Stono river, and taking up one torpedo, supposed to be in bad order, it was found to be all right; will replace it as soon as practicable. I would recommend that more torpedoes be placed in the Stono river.

Getting work ready for Commander Tucker, navy department, also electric torpedoes for harbor.

The hands are all employed on the lot getting work ready as fast as possible.

I have the honor to be, very respectfully,

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS, *Chief Engineer, Charleston, S. C.*

—

[Orders No. 2.]

OFFICE SUBMARINE DEFENCES,
Charleston, March 25, 1864.

I. All persons employed in this department are hereby ordered not to be absent from their quarters day or night (except when on the lot) until the 20th April, and to be ready for extra duty at any moment.

II. Sergeant Avant will examine the arms of the men every Saturday, and report any not in order to this office.

III. The boats Molly Myers and Mary Gray to be in readiness, and four canoes must be loaded immediately with rosin, to be kept afloat and in readiness at any moment.

By order of—

M. M. GRAY, *Captain in charge Torpedoes.*
Per W. G. HARVEY.

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OFFICE SUBMARINE DEFENCES,
Charleston, March 28, 1864.

COMMODORE: I would respectfully inform you that I intend to raise the cable (now lying between Fort Johnson and Sullivan's island) to night if the weather permits. Please to notify your guard-boats and let me know the signal.

M. M. GRAY, *Captain in charge Torpedoes.*

Commander R. H. TUCKER,
Commanding Naval Forces Afloat, Charleston, S. C.

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 28, 1864.

MAJOR: I have the honor to report the following for the week commencing March 20 and ending March 26, 1864.

Getting electric torpedoes ready. Weather too bad to examine the harbor obstructions; will do so as soon as practicable. Hands on the lot; all employed getting work ready as fast as possible. E. B. Bell still on duty in Savannah. The electric cable between Sumter and Johnson will be raised the following week, weather permitting. The boats all ready to assist in lighting the harbor.

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS, *Chief Engineer.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 31, 1864.

GENERAL: On the 26th of January last I made application, through General Rains, asking for permission to take charge of one of the torpedo (cigar) boats. The general notified me that General Beauregard had said "I should have one." Having heard nothing further about it, I again respectfully ask permission to take charge of one of them. I believe they are now in charge of the engineer department. I wish one of them attached to this department and in my charge. I have a full crew, engineers, &c., also some torpedoes all ready, and wish to attack the enemy's vessels, not any one in particular, but the first that gives a favorable chance for success, and to go whenever and wherever I think I can do the most damage to the enemy's vessels.

I have the honor to be, general, very respectfully, your ob't servant,
M. M. GRAY, *Captain in charge Torpedoes.*

Brigadier General THOMAS JORDAN, *Chief of Staff.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 2, 1864.

MAJOR: I have the honor to report the following for the week ending April 2, 1864.

Sent Captain J. A. Simons with two boat's crews, assisted by one from Commodore Tucker, to raise electric cable lying between Forts Johnson and Sumter. I am examining the same, and will have it ready for use shortly. Weather has been too bad to examine the electric torpedoes, also harbor obstructions, but will do so as soon as practicable. Hands still employed at work on the lot.

I have the honor to be, major, very respectfully, your ob't servant,
M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS,
Chief Engineer, Charleston, S. C.

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OFFICE SUBMARINE DEFENCES,
Charleston, April 7, 1864.

CAPTAIN: By to-morrow's train I send you 12 torpedoes, 12 anchors, 15 balance weights, 33 submarine tubes, (brass,) 2 coils rope, 84 fathoms, 24 northern pine plugs, and one auger; they are in charge of Sergeant Horton, who will report to you. The auger you will please send back, as we could not get tubes of the old size. I thought best to send it and the plugs.

M. M. GRAY, *Captain in charge Torpedoes.*

Captain E. P. BRYAN, *Florida.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 8, 1864.

Sergeant W. White will proceed to Mount Pleasant and get two boiler heads of Mr. Burris's from Mr. Holback's salt works, bringing the same to these headquarters.

M. M. GRAY, *Captain in charge Torpedoes.*
Per W. G. HARVEY,

Quartermaster will please furnish Sergeant White with a wagon for the above.

—

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 7, 1864.

Sergeant R. F. Horton will proceed as soon as possible after the receipt o this order, to General Anderson's headquarters, Camp Milton, Florida, in charge of twelve torpedoes and fixtures, and report to Captain E. P. Bryan, and return to these headquarters without delay.

Quartermaster will please furnish necessary transportation for Sergeant Horton, 12 torpedoes and fixtures.

By command of General Beauregard.

M. M. GRAY, *Captain in charge Torpedoes.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 9, 1864.

MAJOR: Two days since I received a verbal order relative to the wire, but not saying who for, or where to go to. In answer to yours, I have the honor to state, that the wire is all ready measured off, and only waiting orders where and who it is to be shipped to.

I have the honor to be, major, very respectfully, your ob't servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS,
Chief Engineer, Charleston.

—

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 9, 1864.

MAJOR: I have the honor to report the following for the week ending April 9, 1864:

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Having furnished 12 torpedoes and fixtures, and sending Sergeant Horton in charge of same, to Captain E. P. Bryan, Camp Milton, Florida. Also making all necessary preparations so as to raise and examine electric telegraph torpedoes next week, weather permitting. Hands on lot all employed getting work ready for Florida and the coast.

Very respectfully,

M. M. GRAY,
Captain in charge Torpedoes.

Major W. H. ECHOLS,
Chief Engineer, Charleston, S. C.

Weekly report of detailed and hired men in depot submarine defences, week ending April 16, 1864.

CHARLESTON, S. C., *April*, 1864.

Number of detailed men, 27; number of hired men, 13; number of absen and sick, 3; number of present sick, 0; number on special furlough, 1; num ber for duty, 36; number for duty, 35; number absent on duty, 1; total ab sent, 5; number of present and absent, 40.

M. M. GRAY, *Captain in charge Torpedoes.*

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 16, 1864.

MAJOR: I have the honor to report the following for the week ending April 16, 1864:

Furnished Captain E. P. Bryan, for Florida, 12 torpedoes, 75 pounds powder each, anchors and fixtures complete; also Commander W. F. Lynch, Wilmington, North Carolina, with eight fuzes; handed over to Major M. A. Pringle for transportation to General Maury, Mobile, Alabama, two miles submarine cable. The stake that was destroyed by soldiers on Mount Pleasant has been replaced. Could not raise the electric torpedoes, as Captain Smith, the diver, is absent on duty, but will as soon as he returns. Hands on lot all employed getting work ready for Florida and the coast.

Very respectfully,

M. M. GRAY,
Captain in charge Torpedoes.

Major W. H. ECHOLS,
Chief Engineer, Charleston, S. C.

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 19, 1864.

MAJOR: In answer to yours of the 16th and 18th, I have the honor to report, that no orders have been received at this office in reference to torpedoes in the creek in front of east line on James island, since General Rains left here. I will have them placed as required, also those replaced in Stono, as requested by General Taliaferro, as soon as practicable.

Very respectfully, your obedient servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS,
Chief Engineer, Charleston, S. C.

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OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 19, 1864.

Captain J. A. Simons is hereby ordered to proceed without delay to Augusta, Georgia, for the purpose of obtaining barrels suitable for torpedoes, either by purchase or impressment; if none are to be had at Augusta, to go to Atlanta, Georgia, and if successful in getting any, to ship the same to these headquarters.

He will take Sergeant W. White with him to assist in the above.

Quartermaster will furnish necessary transportation for the above.

M. M. GRAY, *Captain in charge Torpedoes.*

—

HEADQUARTERS DEPARTMENT S. C., GA., AND FLA,
Charleston, S. C., April 5, 1864.

Captain Gray, in charge of the submarine defences, is authorized to impress twenty-four (24) casks, being absolutely necessary for the manufacturing of torpedoes, care being taken in the impressment to comply with General Order A and I and General Order No. 30, C. S., regulating impressment.

By command of General Beauregard.

H. WEMYSS FULDING, *Captain and A. A. G.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 21, 1864.

MAJOR: In answer to yours of the 20th, I have the honor to report that Captain E. P. Bryan has been furnished with twenty-four torpedoes already, and that there are twelve more ready on lot, only waiting despatch from him to ship. The rest will be ready in time for him.

Very respectfully, your obedient servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS,
Chief Engineer, Charleston, S. C.

—

OFFICE SUBMARINE DEFENCES,
Charleston, April 27, 1864.

DEAR SIR: Yours of the 23d came to hand yesterday, and in answer I will say I will be pleased to render you every assistance I can, and will in this send you a letter to General Trapin, stating the object of your visit and asking him to assist you all he can.

Do you find out from your trip that there is a chance of your being successful in blowing up the vessels you spoke of? I will, upon notice from you, meet you at Georgetown at any time you shall name.

Very respectfully, yours, &c.,

M. M. GRAY, *Captain in charge Torpedoes.*

Mr. J. S. MCDANIEL.

—

OFFICE SUBMARINE DEFENCES,
Charleston, April 27, 1864.

GENERAL: Mr. J. S. McDaniel, the bearer of this, in company with Captain Geo. H. Poung, will visit Georgetown for the purpose of getting the positions of the vessels blockading that port. It is his intention, if he thinks it

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can be done, to try and destroy the blockaders by means of torpedoes. You will please give him any assistance he may require or any information you may have concerning them.

Very respectfully, yours, &c.,

M. M. GRAY, *Captain in charge Torpedoes.*

Brigadier General TRAPIN,
Commanding Fourth Military Dist., Georgetown, S. C.

—

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 28, 1864.

COMMANDER: You will please do me the kindness to give me any information you may have concerning Lieutenant Dixon and crew; also what service they were in and the date of the exploit, and their names, and oblige,

Yours, very respectfully,

M. M. GRAY, *Captain in charge Torpedoes.*

Com. J. R. TUCKER,
Commanding Naval Forces afloat.

—

OFFICE SUBMARINE DEFENCES,
Charleston, April 30, 1864.

MAJOR: I have the honor to report the following for the week ending April 30, 1864:

Furnished torpedoes as per order for Captain Bryon, and waiting orders to ship. The work for creek opposite east lines, James island, will be placed as directed on Tuesday next. The orders for Winyan bay will be filled as soon as practicable; also those of the Combahee river. Captain J. A. Simons returned from Augusta with forty barrels.

The delay in filling the above orders was caused by want of barrels, which are now here.

Very respectfully yours, &c.,

M. M. GRAY, *Captain in charge Torpedoes.*

Maj. W. H. ECHOLS, *Chief Engineer.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 29, 1864.

GENERAL: In answer to a communication of yours, received through headquarters, relative to Lieutenant Dixon and crew, I beg leave to state that I was not informed as to the service in which Lieutenant Dixon was engaged or under what orders he was acting. I am informed that he requested Commander Tucker to furnish him some men, which he did. Their names are as follows, viz: Arnold Becker, C. Simpkins, James A. Wicks, F. Collins, and ——— Ridgeway, all of the navy, and Captain J. F. Carlson, of Captain Wagoner's company of artillery.

The United States sloop-of-war was attacked and destroyed on the night of the 17th February. Since that time no information has been received of either the boat or crew. I am of the opinion that, the torpedoes being placed at the bow of the boat, she went into the hole made in the Housatonic by explosion of torpedoes, and did not have power sufficient to back out, consequently sunk with her.

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

M. M. GRAY, *Captain in charge Torpedoes.*

Major General DABNEY H. MAURY, *Mobile, Ala.*

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OFFICE SUBMARINE DEFENCES,
Charleston, S. C., May 2, 1864.

Sergeant H. M. Newman, with crew, will proceed without delay to James island and report to General Taliaferro for the purpose of placing torpedoes in creek opposite east lines James island.

Quartermaster will furnish necessary transportation for the above.

M. M. GRAY, *Captain in charge Torpedoes.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., May 3, 1864.

Captain F. Smith, with crew, is hereby ordered to leave the wharf at 5 o'clock and underrun the cable between Forts Sumter and Johnson.

By order of M. M. Gray, captain in charge torpedoes.

W. G. HARVY.

—

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., May 4, 1864.

Sergeant H. M. Newman, with boat crew, will proceed to Dill's Bluff, James island, and from there to Bal Haskel, for the purpose of examining obstructions.

M. M. GRAY, *Captain in charge Torpedoes.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., May 7, 1864.

MAJOR: I have the honor to report the following for the week ending May 7, 1864:

Have underrun the cable between Forts Sumter and Johnson. Examined creek opposite east lines, James island; only found one torpedo in it; examined that, and finding it in good order, replaced it. Will put down others as soon as I can get powder. I will here say that Major Chambliss cannot fill my requisitions for powder, and I can do nothing until I get some. Examined creeks in front of Batteries Haskell, Tatem, and Ryon, and will place torpedoes as soon as practicable.

Shipped to Mr. Talbott, care of engineer bureau, Richmond, Va., one and a half mile of insulated wire. Hands on lot getting work ready to fill orders. Shipped 100 sensitive tubes and two submarine fuzes to Commander Lynch, Wilmington, N. C.

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS, *Chief Engineer.*

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MISCELLANEOUS REPORTS.—SOUTH ATLANTIC SQUADRON.

DESTRUCTION OF A SLOOP NEAR FORT MOULTRIE BY THE GUNS OF THE PATAPSCO.

Report of Lieutenant Commander John Madigan.

UNITED STATES IRON-CLAD STEAMER PATAPSCO,
Off Fort Wagner, Charleston Harbor, S. C., November 5, 1864.

SIR: In obedience to your signal at 9 a. m. of this day, I opened fire upon the small sloop that was on the beach in front of Fort Moultrie, as I was at anchor at the time, and lying stern towards the sloop. I commenced firing with the 12-pounder Dahlgren howitzer, hitting twice in thirteen shots. We were then about 2,700 yards distant from the sloop. I concluded the 150-pounder rifle would make shorter work of the destruction in view, on account of the size of its projectile, so I got under way and steamed around to bring the 150-pounder rifle into play, and commenced firing with it at the sloop.

I was now fired upon by Fort Moultrie, the enemy using shells and shot, which would certainly have hit this vessel had she not been continually changing her position by steaming and drifting. One shell burst nearly over us, and two pieces struck the vessel, doing no damage beyond staving the gig slightly and bruising one of the torpedo spars. Finding us so hard to hit, the enemy ceased after firing a few shots. When I had fired ten shots with the 150-pounder rifle I anchored at my station, in obedience to signal, having struck the sloop once and set her on fire. All our shots were good line shots, but being in a strong tide-way, it was difficult to keep the vessel steady so as to preserve our aim.

The destruction of the sloop by burning will be perfect. She seems to have had a cargo of cotton and turpentine.

I am, respectfully, your obedient servant,

JOHN MADIGAN,
Lieut. Commander, Com'dg United States Steamer Patapsco.

Rear-Admiral JOHN A. DAHLGREN,
Com'dg South Atlantic Blockading Squadron.

In communicating the above I beg leave to say to the department that the work was so well done that the conflagration made a considerable appearance at night. The batteries from Gregg had been firing without effect, when I signalized to the Patapsco to open fire, which was done, as above related.

Very respectfully,

J. A. DAHLGREN,
Rear-Admiral Com'dg, &c, off Charleston.

NOVEMBER 5, 1865.

EFFECTS OF A SHELL FIRED FROM BATTERY MARSHALL INTO THE PONTIAC.

Report of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., November 10, 1864.

SIR: I have to inform the department that the day after I left Charleston for this place the Pontiac received a shell forward, the explosion of which killed five men and wounded seven others slightly, one of whom has since

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died. I enclose the reports of Lieutenant Commander Luce and Acting Assistant Surgeon J. W. Sherfy, which state the details at length. I also enclose the report of Carpenter Thomas, showing the extent of damages, which I am informed are probably not so great as represented; still it will be necessary for the Pontiac to come to Port Royal to repair, which gives me some concern at this time, as there are now here four of the best blockaders for the same purpose, and at least one more that needs repair. The department will perceive by the above that the attempts to effect the close blockade here unavoidably expose our vessels to casualties from the enemy's shot, striking in shoal water, and even fouling propellers, but that the vessels that go in to violate the blockade will not succeed without great risk.

On the same night that the Pontiac was struck a large side-wheel steamer ran the blockade about 10 o'clock, taking advantage of the obscurity caused by the weather. She was fired upon by several of the outside blockading vessels, and also by the launches inside. The latter are reported to have fired forty-one (41) shots at her, many of them at a distance not exceeding 150 yards, and were heard to strike her. I am glad to say that this boat organization is rendering good service. They are pushed up well in advance, and are supported by tugs, which, in this instance, however, failed to fire a gun. I have had some difficulty in collecting the number of large boats which are assigned to this duty, because steamers are not generally provided with the largest class of launches. The two which were last sent me by the bureau are highly spoken of as most excellent boats, but four others which were required have not reached me yet. I wish very much that I had a dozen such, with men sufficient to man them. If I had a thousand well-disciplined marines I would occupy Long island, which is next to Sullivan's island, and thereby reduce the chances of blockade-runners getting in to a very low figure. It is reported to me that a torpedo craft was seen from Cummings's Point this morning moving in the vicinity of Castle Pinckney.

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

J. A. DAHLGREN,

Rear-Admiral, Com'dg South Atlantic Squadron.

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

Report of Lieutenant Commander S. B. Luce.

UNITED STATES STEAMER PONTIAC,
Off Charleston, S. C., November 7, 1864.

ADMIRAL: It is with painful regret I find myself obliged to inform you that while engaged this morning in picking up our anchor, slipped to go in pursuit of a blockade-runner, Battery Marshall opened fire on us, and a shell from a rifled gun exploding on the forecastle killed four of the crew and wounded seven others, besides one officer slightly. Observing the first few shells to explode far short, I took no further notice of the battery, but continued my efforts to get the end of our chain. We got hold of the buoy-rope, when suddenly a shell from the battery struck the bow just over the port hawse-pipe. It penetrated the bulwarks, struck the forecastle deck, and exploded, scattering destruction on every side. Fragments of the iron hawse-pipe and two hand grenades (the latter exploded by the concussion) lent their aid to increase the sad mortality. These grenades had been placed in a rack on the forecastle bulwarks for the convenient use of the forward lookouts. Striking the deck, the shell knocked a hole in the yeoman's store-room, throwing fragments of the plank and shell below, but causing no ma-

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terial damage. Our buoy-rope was cut away, and with it the end of the chain lost. Not deeming it prudent to remain longer exposed to the fire of the battery, I steamed down for the outside squadron and anchored. Just about the time we were struck a rain-squall passed over, which shut out the land from view; so I am in hopes the enemy did not see anything of the effects of his shot.

On examining the bows to ascertain the amount of damage, the metal casting which forms the gripe of the stem, and acts as a guard to the forward rudder, was discovered to be broken. How or in what manner it became so I have not yet been able to determine. Mr. Thomas has made an examination of the injuries, and will, I presume, report through Captain Green.

I enclose herewith the surgeon's report of casualties.

Very respectfully, your obedient servant,

S. B. LUCE,
Lieutenant Commander.

Admiral JOHN A. DAHLGREN,
Com'dg South Atlantic Squadron.

—

Report of Assistant Surgeon J. W. Shirfy, of casualties.

UNITED STATES STEAMER PONTIAC,
Off Charleston, November 8, 1864.

SIR: The following is a list of killed and wounded resulting from the fire of Battery Marshall, on Sullivan's island, upon this vessel at 7 o'clock a. m. yesterday.

Killed.—James McLaughlin, boatswain's mate, and his body lost overboard; Matthew Sommers, 1st class boy; L. F. Brown, landsman; John McDaniel, landsman; Edward Lynch, landsman. Total 5.

Wounded.—Captain of Forecastle Charles Nelson, very severely—died this morning; Thos. Connor, seaman, contusion over the right scapula, with fracture thereof, and lung implicated, severe; John McDonough, landsman, seriously in the right leg, compound fracture; Richard Everingham, ordinary seaman, not severe, contusion inside the right thigh; Theo. Lanton, ensign, contusion on the right leg, not severe; William Andrews, ordinary seaman, contusion left hand and left side, not severe; D. G. Johnston, landsman, contusion of right shoulder, not severe. Total 7. Whole number 12.

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

J. W. SHIRFY,
Acting Assistant Surgeon, U. S. N.

Lieutenant Commanding S. B. LUCE,
Commandimg U. S. Steamer Pontiac.

—

MORRIS ISLAND, SOUTH CAROLINA,
November 6, 1864.

SIR: In compliance with your order, I have examined the damage done to the gunboat Pontiac by a shell from Fort Marshall, South Carolina, and find that the shell entered the port hawse-hole, and exploded at the instant it did so, thereby destroying the hawse-pipe, and tearing up thick work of the deck amidships, and injuring the bulwarks and main rail on the starboard

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bow. I also find the casting that connects the stem to the keel broken, and the longer part gone. The damage is serious, and in my opinion the vessel will have to be docked in order to properly repair it.

Very respectfully,

J. G. THOMAS, *Carpenter U. S. Navy.*

Captain J. F. GREEN, U. S. N.,
Senior Officer, off Charleston, S. C.

OPERATIONS CONDUCTED BY, AND WOUNDING OF, ACTING ENSIGN THOMAS STEVENS.

Report of Lieutenant Commander S. B. Luce.

UNITED STATES STEAMER PONTIAC,
Boyd's Creek, S. C., January 2, 1865.

ADMIRAL: I had the honor to report to you, in my letter of December 15, that a scouting party from this ship fell in with and was fired upon by a party of rebels on the Roseland plantation, and Acting Ensign Thomas Stevens wounded in the left arm. Mr. Stevens, soon after his return to the ship, was sent to the hospital, and since lost his arm by amputation at the shoulder.

Whether considered in his official capacity as master, or in his social relations as companion and friend, Mr. Stevens is a very great loss to us. With good natural ability, he possesses the sterling qualities which inspire confidence, and that manliness and modesty which wins esteem.

Mr. Stevens has acted as sailing-master from the time this vessel was put in commission, and since I have been in command has performed his duties to my satisfaction, showing himself to be an excellent seaman and a trustworthy officer. I beg leave to refer to my letter of December 6, wherein is reported the capture of seven (7) rebel soldiers, part of a picket guard, consisting of a lieutenant and twelve men—total 13. This guard was defeated on its own ground by Acting Ensign Stevens and his party, consisting of Third Assistant Engineer Uber, Assistant Master's Mate Kemp, and nine seamen, (total 14,) the lieutenant wounded, one corporal and six privates made prisoners, eight (8) muskets taken. It was at this place where Mr. Stevens was subsequently "ambushed" and wounded. In consideration of Mr. Stevens's excellent character, and his being so seriously maimed for life, I would most respectfully and earnestly ask if he cannot be advanced one grade (to acting master) without the formality of an examination, which is now and will be for some time to come impossible.

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

S. B. LUCE, *Lieutenant Commander.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

EXPEDITION FROM THE UNITED STATES BARK ETHAN ALLEN UP THE ALTAMAHA RIVER.

Report of Rear-Admiral John A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Savannah River, January 2, 1865.

SIR: I enclose, for the information of the department, the report of Acting Master J. A. Pennell, commanding the Ethan Allen.

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The general efficiency of Acting Master Pennell, and his activity as exemplified, induce me to recommend him to the notice of the Navy Department for promotion.

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

J. A. DAHLGREN,
Rear-Admiral, Com'dg South Atlantic Squadron.

Hon GIDEON WELLES, *Secretary of the Navy,*

Report of Acting Master J. A. Pennell.

UNITED STATES BARK ETHAN ALLEN,
St. Simon's Sound, Georgia, December 22, 1864.

SIR: I have the honor to make the following report:

Having learned from a contraband that there was a picket station at Troop's plantation, twenty miles up the Altamaha river, I fitted out an expedition and left the ship at dark on the evening of the 20th instant, with launch and howitzer, and other boats, with three officers and forty men, arriving at the plantation at 2 a. m.; sent my guide for an old negro, who, I had been informed, could lead me to the camp. He soon came down to the boats and informed me that they were encamped at a house about two miles inland, and offered to lead me to them, which duty he performed faithfully. We arrived at the house about 3 a. m., and surrounded it; captured seven (7) of the picket men with seven (7) horses and their arms, consisting of five rifled and one old flint-lock musket; a corporal and one man that was on guard escaped. I also captured a Mr. Sawyer, at one time first lieutenant of the company, but said he had resigned. Finding an old scow at the head of the canal, I concluded to wait for high water to float it out and bring off the horses, which I succeeded in doing. While waiting, the whole force of the county, with Captain Hunter's company of cavalry, about sixty men, came down on us and and attempted to drive us off. We had some sharp skirmishing with them for four (4) hours. Soon as the tide flowed enough to float the launch within range I threw shell and grape into the houses in which they were secreted, causing them to fall back to the woods out of range. At high water I succeeded in floating the scow out of the canal and embarked with the prisoners and horses, also seven contrabands, one of them the old negro who piloted me to the camp, and returned on board at 1 a. m. on the morning of the 21st instant. The prisoners I will forward to you by the first opportunity; as regards the horses, I await your orders. I regret to state that one of my men was slightly wounded in the foot by the accidental discharge of one of the captured muskets while passing it into the boats.

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

J. A. PENNELL,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

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LOSS OF TWO PICKET LAUNCHES OFF CHARLESTON, AND TWO BOATS OF THE DAI CHING, BY CAPTURE.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, January 9, 1865.

SIR: I regret to inform the department of two mishaps, in a small way, that have occurred recently. One is the absence and probable capture of two of the picket launches off Charleston.

On the night of the 30th December they occupied their customary post in advance of the picket monitors and tugs. Towards morning the wind increased to a gale from the southward with considerable sea; before daylight the other boats pulled or were towed in, but the launches were missing, and were supposed to be last seen inside of Sumter. Nothing has been heard of them since, and there is hardly a doubt that they have been captured by the rebels.

The other event alluded to is just reported to me. Two boats left the Dai Ching on the 21st of December, (under order No. 97, copy enclosed;) three refugees acted as guides. According to their accounts in approaching a certain point where a rebel force was suspected two of them landed to reconnoitre, advising the officer of the boat not to go further until they had examined. They did so; descried a rebel force, and returned to give intelligence. Meanwhile the officer in the boat continued to go ahead, and was quickly under fire. The refugee who remained in the boat states that the boats were surrendered without resistance, and that when only two or three of our men had been wounded.

It is impossible, of course, to arrive at a correct decision without hearing from our own men, and this will not be practicable for some time. If the accounts of the refugee are correct, the conduct of the officer has been very censurable.

I herewith enclose copies of reports.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Charles C. Ricker.

UNITED STATES SHIP JOHN ADAMS,
Off Charleston, S. C., January 2, 1865.

SIR: In obedience to your orders I respectfully submit the following report: On the morning of the 31st of December, 1864, the picket-boats were recalled at 4.30 a. m., earlier than usual, on account of the strong flood tide, and wind from south-southwest, which was steadily increasing. The tug Gladiolus was directed by the commanding officer of the advance picket monitor Nahant to go and assist the boats, which he did, and succeeded in getting past to six of them; two were missing, and not to be seen. I requested Acting Ensign Boughton, of the tug, to tow the boats to the monitor, and then we returned, and stood as far up the channel as was thought advisable by Captain Boughton and myself; saw the boats near Fort Sumter, too far

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off to render them any assistance, and rapidly drifting up the harbor. We then returned to the monitor. The Gladiolus took the remaining boats in tow, and stood down to the fleet.

Great credit is due to Acting Ensign Boughton, commanding Gladiolus, for the skill and energy he displayed in saving the remaining boats, which, but for his assistance, would have inevitably been lost.

Enclosed is a list of officers, men, arms, and equipments of missing boat.

Very respectfully, your obedient servant,

CHARLES C. RICKER,
Acting Master U. S. Navy, in charge of Picket Boat.

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List of men belonging to the Wabash launch, Acting Master's Mate Albert Rich, U. S. steamer Mary Sanford, commanding.

George Lane, ordinary seaman, United States steamer Nipsic; John J. Edwardson, landsman, United States steamer Nipsic; James Rey, landsman, United States steamer Nipsic; Henry Mirr, landsman, United States steamer Nipsic; John Conlir, landsman, United States steamer Nipsic; Lewis Josephs, ordinary seaman, United States steamer Flambeau; Charles McKinnie, landsman, United States steamer Flambeau; Peter Kelley, seaman, United States steamer Flambeau; William S. Fisher, landsman, United States steamer Mary Sanford; William Glenn, landsman, United States steamer Mary Sanford; William L. Edmonston, landsman, United States steamer Mary Sanford; Jacob Staib, landsman, United States steamer Mary Sanford.

Arms and equipments: 1 light 12-pounder howitzer, equipment and ammunition, 13 Enfield rifles, shot, 14 bowie-knives, belts and frogs, 1 revolver, 1 anchor and cable, 1 boat's binnacle, 1 dark lantern, 1 lead and line, 1 boat's breaker, tarpauline, 12 oars, 12 row-lockers, 3 hand-grenades.

—

List of men belonging to the Pawnee's launch, Acting Master's Mate W. H. Fitzgerald, U. S. steamer Pontiac, commanding.

George Dart, cockswain, United States steamer Wamsutta; R. McGuire, quarter gunner, United States steamer Sonoma; John Burnham, seaman, United States steamer Pontiac; John Turner, ordinary seaman, United States steamer Pontiac; William Poole, landsman, United States steamer Pontiac; Morris Daly, landsman, United States steamer Sonoma; George Barnaby, landsman, United States steamer Sonoma; P. J. Edmunds, landsman, United States steamer Sonoma; William M. Knight, landsman, United States steamer Pontiac; John Vandergroff, landsman, United States steamer John Adams; John McGowan, landsman, United States steamer John Adams; J. Murphey, landsman, United States steamer Pontiac.

Arms and equipments: 1 light 12-pounder howitzer, equipments and ammunition, 14 Sharps' carbines, 9 bowie-knives, 14 cutlasses, 1 battle-axe, 1 anchor, 1 cable, 14 oars, 14 pins, 1 compass, 1 lantern, 1 lead and line, anchor buoy and lines, tarpaulines, rockets, 3 hand-grenades, 1 revolver, 1 night-glass.

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OPERATIONS OF THE FLEET BRIGADE.

Report of Commander George H. Preble.

UNITED STATES SLOOP-OF-WAR ST. LOUIS,
North Edisto River, S. C., January 10, 1865.

SIR: In compliance with your order of the 2d instant, I submit the following report of the operations of the fleet brigade under my command, from November 26 until it was disbanded on the 29th December, at Port Royal.

Agreeably to your orders, I reported to you for special service at Port Royal on the evening of the 26th November, and the next morning at 7 a. m. received command of the forces assembling at Bay Point for an expedition; said forces consisting of battalion of naval artillery, under command of Lieutenant Commander E. O. Matthews, a battalion of sailor infantry, under command of Lieutenant James O'Kane, and a battalion of marines, under command of First Lieutenant G. G. Stoddard, United States marine corps; in all, thirty officers and four hundred and sixty-three men, with eight 12-pounder howitzers, (two rifled.)

The 27th (Sunday) I was occupied in organizing and exercising this force.

The 28th, in exercise under your inspection. In the evening the brigade was embarked on board the Pontiac, Sonoma, and Mingo, the artillery in launches in tow of the steamers.

At 4.30 a. m., the 29th, all the vessels of the expedition got under way and proceeded up the Broad river, under cover of a dense fog. At 8.30 a. m. the brigade landed at Boyd's landing, and was immediately pushed forward on the road, in advance of the military forces, about two miles.

The artillery was advanced up the road, with the battalion of marines and sailor infantry deployed to the right and left, and in advance, as skirmishers.

Before landing, Major General Foster not having arrived, I reported myself and command to Brigadier General J. P. Hatch, the military commander of the expedition, and was directed by him to halt at the crossroads, and wait the arrival of the army forces. Without a guide or map of the country, and not sure that we had halted at the right place, the road not continuing in front as was expected, accompanied by my adjutant, Lieutenant Commander Crossman, and fifteen men, I reconnoitred the right-hand fork for two or more miles, and saw several of the enemy's cavalry and infantry pickets watching our movements, our skirmishers exchanging shots with them.

On my return to the command, I advanced it about a mile and a half to another road, crossing which seemed better to answer the description of that I was directed to halt at. A regiment of colored troops came up and camped with us at this halting place. We had got our artillery in a defensive position, and were intrenching our new camp, when Brigadier General E. E. Potter rode up, leading the main army force. He decided that the roads were wrongly laid down on the maps, and that neither of our halting places could be the right one, but there must be another, the right crossing, somewhere on the left-hand fork. By his direction, therefore, our tired and hungry battalions, which had been dragging at the artillery, or skirmishing through the swamps and woods all day, were again marched to the left, and at 11 p. m. camped for the night at the first fork. General Potter continued on with his force, took the wrong road for six miles, and finally camped at the crossing near the church, afterwards used as an hospital for the wounded.

At 7 a. m., the 30th, the brigade was again in motion, and at 8 a. m. joined the army at the church, where Brigadier General Hatch had established his headquarters. I here again reported to him, and halted the brigade, by his order, on the left of the column.

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While coming up the road I received an order to send back my two lightest howitzers to the forks we had left, and immediately despatched them under command of Acting Ensign Edgren. His arrival with those pieces was timely, for he was immediately attacked by the enemy's sharpshooters and skirmishers, whom a few discharges of canister caused to cry out "cover and retreat." During the afternoon he accompanied, with his guns, a regiment sent up the road to the right on a reconnoissance, which resulted in discovering a battery of the enemy in position to defend it.

At 8.15 a. m. the army moved on up the Grahamsville road, leading to the right of the church, and at 8.30 a. m. the enemy opened fire upon the head of our column from a movable piece of rifled artillery placed in the road. This was replied to by one 12-pounder Napoleon; a skirmish fire of musketry ensued, and the enemy was driven back, firing as he retreated. As the head of our column reached the turn of the roads at Honey Hill, it was opened on by a battery placed in position behind a strong earthwork. A sharp and stubbornly contested fight ensued, which lasted until sundown, when it was found impossible to drive the enemy from his position; our troops were withdrawn in good order. Our total loss in killed, wounded and missing amounted, as officially reported, to seven hundred and forty.

By direction of Brigadier General Hatch, my brigade brought up the rear of the column on the march, and was mostly in reserve at the commencement of the action. At Meridian, however, the marine battalion was ordered into the line of battle on the right, in the rear of the 25th Ohio volunteers, and was continued in line and under fire until called out, by order from the general, at 6 p. m. My acting adjutant, Lieutenant Commander Crosman, accompanied the battalion into line as a volunteer, and remained with it through the day. At 5.30 p. m. Lieutenant Commander E. O. Matthews was ordered to bring up two of his heavy howitzers to the front and relieve a section of New York artillery, whose guns were heated and ammunition nearly exhausted. At 3.40 he opened fire from these guns, and continued to keep up a slow fire, as ordered, until 6.30 p. m., when he fired the last guns at the enemy and covered our retiring column, until relieved by a section of horse artillery under Lieutenant Colonel Ames.

The battalion of sailor infantry, under Lieutenant O'Kane, much to his regret, was not called to the front. Two companies did good service, however, on the march, at the drag-ropes of the artillery, and the remainder of his command assisted, under orders, in turning back stragglers to the front.

Acting Assistant Surgeon W. J. Bowdle, senior medical officer of the brigade, with Assistant Surgeon E. M. Corson and Acting Assistant Surgeon H. L. Gibbs, rendered efficient service in the rear, and as our own casualties were light, they were able to aid their over-tasked brethren of the army. Our medical stores were also expended for the army, their own not being at hand. The casualties of the brigade were one killed and nine wounded.

There was no opportunity in this action for a display of individual acts of bravery, but all in the brigade, both men and officers, performed their duty. It was approvingly marked by the army officers that there were no stragglers from it. During the night following the battle our artillery took up, by order, a defensive position at the forks of the road, supported by the infantry of the brigade and the 34th and 35th regiments of colored troops, ordered to report to me for that purpose.

The next morning, December 1, the brigade was ordered into a position on the Grahamsville road, where it subsequently intrenched, and remained until the evening of the 5th, when it was withdrawn, by order of the general, to Boyd's landing, and embarked, under your instructions, for an expedition up the Tulifinney.

While in this intrenched camp the enemy remained quiet and no forward

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movement was made. Lieutenant Hayward, in charge of one of the howitzers, accompanied a regiment on a reconnoissance up the road, and the rifled howitzers, on one or two occasions, tried their range at the church, which, on being abandoned by our army, was occupied by the enemy.

On the 5th of December, at 9 p. m., I received orders from General Hatch to withdraw the brigade from its intrenchments on Boyd's Neck and proceed to Boyd's landing, where it was embarked under your instructions, with the exception of two rifled howitzers, on board of steamers, and at daylight the following morning proceeded up the Tulifinney river, and was disembarked at Gregory's landing.

A portion of Lieutenant O'Kane's infantry battalion was put on shore at Greenwood, the upper landing, with the army forces under Brigadier General E. E. Potter landing at that point, and advanced with them. The remainder of the infantry, the marines and the artillery, was disembarked, under the direction of Fleet Captain Bradford, at the lower landing, where the ground proved marshy and the guns had to be dragged through the swamp with great labor, which was the occasion of some delay. I, however, hurried the forces on, and as we proceeded heard sharp firing in front. Inspirited by the sound, the men hurried up the pieces. On reaching an open field, the road we advanced on was raked by a piece of artillery, and we found the engagement still going on, though the enemy had been driven from the field by the advance force, with the loss of a battle-flag. They were still keeping up a rapid fire of musketry from the surrounding woods, and with shot and shell from a battery near the Cossnahatchie on the left. Our arrival was very opportune; the army had advanced without horses or artillery, and was already short of ammunition. Wheeling the howitzers into position in the field, we opened a fire into the woods on the left, which soon silenced the enemy's musketry. Planting another howitzer in the middle at the crossroad, it was discharged at a column of the enemy, which quickly disappeared. The Cossnahatchie battery replied from a 12-pounder smoothbore and a 10-pounder Brook's rifle. The sailor infantry, under Lieutenant O'Kane, behaved well; out of one hundred and ten engaged in action, he had fifteen wounded. The capture of the rebel battle-flag, belonging to the 5th Georgia infantry, was disputed between the 127th and 56th New York regiments and assigned to the latter, though there is scarcely a doubt the standard-bearer was shot by one or more of Lieutenant O'Kane's command

That night we camped on the battle-field ; during the night a skirmishing fire from the picket line drew the whole force out under arms. The next morning, the 7th, the enemy attacked our skirmish line from the woods in front and to the right of our line. Our howitzers firing to the right prevented his getting around on that flank, while they assisted the musketry in front to disperse them. In this attack the enemy fired a few shots from a battery on the right that had not before been heard from. In this affair we had two wounded

After the enemy had been repulsed, I received orders to shove the brigade back to Talbird's house and intrench, leaving two howitzers on the field, in charge of Lieutenant Hayward. During the night the men were kept at work intrenching their camp, and finished their task before daylight. The 8th was passed in inaction and in improving and strengthening the intrenchments. On the 9th a forward movement was ordered by the commanding general, in which the brigade participated. At daybreak the marine battalion was sent to the front intrenchments under command of Lieutenant Stoddard, to report to Colonel Stillman to form the extreme right of a line of skirmishers, and was accompanied by my acting adjutant, Lieutenant Commander Crosman, who volunteered for the service. At the same house the sailor infantry, under Lieutenant James O'Kane, was sent to report to

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Brigadier General Potter to form on the extreme right of the line of battle. Guns Nos. 1, 2, 3, 6 and 8, under Lieutenant Commander Matthews, who had orders to report to Lieutenant Colonel Ames, were placed in the field from which the enemy had been driven on the 5th, in position to shell the works in front previous to the advance of our troops, and on their right flank after they had entered the woods. The two light howitzers were left in position at the intrenchment of the brigade for the protection of our left flank.

To myself was assigned, by Brigadier General Hatch, the command of the reserves, consisting of the 32d, 34th and 35th United States colored infantry. The forces being in position, at 9 a. m. the artillery, in all ten pieces, army and navy, opened a rapid fire in front to clear the woods, which was continued ten minutes. On its ceasing, the skirmish line, commanded by Colonel Silliman, and consisting of the 127th and 157th New York, and our marine battalion, in all about 400 strong, entered the woods in front, and was followed by the main line of battle, consisting of 144th and 56th New York, and 102d colored regiments, and the sailor infantry. This line was followed by and designed to protect the 25th Ohio, with axes, who had orders to cut a road one hundred feet wide through the woods, to open the railroad to the fire of our batteries on the right. As the troops advanced all our artillery commenced and continued to shell on the right and left flanks, and kept up the fire during the whole advance, the signal of recall being the cessation of the artillery fire. At 9.55 a. m. the skirmish firing commenced, and the musketry was continued until near sundown. At 11.30 a. m. the 34th colored regiment of the reserves was ordered to the front to report to General Potter. At 3 p. m., the Ohio 25th having done its work, the artillery fire ceased. At 4 p. m. the 144th New York, having expended all its ammunition, returned, and at 4.15 the 32d colored was ordered to the front, and the 144th New York reported to me and took its place in the intrenchment. The enemy throughout the day continued a fire of grape, shot and shell from a battery on the right. About sundown the firing on both sides ceased, and our forces were withdrawn in good order, the 25th Ohio having made the cutting which was the intent of the attack. Our loss in the fleet-brigade was one killed, eighteen wounded, and three missing. It is needless to add that officers and men behaved with gallantry and spirit. After the actions on Derang's neck of the 6th, 7th, and 9th of December no forward move was attempted, and the brigade remained in its intrenchments near Talbird's house until permanently withdrawn. Two of the howitzers, however, were posted in a battery at the front, and two at the 30-pounder Parrott battery on the extreme left of the lines for its support. On the 18th and 19th two rifled howitzers, which had been brought up in place of the two light howitzers sent to the rear, were placed in the swamp battery, and opened fire upon the railroad at a distance of 800 yards, doing it some damage; the enemy did not return the fire. On the morning of the 26th it was planned for Lieutenant O'Kane, with one hundred and twenty sailors and marines, to take the two-gun battery at Dawson's Point, assaulting it in flank; the morning proved very rainy, and on his making the attempt the intervening marsh was found to be impassable, and the enterprise was reluctantly abandoned. Early on the morning of the 28th the commander of the Geranium brought me orders for transporting the brigade to the New Hampshire. Consulting with General Potter, left in command in the absence of General Hatch, at his request I left two of the howitzers, with their crews, in command of Lieutenant Hayward, and embarked the remainder of the brigade at sundown on the Geranium and Daffadil, and proceeded to Port Royal, where I reported to Commander Reynolds, on board the New Hampshire, who, agree

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ably to his instructions, directed the landing of the marine battalion at Bay Point, and the distribution of the sailors to the vessels they belonged to. On the 30th I returned to the command of this vessel.

The total casualties of the brigade during the month's campaign amounted to fifty-one.

Very respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Commander United States Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Casualties in the fleet brigade.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, January 1, 1865.

SIR: I enclose herewith a list of casualties occurring in the fleet brigade whilst engaged in recent operations. The list is not yet complete, and more recent information will be transmitted when received.

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

J. A. DAHLGREN,
Rear-Admiral, Com'dg S. Atlantic Blockade Squadron.

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

FLEET BRIGADE.

List of killed, wounded, and missing, November 30, 1864, *in action at Boyd's Neck, South Carolina.*

Killed.—Philip Napp, first sergeant company B, marines, Mingoe.

Wounded.—James Walker, private company A, marines, Pawnee, in neck, mortally; Philip Clancy, 2d sergeant company B, marines, Pontiac, in ankle; Patrick Neilly, private company A, marines, Sonoma, in finger; William Wilson, private company B, marines, Mingoe, in finger; Michael Maloney, private company A, marines, Canandaigua, in head; John Young, corporal company B, marines, Canandaigua, in thigh; James O'Neill, ordinary seaman, gun No. 1, artillery, Camelia, in head.

Missing.—Robert Joyce, private company B, marines, Mingoe; G. C. Drake, private company C, infantry, Saratoga.

Sick.—Patrick Kiernan, St. Louis; G. C. Lincoln, Bay Point; Thomas Kiernan, Bay Point; H. Chew, Geranium, failed to go.

In action at Tulifinney Cross Roads, December 6, 1864.

Wounded.—Edward Birch, ordinary seaman, company B, infantry, Sonoma, in left ankle; Patrick Gleason, landsman, company B, infantry, Sonoma, in right foot; Patrick Hayes, landsman, company C, infantry, Saratoga, left wrist; John Northrop, landsman, company A, infantry, Memphis, left arm; Michael Lynch, landsman, company K, infantry, Sonoma, left arm; Thomas Mallen, private company B, marines, Saratoga, left breast, on duty; George Groth, ordinary seaman company B, infantry, St. Louis, right shoulder; Thomas McDonald, ordinary seaman, company C, infantry, Saratoga, left breast; Charles Hanan, landsman, company C, infantry, Saratoga, left side; Mortimer Tower, landsman, company C, infantry, Saratoga, left shoulder;

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Charles Wilson, ordinary seaman, company D, infantry, Geranium, right foot; Robert Wilson, company B, infantry, St. Louis, right arm; Horace Thompson, seaman, company D, infantry, New Hampshire, left arm.

Wounded, December 7.—Edgar Kemerer, 4th sergeant company C, marines, Pontiac, left side.

Missing.—Charles Brandt, private company C, marines, Sonoma.

In action at Tulifinney Cross Roads, December 9, 1864.

Killed.—Warren Boynton, private company C, infantry, Saratoga.

Wounded.—Christopher Lutz, sergeant, acting 1st lieutenant, company B, marines, New Hampshire, mortally—left on the field; Robert Kellon, private company B, marines, New Hampshire, left lung; Thomas Quinn, private company B, marines, New Hampshire, thigh; P. W. Flood, private, marines, Donegal, left thumb; James Gorman, private company A, marines; James Adger, abdomen; William Gordon, private company B, marines, Pontiac, left fore finger, (accidental;) R. C. Bates, 2d sergeant company A, marines, St. Louis, arm; William McMurray, corporal company C, marines, Flag, left hand; James Flynn, private company B, infantry, Sonoma, left shoulder; William Pool, landsman, company A, infantry, Memphis, right breast, mortally; Peter Wilson, private company C, infantry, Saratoga, left arm; Henry Smith, seaman, company C, infantry, Saratoga, head, slightly; William Edmonds, private company C, infantry, Saratoga, left fore arm; John Anderson, private company C, infantry, Saratoga, contusion, (spent ball;) Joseph Wallace, ordinary seaman company C, infantry, Saratoga, left hand; George Gallagher, private company D, infantry, Camelia, scalp; James Carner, private company D, infantry, Saratoga, head, slight; Barnard Quinn, landsman, 1st sergeant company A, infantry, Memphis, contusion right foot; Dinby Smith, private company C, infantry, Saratoga, head, slight.

Reported missing December 10, *supposed to be drowned.*

Missing.—John Keating, private, Cimarron; Bernard Dyer, private company C, marines, St. Louis; Manual De Jesus, private company C, marines, St. Louis.

DESTRUCTION OF THE MONITOR PATAPSCO BY A REBEL TORPEDO.

Report of Rear-Admiral Dahlgren.

FLAG-STEAMER HARVEST MOON,
Charleston Roads, January 16, 1865.

SIR: I regret to inform the department of the destruction of the United States monitor Patapsco, by a torpedo, last night about 8 o'clock, near the entrance to the lower harbor of Charleston.

At the time of the occurrence this vessel was the picket monitor of the night, and was under way, engaged in covering the scout and picket boats that were searching the channel for obstructions and torpedoes.

A court of inquiry has been ordered to ascertain all the circumstances connected with this disaster, and the result will be laid before the department when arrived at.

Meanwhile, for the present satisfaction of the department, I will narrate some of the events that immediately preceded, or were connected with the loss of the Patapsco, and such of the incidents attending it as have come to my knowledge or were under my observation.

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I parted from General Sherman at Savannah on the afternoon of Friday the 13th, with an understanding as to the movements he was to make a request that General Foster and myself should make as much impression on Charleston as our force permitted; but the general did not desire that they should go so far as to commit my vessels to a decisive attack on the batteries.

As the period when this was likely to occur left me very little time for preparation, I hastened to Charleston, stopping at Port Royal only the afternoon of Saturday, for the purpose of leaving directions for the steamers that might assist in the movements of General Sherman while near the waters in the vicinity.

It was about 8 o'clock on the morning of the 15th when I reached Charleston, and immediately called on board Captain Scott, the senior officer, and the commanders of the monitors, in order to apprise them of what was likely to occur, and of the necessity for hastening such preparations as might be necessary, or the time allowed.

The morning passed in conversing on the subject, and a free expression of opinion was entered into and given by Captain Scott and all the captains of the monitors, Lieutenant Commanders Quackenbush, Semmes, Lewis, Barrett, Stone, Mayo, and Fillebrown. Fleet-Captain Bradford was also present.

I drew to their attention the different modes of operating with the iron-clads, from a mere demonstration upon Sullivan's island to the decisive measure of forcing their way to the city.

This, however, was left to be decided by the arrival of the iron-clads from the North Atlantic squadron, which might be expected, and by the strength of the co-operating force under General Foster, and by the circumstances that might arise in the course of events.

I desired, as a preliminary measure, that the channel at the entrance of the harbor should be thoroughly examined, and, to make this more sure, required the commanders of the advanced monitors to give their personal attention to the duty, which hitherto had been intrusted to the scout boats.

There were representations from various quarters that obstructions had been laid across the channel from Sumter, and it was important to know if this were true; and if so, their nature and extent, with directions for their removal by explosion.

Captain Scott was directed to furnish all the facilities in his power for the service—steam-tugs, boats, men, grapnels, hawsers, &c., and other orders were given so as to prepare as well as possible all the means at disposal for the co-operation with General Sherman.

After a long and full interview with the naval commanders, as above mentioned, I went ashore—accompanied by Flag-Lieutenant Commander Matthews, and with General Schimmelfennig visited the works at the extreme of Morris island, in order to possess myself of a full view of the channel and rebel works from that direction, and to note any important changes.

All was quiet and undisturbed. Within near range was Sumter, a little further the heavy batteries of Johnson and Sullivan's island, and in the distance the dwellings and spires of the city, but not a vessel or living thing was to be seen on the waters of the harbor, nor about the batteries. Outside lay the Union fleet quietly at anchor.

Returning late, the evening passed away in business of the squadron, and then, much fatigued with continued exertion night and day for several days, I fell asleep; from which I was aroused about 11 o'clock by the entrance of Lieutenant Commander Quackenbush and his first lieutenant, who announced the loss of the Patapsco.

The advanced duty of the night had devolved on the Patapsco and Lehigh.

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The latter was at anchor in the advance at the reserve station. The Patapsco got under way and proceeded up the harbor about dark, for duty as picket monitor of the night, and passed on to the usual station some 500 yards further than the Lehigh. Here she rounded to, head down stream, and to the flood tide.

From this point Lieutenant Commander Quackenbush suffered the Patapsco to drift with the tide, as the best mode of controlling the vessel and covering the operations of the boats.

Three scout boats with grapnel drags were now slowly pushed on, while two tugs steamed about the bows of the Patapsco, and six or seven picket boats were pulling on her quarters or beam.

In due time the Patapsco found herself so far up as to be nearly on a line drawn from Sumter to Moultrie, when she steamed down to the vicinity of a buoy known as the Lehigh, because it marked a projecting shoal where the Lehigh had grounded about a year ago.

Here the engines were stopped, and the Patapsco again drifted up. When near the former position she steamed back, approached the Lehigh buoy, stopped her engine, and again drifted up. When near Sumter Lieutenant Commander Quackenbush steamed down once more, and for the last time. While approaching the Lehigh buoy there was a shock—a sound of explosion—a cloud of smoke on the port side, and in less than half a minute the Patapsco's deck was under the surface.

Lieutenant Commander Quackenbush and his first lieutenant were standing on the top of the turret looking to the course of the vessel, for she had grounded once already on the shoal near the Lehigh buoy, when standing down the first time. They saw and heard only what is stated above.

The captain gave the order to start the pumps and lower the boats, but scarcely a whole minute was allowed for the least effort.

Five officers and thirty-eight men were saved; sixty-two officers and men are missing. The survivors were those who happened to be on deck, and two men from the windlass-room; three from the berth-deck; one from the turret-chamber; and nearly all those who were in the fire-room. Their names are annexed.

From such accounts as I can gather in so short a time as has elapsed, it would seem that the explosion occurred on the port side under the ward-room, blowing it up, so as to drive up the table and three officers who were sitting about it. The spar-deck was not blown through, but the lookout on the port side, and some ten feet from the edge of the deck, was thrown up suddenly, and fell back with such force as to be nearly senseless. His rifle exploded, and he was aware that the ball passed near him.

A man in the windlass-room saw a flash and heard a sound like that of a shell near him. The lamp was extinguished; he heard the water coming in, and escaped up the hatch on deck.

It appears, also, that there was no disrupture of the vessel at the berth-deck, nor further aft; that no water came in there, save at the hatches, as the Patapsco settled in the sea; and that her bow went down first, throwing the stern high up for an instant, so that a man standing there had to grasp at something to keep upright.

It is believed that the berth-deck ladder was dislodged by the shock, and in the panic could not be replaced; hence no men there were saved, except those who rushed aft into the fire-room.

The Lehigh had got under way when the Patapsco passed, and followed her movements in drifting and steaming, but did not go so far up, and retained her position assigned as a support.

She anchored near the Lehigh buoy about a quarter of eight o'clock, and some twenty or twenty-five minutes later heard an unusual but not very

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loud report; saw a cloud of smoke; lost sight of the Patapsco, which previously had been dimly visible through the obscurity of the night. Then heard men's voices, as if from the water, and fearing something wrong, sent her boats to the Patapsco, and weighed anchor. The disaster soon became known.

The top of the Patapsco's smoke-pipe is seen above the water, but as yet there has not been leisure to determine the precise position relatively to other objects. It is stated at six hundred to eight hundred yards from Sumter, and below it.

The Patapsco had her torpedo tenders and netting stretched as usual around her. Three boats with drags had preceded her, searching to some depth the water they had passed over, while steam-tugs and several boats were in different positions on the bow, beam, and quarter.

No one who has not witnessed it can appreciate the harassing nature of the never-ceasing vigilance with which the monitor duty is sustained in this harbor, no matter what the weather may be, amid the heat of summer and the cold of winter, or the heavy gales and bad weather which so often visit this anchorage.

Most minute instructions have been given, and repeated, in regard to rebel torpedoes, and nothing more can be done to bar the chance of accident save permanent torpedo catchers, substantially made and attached to the bows, so as to be entirely submerged, and thus not to be exposed to shot in action. This cannot be done here, and it may be that the fruitful invention of Mr. Ericsson may supply the desideratum.

Objects on the water, supposed to represent the obstructions, are reported to me to-day, as extending across from Sumpter.

Four torpedo boats are said by deserters to be ready for service, and upon them, in the confusion of action, as well as the torpedoes in the water and at the bows of the iron-clads, the rebels are said to rely chiefly.

It may be their intention, if Charleston must fall, to try the chances of battle, as rather more respectable than blowing them up.

Of the six which I have here, one or two are always under some repair, and the Sangamon, now at Port Royal, cannot be ready before the 31st.

Nothing further has reached me of the actual movements of General Sherman, but he will not remain in present position much longer.

I would draw to the attention of the department the fact that there is no need now of vessels to maintain the blockade at Ossabaw, Wassaw, and Savannah river; yet that our positions at Wassaw and Savannah will have to be maintained, and the blockade at Ossabaw resumed as soon as our forces move, for our line rests at the left on Thunderbolt, and when the army moves, leaving a garrison to hold Savannah, the rebels may be expected to show themselves on the front.

More effective vessels must, therefore, be maintained at those places than heretofore.

I write hastily, so as to use the opportunity offered by the departure of a steamer of Admiral Porter's fleet.

Will the department please to order a few more tugs for service in this squadron, as well as a few more launches? They are much needed.

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

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

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

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P. S.—I am now able to transmit the report of the commander and first lieutenant of the Patapsco, and to say that the boats succeeded last night in cutting away a part of the obstructions laid from Sumter that was nearest the water.

It consists of a stout hawser, buoyed to the surface by floats, and anchored at *one* end; between each float hangs down about five fathoms of 7-inch rope, doubled by twisting, and the ends spliced around the hawser on the surface. There is a number of these, each independent of the other. It is said that chain is attached below, but as yet this is not ascertained to be a fact.

The position of the Patapsco was approximated to-day to be about 800 yards from Sumter, and 1,200 yards from Moultrie, exactly on a line due north—tangent to extreme curve of low-water mark on Morris island.

The court of inquiry meets to-morrow.

Report of Lieutenant Commander S. P. Quackenbush.

FLAG-SHIP HARVEST MOON,
Charleston Roads, S. C., January 16, 1865.

SIR: I have the honor to submit to you a report of the circumstances connected with the loss of the iron-clad Patapsco, under my command, at 8.10 p. m., the 15th instant, by a torpedo.

On the evening of the 15th instant we cast off from our buoy at the lower anchorage and proceeded up to our usual station as advance monitor; we rounded to, and I immediately called alongside the officers in charge of picket and scout boats. I directed them to select as many boats as had grapnels and to push them up the harbor, using every effort to discover torpedoes or obstructions; the remaining boats to take position on our beams and quarters, keeping within one or two hundred yards of the vessel.

The commanding officers of the tug-boats were ordered to keep about the same distance ahead and on each bow. The object in assigning these positions was to avoid observation by the enemy and drawing their fire. I then allowed the Patapsco to drift up with the tide until nearly in a line from Sumter to Moultrie, the boats and tugs keeping in their respective positions. From this point, which was the highest point attained, we steamed down to within a few yards of the Lehigh buoy; then stopped and allowed the vessel to drift up, keeping in sight of the before-mentioned buoy. On proceeding down the third time, and when within between two or three hundred yards of the buoy, we struck and exploded a large torpedo or torpedoes, about 30 feet from the bow, and a little on the port side.

The instant I discovered that we had been struck, I gave the order to start the pumps. In an instant more I discovered that the whole forward part of the vessel submerged; and there being no possible chance to save the vessel, I then gave the order to man the boats; but before even an effort could be made to do so, the vessel had sunk to the top of the turret.

The boat which hung at the port davits abaft the turret was afloat before Acting Ensign A. P. Bashford and the quartermaster of the watch, who were with me on the port side of the turret, could get into the boat to clear the falls.

It was by great exertion that Mr. Bashford and the quartermaster succeeded in clearing the boat from the head of the davits. When I left the turret to get into the boat I could discover nobody on board, and the water was at the time ankle-deep on the turret; my first thought after this providential escape was the safety of such of the survivors as we could pick up. I had the good fortune of saving eleven of the crew.

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Owing to the disposition of the boats and tugs, which I had previously made to provide against accidents, all those persons who had escaped up from below and those who were on deck were rescued, to the number of forty-three, (43,) five officers and thirty-eight men. I would respectfully state that at no time did I apprehend any danger whatever from torpedoes, as it was generally supposed they were sunk above the line from Moultrie to Sumter, and therefore did not conceive that the safety of the vessel or the lives of those on board were being jeopardized.

In conclusion, I would state that the cool intrepidity displayed by Lieutenant Sampson, my executive officer, and Acting Ensign Bashford, the ony two officers belonging to the ship who came under my notice, deserves the highest praise. I have since been informed that Third Assistant Engineer D. C. Davis remained nobly at his post when the ship went down.

Accompanying this report I send you the statement of Lieutenant W. T. Sampson, executive officer.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant Commander, U. S. N.

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

Report of Lieutenant William T. Sampson.

UNITED STATES IRON-CLAD CATSKILL,
Charleston Roads, S. C., January 16, 1865.

SIR: Upon me, as one of the fortunate, devolves the sad duty of reporting to you the destruction, by a large torpedo, of the monitor Patapsco while on picket duty.

In obedience to your orders, the Patapsco, on the night of the 15th instant, was rounded to at the usual station of the advance monitor, but not anchored. Two or three picket boats, with what grapnels could be obtained from the Patapsco and Lehigh, were sent up the channel to drag for torpedoes, and, if possible, learn the nature and position of any obstructions placed in the channel by the rebels. To protect the boats while thus engaged, the Patapsco was allowed to drift up the channel, taking the precaution to keep her head to the strong flood-tide, that she might be under better command in case our movements drew the rebel fire.

To avoid unnecessary risk of life, the picket and scout boats not engaged in dragging were ordered by you to pull off on either beam and quarter, but remain in sight of the vessel. The two tug-boats, for the same reason, were ordered to keep down channel of us, but near at hand.

The Patapsco drifted up the west side of the channel, going ahead slowly at times, to keep her head to tide and in the channel. When we had reached a point between Sumter and Moultrie, and about five hundred yards from the former, we steamed down channel under one bell until we had passed the Lehigh buoy placed on the extreme end of the point making out from Morris island. While steaming down the vessel struck upon the point, but owing to the strong tide was soon afloat; the monitor Lehigh was there in plain sight, and some three or four hundred yards from us.

The Patapsco was again permitted to drift up channel, keeping her in five or five and a half fathoms of water. This time we reached a point in the line joining the rebel signal station on the southwest point of Sullivan's island and Fort Sumter. In the mean time the picket boats were astern of us

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dragging, being engaged in piloting the vessel. I did not notice whether they were in sight or not.

Intending to make our advances up the harbor gradual, and give the boats time to learn the locality of any torpedoes or obstructions, we again steamed down, going fast part of the time, until we had passed the Lehigh buoy. We again drifted up to the place from which we started down the second time. We again steamed down channel, and were going four bells, when the vessel struck the torpedo, and sunk in about fifteen seconds. The last cast of the lead, given a moment before she struck, was five fathoms. We were then about three hundred yards to the north of the Lehigh buoy.

The torpedo struck the vessel on the port side, just abreast the betts, and appeared to raise the deck, through which the smoke issued. My first impression, on hearing the report, was that a shot had struck the overhang just below the water; but the column of smoke and water which immediately shot upward convinced me of the real nature of the explosion.

The order to start the pumps was immediately given by you down through the turret. So impracticable did the execution of the order appear the next instant, that I did not repeat it. You immediately afterwards gave the order to man the boats. Although these orders were given in rapid succession, only the officer of the deck, who stepped from the turret into the boat, and one man, had time to obey the last order before the boat was afloat at the davits.

Owing to the wise precaution of having the picket boats near at hand, all those who were on deck at the time were saved. None escaped from below except the engineer and firemen on watch, and one man, who passed from the berth-deck through into the fire-room and up the hatch. From my position on top of the turret I was able to form a correct opinion of the movements and positions of the vessel the whole time.

The foregoing report, I think, contains all the main points which came under my immediate notice. I would further add that at no time, to my knowledge, were we within sight of any obstructions.

From my position on the ridge rope round the turret, while conning the vessel, I was not able to avail myself of your order to man the boats. I was soon picked up by one of the picket launches, and immediately ordered the officer in command to pull up the harbor, in the hope of picking up others.

Very respectfully,

WILLIAM T. SAMPSON, *Lieutenant.*

Lieut. Commander S. P. QUACKENBUSH.

List of officers of the United States steamer Patapsco.

JANUARY 1, 1865.

Lieutenant Commander S. P. Quackenbush; Lieutenant William T. Sampson; Acting Master John White; Acting Ensign Joseph S. Johnson; Acting Ensign Andrew P. Bashford; Acting Ensign James C. Brown; Assistant Surgeon Samuel H. Peltz; Acting Assistant Paymaster William S. Creevey; First Assistant Engineer Reynolds Driver; Acting Second Assistant Engineer George L. Palmer; Third Assistant Engineer Dewitt C. Davis; Third Assistant Engineer George F. Sweet; Third Assistant Engineer John J. Ryan; Third Class Pilot Gabriel Pinckney.

NOTE.—Lieutenant Commander John Madigan detached, and ordered north, December 27; Lieutenant Commander S. P. Quackenbush reported on board December 27; Acting Master John White reported on board December 27; Third Class Pilot Gabriel Pinckney and Third Assistant Engineer George F. Sweet detached, and ordered to other duty prior to the loss of the Patapsco.

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List of officers and men saved from the iron-clad Patapsco.

Names.	Rate.	Where shipped.	When shipped.	Term of enlistment.
Isaac Barnes	B. mate in charge	Port Royal	November, 1864	3 years.
William Nolan	Boatswain's mate	New York	December, 1861	Do.
Michael McCaffrey	Gunner's mate	do	June, 1862	Do.
Peter Nolan	Quartermaster	Boston	July, 1863	Do.
Joseph Rodgers	Captain forecastle	New York	August, 1864	Do.
James Miller	Quarter gunner	do	July, 1862	Do.
Richard Cunningham	Cockswain	Philadelphia	November, 1864	Do.
Andrew Lawson	Seaman	New York	August, 1864	Do.
Edward Eden	do	Boston	July, 1864	Do.
George Wing	do	New Bedford, St. Helena sound	July, 1864	1 year.
Andrew Fenton	Ordinary seaman	Philadelphia	December, 1863	2 years.
Hugh McGowan	do	New York	Septemb'r, 1862	3 years.
James Murphy	do	do	June, 1864	Do.
Edward Blake	do	Transf'd from army	October, 1863	Do.
Henry Neigle	Landsman	New York	April, 1864	Expires September, 1865.
George A. Becker	do	do	June, 1863	3 years.
Michael Sargent	do	do	May, 1864	1 year.
Robert K. Brown	do	Boston	June, 1864	3 years.
Peter Ross	do	New York	August, 1864	1 year.
Joseph Johnson	do	do	July, 1864	3 years.
Edward Gauley	do	do	December, 1864	Do.
Michael Dauland	do	do	August, 1862	Do.
James Thomas	do	Rock Island, Illinois, prisoner	December, 1864	Do.
George Caldwell	do	Boston	May, 1864	Do.
James Mulhearn	1st class boy	New York	July, 1862	Do.
Edward Bogan	do	do	April, 1863	2 years.
James Burke	do	do	May, 1863	Do.
John Sykes	1st class fireman	Philadelphia	August, 1864	3 years.
Edward Golden	2d do	Boston	August, 1862	Do.
Thomas Bache	do	Philadelphia	June, 1862	Do.
James O. Gorman	do	Boston	September, 1864	1 year.
John McCarty	do	do	July, 1864	3 years.
James O. Bryan	do	Philadelphia	do	1 year.
James Brady	do	New York	August, 1864	Do.
John Larkin	Coal-heaver	Philadelphia	April, 1864	Do.
Wayne West	do	do	August, 1864	Do.
Thomas Shea	do	New York	do	Do.
Thomas Pym	do	do	February, 1864	Do.
			do	Do.

In addition to the above, the captain, S. P. Quackenbush, executive officer, Lieutenant William T. Sampson, chief engineer, Reynolds Driver, and Acting Ensign A. P. Bashford, were saved; also, Third Assistant Engineer J. J. Ryan.

EXPEDITION UP THE NASSAU RIVER TO NASSAU COUNTY, FLORIDA.—CAPTURE OF RECORDS.

Report of Acting Master S. N. Freeman.

UNITED STATES BRIG PERRY,
Fernandina, Florida, January 19, 1865.

SIR: I have the honor to report having organized, on the 11th instant, an expedition for the purpose of capturing the county clerk of Nassau county, together with the records, &c., of said county. The tax commissioners of the State of Florida, finding it difficult to proceed with their work without the assistance of the record, &c., applied to me for aid in obtaining them. Knowing the documents to be of much value to the government, I made inquiries of the refugees and deserters from that section, and ascertained that one Higginbotham, living near Calahan, held the position of county clerk, and had all the records, &c., in his possession.

Having completed my arrangements, I started an expedition under the

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command of Acting Ensign Fred. Elliott. Mr. Elliott succeeded in capturing Mr. Higginbotham, who without hesitation delivered into his hands all the books, deeds, and records in his possession. The documents were hidden in a swamp, about one mile from his house, in a place which would have escaped detection without the aid of Mr. Higginbotham, who I must say acted in a most honorable manner, guiding the party through the woods to the boat by a much shorter route. He said he had always been a decided Union man, which statement was authenticated by Judge Alsop, who knew him well. He expressed his willingness to take the oath of allegiance, but said it would cause him to be "burnt out of house and home," and as we could afford no protection either to himself or family (thirteen in number,) I thought it best not to administer it.

After extracting such information from Mr. Higginbotham as desirable, he was allowed to return to his house. The documents captured are invaluable to the government and commissioners in prosecuting their work. I enclose a letter from the judges, as also a report from Mr. Elliott, whom I recommend to your favorable notice as an energetic, trustworthy and reliable officer.

Trusting I have done that which will meet your approbation, I have the honor to be, admiral, very respectfully, your obedient servant,

S. N. FREEMAN,
Acting Master, Commanding U. S. Brig Perry.

Rear-Admiral JOHN A. DAHLGREN,
Comd'g South Atlantic Blockading Squadron.

Report of Acting Ensign Frederick Elliott.

UNITED STATES BRIG PERRY,
Fernandina, Florida, January 18, 1865.

SIR: I have the honor to report in obedience to orders received from you. I took command of sixteen men, one howitzer, arms and ammunition, and placed them on board prize schooner Shell, lying in Nassau sound.

On the 10th instant, after having completed my arrangements, I started up Nassau river at 6.30 p. m., and at 8 o'clock anchored off Seymonis Point.

At 3 o'clock a. m., got under way and proceeded up the river. Arrived off Holmes's Mills on the 12th instant in the evening, and carefully reconnoitred the shore, but saw no signs of the enemy. The buildings at this place are all in good condition, but no furniture or mill fixtures remain.

On the 13th anchored off Gassway creek, which is situated about forty or fifty miles from Nassau sound.

Reconnoitred the shore carefully, and landed at 10 o'clock a. m., leaving Acting Master's Mate T. H. McDonald in charge of the schooner. I was accompanied by Messrs. Grisham and Lewis, who acted as pilots, and four men, and immediately started for the interior. At 12.30 p. m. reached the house of Mr. Sheffield, having crossed the railroad track, and at 3 o'clock p. m. we started on our route, which was directly down the Florida railroad; crossed bridge over Boggy river at 4.30, and stopped for night to close in.

At 6.30 again commenced our journey, and at 8 o'clock reached the town of Calahan, situated on the track. Reached our destination, Mr. Higginbotham's, county clerk of Nassau county, at 9.30, and made him a prisoner, with his official books and papers, and started on our return. Passed through Calahan at 11.30 p. m., the bridge at 2 o'clock, and at 4 o'clock of the 14th instant arrived at Mr. Sheffield's house, having travelled a distance of fifty

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miles in thirteen hours. On the whole journey I was gratified to find that every one of the party strove earnestly to do their duty, and although much fatigued and worn out, exerted themselves to make the expedition successful. I would recommend particularly the four men who accompanied me to your favorable notice. At 10 o'clock a. m. of the 14th instant we returned on board the schooner, and I immediately despatched Mr. McDonald with the prisoner and documents to Fernandina. On our return down the river I landed at several places, but saw no sign of the enemy. In accordance with your instructions, I shelled the high bluffs on the way and expended thirty-six rounds. I arrived at Talbot island at 11 o'clock p. m., on the 16th instant, and anchored until January 17, when, in obedience to your orders, I started with the schooner for Fernandina, where we arrived at 4 o'clock a. m. of the 18th instant.

I am well satisfied no force of the enemy exists nearer than Baldwin, except occasional scouting parties in search of deserters. I am much indebted to Messrs. Grisham and Lewis for their kind assistance and unflinching endurance throughout.

Respectfully, your obedient servant,

FRED. ELLIOTT, *Acting Ensign, U. S. N.*

Acting Master S. N. FREEMAN,
Commanding United States Brig Perry.

CAPTURE OF A LAUNCH BY THE REBELS IN CHARLESTON HARBOR.

Report of Rear-Admiral John A. Dahlgren.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, January 29, 1865.

SIR: I enclose a report just received from Acting Master's Mate A. F. Rich, which verifies the previous conjecture of the capture of the launch commanded by him; it is necessarily restricted in its terms, but I infer from the phrase that "a portion of its equipments were captured," that he had the judgment to throw overboard the howitzers and other articles, which it was important should not fall into the hands of the rebels. How far Acting Master's Mate Rich may have acquitted himself properly I cannot say, but he has done good service before in scouting duty, and there is no reason, therefore, to believe that he has fallen short in this instance.

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

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

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

Report of Mate A. F. Rich.

CHARLESTON, *January* 11, 1865.

SIR: I have the painful duty to inform you that myself, crew, boat, and a portion of its equipments, were captured upon the morning of the 31st of December in the harbor of Charleston, S. C.

I made every attempt that lay in my power to work the boat off shore, but all of my efforts proved unsuccessful. My crew were sent to Florence on the 4th of January. Although a prisoner, I am happy to inform you that I have been very kindly treated, and received every attention from the hands

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of my captors that a prisoner could possibly expect. I hope that I soon may have an opportunity of giving you a more definite statement of the affair.

I remain, very respectfully, your obedient servant,

A. F. RICH, *A. M. Mate, U. S. Navy.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, U. S. N.

DEFENCES AND WORKS OF SAVANNAH, GEORGIA.

Report of Rear-Admiral John A. Dahlgren.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, S. C., January 31, 1865.

SIR: I am now able to convey to the department a more complete account of the works that defended Savannah than was before in my power.

The sketch annexed shows the city to be approachable from seaward directly by the Savannah river and Wilmington river and indirectly by roads from the Vernon and Ogeechee rivers.

The heavy barriers that were laid across the Savannah river, at the head of Elba island, have been found sufficiently difficult of removal, even when our possession enabled steam-tugs and divers to work without interruption.

There was a double line of cribs extending entirely across; each of these was made of heavy timbers, eighteen to twenty inches, stoutly framed together, with platforms at each tier, on which were placed piles of brick. Their tops were about level with high water, and in the different parts of the south branch must have had a height of thirty to thirty-five feet from the bottom.

The party from the navy, consisting of a corps of divers and a steam-tug, were occupied two or three weeks in removing two or three of these, which opened a passage of not more than one hundred to one hundred and twenty-five feet.

In the north branch the divers who contracted effected a similar opening in less time, as the water was little more than half the depth of the south branch.

1. The first battery from above that commanded these obstructions was Fort Lee, a strong earthwork, at fifteen hundred yards. It has ten guns, of which two were 10-inch and three were 8-inch columbiads.

2. Fort Jackson, at two thousand yards, has five guns, of which two are 8-inch columbiads.

3. Battery Lawton, at two thousand yards, five cannon, of which two were 10-inch columbiads; one was an 8-inch columbiad.

4. Water battery, at two thousand yards, six guns, of which two were 10-inch columbiads and one an 8-inch columbiad.

About fifteen hundred yards above these obstructions was another row of similar crib-work, extending from Fort Lee to Battery Lawton, on an island directly across the channel, being under the fire of these works, at ranges varying from two hundred to six hundred yards.

Piles were also driven and obstructions sunken at different parts of the channel where it presented any intricacy. So long, therefore, as the rebels held these batteries they covered these obstructions by the fire of twenty-six cannon, of which thirteen were columbiads. As the Savannah river is lined with marshes to the line of obstructions, no troops could operate on

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either side, and the vessels that approached could have no co-operation while they were also under the fire of the battery of fourteen guns on Whitmarsh island, at a range of —— yards.

Savannah could, however, be approached by landing troops in St. Augustine creek, whence roads led directly to the city, the distance not exceeding three miles, which was also easy rifle-range, and permitted the destruction of the city. The navigation from the sea is better by this route than by Savannah river. To guard against this danger there were several batteries:

1. Turner's Rocks, six guns, four of them 10-inch columbiads and one 8-inch columbiad.

2. Thunderbolt, twelve guns, of which one was a 10-inch columbiad and four were 8-inch columbiads.

3. Bartow, with its outpost, Causten's Bluff, sixteen guns, of which one was a 10-inch columbiad and three were 8-inch columbiads.

Obstructions of various kinds were sunk in different parts of the narrow channel. The heavy cannon on this line were six 10-inch columbiads and eight 8-inch columbiads, looking upon a deep but narrow and crooked channel.

Just in the midst of this net-work of defences lies Whitmarsh island. Our landing and intrenching here was prevented—

1. By the battery of Turner's Rocks.

2. By a battery on its east side, of fourteen guns, which, with obstructions, closed the passage by the Little Tybee.

3. By an intrenchment extending diagonally across the island, with small field-works at intervals.

4. By the guns of Thunderbolt enfilading these intrenchments.

5. By the guns of Bartow.

The whole of this powerful assemblage of works was open, however, to being taken in reverse, and turned or passed by troops landing on the Vernon and Ogeechee. To prevent this the Vernon was closed by obstructions, and commanded by Fort Beaulieu, with nine cannon, of which two were 10-inch columbiads and one was an 8-inch columbiad.

Big Ogeechee was closed by obstructions and Fort McAllister, having 24 guns, of which three were 10-inch columbiads and one was an 8-inch columbiad.

Little Ogeechee was defended by Rose Dew, with six guns, of which three were 10-inch columbiads.

All of these streams were so narrow at the location of these works that a steamer would turn with difficulty, if at all.

Batteries were also placed on the roads leading to the city from these places.

The whole number of cannon in the works enumerated above, on the water-courses, was 113, of which 20 were 10-inch columbiads and 19 were 8-inch columbiads.

Besides these there were 116 cannon of less calibre in the land works immediately around the city and on the roads leading to it, making a total of 229 cannon defending Savannah by land and water.

I think it clear from this that the city was not reducible in any of these directions, save by the united exertions of a competent land and sea force.

If General Gillmore had 40,000 men, which I heard after he left that he had had, I think the place might have been captured.

But the shortest and best way was to take it, as did General Sherman, by entering from the direction of the interior, where no attack was expected and no works had been previously prepared.

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

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. A. B. Squadron.

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Summary from the report of Captain D. H. Buel, chief of ordnance department and army of the Tennessee, and Captain T. G. Bayler, chief of ordnance, military department of the Mississippi.

To Savannah, by Wilmington river.	10-inch columbiads.	8-inch columbiads.	Others.	Total.
Wilmington river and St. Augustine:				
No. 1. Turner's Rocks	4	1	1	6
No. 2. Thunderbolt	1	4	7	12
No. 3. Bonaventura				
No. 4. Causten's Bluff				
No. 5. Bartow	1	3	12	16
No. 6. Fort Lee	2	3	5	10
No. 7. Fort Jackson	0	2	3	5
No. 8. Lawton battery	2	1	2	5
No. 9. Water battery	2	1	5	6
The Tybee was closed by—				
Grimball's Point battery	0	2	12	14
Ossabaw was closed by—				
McAllister, (Great Ogeechee)	3	1	20	24
Rose Dew, (Little Ogeechee)	3	0	3	6
Beaulieu, (Vernon)	2	1	6	9
Road from Ossabaw:				
Brown	0	1	6	7
Boggs	0	0	8	8
	20	20	88	128
In and around Savannah	.....	.....	.....	101
Total	.....	.....	.....	229

LOSS OF THE UNITED STATES STEAMER DAI CHING.

Report of Rear-Admiral John A. Dahlgren.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, January 31, 1865.

SIR: It is with great regret that I have to inform the department of the loss of the United States steamer Dai Ching, which, having grounded in the Combahee, under the fire of a rebel battery, was defended for seven hours, and being then much cut up and her guns disabled, was fired by her commander. All the officers and crew, wounded or not, were brought off safely, except one officer and four men in a boat, who were fired upon by the rebel pickets and surrendered. The enclosed report of Lieut. Comd'r Chaplin will communicate the details of this occurrence, and a court of inquiry will elicit all the facts for the action of the department. The Dai Ching was proceeding

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up the Combahee, the Pawnee up the Ashepoe, the Sonoma up the North Edisto, and the Wissahickon, McDonough, &c., in the Stono, in order to menace the flank of the rebel position while subjected to General Sherman's operations in front. On the 24th the general wrote me: "To-morrow I will demonstrate on Salkahatchie, and will be obliged if you will feel up Edisto or Stono just to make the enemy uneasy on their flank, and develop if he intends to hold fast to Charleston and Columbia both, &c." Besides this, there was another reason for the action of the Dai Ching in the Combahee. That vessel being at the head of Broad river, operating with the troops, an intimation was received by Lieut. Comd'r Chaplin from General Howard that the Dai Ching would be of service to the right flank if that vessel could ascend the Combahee river as far as the ferry. The vessels were in position in good time, and it appears, from the report of Lieut. Comd'r Chaplin, that the Dai Ching was proceeding up the Combahee on the 26th, when she suddenly came upon a rebel battery and was fired on. While manœuvring to gain a better position the Dai Ching grounded in consequence of the pilot deserting his duty, and the disaster became decisive when the commander of the little steamer (the Clover) that attended failed so shamefully in his duty to assist the Dai Ching off.

For seven hours the Dai Ching was courageously defended, and when reduced to a wreck, and her heavy gun disabled, all hands were brought off, except the five already mentioned. The court of inquiry now in session will elicit and record all the facts of the case; but I feel confident, from Lieut. Comd'r Chaplin's invariable character for courage and conduct, that the loss of the Dai Ching will be found to belong to the proper risks of war, and are well vindicated by the courage and constancy that are called forth by the occasion. The department will perceive by inspecting the map that the Combahee leads directly to the flank of the Salkahatchie, where our troops were to attack, and that any impression by the navy would be of more consequence there than elsewhere. I considered it, therefore, incumbent on me to use every exertion to meet the wishes of the general. This is the first vessel of the squadron that has been lost in action under my command since I came here in July, 1863, unless the little tug Columbine, with her guns, is accounted a vessel-of-war.

The Dai Ching was the least valuable, in many respects, of the light-draught gunboats, her speed under steam being less than five knots, and her only heavy gun a 100-pounder. Of course I would not risk even that much without sufficient reason.

On the 26th I was off Stono at daylight, and went in to see personally to the state of affairs there. In the afternoon steamed to South Edisto, expecting that the Pawnee might have reached there. After a brief stay, came out, heard nothing, though the action of the Dai Ching must have been going on at the time, and the wind was fair.

Next morning I was in Port Royal to communicate with the army, and learning from General Foster that he would move on North Edisto, I sent a message to the Pawnee to leave the Ashepoo and go to North Edisto to assist the Sonoma, having no other vessel to send.

After dark of that day came Lieut. Comd'r Chaplin, with the loss of the Dai Ching. In a couple of hours I left that night, and steamed around to look at matters myself, and went first into South Edisto. In coming out the captain ran his vessel on a bank not sixty yards from the beach, and I was tied up for the day. One or two light field-guns would have destroyed the Harvest Moon.

I sent a detachment ashore to hold the road, but the rebels had too much to do elsewhere. Late in the evening the Harvest Moon floated, and I came

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here to see what vessels I could get from those under repair, and also to hear of General Sherman's movements.

As soon as a gunboat can be got ready I will send her around to watch the Combahee, and prevent the rebels from plundering the wreck of the Dai Ching.

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

J. A. DAHLGREN,
Rear-Admiral, Com'dg S. A. B. Squadron.

Report of Lieutenant Commander J. C. Chaplin.

UNITED STATES STEAMER NEW HAMPSHIRE,
Port Royal Harbor, S. C., January 28, 1865.

SIR: In obedience to your order of the 24th instant, I proceeded to St. Helena, where I procured a pilot from the United States steamer Settin, and proceeded up the Combahee river. At 5 o'clock p. m. we anchored, as the pilot was afraid to go up after dark. At 6 a. m., the morning of the 26th, I came on deck to get the ship under way and proceed up the river, but seeing a boat manned by white men coming down, delayed getting under way until I could ascertain her character. The boat went alongside the tug Clover, which was in company with us, and soon after Acting Ensign Leach, commanding the tug, came on board and reported the boat to be from the schooner Coquette, loaded with seventy-four bales of cotton, and lying about two miles below the batteries at Tar Bluff, about five miles above where we lay. We immediately got under way and proceeded up the river, the tug following.

At 7.30 a. m. we went to quarters, the earthworks on Tar Bluff being in sight, though no guns or men could be seen with a glass from the masthead. We were now about two miles from the works, and nearly up to the schooner. Acting Master George Howorth was sent with an armed crew in the first cutter to take possession of the prize, and the tug was ordered to take her in tow and follow us on up the river.

When within a mile of the earthworks, and while training the 20-pounder rifle upon it, the rebels opened on us with three guns, one shot falling short, the other two going over our deck. The engines were immediately reversed, the ship turned and headed down the river, with the intention of engaging them in the reach below, where we would be less exposed to rebel fire. While turning a very sharp bend, the wind blowing fresh down the river with a strong ebb-tide, I perceived that the ship would run into the bank on our starboard bow, and discovered that the pilot had deserted the bridge. I immediately rang "three bells," but before the ship could be backed, she forged ahead into the bank, where she remained fast. Our howitzers and after 20-pounder were now at work, being the only guns we could bring to bear. Signals were made for the tug to come to our assistance, and the main-rail was being cut away so that the 100-pounder could be trained, which soon commenced playing on the enemy, doing good execution. The tug came up, and while attempting to take our line, got in between the ship and the bank, and with great difficulty we succeeded in bringing her out. She then took our line, which parted, and instead of returning and taking a hawser, which was ready, she stood on down the river. Mr. Howorth was ordered to proceed down the river and communicate with the United States steamer Pawnee and Stettin. Signals were again made recalling the tug, and though only a half mile below us, she took no notice of them. Acting Ensign Duncan was now sent with four men in the second cutter with orders

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to bring her back, but just before the boat reached the tug she started down the river. The tide having fallen considerably, the ship settled down by the stem, where she had six fathoms of water. Our battery was worked vigorously all the while. The Dai Ching had now been struck more than thirty times her decks were shot through in six or seven places, one shot going through the reinforce deck, lodging in the berth deck. The launch was shot away, and the masts and smoke-stack were hit in several places. One shot penetrated the hull below water-line. Our 100-pounder was the only gun we could now use, as the ammunition for the 20-pounder was expended. The crew, except enough to work the 100-pounder and pass ammunition, were now ordered to jump on the marsh and keep close under the bow, clear of the enemy's fire, which was now very accurate, the projectiles being mostly shell, apparently from Brooks's rifle. At 2.30 p. m. our 100-pounder was struck by a solid shot, cutting away the forward hurter, smashing the eccentric, thus disabling our only hope, and wounding four men. The ship was now a perfect wreck, and we could make no reply to the enemy, who were playing on us with terrible effect. A consultation was now held, and it was deemed advisable to fire and leave the ship, as there was no hope of saving her. The small-arms were passed to the men in the marsh. The chronometer and paymaster's books were placed in the gig, the only remaining boat. Acting Ensign Walter Walton was sent in charge of her, taking two of the wounded men who were unable to walk. At 3 p. m. the ship was fired aft, and all the officers now took to the marsh, and all hands proceeded in the direction of the mouth of the river. At 3.30 p. m. the ship was in flames, and the main and mizzen masts fell over the side with colors flying. After walking four miles in the marsh, and wading several creeks, we saw the tug and made signals to her, when she came to our assistance and took us off. Acting Ensign Walton had, in the mean time, arrived on board the tug, and reported having been fired into by a picket of twelve men, and having seen the second cutter ashore with several bullet holes in her, crew and officers gone, being probably captured while conveying orders to the tug.

We now proceeded down the river, and at 11 p. m. arrived on board the Pawnee, where we were all kindly cared for. Acting Master's Mate Bryant, of the Clover, was sent on board of the prize when she was captured, and had in the mean time taken her to the mouth of the Combahee and anchored. It is my opinion that, had the tug come to our assistance when ordered, and taken our hawser, the ship would have been saved, as slewing her stern very little would have brought the tide on our inside quarter, which would have swept the ship off.

I would particularly call your attention to the coolness and gallantry of Acting Master William McKendry and Acting Ensign Walter Walton, the former fighting the 100-pounder for seven hours, and the latter the 20-pounder till the ammunition was expended, when he went below and filled shell for the 100-pounder, and afterwards took charge of the gig with the wounded men, and brought them off safely, though fired upon by rebel pickets all along the bank of the river. Every officer and man did their duty. I herewith enclose the surgeon's report of the wounded. I have neglected to mention, if it had not been for Acting Ensign Walton arriving at the Clover the time he did, we would have been compelled to remain in the marsh all night, as Acting Ensign Leach had given orders to get under way and proceed down the river, disregarding the orders of Acting Master Howorth to return to the Dai Ching, and it was only by positive command that Mr. Walton could make him proceed up the river for a short distance in

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search of the officers and men in the marsh. I would respectfully request that the loss of the United States steamer Dai Ching be further examined into by a court of inquiry.

Very respectfully, your obedient servant,

J. C. CHAPLIN, *Lieut. Commander.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Additional report of Lieutenant Commander J. C. Chaplin.

UNITED STATES SHIP NEW HAMPSHIRE,
Port Royal Harbor, S. C., January 31, 1865.

ADMIRAL: I herewith forward Acting Ensign Walton's report of the conversation addressed to him by Major General Howard relative to the service that might be rendered by the United States steamer Dai Ching at the point designated.

Very respectfully, your obedient servant,

J. C. CHAPLIN, *Lieut. Commander.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Report of Acting Ensign Walter Walton.

UNITED STATES SHIP NEW HAMPSHIRE,
Port Royal Harbor, S. C., January 31, 1865.

SIR: I have the honor to state that, in obedience to your orders of the 21st of January, 1865, I proceeded to Beaufort, South Carolina, to find the commanding officer of the army in the vicinity, and ascertain where the Dai Ching would be of most service, as the Dai Ching had been ordered to cooperate with the army. I arrived in Beaufort on the 22d of January, and had an interview with Major General Howard, to whom I stated your message. The general informed me that the Dai Ching could not be of any possible service to him at Port Royal ferry, but would be a great protection to his right flank if the Dai Ching ascended the Combahee river as far as Combahee ferry, as he intended sending troops there to prevent the rebels from crossing at that point.

Very respectfully, your obedient servant,

WALTER WALTON,
Acting Ensign, U. S. N.

Lieut. Commander J. C. CHAPLIN, *U. S. N.*

UNITED STATES SHIP NEW HAMPSHIRE,
Port Royal Harbor, S. C., January 28, 1865.

ADMIRAL: I hereby respectfully submit to you a list of the wounded men on board the United States steamer Dai Ching while engaging a rebel battery on the Combahee river, South Carolina, on the 26th of January, 1865:

John Fulcher, acting third assistant engineer, slightly wounded.
W. C. Chaplin, captain's clerk, slightly wounded.
William Winchester, (B. M.,) slightly wounded.

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Peter Faley, (B. M.,) wounded in the face.
Albert Loring, (C. F.,) wounded in hand.
Roger Toner, (Q. M.,) wounded in back.
Hugh King, (landsman,) wounded in head.
John Sheppard (second-class fireman,) wounded in head.
Thomas Goodwin, (second-class fireman,) wounded in the back severely

Very respectfully, your obedient servant,

JOHN R. RICHARDSON,
Acting Assistant Surgeon.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Approved.

J. C. CHAPLIN, *Lieut. Commander.*

EXPEDITION UP THE COMBAHEE RIVER, S. C.

Report of Lieutenant Commander James Stillwell.

UNITED STATES STEAMER OTTAWA,
Combahee River, S. C., February 9, 1865.

SIR: In obedience to your order of the 3d instant, I had this river dragged on the 7th, and started up with the Winona in company yesterday. At 11.30 a. m. anchored, and sent two boats to the old battery on Field's Point. At 2 p. m. got under way, firing occasionally into the banks. 3.30 p. m., anchored within two hundred yards of the Dai Ching. Sent boats, and found she had been burnt to the water's edge. The rebels have been at work on her, but with little success, judging from what they worked with. I sent two boats last night, in charge of Acting Master William H. Winslow, the executive officer of this vessel, and Acting Master E. H. Sheffield, the executive officer of the Winona, who landed a short distance below the battery, and went back four miles, and were fortunate to pick up two Union prisoners, whom I send to you by the Carnation. These two officers report that it would be entirely unsafe for such a vessel as this to go any further up the river, as between this place and the battery the river is not much wider than the length of this vessel. Where I am now at anchor it is one and a half times the ship's length. Mr. Winslow reports they saw about cavalry last night, and fired at them about twenty minutes. Why the rebels did not return the fire I am unable to state.

We can see the troops in the battery this morning, but I have no way of judging their number. I also sent a scout from the Winona, last night, down to Field's Point. He reports the two roads leading from the Point in good order, but did not see any one.

I will send Mr. Winslow's report to me in the next mail. In my opinion, we have done all that can be accomplished for the present.

It gives me much pleasure to state that all the officers and men have performed their duty to my entire satisfaction.

Pilot Cruton I send by the Carnation, he being still very sick.

Very respectfully, your obedient servant,

JAMES STILLWELL,
Lieut. Commander, and Senior Officer present.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

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Report of Acting Master W. H. Winslow.

UNITED STATES STEAMER OTTAWA,
St. Helena Sound, February 9, 1865.

SIR: According to orders, the Winona's boat, with Acting Master Sheffield, and myself and the pilot in our first cutter, well armed and manned, proceeded past the wreck of the Dai Ching up the Combahee. My boat being ahead, I discovered a rebel picket-boat, as I thought, and approaching carefully, with rifle in hand, took two escaped Union prisoners from a slight raft which they were paddling down. We then landed below Tar Bluff, and leaving a boat-guard, scouted along the high bank about two miles, discovering fresh horse trails and foot-prints, a high water battery with three casemates, a bomb-proof and sentinel shield, there being no guns mounted.

We proceeded back by a main road three miles to a negro settlement and communicated with these negroes. They said thirty cavalry ran from our fire upon the bluff and passed at noon, going to Chiselville, fifteen miles back, to return in a day or two; that the fort above was still armed and manned, though the principal force had left.

We returned to the river bank, and there being no road to the Dai Ching fort without going five miles into the interior, we embarked and pulled cautiously by the bluff.

After getting near the old mill, the second picket station, and about two miles by water from the garrisoned fort, we heard several calls on the bank, and at the same time saw men upon shore, moving in the shadows in skirmish line. We found the enemy were alert, and turning around, floated and pulled rapidly down the tide, discharging our rifles as fast as possible, driving the scouts back. The river here was one hundred yards wide, with the place abreast of the bluff only about sixty. As we passed, we distinctly saw a squad of about twenty cavalry drawn up under the trees, and we fired two or three volleys at them as they turned and rode away. Two of the rebels were either killed or severely wounded, as they gave painful yells after we fired, and one other went off his horse and down without a sound.

We were soon below out of danger, and returned aboard at 3 o'clock a. m.

A singular part of the affair is that they did not fire at us. We suppose we drove in a small picket when we first landed, which went for re-enforcements and returned too late to cut us off, and that they did not fire because they feared some other force was near, or else hoped we might land again, so they could get us at a disadvantage.

I am, sir, your obedient servant,
W. H. WINSLOW, *Acting Master and Ex. Officer.*

Lieut. Com'r J. STILLWELL,
Commanding United States Steamer Ottawa.

Report of Acting Master E. H. Sheffield.

UNITED STATES STEAMER WINONA,
Combahee River, S. C., February 9, 1865.

SIR: I have the honor to report that, in obedience to your orders, I left this ship last night at 8 p. m., in company with Acting Master Winslow, of the United States steamer Ottawa, with two boats' crews, on a reconnoitring expedition up the Combahee river.

We proceeded cautiously up the river about a half mile, when we discovered two men on a raft, who proved to be escaped Union prisoners, one be-

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longing to the ninth Massachusetts and the other to the fourth New Hampshire regiment. They informed me they had been taken care of for a number of days by negroes who lived about a mile from where we then were. After a consultation with Mr. Winslow, I determined to march out and see what information I could gain from them. We landed a short distance below what is called Tar Bluff, and soon struck the main road, when I discovered footprints of both horses and men; but being satisfied that there were not over three of them, and knowing that our force was able to contend with a much larger party, I continued to advance, and arrived at their huts at twelve o'clock, the distance being, instead of one, not less than three miles. They seemed to be very friendly, and informed us that about thirty cavalry had left there that day and gone back fifteen miles. I asked if they had also left the fort, but could not get any satisfactory information.

Our pilot not seeming to know the road to the fort, I thought it advisable to return to our boats and advance up by water, being satisfied, both from the testimony of the negroes and from a careful reconnoissance, that there was no one to molest us at Tar Bluff. We pulled up slowly, keeping the left bank of the river aboard, and when within one and a half mile of the fort Mr. Winslow and myself thought we could see men about twenty yards from us on the bluff, watching us, but were not certain until we saw two of them run behind the trees. I was then satisfied we had been discovered, and expected we would have to fight our way back. I cautioned the men to take good aim and fire rapidly, letting their shots go first above the bluff. Both boats immediately commenced firing, and I have every reason to think our shots took effect, as we heard screams such as men would give when badly wounded. We then pulled rapidly down the river. When abreast of the last opening of the woods I saw mounted men drawn up under the trees, apparently ready to give us a volley to stop our progress down the river; but our fire was so rapid that they sought cover among the trees. This being the termination of the hard ground, and knowing they could molest us no further, we ceased firing and pulled towards the ships, arriving alongside the Ottawa at 3 a. m., delivering to Lieutenant Commander Stillwell the escaped prisoners we had in our possession. I would state that they informed me that the negroes say that the officers and boat's crew of the Dai Ching were captured, and not killed as supposed.

Very respectfully, your obedient servant,

E. H. SHEFFIELD, *Acting Master.*

W. H. DANA, *Lieutenant Commander.*

EVACUATION OF FORT WHITE, ON THE PEDEE RIVER, S. C.

Report of Commander J. B. Creighton.

UNITED STATES STEAMER MINGOE,
Off Fort White, Pedee River, S. C., February 24, 1865.

SIR: The deserters from the rebel camp informed me yesterday morning of the evacuation of Fort White. I got under way and stood up the river, moving very slow, for I had no other guide than a "contraband" that had been upon the river here, Prince, my pilot, being with the Geranium for the purpose of sounding out Santee bar.

After getting within one mile and a half of the battery, I sent my boats out for the purpose of feeling for torpedoes. Finding none, I pushed on and came up abreast of the fort. I fired three rounds into it and found no response. I manned all the boats and sent them to the fort, in charge of my

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executive officer, Mr. Congden. He returned in about two hours, reporting that the fort had been evacuated, and was a very large one, containing fifteen guns, three of which are ten-inch columbiads, two eighteen-pounders, four thirty-two-pounders, (Brooke's rifles,) five twenty-four smooth-bore, and one twelve-pounder, and that there are large quantities of shell and shot, but no powder. The guns were found spiked, when he landed, with three-cornered files.

Some other deserters came on board and say that some of General Sherman's army are about twelve miles from here, on the Black river.

It is my intention to dismantle this fort by burning the gun-carriages and firing all the wood-work about, and sweep for torpedoes. After that is accomplished I shall move up to Georgetown, unless otherwise directed by you.

Very respectfully, your obedient servant,

J. BLAKELY CREIGHTON, *Commander.*

Captain H. S. STELLWAGEN,
Commanding United States Steamer Pawnee.

EXPEDITION TO PALMETTO POINT—DESTRUCTION OF SALT-WORKS.

Report of Acting Master William Watson.

UNITED STATES SCHOONER JAMES S. CHAMBERS,
Bull's Bay, S. C., February 25, 1865.

SIR: I have the honor to report that I sent an expedition from this vessel on the 23d instant, to Palmetto Point, on the main land, in charge of Acting Master Wm. L. Bowers, and destroyed and rendered useless for further operation three extensive salt-works.

The result of the expedition was the destruction of one hundred pans and boilers, a large quantity of salt, brine-vats, two wind-mill pumps, and numerous sheds and out-buildings. Hoping the above will meet with your approval,

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

WM. WATSON,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, Port Royal, S. C.

OCCUPATION OF GEORGETOWN, SOUTH CAROLINA.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-SHIP HARVEST MOON,
Georgetown, S. C., February 26, 1865.

SIR: I have the satisfaction to report that this town and its defences have been occupied by the forces under my command, and that the authorities have made their submission to the United States.

The town is held by six companies of marines, under Lieutenant Stoddard, and the battery (15 guns) by one company of marines, under Lieutenant Breese.

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The Mingoe flanks the town and commands it with her guns. As soon as the land forces arrive I will turn the place over to them.

I will forward more detailed accounts by the next mail. Nothing is heard here direct from General Sherman.

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

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

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

Detailed report of Rear-Admiral Dahlgren.

FLAG-STEAMER HARVEST MOON,
Georgetown, S. C., February 28, 1865.

SIR: Under date of the 26th instant I apprized the department that the naval forces under my command had taken possession of Georgetown. As soon as the occupation of Charleston left my thoughts and means at liberty, I gave my attention to this point as likely to be the preferable communication for General Sherman, in case such became desirable to him before entering North Carolina. Accordingly I soon began to collect a suitable force from other stations. The McDonough, Geranium, and two launches were ordered into the Santee, being the only class of vessels whose draught admits of passing the bar of the river.

On the 22d instant the Pawnee was ordered to Georgetown, and all the marines I could collect were embodied in a battalion. Detachments of seamen were also directed. The object being to pass up the Santee with this body of men, take the road to Georgetown which traverses the rear of the rebel work, and assault it while the vessels attacked in front. The infantry was to be under the command of Commander Stanly, assisted by Lieutenant Commander Williams.

On the 23d of February the Pawnee crossed the bar and joined the Mingoe and Nipsic within, upon which the rebels abandoned the work, (Battery White,) and the Mingoe steamed up the bay and took possession. The marines were landed, and the municipal authorities tendered their submission to the government of the Union. The battery was found to be a well-constructed and formidable work, mounting fifteen (15) guns, of which two (2) are ten-inch columbiads.

The previous accounts of this battery had varied so much as to render our knowledge of it uncertain. Generally it had been much underrated, and supposed to be unable to resist the attack of a single vessel or a few men. But we can now understand that it was well placed, well constructed, and strongly armed, so that we should have had some trouble to reduce it if well manned.

I desire to bring First Lieutenant Stoddard to the notice of the department. He did good service in the field with the marines of the fleet brigade, at Boyd's Neck and the Tulifinny, and now has the command of the largest force of marines that has been collected for some time. He has always acquitted himself with credit. I would respectfully suggest a brevet.

Captain Stanly necessarily lost the opportunity that promised, and which, from the energy and vigor which he displayed in the operations at Bull's bay, he would have improved.

I enclose the reports of commanding officers, and also a copy of the submission of the authorities of Georgetown. This has exhibited every indication of a flourishing place, and though with less than 2,000 inhabitants is the third town of the State.

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The rice, and cotton, and lumber of a large scope of country is floated here by the rivers that flow together at its site, the Pedee, Black river, Sampet and Waccamaw, with their tributaries.

There was a rumor that General Sherman was not far distant, but no tidings have reached direct from himself or his army.

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

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

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

Report of Captain H. S. Stellwagen.

UNITED STATES STEAM-SLOOP PAWNEE,
Off North Island, S. C., February 24, 1865.

SIR: I have the honor to report the capture and occupation of Fort White and Georgetown yesterday, the enemy having evacuated on our approach. The Pawnee, under my command, arrived yesterday, and after receiving on board the detachment of marines brought up by the Flambeau, I crossed the bar as soon as the tide served. Commander Creighton, being advised of the intended evacuation, signalled for permission to advance, and with all proper precautions approached the fort, which he found hastily deserted, containing fifteen guns. I enclose herewith his reports. I have directed him to proceed carefully up the Black river, and have despatched the tug Catapsa, with LieutenantCommander Henry and Ensign Glass, prepared to open communication, by the army code of signals, with Major General Sherman, who is said to be some twelve miles off. I have sent a detachment of fifty marines, under Lieutenant Breese, United States marine corps, to occupy the fort. Commander Balch is charged with general superintendence and accompanies the parties, having also the small steam launch to keep up communication. This vessel and the Nipsic will proceed up as soon as the tide permits

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Captain and Senior Officer present.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, Charleston, S. C.

Report of Commander J. B. Creighton.

UNITED STATES STEAMER MINGOE,
Off Fort White, Pee Dee River, S. C., February 24, 1865.

ADMIRAL: I have the honor to receive your despatch of 22d instant, and it finds me in possession of Fort White.

Yesterday morning I was informed by some deserters that they had evacuated or were evacuating Fort White, near Georgetown. I immediately got under way without a pilot, Uptergrove being on board the Pawnee outside, and Prince in the Geranium, off Santee bar, and on my approaching the battery I sent my boats sweeping for torpedoes; finding none, I steamed past the battery, firing four rounds at it with no response; anchored and sent armed boats ashore and took possession, my executive officer, Mr. Congden, in charge; found the battery abandoned a short time previous to landing, and

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guns spiked, sixteen in number, of the following calibre: one (1) 6-pounder smooth-bore, two (2) 10-inch columbiads, one (1) 18-pounder long siege gun, three (3) 32-pounder rifles, one (1) 24-pounder rifle, six (6) 24-pounder smooth-bores, one (1) 12-pounder siege gun, smooth bore, with three-cornered files; found a large quantity of shot and shell, and the fort to be of large dimensions, well constructed, and very formidable; we have dismantled it by dismounting the guns, breaking the carriages, &c. I swept this morning, but have not found any torpedoes. I will continue to examine and see if any can be found.

I have thirteen rebel deserters, and two by the names of Henry Shinifer and Henry Schlondruff, who gave themselves up on the boat's landing at the fort, and several contrabands, all of which I send down. I shall continue my way up the river, in company with the Nipsic, slowly, unless otherwise directed by the senior officer, Captain Stellwagen.

Very respectfully, your obedient servant,

J. BLAKELY CREIGHTON, *Commander.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

The Nipsic could not accompany me, owing to the low tide, and Lieut. Comd'r Henry being on board the Pawnee, where I had sent him to report.

Report of Acting Ensign A. K. Noyes.

UNITED STATES STEAMER CATALPA,
Georgetown, February 25, 1865.

SIR: I have the honor to make the following report:

Agreeable to the order of Captain Stellwagen, senior officer present, I started up the river with this vessel towards this place, (Georgetown,) and arrived at 6.35 a. m. this day. As I was passing up by the town I espied a squad of rebel horsemen. As soon as I got alongside the dock I sent ten armed men to scout the town to see if they could see the horsemen. In the mean time I asked the civic commandant of the town, Mr. Bush, for the keys of the town hall to enable me to raise the stars and stripes over the above-named place. I then sent Acting Ensign Thompson and two (2) men to raise the flag—the Boatswain's Mate Kennedy and Ordinary Seaman W. Christopher; they climbed the dome of the above-named hall and raised the flag, with three cheers and a volley of six muskets. As soon as the flag was raised the rebel horsemen made a dash in the town and engaged the men of this vessel sent by me to scout the outskirts of the town; after some fifteen (15) minutes' fighting they captured one man, Morris Sullivan, ordinary seaman. As soon as the alarm was given the boats of this vessel and the Mingoe were called away, and armed and sent on shore, and drove the enemy out of the town.

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

ALLEN K. NOYES,
Acting Ensign, Commanding U. S. Steamer Catalpa.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

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Surrender of Georgetown by the City Council.

To Admiral J. A. DAHLGREN, commanding the United States naval forces at Georgetown, S. C.:

SIR: Whereas the confederate forces have evacuated this town, the undersigned, intendant and wardens in council assembled, agreeable to your demand, do hereby surrender the town of Georgetown to the United States forces under your command, pledging ourselves upon honor in our official capacity, as far as lies in our power, to prevent any act inimical to the United States forces garrisoned here, claiming such protection of persons and property as is usually accorded to communities in our situation.

Very respectfully, your obedient servants,

R. O. BUSH, *Intendant.*
G. F. B. LEIGHTON,
S. R. CARR,
W. K. HESTER,
F. N. MACUSKER,
Wardens.

COUNCIL CHAMBER, *Georgetown, S. C., February* 25, 1865.

Proclamation of Rear-Admiral Dahlgren to the citizens of Georgetown.

[Order No. 16.]

For the better maintenance of the authority of the United States and the preservation of order, the following are announced to the inhabitants of Georgetown, now occupied by the naval forces under my command:

1. Conformably to the laws of the United States, slavery no longer exists within the limits of the Union. Person residing here who thus become freedmen will in future enjoy the fruits of their own labor; but as a reasonable provision for their inability to provide for themselves immediately, their former owners will furnish each one of them with sixty (60) days' food of the usual description. Any freedman desiring to enlist in the military service of the United States will apply to the military commandant of the district, or can join the colonists on the Sea islands, if he desires to do so.

2. Those inhabitants who have remained in the place, and are not excluded from the benefits of President Lincoln's amnesty, are invited to return to their ordinary pursuits as peaceable citizens.

3. Martial law exists in the city of Georgetown. The wardens and intendant will discharge so much of their usual civil functions as may be required of them.

4. Such laws of the place as are in harmony with the laws of the Union will remain in force.

5. The intendant and wardens will furnish the provost marshal with an account of the inhabitants of the place, and of those who left with the rebel troops. They will cause the churches to be opened and served as usual; but no clergyman will be allowed to omit the customary prayers for the President and authorities of the United States which are enjoined by the canons or practice of his church.

6. The intendant and wardens will provide a list of all inhabitants who may be destitute of food, and of those who are able to contribute to their relief, who will accordingly be assessed for the purpose.

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7. The sale or gift of all spirituous liquors is strictly forbidden; and any inhabitant offending when a sailor or marine is concerned will be punished by fine or imprisonment.

8. The inhabitants of Georgetown will remember that their own authorities have placed them under the protection of the United States; they will be careful, therefore, to avoid all participation with the enemies of the United States, and will be dealt with severely for offences of this kind. Signal-lights have been observed. In future such will be fired at from the cannon of the nearest vessel.

9. The commanding naval officer present is charged with the execution of the above, and commanding marine officer will act as provost marshal.

10. Whenever any military officer duly authorized by the military authorities shall take post in the town the commanding naval officer will turn over to him the entire command, and withdraw all the seamen and marines from the town.

J. A. DAHLGREN,
Rear-Admiral, Com'dg South Atlantic Squadron.

GEORGETOWN, S. C., *February* 26, 1865.

REBEL WORKS ON WINYAH BAY.

Report of Rear-Admiral Jno. A. Dahlgren.

FLAG-SHIP HARVEST MOON,
Off Battery White, Winyah Bay, February 28, 1865.

SIR: Very soon after closing my despatch 82 I had occasion to anchor near this place, and went ashore to visit the work.

The accounts in the reports fail to convey a correct idea of its character. The site was admirably selected, not only commanding the channel, but the various roads to the town above. The principal battery looks directly on the water—well planned and executed carefully, not only with reference to a cannonade by ships, but also to an assault from the water. The carriages were all new, and probably brought here recently, as many old carriages were piled away in the rear. The water battery mounted twelve guns, two of which were 10-inch cloumbiads, three rifled 32-pounders, (banded,) four 24-pounders, two rifled 12-pounders, (banded,) making eleven guns looking on the water. The ditch was flanked by a six-pounder. The work had ample traverses and magazines. The approach to the right flank over the low beach was swept by one 24-pounder, in a separate battery, and by a 12-pounder, also in a detached work. The rear of the position was defended by a formidable rampart and ditch extending 300 yards, and looking on the several roads leading to Georgetown. It was not entirely finished, and had a 24-pounder mounted at each flank; intervening places were designed for field guns.

The ground occupied by these works might be 100 acres, beautifully wooded with live-oak.

The huts for the men were numerous, and well constructed, with ranges of nice stalls for horses.

If the works had been sufficiently manned, it would have required good troops to take the work.

As soon as a plan of the battery and the site can be prepared, I will send a copy to the department.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN, *Rear-Admiral.*

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

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OPERATIONS IN COOPER RIVER, S. C.

Report of Lieutenant Commander T. Scott Fillebrown.

UNITED STATES STEAMER SONOMA,
Charleston, March 1, 1865.

ADMIRAL: I have the honor to report that, in obedience to your order of the 25th of February, I proceeded with this vessel and the Chenango up the Cooper river, to assist the troops sent by General Schemmelfinnig in the army transport Savannah.

We proceeded as far as a place called Hagan, about 40 miles, above which the pilot declined to take us. The Savannah, with 100 troops, proceeded some 10 miles further, when Captain Jackson landed and communicated with General Potter, who sent me a message to the effect I could be of no assistance to him, and that the rebel troops had all crossed the Santee, burning the bridge behind them. Finding I could be of no assistance, I returned to this anchorage yesterday afternoon.

I visited two or three of the plantations where the Cooper river forks to the east and west, and find there is a considerable quantity of rice stored in he barns, a schooner load of which was captured by the launch of the Chenango. There is also an abundance of wood, both pine and hard, corded, on the banks of the river, easy of access, if it is required for the use of the squadron.

Very respectfully, your obedient servant,

THOMAS SCOTT FILLEBROWN,
Lieutenant Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Forwarded for the information of the Navy Department.

Very respectfully,

MARCH 7. J. A. DAHLGREN, *Rear-Admiral.*

DESTRUCTION OF FLAG-SHIP HARVEST MOON BY A REBEL TORPEDO.

Report of Rear-Admiral John A. Dahlgren.

FLAG-STEAMER NIPSIC,
Georgetown Roads, March 1, 1865.

SIR: My latest despatches, numbers 82 and 83, had been closed, and not hearing anything of General Sherman at this place, I was on my way to Charleston, but was interrupted for the time by the loss of my flag-ship, which was sunk by the explosion of a torpedo. This took place at 7.45 a. m. to-day, and the best information I now have is from my own personal observation. What others may have noticed will be elicited by the court of inquiry which I shall order.

The Harvest Moon had been lying near Georgetown until yesterday afternoon, when I dropped down to Battery White, two or three miles below, intending to look at the work and leave the next day. Accordingly, this morning early the Harvest Moon weighed anchor and steamed down the bay. She had not proceeded far when the explosion took place. It was nearly 8 o'clock, and I was waiting breakfast in the cabin, when instantly a loud noise and shock occurred, and the bulkhead separating the cabin from

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the wardroom was shattered and driven in towards me, and a variety of articles lying about me were dispersed in different directions. My first impression was that the boiler had burst, as a report had been made by the engineer the evening before that it needed repair badly. The smell of gunpowder quickly followed, and gave the idea that the magazine had exploded. There was naturally some little confusion, for it was evident that the vessel was sinking, and she was not long in reaching the bottom. As the whole incident was the work of a moment, very little more can be said than just related. But one life was lost, owing to the singularly fortunate fact that the action of the torpedo occurred in the open space between the gangways and between the ladder to the upper deck and the wardroom, which is an open passage-way occupied by no one, and where few linger save for a moment. Had it occurred further aft or forward the consequences would have been fatal to many. A large breach is said to have been made in the deck just between the main hatch and the wardroom bulkhead. It had been reported to me that the channel had been swept, but so much has been said in ridicule of torpedoes that very little precautions are deemed necessary, and if resorted to, are probably taken with less care than if due weight were attached to the existence of these mischievous things. As I close this communication, Colonel Brown has arrived here with a portion of the New York 157th, and I have directed all posts ashore at Georgetown held by the navy to be turned over to the army.

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

J. A. DAHLGREN,
Rear-Admiral, Com'dg S. A. B. Squadron.

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

REMOVAL OF THE REMAINS OF LIEUTENANT BRADFORD, U. S. MARINES, FROM POTTER'S FIELD.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Charleston Harbor, March 17, 1865

SIR: I have just caused the remains of Lieutenant Bradford (United States marines) to be restored to the cemetery wherein they were first deposited. He was mortally wounded in the assault on Sumter, September 8, 1863, and taken prisoner. After death, Dr. Mackey, of Charleston, had the body interred in the Magnolia cemetery, but when it became known, so much excitement was manifested that it was found necessary to remove it and place it in the potter's field. As soon as the public service would permit, I took the necessary measures to reverse the savage and disgraceful act of the rebel community. The body was taken to St. Paul's, where service and a sermon were gone through by Chaplain Blake, United States navy; then taken back to Magnolia cemetery and there re-enterred with all the honor due to the memory of a gallant officer who had fallen in the cause of his country. I was present, also General Hatch, and many officers of the army and navy. A detachment of United States infantry attended, a detachment of seamen from the ships, the escort being marines. I have to thank General Hatch for the promptness and courtesy with which means were supplied for the occasion.

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

J. A. DAHLGREN,
Rear-Admiral, Com'dg S. A. B. Squadron.

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

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EXPEDITION UP THE WACKINANA RIVER.—DESTRUCTION OF FERRIES, &c

Report of Captain H. S. Stellwagen.

UNITED STATES STEAM-SLOOP PAWNEE,
At sea, near Charleston, S. C., March 27, 1865.

ADMIRAL: I have the honor to report the return of another expedition of four days' duration up the Wackinana river, some fifty miles to Conwaysborough. Having heard that threats of a visit in force had been made by the guerillas against the plantations and settlements, in view of which great alarm was felt on the whole route by blacks and whites, I despatched the Mingoe, having in tow some ten armed boats, to proceed as high as Buck's mills, leaving it discretionary with Lieutenant Commanders G. U. Morris and Wm. H. Dana to proceed the remaining distance by boats or land. The arrival of the steamer Launch and two large row launches from the Santee enabled me to follow with them, and the steam-tug Catalpa determined to ascend as far as the water would permit. I found the Mingoe ashore near her destination, towed her off, and caused her to drop to a point where she could anchor; the shore expedition had gone onward. I took the remainder of boats in tow as far as practicable, then causing them to row. After incredible labor and difficulty, succeeded in getting to Conwaysborough at nightfall, just after the marching division No enemies were encountered, but it was reported many small parties fled in various directions on our approach by river and land.

The people of the town were glad to see us; even those having relatives in the army professed their joy at being saved from the raiding deserters. They assure us that the penetration of our parties into such distances, supposed to be inaccessible to our vessels, has spread a salutary dread, and that our large force—Catalpa, four large launches, and ten boats, with about 300 men in all at the highest point—presented such a formidable display with seven howitzers that they thought they would be completely prevented returning to that neighborhood. I permitted several Union people to come down to Georgetown; met many negroes coming down in flats. I encouraged blacks and whites to prosecute planting and to recommend all others to do the same for their preservation, in the coming time, as it is now the height of the season. They are at work in most places, and even along the coast, most of which has only been commenced, since the officers have, on all occasions since my arrival, strenuously urged on them the danger of a famine. I think I may say that these efforts may be the means of saving hundreds of lives. I passed through Ball's creek to the Pedee with the tug and four launches, and destroyed the ferries at Ball's creek ferry and at Yanhany ferry, where Steele's cavalry have been taking horses across lately, which will entirely prevent their crossing. The river, running four knots an hour, cannot be swum by animals. The hands of all sorts fled for fear of being cut off, and will continue in dread along the route. This route is the richest, thickest settled with blacks, and the most insalubrious part of the south. They say the news has spread into North Carolina, and these lawless hordes are much impressed by our swift and distant trips.

William O'Brien, landsman, was accidentally shot by his own gun.

Very respectfully, your obedient servant,

H. S. STELLWAGEN, *Captain.*

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Forwarded.

J. A. DAHLGREN, *Rear-Admiral*

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Acting Ensign Charles H. Hanson's report of his capture, &c., by the rebels.

UNITED STATES STEAMER JONQUIL,
Charleston, May 10, 1865.

SIR: I have respectfully to report concerning the capture of myself and the officers under my command, viz: Acting Master Henry Lynch, Third Assistant Engineers William H. Barclay and John Ryan, on the 21st of March, 1865. At the time of the said capture we were within three miles of my vessel. I was proceeding to the plantation of one Mr. Ebough to *restore order* among the negroes on his farm, and at the fork of the road leading to his house I met the pickets of the enemy, and succeeded in driving them back to their main force, and they were obliged to retreat and take cover behind the trees on the roadside, where we made a stand until we were completely surrounded, the force numbering twenty-three; and I am sorry to say that after four hours of fighting I was obliged to surrender myself a prisoner of war to the so-called Confederate States of America.

We marched to Orangeburg, where the citizens proposed hanging us, but were prevented by the guard. On the morning of the 24th we started for Aiken, and arrived on the 26th; left Aiken for Augusta on the 27th; arrived at 6 p. m., and were confined in prison, at which place we remained until the 1st of May, when we were sent to our lines as paroled prisoners of war. In conclusion I would state that our treatment throughout has been of a shameful nature.

Very respectfully, your obedient servant,
CHARLES H. HANSON,
Acting Ensign U. S. Navy.

RELINQUISHMENT OF THE COMMAND OF THE SOUTH ATLANTIC SQUADRON.

Letter of Rear-Admiral John A. Dahlgren.

FLAG SHIP PAWNEE,
Off Washington City, June 21, 1865.

SIR: Conformably to the authority granted by the department's communication of the 9th of June, I left Charleston on the 17th June, and arrived here to-day.

The department's direction of the 31st only reached me on the 14th June, with those of the 9th.

Under a previous order to send home vessels that needed much repair or were inefficient, I had sent home so many vessels that the force was reduced below the number of steamers (fifteen) fixed by the department.

* * * * * * * * *

The department will perceive by order No. 58 that I began to economize the use of coal at an early date. * * * * *

I enclose copies of my last general orders to the department, Nos. 64 and 65.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN, *Rear-Admiral U. S. N.*

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

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General Orders issued by Rear-Admiral Dahlgren.

[Order No. 58. Third yearly series.]

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, S. C., May 27, 1865.

The exigencies of the public service no longer require that steamers of the squadron be ready, day and night, to move on the instant; and as the practice expends both boilers and coal, the commanding officers will in future, as a general rule, keep fires banked, and under one boiler only, if there is more than one. There may be exceptional cases, owing to unusual circumstances, but the fires will be reduced as soon as these cease. Tugs are excepted during the daytime, unless they are unemployed, and likely to remain so.

At sea, in passing from one port to another, steamers will always carry sail, when it is possible to do so, and rather aid the sailing with steam than aid the steam with sailing.

Tugs are never to be run at their full speed, at sea or in harbor, unless they are ordered to do so by a senior officer, or are carrying despatches of importance. In harbor they will ordinarily run at two-thirds only of their maximum number of revolutions, and at sea three-fourths, unless there be a heavy head sea, when the engines must be slowed.

The utmost attention is required on the part of all officers to practice the most rigid economy in every expenditure, and not to send in or forward requisitions until they are cut down to the lowest limit admissible for the public interests.

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

[Order No. 64. Third yearly series.]

FLAG-STEAMER PHILADELPHIA,
Charleston Harbor, S. C., June 16, 1865.

It is but due, before leaving, that I should signify in general orders my appreciation of the officers of the staff whose ready assistance has so often contributed to lighten my labors.

First is Fleet Captain Joseph M. Bradford. Perhaps no one but a commander-in-chief can rightly understand the many and never-ceasing cares imposed by the proper discharge of the duties of this office, especially in war, and in a command so large as this has been, to say nothing of the abnegation of all opportunity of personal distinction which such a position demands. I shall never think but with great pleasure and satisfaction of the excellent service which this gentleman has rendered, and the never-failing energy and ability with which he has discharged his many onerous duties.

The Fleet Engineer Danby has been for the last two years in charge of the mechanical steam department at Bay Point, where his industry and thorough knowledge of his business has alone enabled me to keep in active operation so many steamers; the first time, perhaps, that this power has been submitted to such a test.

Fleet Surgeon Johnson, Fleet Paymaster Watmough, and Judge Advocate Cowley have always cheerfully contributed their services in their respective branches.

The junior members of the staff, Lieutenant Commander Matthews, Lieutenant O'Kane, Acting Master Avery, and Ensign Dichman, have always

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been active and zealous, sometimes in service not strictly belonging to that of a staff, such as service with the fleet brigade, &c. The flag-ship has been commanded satisfactorily by Volunteer Lieutenant Gillespie.

Fleet Pilot and Lieutenant Haffards has also deserved good mention for faithful service at all times. He has generally piloted the flag-ship in action with the rebels.

Nor must I omit my thanks to Mr. Secretary Peterson, Mr. Cooper, and other members of the clerical department of the staff.

Upon the depot at Port Royal and its dependencies, the store-ships, workshops at Station creek, and storehouses at Bay Point, the vessels of the squadron have relied for their repairs, supplies, and communication—a great responsibility, the successful conduct of which is entirely due to the intelligence and experience of Commander Reynolds during the whole term of my command; and I shall always feel much indebted to this officer for zeal and fine ability with which he has aided me. Under his direction, and at the head of these respective branches, I must not omit to mention Acting Chief Engineer Young and the Master Carpenter Davies.

I have been also much indebted to Captain Charles O. Boutelle, of the Coast Survey, for the valuable information received from him, and frequently for the personal attention which he has given to the movements of vessels in difficult channels.

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

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[Order No. 65. Third yearly series.]

FLAG-STEAMER PHILADELPHIA,
Charleston Harbor, S. C., June 17, 1865.

The rebellion has been crushed, and the vast military and naval forces of the Union will now be made to conform to the peaceful condition of the country.

The number of this squadron, which has amounted even to as many as ninety vessels, has been already much reduced, and the reduction will continue until but a few vessels remain.

The Navy Department has therefore been pleased to relieve me from the command.

In taking leave I avail myself of the opportunity to express to the officers, seamen, and marines, who have served in the squadron, my earnest appreciation of the good service they have rendered.

During two years of arduous command of a squadron, blockading nearly three hundred miles of coast, including twenty-one ports, and performing every variety of service, the personnel of the squadron, regular and volunteers, has most creditably discharged its duty.

It is impracticable in the limits of a General Order to do more than to point briefly to some of the principal events that have transpired during the two years of command.

The prominent purpose in view when I assumed charge in July, 1863, was to attack the defences of Charleston, by a combined operation of the land and naval forces. The effort had been previously made by each of the services singly, and though gallantly maintained, had not succeeded; it was hoped that by a united effort something more might be effected. And the result justified the expectation, so long as the effort was united, but when the commanding general of the department did not deem it advisable to go further, it followed, as a consequence, that the naval force was not of itself sufficient for the task.

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Nor was even a trial possible that did not involve full committal to a struggle which, if unsuccessful, could not fail to be disastrous. This view was sustained by a council of war.

During all these operations the officers and men of the iron-clads, gunboats, and mortar-boats bore their part, and contributed equally with the army to the capture of Morris island, though it is now asserted in a published account of this transaction that the approaches by land could have been pushed forward without the co-operating fire of the gunboats.

You will be able to form a fitting opinion of such an assertion, made public so long after the event. The facts on record show that the commanding general would not move on Morris Island without the aid of the squadron; that his landing was covered by a heavy flanking fire on the rebel position from the monitors, while the boat howitzers delivered an effective fire at short range in front; that all his operations which succeeded were aided by the squadron, and failed when they were not so aided; that he frequently called for the fire of the squadron to relieve his works from the instant disaster which the rebel fire threatened; and that the squadron gave its most vigorous aid to the last effort that expelled the rebels from the island.

When I began to perceive that the enemy was not likely to be driven out of Sumter except by assault, and saw that the force which I had could not of itself go further unless he was driven out, I ordered the assault. It failed; but never was more gallantry displayed than in the attempt.

The necessity for occupying this post was fully justified by subsequent events.

During all this time the vessels of the squadron were active in maintaining the blockade, and in furnishing men for boat duty, or for the service of some of the shore batteries; and when the active operations against the interior defences were concluded, for the reasons already given, the picket duty and inner blockade devolved on the monitors, tug-boats, and launches. Never was any service performed involving a more resolute struggle against the cold and the storms of winter, the heavy sea, and the unsleeping enterprise of a vigilant enemy.

The gallant men who lie beneath the blue water, enshrined in the iron sepulchres of the Weehawken and Patapsco, and still further to seaward in the Housatonic, were the witnesses of what you suffered and achieved in the common cause; while the desolate wrecks that strew the shores and choke the channels of Sullivan's island make manifest that your labors were not in vain.

The blockade was perfectly close, until a few very fast steamers of trifling draught were built in England expressly for the purpose of evading it. But even they could not pass with entire impunity; for the scout-boats and picket-boats cruised close to the enemy's batteries, and seldom failed to open fire on the intruding steamers, frequently driving them back or forcing them on shore. In one instance they boarded the Florie as soon as she touched the reef, and before there was time to back off, captured nearly the entire crew.

At other stations of the command the duty of the blockade was carried on quite as effectually, but diversified by many little expeditions which operated severely on the military resources of the enemy.

Stono was the scene of some smart actions. On Christmas day, of 1863, the enemy assailed our vessels in position there, and were handsomely repulsed by the Pawnee, Marblehead, and Williams, with the loss of some cannon.

In February, 1864, the squadron furnished a strong detachment to assist in the expedition up the St. John's.

In July, 1864, in connexion with General Foster, a detachment of the squadron advanced on the rebel batteries and lines in the Stono, and pro-

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duced no small alarm, as Charleston seemed to be in peril. Indeed, a well conceived blow at Fort Johnson by General Schimmelfennig had nearly succeeded.

Late in 1864 General Sherman began that campaign which would of itself place him among the foremost military commanders of history, and to facilitate his communication with the ocean, a joint movement was made up broad river by General Foster, and a detatchment of steamers from the squadron, menacing the enemy's own communications near Coosawhatchie.

The fleet brigade was organized from the officers, seamen, and marines of the squadron, and did good service, participating in all the actions, which were often severe.

At Boyd's creek, and on the Tullifinney, the artillery and infantry of the brigade vied with the veteran troops, and drew the frank and appreciative recognition of the general.

At Boyd's creek the sailors and marines were ashore first, and deployed as skirmishers.

At Tullifinney the howitzers were rushed up to assist the advance, then heavily engaged with the enemy, and by a few decisive rounds threw them back.

When General Sherman resumed his line of march from Savannah, to strike the blow that prostrated the rebellion, some of the gunboat assisted in transferring his right wing to Beaufort, and subsequently the principal forces of the squadron were brought into play with the troops of the department, and shared in the attacks made at Stono and Bull's bay, in order to menace Charleston, and rendered excellent service.

In an effort to remove the obstructions at Charleston, so as to co-operate directly with General Sherman, then likely to incline towards the city, the Patapsco was struck by a torpedo and sank instantly; while the Dai Ching, in endeavoring to assist the right under General Howard, grounded in the Combahee under a heavy battery, and after a gallant resistance of several hours, which reduced her nearly to a wreck, was fired by her commander.

The blow at the defences of Georgetown was struck by the navy alone, and they were abandoned by the enemy on seeing the steamers crossing the bar with detachments of sailors and marines.

It was here, too, my flag-ship was struck by a torpedo and destroyed.

In all these operations, and in others which I cannot here enumerate, the personnel of this squadron has manifested all that could be asked of the navy, and if brilliant victory was not possible, the general results were not less useful, directly to the great end.

To mention names would be to give nearly the muster-roll of the squadron, and yet there are some whose memories we will always cherish, because that is all which their unselfish gallantry has left us—Rodgers, Preston, Porter.

To all of you I now bear my testimony, and offer my thanks, with best wishes for your future.

JOHN A. DAHLGREN,
Rear-Admiral, Com'dg S. A. B. Squadron.

Appreciatory letter from the Secretary of the Navy to Rear-Admiral Dahlgren.

NAVY DEPARTMENT, *June* 23, 1865.

SIR: Your despatch of the 21st instant, reporting your arrival at Washington in pursuance of the authority of the department, has been received.

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On the receipt hereof you will haul down your flag, and regard yourself s detached from the command of the South Atlantic squadron, and waiting rders.

The termination of the rebellion and the cessation of hostilities, which rendered necessary the reduction of the South Atlantic squadron and its consolidation, involved your detachment.

In relieving you from a command which you have conducted with ability and energy for two years, the department takes the occasion to express to you its appreciation of your services, and of the services of those who have been associated with you in the efficient blockade of the coast and harbors at a central and important position of the Union, and in the work of repossessing the forts, and restoring the authority and supremacy of the government in the insurgent States.

Respectfully,

GIDEON WELLES, *Secretary of the Navy.*

Rear-Admiral JOHN A. DAHLGREN, U. S. N.,
Washington, D. C.

OPERATIONS OF NAVAL BATTERY ON MORRIS ISLAND.

Reports of Commander F. A. Parker.

[This should have appeared in a previous report.]

UNITED STATES STEAMER DON,
Potomac Flotilla, February 13, 1865.

SIR: I enclose herewith a copy of a report made to Rear-Admiral Dahlgren, of the operations of the naval battery on Morris island, which, through some inadvertence, was not forwarded.

I have the honor to request that it may be placed on the files of the department.

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

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

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

CAMP EDGEWOOD,
Morris Island, S. C., August 23, 1863.

SIR: I have the honor to report to you that, agreeably to instructions from General Gillmore, the naval battery under my command opened upon Fort Sumter, with two 8-inch Parrotts and two 80-pounder Whitworth guns, upon the 17th instant, since which period we have been engaged from daylight to dusk of each day, up to the present time.

The whole number of Parrott shells expended amounts to seven hundred and three, of which three hundred and seventy-three struck the fort, two hundred and fifty-two fell short or went over it, and seventy-eight "tumbled."

From the Whitworth guns two hundred and twenty-two solid projectiles were fired, of which ninety-eight hit and one hundred and twenty-four missed the fort. Upon the 19th instant one of the Whitworths was entirely disabled by the reinforce bands starting forward, and upon the 21st I discon-

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tinued firing from the other, as the shot were continually jamming in the bore, in ramming home one of which four men were killed by a premature explosion of the charge.

Although shot and shell were constantly passing over and around us, through the mercy of God they harmed us not.

The officers and men under my command have done their whole duty to the country and to the navy, and to-day, as a reward of their labors, have the proud satisfaction of beholding Fort Sumter a shapeless mass of ruins, with its last gun* dismounted and fallen amid the debris.

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

FOXHALL A. PARKER,
Commander United States Navy.

Rear-Admiral DAHLGREN,
Commanding S. A. Blockading Squadron.

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* It was afterwards discovered that one serviceable gun remained in the fort.
F. A. PARKER.

FEBRUARY 13, 1865.

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EAST GULF SQUADRON.

DESTRUCTION OF REBEL FISHERY ON MARSH ISLAND.

Report of Acting Rear-Admiral C. K. Stribling.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, October 29, 1864.

SIR: I have the honor to inform you of the destruction of a valuable and extensive government (rebel) fishery on Marsh island, north of the Ocklokonee river, by an expedition from the United States steamer Stars and Stripes, Acting Volunteer Lieutenant John Sherrill, commanding.

I enclose the report of Lieutenant Sherrill, giving a detailed account of the expedition. The happy issue of this enterprise, resulting in the destruction and capture of a large amount of rebel property, and the capture of sixteen confederate soldiers, without any loss on our side, reflects credit on the officer in charge, Acting Master George E. Hill, and I heartily concur with Lieutenant Sherrill in recommending his promotion.

I also recommend Acting Ensign O. S. Roberts to the favorable consideration of the department, as he has been represented as a very worthy officer. The prisoners have been delivered to the army authorities.

I have the honor to be, very respectfully, your obedient servant,
C. K. STRIBLING,
Acting Rear-Admiral, Commanding E. G. B. Squadron.

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

Report of Acting Volunteer Lieutenant John Sherrill.

UNITED STATES STEAMER STARS AND STRIPES,
Off St. Mark's, Florida, October 19, 1864.

SIR: I have the honor to report to you that having learned of the existence of a valuable and extensive government fishery on Marsh island, on the north side of the Ocklokonee river, I despatched an expedition last night, consisting of the launch and first and second cutters of this vessel, with armed crews, the whole under the command of Acting Master George E. Hill, to destroy it, and do such injury to the enemy as the circumstances and opportunity might permit.

The expedition returned at 9 o'clock this morning. Mr. Hill having landed at day-break, with thirty men, fully accomplished the object for which it was sent. All the permanent fixtures of the establishment, consisting of the fish and dwelling houses, and the kettles of the saltworks attached to the fishery, were entirely destroyed. A large and valuable seine and two fishing-boats were captured, together with sixteen (16) confederate soldiers, two of them sergeants, detailed for the purpose of operating and guarding the works. I am happy to add that the whole was accomplished without any loss on our part.

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When I inform you that this was regarded as one of the most important and reliable fisheries on this coast, furnishing large supplies not only to the interior districts of this State, but also to the commissariat of the rebel army, I think that you will join with me in regarding those by whom the expedition was so efficiently carried out as entitled to the favorable consideration of the proper authorities.

To the enterprise and clear judgment of Mr. Hill the success of the expedition is chiefly due; and for this, and his long and faithful services in the navy, I would most cordially recommend him for promotion. I would further beg to refer to Acting Ensign O. S. Roberts, who displayed on this occasion that degree of zeal and intelligence that my knowledge of his antecedents led me to expect of him. His advancement to a higher grade would be but a just recognition of those qualities.

The prisoners mostly belong to the 2d and 5th Florida cavalry, and I shall send them to Key West by the first conveyance, for your disposition.

I am, very respectfully, your obedient servant,

JOHN SHERRILL,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral C. K. STRIBLING,
Commanding E. G. B. Squadron.

DESTRUCTION OF SALT-WORKS IN ST. ANDREW'S BAY.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, February 13, 1865.

SIR: Referring to your letter of the 3d instant, I enclose herewith copy of a report from the commanding officer of the Midnight, of an expedition against rebel salt-works, which is all the information I have of the capture of the horses and mules referred to.

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

C. K. STRIBLING,
Acting Rear-Admiral Com'dg E. G. B. Squadron.

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

Report of Acting Master J. C. Wells.

UNITED STATES BARK MIDNIGHT,
St. Andrew's Bay, Fla., December 4, 1864.

SIR: I have the honor to report the following, since relieving the United States bark Restless on this station:

I have had reason to believe, by what I could glean from refugees, that there was considerable salt-making on the bays above here. Consequently, on the 30th of November last, I despatched an expedition, with twenty-four men, in command of Acting Master Charles H. Cadien, accompanied by Acting Ensign E. O. Drew and Acting Assistant Surgeon Edward W. Avery, up the bay to destroy salt-works and salt, which they did effectually.

They captured and brought away with them the sixteen salt-makers, whom I have since paroled. Three contrabands, who are here, one has enlisted, and the others object to enlist, on the grounds that they have left their families

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secessia. The expedition also captured two confederate cavalry pickets, h their horses. The prisoners of war I shall send to Key West for your posal by the earliest opportunity.

The expedition captured the following fire-arms: two flint-lock muskets, flint-lock rifle, one breech-loading carbine; also one double-barrel fowl- piece. * * * * * * *

Very respectfully, your obedient servant,

J. C. WELLS,
Acting Master U. S. N., Com'dg U. S. Bark Midnight.

Acting Rear-Admiral C. K. STRIBLING,
Commanding E. G. B. Squadron, Key West, Fla.

DESTRUCTION OF SALT-WORKS ON WEST BAY.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, February 23, 1865.

SIR: I have the honor to inform you that an expedition from the bark Mid ght left the vessel on the 12th instant to destroy salt-works on West bay, d returned to the vessel on the 4th instant, having destroyed salt-works 13,615 gallons of boiling power, besides 70 bushels of salt and 125 unds of Epsom salt.

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

C. K. STRIBLING,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

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

JOINT EXPEDITION TO ST. MARK'S, FLORIDA.

Report of Acting Rear-Admiral C. K. Stribling.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, March 3, 1865.

SIR: An expedition left here the 23d ultimo, under General Newton, for he west coast of Florida, intended for St. Mark's, or some place near it. was happy to co-operate with the army by affording the general transpor- ation for the troops in the Magnolia and Honduras, there being no army ransport here at the time; and by ordering Lieutenant Commander Gibson, he senior officer on the blockade at St. George's sound, to unite with General Newton, with all the vessels on the blockade and cruising from St. George's sound to Tampa, leaving a sufficient force to keep up the blockade at the different ports.

Several of the vessels can enter the river at St. Mark's, and will be of great service if the general should attack that place.

We have not heard of the expedition since it left here.

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

C. K. STRIBLING,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

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

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Detailed report of Acting Rear-Admiral C. K. Stribling.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, March 14, 1865.

SIR: I have the honor to inform you of the result of the expedition to St. Mark's, which I reported on the 3d instant left here on the 23d ultimo.

The vessels from St. George's sound, under Lieutenant Commander Gibson, and the vessels with the troops, under the command of General Newton, arrived simultaneously off St. Mark's.

The naval force then consisted of the Mahaska, Fort Henry, Spirea, Stars and Stripes, Hibiscus, Honduras, Magnolia, Britannia, (steamers,) and the schooners Matthew Vassar, O. H. Lee, and Two Sisters. Subsequently the force was increased by the Proteus, Iuka, Isonomia, and Hendrick Hudson. Commander Shufeldt, being the senior officer, assumed the command of the naval forces co-operating with the army. Arrangements were immediately made for landing the troops, and for such of the vessels to enter the river as drew the least water.

The Honduras, Fort Henry, Hibiscus, and Britannia succeeded in getting up the river some distance after great efforts. The Mahaska, Spirea, and Stars and Stripes got aground; the Stars and Stripes just below the Hibiscus, the Mahaska near the light-house, and the Spirea further out. While the vessels were attempting to ascend the river the troops were landed near the light-house, and commenced their march into the interior towards Tallahassee. Every effort was made by Commander Shufeldt to get the vessels up the river to attack the forts. On the 6th instant information was received that the army was falling back. By this time the vessels named above had succeeded in getting within a mile and a half of Fort Leon.

Commander Shufeldt deeming it, under the circumstances, useless to attempt to ascend higher, Lieutenant Commander Gibson was ordered to send a party on shore to hold the bridge, which was accomplished, and after the army had crossed, the bridge was burned by Acting Ensign Whitman, who had charge of the party. On the morning of the 7th, after an interview with General Newton, the squadron was ordered to drop back to an anchorage off the light-house. General Newton stated to Commander Shufeldt "that he had accomplished all that he contemplated at present."

There is no doubt that preparations had been made by staking out the channel, removing obstructions, and garrisoning the fort, to make St. Mark's, in some sort, a compensation for the loss of Wilmington. Commander Shufeldt states, "as the navy now has possession of the mouth of the river, (the only point which is of any naval importance whatever,) I consider the object, so far as we are concerned, fully gained." This effectually closes the river, so long as we keep an adequate force there.

I enclose a sketch of the mouth of the river, and the distance it was ascended by several vessels of the squadron.

It affords me great pleasure to report the zealous co-operation of the navy with the army on this occasion. All worked with a will, and the only regret felt by the officers and men was their not being able to get under fire. The arrangements made by Lieutenant Commander Gibson, before the arrival of Commander Shufeldt, were judicious; and the zeal, intelligence, and industry of Commander Shufeldt, ably supported as he was by the officers and crews of the vessels, in ascending the river, is worthy of commendation.

I beg to commend to your favorable notice Acting Ensign Whitman and the four men named in the letter of Commander Shufeldt, herewith enclosed.

Although the expedition has not been attended with the success expected, it has been the means of showing the temper of the officers and men of this

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quadron, who, from the nature of the blockade service, have not been so situated as to render any brilliant service, but are ready and anxious for an opportunity to show that they are made of the same stuff that gained such glorious victories at New Orleans, Fort Morgan, and Fort Fisher.

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

C. K. STRIBLING,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

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

Report of Commander R. W. Shufeldt.

UNITED STATES STEAMER PROTEUS,
Off St. Mark's, March 10, 1865.

SIR: In connexion with a military expedition towards St. Mark's, Florida, in which the naval forces on this station co-operated, I have the honor to recommend for promotion to the grade of acting master, Acting Ensign John F. Whitman, of the schooner O. H. Lee, for efficient services on shore and for general good conduct, as reported to me by Lieutenant Commander Gibson, of the Mahaska. The general commanding also brings to my notice, as deserving the highest praise for good conduct and gallantry, George Pyne, seaman; Thomas Smith, seaman; Charles Reed, ordinary seaman, and John S. Land, landsman—all of the steamer Magnolia—while serving with the army in charge of navy howitzers. These men (Pyne particularly, although wounded) stuck to their guns throughout a severe engagement, in a manner highly creditable to themselves and to the service to which they belong.

Very respectfully,

R. W. SHUFELDT,
Commanding and Senior Officer present.

Approved and forwarded.

C. K. STRIBLING,
Commanding E. G. B. Squadron.

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

Additional report of Acting Rear-Admiral C. K. Stribling.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, March 14, 1865.

SIR: Referring to the report of Commander Shufeldt, enclosed in my despatch No. 74, of the good conduct of George Pyne, seaman Charles Reed, John S. Land, and Thomas Smith, of the Magnolia, I beg leave to add the names of George Shultz and John Mack, of the Hendrick Hudson, whose names were accidently omitted, who, with the others named in the report, deserve honorable mention for their coolness and determination under fire, and remarkable efforts in rendering assistance in transportng the guns.

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

C. K. STRIBLING,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

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

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EXPEDITION TO THE CHATTAHOOCHIE RIVER.

Report of Acting Rear-Admiral C. K. Stribling.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, March 6, 1865.

SIR: I enclose herewith the report of Acting Master Wells, of an expedition from the Midnight, for the purpose of capturing a steamer on the Chattahoochie river, and though it did not succeed in capturing the vessel, it was otherwise successful in capturing sixteen soldiers and bringing off forty-three contrabands, without any loss of men.

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

C. K. STRIBLING,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

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

Report of Acting Master J. C. Wells.

UNITED STATES BARK MIDNIGHT,
St. Andrew's Bay, Florida, January 29, 1865.

SIR: I have the honor to enclose you the following report of an expedition sent from this ship in command of Acting Master Charles H. Cadien, accompanied by Acting Assistant Surgeon E. W. Avery, Acting Ensign W. H. Grubb, Acting Master's Mate J. R. Mitchell, with the launch, howitzer, and second cutter, containing thirty armed men. The object of the expedition was to capture the steamer that runs from Columbus, Georgia, to Reeve's bluff, with supplies for the confederate army. The details of the expedition I state hereunder, as given to me by Acting Master Charles H. Cadien. They are as follows:

On the 16th instant, in obedience to your orders, at 2 p. m. I left the ship with the expedition. Taking young man Parker, refugee, as pilot, I proceeded up St. Andrew's bay, and at 10.30 p. m. landed at Barge bluff, situated on Witappo creek, one mile from the head of East bay. Here we encamped for the night, and at daylight on the following morning proceeded up the Witappo. At 8 a. m. we arrived at the lagoon, where I concealed the launch, transferring the howitzer and ammunition to the second cutter. I sent it up the creek to what is known as the old salt-house. I proceeded by land with the balance of the party and reached the salt-house at noon on the 17th instant. Here I was joined by three deserters, who met me by a previous appointment. Having sent a party to guard the Old Telegraph road, which the rebel cavalry were said to patrol, I started in company with one of the deserters by the name of Tate, for the house of his father, who is a strong Union man. I procured from him a wagon and two yoke of oxen so as to transport the second cutter across the country to the Chipold river. I then returned to the salt-house, were I arrived at 11 p. m. At 5 a. m. I got the boat ready for transportation, and at 8 o'clock we started. The road running from the salt-house to White's bluff was in a very bad condition, so that our progress was slow. We arrived at the bluff at 10 p. m., a distanceof foruteen miles. The Chipold enters the Appalachicola twenty miles below White's bluff; but eight miles above the bluff there is a "cut-off" which connects with the Appalachicola. At daylight we took in the picket from the Old Telegraph road, and having embarked part of the men in the 2d cutter and the remainder in canoes,

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e proceeded up the river. We landed at the house of Mr. Whitehard, whose n was with us, and remained there for the day and night. I here found runaway negro who was well acquainted with the country, and who prom-ed to be our guide. At 3 p. m. I started for the house of Mr. Caranay get information in regard to a steamer said to ply in the Appalachicola, tween Chattahoochie and Ricoe's bluff, and which I was hoping to capture. remained there the night and returned on the morning of the 20th. At 2 m. we embarked and proceeded through the "cut-off" into the Appala-icola. The river being very high and weather rainy, we made slow pro-ess. At 8 p. m. we arrived at Atkins's landing and encamped for the night. t 10 a. m. on the 21st we re-embarked and kept the river to a place which learned from our guide was suitable for concealment. Here the fields were erflowed to a depth of three and four feet. Accordingly, we took the at and canoes across the field behind a clump of trees, where they were ncealed from the river. Leaving a guard in the boats, I proceeded with e remainder of the party along a high ridge about a mile, and selected a ery dense place for our camp. At 4 p. m. I left the camp with two men nd the guide to reconnoitre the vicinity of Ricoe's bluff, seven miles distant. Ve went up the Appalachicola two miles, and turning into the Florida river, roceeded to the junction of the Wepaluxet creek; proceeding up the creek ve miles, we landed at a place one mile in the rear of Ricoe's bluff. On e bluff is the residence of a planter named Nixon. My guide being ac-uainted with all the negroes on the plantation, called out one that was eemed trustworthy, and from him I received the following information, viz: hat the steamer was expected daily, and that there was a picket of thir-een men at the bluff, commanded by a lieutenant. I approached so close to e picket station as to be able to see the sentinel on duty and ascertain here the guard slept. I then returned to the camp, arriving at 11 p. m. Ve remained in camp during the following day and night. On the 23d, at p. m. we embarked, and at 5 p. m. we arrived at an old gin-house on the anks of the Wepaluxet creek, one and a half mile from Ricoe's bluff. Here e remained through the night, intending to return to our encampment the llowing day if the steamer did not arrive that night. At 7 a. m. on the 4th a little negro girl came in sight of our pickets, and being frightened, an away, contrary to our orders to stop. Seeing that we were discovered, immediately held a conversation with the officers. We concluded that the est course to pursue, under the circumstances, was to capture the pickets nd return. Accordingly, at dusk we started for the camp, which is about mile from the bluff; arriving in sight of the camp-fires we halted and con-ealed ourselves until about 8 p. m., when everything seemed favorable for he attack. After stationing five men as pickets to prevent any escape, I livided the remainder of the party into four squads, each under command f an officer, with instructions to quietly surround the houses that had lights nd fires in them. In this way we charged together upon the houses, burst pen the doors and took every one prisoner without firing a gun. We cap-ured here one lieutenant, one sergeant and three privates, also ten horses, ight carbines, two shot-guns, one musket, and one rifle. Leaving our pris-oners under guard, we started for the bluff, where a picket of four men was stationed. At the same time Mr. Grubb, with four men, surrounded the house f Mr. Nixon, and succeeded in capturing his son, who is a sergeant in Smith's cavalry company, he being home at the time on a furlough. With the emainder of the party I captured the picket at the bluff. We then returned o the camp with our prisoners. Leaving the camp, Dr. Avery, myself, and a boy as guide, started for a house a mile and a half distant, where we cap-tured the only remaining picket at the station. Returning to the camp we emained there until daylight, when we left for the bluff. Here upwards of

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thirty negroes—men, women and children, were collected, desiring to go with us. On the bluff was a government storehouse containing a large quantity of corn, which I destroyed by fire. Embarking all the prisoners and negroes, I proceeded down the creek, taking the precaution to remove all boats at Ricoe's bluff and on the creek to prevent pursuit. I was obliged to leave the horses, having no means of transporting them across the river. Arriving at the mouth of the creek, I sent Mr. Grubb with the negroes and prisoners down the river to White's bluff. Taking four men I started for Freeman's, a planter, who owned about a dozen negroes. I arrived there at 4 p. m. and took every negro on his plantation, also one rifle and one double-barrelled fowling piece. I immediately proceeded down the river to White's bluff, arriving on the following morning at 9.30 a. m. I found that Mr. Grubb had sent the prisoners and negroes across the country towards the salt-house, keeping a boat's crew with him at the bluff. Procuring a team from Mr. Tate to transport the baggage, I sent the remainder of the negroes across the country. I then ordered Mr. Grubb to proceed down the river with the 2d cutter and a crew of eleven men to capture a picket of six men, which was stationed at old Fort Gadsen, and proceed down the river and report to blockading vessel at Appalachicola bay, and return to the Midnight along the coast. I then returned to the salt-house and down the creek to the place where the launch was concealed. Here I encamped for the night. On the morning of the 27th, I sent the contrabands down the creek, in charge of Mr. Mitchell, with orders to land them at Barge bluff. The prisoners were sent down to the ship in charge of Dr. Avery, with orders to report to you to send back the launch in tow of the 1st cutter. I remained at the salt-house with two men to forward the baggage to the bluff, where I arrived on the morning of the 28th. At 5 p. m. the launch and 1st cutter arrived from the ship. At 6 p. m. we embarked and proceeded to the ship, where we arrived at 4 a. m. on the 29th.

The following are the details of the expedition of Acting Ensign W. H. Grubb, in obedience to orders received from Acting Master Charles H. Cadien, in Appalachicola river:

UNITED STATES STEAMER MIDNIGHT,
St. Andrew's Bay, Florida, January 31, 1865.

SIR: In obedience to Mr. Cadien's orders, I left White's bluff at 1.30 p. m. of the 26th instant in the 2d cutter with a crew of eleven men. Passing down the Chipola river, through Gum swamp, I arrived at Fort Gadsen shortly after dark, a distance of thirty-five miles. Having been informed that the picket was in the habit of staying in a scow in the middle of the river, I took in my oars about two miles above the fort and drifted silently down the stream, having hands ready with boat-hooks to grapple as we came alongside. But no scow was there, it having sunk about two weeks before. Having drifted past the fort, I landed my party one-half mile below and attempted to march up, but was stopped by a wide, deep creek which we could not cross. Embarking my party again and muffling the oars, I pulled up the river about one mile and landed at Brickyard bluff; moving quickly across the fields we captured the sentry, and entering the guard-house found a sergeant and one man, which was all that were on the station at that time, three men having permission to pass the night at their homes. Taking the three prisoners and their arms, we went up to the house of a Mrs. Buckles and encamped for the remainder of the night. At 8 a. m. of the 27th I started for the house of a man named Wellington, five miles down the river; as we approached the house he started for the woods and escaped. I secured his carbine, shot his horse, and started for a place called Bloody bluff, where two men lived belonging to the same company. We found them at home, and

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›k them and their arms. At 1.30 p. m. we started for the blockade at ›palachicola, arriving at 10 p. m. I reported immediately to Acting Volteer Lieutenant Baxter, commanding the United States steamer Fort Henry, ıo ordered the United States steamer Sunflower to take us to St. Andrew's ·y. We left West Pass at 4.30 p. m. of the 29th instant, and arrived at a. m. next morning, bringing five prisoners and six stand of arms. The sult of the above expeditions is briefly this, viz: the capture of one lieunant, three sergeants, twelve privates, and nineteen stand of arms, besides ·inging away forty-three contrabands, and destroying a government store-›use which contained 150 bushels of corn belonging to the confederate ›vernment. I would further state that I cannot speak too highly of the ficers and men (without exception) belonging to this ship for their bravery ıd the amount of good judgment shown on their numerous expeditions.

Very respectfully,

J. C. WELLS, *Acting Master, Commanding.*

Acting Rear-Admiral C. K. STRIBLING,
Com'dg E. G. B. Squadron, Key West, Florida.

Respectfully submitted.

C. K. STRIBLING,
Commanding E. G. B. Squadron.

ıPPRECIATORY LETTER FROM THE SECRETARY OF THE NAVY TO COMMODORE C. K. STRIBLING.

NAVY DEPARTMENT, *July* 14, 1865.

SIR: Your letter of the 12th instant, reporting your arrival at Boston, in ;he Powhatan, in pursuance of orders from the department, has been received.

You are hereby detached from the command of the late East Gulf squadron, and will haul down your flag and regard yourself as waiting orders.

The department takes pleasure in expressing its appreciation of your services while in command of that squadron.

Respectfully,

GIDEON WELLES, *Secretary of the Navy.*

Commodore C. K. STRIBLING,
United States Navy, Boston, Massachusetts.

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WEST GULF SQUADRON.

MOBILE, ALABAMA.

RECONNOISSANCE IN MOBILE BAY BY GUNBOATS.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP RICHMOND,
Mobile Bay, March 12, 1865.

SIR: I have the honor to inform the department that I received official information from General Canby, under date of the 8th instant, informing me that there were indications that the rebels had torn up about thirty miles of the Montgomery and Mobile railroad, in the neighborhood of Pollard, and were removing the material in the direction of Montgomery, indicating an evacuation of Mobile, and suggesting to me a reconnoissance in force by the gunboats, which I made yesterday with the five monitors, in as close proximity as the shallow water and the obstructions would permit, drawing from the enemy heavy fire, and proving that the defences were intact.

As soon as General Canby is ready to advance, I shall co-operate as effectively as the depth of water in the upper bay will allow.

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

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

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

JOINT EXPEDITION.—OPERATIONS IN FISH RIVER.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP GLASGOW,
Mobile Bay, March 21, 1865.

SIR: I have the honor to inform the department that the troops under command of General Canby are now being landed from army transports and navy tin-clads on the right bank of Fish river, at a point called Danley's mills, about seventeen (17) miles above its junction with Mobile bay, whilst the gunboats have been shelling the woods from Point Clear to Blakely River bar, for the purpose of clearing the coast of the enemy's forces, supposed to be lurking in that vicinity, and also of drawing the fire of the batteries, should there be any new ones erected between Point Clear and Spanish Fort (below Blakely.)

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General Canby will advance as rapidly as the necessary constructions of bridges for the passage of artillery over the numerous streams and swamps will admit; and such of the naval force as are of suitable draught for the shallow waters of the upper bay will co-operate with the general along shore, keeping open communication by signals.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

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

CAPTURE OF FORT ALEXIS AND SPANISH FORT.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off Blakely River, Mobile Bay, April 9, 1865.

SIR: I have the honor to inform the department that the Fort Alexis and Spanish fort fell into our hands last night and at one a. m. to-day.

These very strong works were heavily bombarded last evening, from five until seven o'clock, by army and navy. Our battery on shore, under command of Lieutenant Commander Gillis, late of the United States iron-clad Milwaukie, is highly spoken of by General Canby for its efficiency in the attack. The stars and stripes are now flying over the walls of these works, which are considered the key to Mobile.

Our prisoners will amount to from 1,600 to 2,000 men, and 16 heavy guns. Eighteen large submerged torpedoes were taken by our boats from Apalacha or Blakely river last night in the immediate vicinity of our gunboats. These are the only enemies that we regard.

I trust at an early day to be able to inform the department that the city of Mobile is ours. The enemy have lost heavily in killed and wounded since this attack commenced, and the interior of the forts this morning is reported to be strewn with dead and wounded.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear Admiral, Com'dg West Gulf Squadron.

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

CAPTURE OF FORTS HUGER AND TRACY.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off Mobile, April 12, 1865.

SIR: I have the honor to inform the department that on Monday, the 10th instant, subsequent to the capture of Fort Alexis and Spanish fort, detailed in my despatch No. 53, dated April the 9th, the Octorara, Lieutenant Commander W. W. Low, and the iron-clads, were enabled, in consequence of the thorough dragging of the Blakely river, through the indefatigable and intel-

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ligent exertions of Commander Pierce Crosby, of the Metacomet, to move up the river nearly abreast of Spanish fort, from which point Lieutenant Commander Low, with his rifled gun, shelled with great precision Forts Huger and Tracy, and with such effect that both these forts were evacuated on the evening of the 11th, and our forces took possession, capturing a few prisoners in the adjoining marsh. These forts I shall hold until General Canby can garrison them with his troops.

This morning I moved with the gunboats, convoying eight thousand men of General Granger's force, to the west side of Mobile bay, for the purpose of attacking Mobile. On our arrival it was soon ascertained that the enemy had evacuated all their defences and retreated with their gunboats up the Alabama river. The gunboats will in a few days unquestionably be captured unless destroyed by the rebels themselves.

General Granger and myself have just sent into Mobile a formal demand to the mayor for its unconditional surrender, which will undoubtedly be accorded, as the city is now at our mercy. The navy has already hoisted the stars and stripes over the walls of Fort Pinto and Spanish River battery. We also have entire possession of Choctaw Point battery and three heavy forts below it, within Ganon's bend.

I shall place a sufficient number of gunboats directly in front of the city to give efficient protection to the loyal inhabitants, of which I learn there are a great number.

General Canby, with the forces under his immediate command, is at present in Blakely, though I have constant telegraphic communication with him.

I send this despatch to Lieutenant Commander J. H. Gillis, whose vessel, the Milwaukie, was, as the department has already been informed, destroyed by a torpedo. I subsequently gave him charge of the naval battery on shore, with which he rendered very effective service in the shelling of Fort Alexis and Spanish fort. I commend him to the attention of the department for zeal and gallantry.

I am also much indebted to Commander Crosby, who has been untiring in freeing the Blakely river of torpedoes, having succeeded in removing over one hundred and fifty, a service demanding coolness, judgment, and perseverance.

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

H. K. THATCHER,
Commanding West Gulf Squadron.

SURRENDER OF MOBILE TO THE NAVY AND ARMY.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF B. SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off Mobile, April 15, 1865.

SIR: In my last despatch, of the 12th instant, I had the honor to inform the department that General Granger and myself had demanded the immediate and unconditional surrender of the city of Mobile, and that it would undoubtedly be accorded, as the city was at our mercy and we were in possession of the outside forts. The officers detailed by General Granger and myself were met by the mayor and other authorities near the entrance of the city, and a demand for its surrender was there made. The parties then repaired to the city hall, where the mayor addressed us the following communication:

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MAYOR'S OFFICE, *City of Mobile, April* 12, 1865.

GENTLEMEN: I have the honor to acknowledge the receipt of your communication at the hands of Lieutenant Colonel R. G. Laughlin, of the staff of Major General Granger, commanding thirteenth army corps, and Lieutenant Commander S. R. Franklin, United States navy, of the staff of Admiral Thatcher, demanding the immediate and unconditional surrender of this city. The city has been evacuated by the military authorities, and its municipal authority is now within my control. Your demand has been granted, and I trust, gentlemen, for the sake of humanity, all the safeguards which you can throw around our people will be secured to them.

Very respectfully, your obedient servant,

R. H. SLOUGH,
Mayor of the City of Mobile.

Major General GORDON GRANGER,
Commanding Thirteenth Army Corps.
Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

The flag of the United States was then hoisted on the city hall, and a portion of the troops immediately advanced to preserve order and to prevent pillage.

The provost guard being established, the works around the city, which are of immense extent and strength, were then garrisoned.

The navy yard has been seized in behalf of the navy, but most of its contents had been destroyed, except some lumber and a quantity of soft coal.

The Octorara and three river monitors are now at anchor in front of the city, having passed up the Blakely and thence down the Tensas. The former and one of the iron-clads will be sent up to the Tombigbee river, where the rebel iron-clad Nashville and the gunboat Morgan have fled; but the Huntsville and Tuscaloosa, two powerful rams, were sunk in Spanish river before the evacuation.

Our naval forces are now busily engaged in blowing up and removing the obstructions in the main ship channel, which have proved to be very formidable and full of torpedoes, although we are removing them rapidly. I regret, in this connexion, to inform the department that the tug Ida has been destroyed by a torpedo whilst engaged in this work, as well as a launch of the Cincinnati, and that the tug Althea was destroyed in dragging for torpedoes in Blakely river; also that the gunboat Sciota was sunk yesterday, whilst under way, running across the bay, in twelve feet of water. There is a prospect of raising this last vessel and repairing her damages.

The reports of the commanding officers of the vessels thus lost, together with lists of the killed and wounded, will be forwarded as soon as received.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

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

P S.—So far as ascertained, the number of guns captured by the army and navy will not fall short of four hundred, many of them new and of the heaviest calibre. The amount of ammunition and ordnance stores is also very large. H. K. T.

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COMPLIMENTARY LETTER TO ACTING REAR-ADMIRAL H. K. THATCHER AND MAJOR GENERAL GRANGER.

NAVY DEPARTMENT, *April* 29, 1865.

SIR: The department has received your several despatches, from time to time, advising it of your operations before Mobile, the last one, dated the 15th instant, announcing the surrender, on the day previous, of the city to the army and naval forces commanded, respectively, by Major General Granger and yourself.

The department had watched with considerable interest, but with no fear of an unsuccessful result, the combined army and naval movements against the immediate defences of Mobile for the last few weeks, and after the capture of Fort Alexis and Spanish Fort and the successful shelling resulting in the evacuation of Forts Tracy and Huger, was not surprised to learn of the retreat of the insurgent force to the interior, and the abandonment of their last formidable foothold on the coast.

Although no bloody strife preceded the capture of Mobile, the result was none the less creditable. Much had been expended to render it invulnerable, and nothing but the well-conducted preparations for its capture, which pointed to success, could have induced the rebel commander to abandon it with its formidable defences, mounting nearly 400 guns, many of them of the newest pattern and heaviest calibre, its abundant supply of ammunition and ordnance stores, and its torpedo-planted roads and waters, without a serious conflict.

I am happy in extending to you, and those under your command, and to Major General Granger, and those under his command, the congratulations of the Navy Department for this victory, which places in our possession, with but one exception, all the chief points on the southern coast, and bids fair to be the closing naval contest of the rebellion.

Very respectfully, &c.,

GIDEON WELLES, *Secretary of the Navy.*

Acting Rear-Admiral H. K. THATCHER,
Com'dg West Gulf Blockading Squadron, Mobile, Ala.

SURRENDER OF THE REBEL NAVAL FORCES IN THE WATERS OF ALABAMA.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off Mobile, Alabama, May 6, 1865.

SIR: I have the honor to inform the department that on the night of the 4th instant I received written propositions from Commodore Ebenezer Farrand, commanding the confederate naval forces in these waters, to surrender to me all the rebel naval forces, officers, men, and public property yet afloat under his command, and now blockaded by a portion of our naval forces, in the Tombigbee river, and desiring a meeting with me to arrange the terms of surrender to the United States. I accordingly met Commodore Farrand at Citronelle, a point about 35 miles above this city, and accepted his proposals on the same basis and terms granted by Lieutenant General Grant to Lieutenant General Lee, by General Sherman to General Johnston, and by Major General Canby to Lieutenant General Richard Taylor; the latter surrender having taken place at the same point and time, General Canby

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being present. Some days will necessarily elapse before all the arrangements can be completed for the reception of the confederate officers, men, vessels, and property, when further details, with copies of all correspondence and the written agreement and obligations, will be officially made known to the department.

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

H. K. THATCHER,

Acting Rear-Admiral, Com'dg West Gulf Squadron.

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

Detailed report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, FLAG-SHIP STOCKDALE,
Off City of Mobile, May 15, 1865.

SIR: In my despatch No. 94, dated the 6th instant, I informed the department that Commodore Farrand had surrendered the rebel naval forces under his command. The day previous to the proposition for surrender preparations had been made to attack the rebel vessels in the Tombigbee with this fleet, and which attack would undoubtedly have been made had Commodore Farrand withheld his surrender another day. The memorandum of the agreement for surrender between that officer and myself was signed on the 4th instant in duplicate, and a copy of it is herewith enclosed, (marked No. 1.) On the 8th instant, in accordance therewith, I deputed Commander E. Simpson, fleet-captain, to proceed to the Tombigbee river and receive the surrender, furnishing him with written instructions, a copy of which is enclosed, (marked No. 2.) The formal surrender took place on the tenth (10th) instant at Nanna Hubba bluff, on the Tombigbee river, the full particulars of which are given in the report of Commander Simpson, to which the attention of the department is called. (Enclosed, marked No. 3.) A copy of the list of the officers paroled accompanies this despatch, (marked No. 4.) There were other officers attached to the command of Commodore Farrand, who were absent on leave given previous to the agreement to surrender, whose names, of course, do not appear on this list, though on the rolls of the paymaster of the different rebel vessels. As these officers come in their paroles will be taken, and their names subsequently forwarded. I also enclose copies of the paroles given by commanding officers for men surrendered, (marked Nos. 5, 6, 7, and 8.) The Morgan, Baltic, and Black Diamond are now anchored off the city, and surveys of these vessels and the Nashville, embracing their hulls, armaments, condition, &c., are now in progress, which will be forwarded as soon as practicable. The Nashville is aground at the junction of the Alabama and Tensas rivers, and cannot be got off until a rise in the rivers. None of the above vessels are coppered, and of course are unfit to cruise in salt water.

In accordance with the 6th clause of the agreement of the 4th instant, that after the surrender transportation and subsistence would be furnished by me for officers and men to the nearest practicable point to their respective homes, I have directed Commander S. D. Trenchard, of the Rhode Island, to receive on board certain of the officers, a list of whom is herewith enclosed, (marked No. 9,) and deliver them at Hampton Roads to the senior officer present, and, after forwarding from that point this and other despatches to the department, to proceed, in obedience to his original orders, to New York.

Very respectfully, your obedient servant,

H. K. THATCHER,

Acting Rear-Admiral, Com'dg West Gulf Squadron.

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Conditions of the surrender.

Memorandum of the conditions of the surrender of the confederate naval forces serving under the command of Commodore Ebenezer Farrand in the waters of the State of Alabama, made at Sidney, Alabama, May 4, 1865.

First. The officers and men to be paroled until duly exchanged, or otherwise released from the obligations of their parole, by the authority of the government of the United States. Duplicate rolls of all officers and men surrendered to be made, one copy to be delivered to the officer appointed by Acting Rear-Admiral H. K. Thatcher, and the other retained by the officer appointed by Commodore E. Farrand; officers giving their individual paroles, and commanders of vessels signing a like parole for the men of their respective commands.

Second. All vessels of war, their guns and equipments, all small-arms, and ammunition and stores on board the said vessels, to be delivered over to the officer appointed for that purpose by Acting Rear-Admiral Thatcher. Duplicate inventories of the property surrendered to be prepared; one copy to be retained by the officer delivering, and the other by the officer receiving it, for our information.

Third. The officers and men paroled under this agreement will be allowed to return to their homes, with the assurance that they will not be disturbed by the authorities of the United States so long as they continue to observe the condition of their paroles and the laws in force where they reside, except that persons residents of northern States will not be allowed to return without special permission.

Fourth. The surrender of property will not include the side-arms or private baggage of officers.

Fifth. The time and place of surrender will be fixed by us, respectively, and will be carried out by officers appointed by us.

Sixth. After the surrender, transportation and subsistence to be furnished by Acting Rear-Admiral H. K. Thatcher for officers and men to the nearest practicable point to their respective homes.

H. K. THATCHER,
Acting Rear-Admiral U. S. N., Com'dg West Gulf Squadron.
E. FARRAND,
Flag Officer, Com'dg C. S. Naval Forces in waters of Alabama.

Instructions from Acting Rear-Admiral H. K. Thatcher to Fleet Captain Edward Simpson.

WEST GULF SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off City of Mobile, May 8, 1865.

SIR: Having signed and exchanged copies of an agreement with Commodore E. Farrand, commanding officer of the vessels of the Confederate States navy in the waters of the State of Alabama, on the 4th instant, the terms of which are contained in the enclosed document, you will proceed with the United States steamer Cincinnati to the Tombigbee river, the point designated for the surrender of the vessels under the command of Commodore Farrand, and receive from the officer appointed by Commodore Farrand the said vessels, their guns, equipments and stores, the paroles of officers for themselves individually, and for the seamen, marines, &c., on board thereof who were under the command of Commodore E. Farrand on the 4th instant. Having received the surrender of the said vessels, their appurtenances and stores, you will cause them to be brought down to a safe anchorage in front

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of the city of Mobile, and there report to me. Should any of the paroled officers or men desire to remain where they now are, they may do so; the others, in accordance with the terms of surrender, will receive transportation and subsistence to the nearest practicable point to their respective homes. The steamers designated in verbal orders will accompany you to the Tombigbee. Suitable officers, engineers and crews to navigate the surrendered vessels will accompany you to the place of surrender, and they alone will man them.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

Commander EDWARD SIMPSON,
Fleet Captain, West Gulf Squadron.

Report of Fleet Captain Edward Simpson.

UNITED STATES FLAG-SHIP STOCKDALE,
West Gulf Squadron, off Mobile, Ala., May 11, 1865.

SIR: I have the honor to report that, in obedience to your order, I proceeded in the iron-clad steamer Cincinnati on the 9th instant up the Tombigbee river to Nauna Hubba bluff, for the purpose of receiving the surrender of the vessels under the command of Commodore Ebenezer Farrand, of the Confederate States navy. The iron-clad steamer Chickasaw and the tin-clad Nyanza accompanied the Cincinnati. On the morning of the 10th instant the vessels had all assembled at the bluff. Lieutenant Commanding J. Myers, the officer appointed by Commodore Farrand to make the surrender, came on board, and, after some consultation with me on the points of the condition of the surrender, surrendered the following vessels, viz: Morgan, side-wheel gunboat; Nashville, side-wheel iron-clad; Baltic, side-wheel transport; Black Diamond, side-wheel river boat.

I received inventories of the stores on board each vessel, as well as an inventory of stores brought from the naval station, which were stored on board of the river steamboat Southern Republic, which vessel had been seized by Commodore Farrand for the purpose of receiving these articles when the naval station at Mobile was evacuated. A letter from the captain of the Southern Republic accompanies this report.

The only use that I have made of the vessel was to transport the confederate officers and men to Mobile.

I received the accompanying rolls of all the officers and men, after which I paroled one hundred and twelve officers, two hundred and eighty-five enlisted men, and twenty-four marines. The officers gave their individual paroles in duplicate, and the commanding officers of the vessels gave their paroles for the men of their respective commands.

Having completed the duty on which I was ordered, I have returned to Mobile with a portion of the vessels.

I enclose the memorandum of the conditions for the surrender, a copy of my instructions, and a copy of the instructions given to Lieutenant Commanding J. Myers by Commodore Farrand, and also the invoices of the stores, &c., received.

Very respectfully, your obedient servant,

E. SIMPSON,
Fleet Captain, West Gulf Squadron.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

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Instructions from Commander Farrand (rebel) to Lieutenant Commander Julian Myers (rebel.)

HEADQUARTERS NAVAL COMMAND,
Steamer Southern Republic, McDowell's Landing, May 5, 1665.

SIR: You will proceed to Nanihubba bluff for the purpose of carrying out the terms of surrender of the naval forces under my command, agreed upon on the 4th instant, a copy of which is herewith enclosed.

Very respectfully, your obedient servant,

EBEN. FARRAND, *Flag Officer, &c.*

Lieutenant Commanding JULIAN MYERS,
P. N. C. S. Steamer Southern Republic.

Parole given by, and list of, officers and men surrendered.

We, the undersigned, prisoners of war belonging to the confederate naval forces serving under the command of Commodore Ebenezer Farrand, in the waters of the State of Alabama, this day surrendered by Commodore Ebenezer Farrand to Acting Rear-Admiral Henry K. Thatcher, United States navy, commanding the West Gulf squadron, do hereby give our solemn parole of honor that we will not hereafter serve in the navy of the Confederate States, or in any military capacity whatever, against the United States of America, or render aid to the enemies of the latter, until properly exchanged in such manner as shall be mutually approved by the respective authorities.

Done at Manna Hubba bluff, on the Tombigbee river, Alabama, this tenth day of May, eighteen hundred and sixty-five.

L. Rosseau, captain.
Ebenezer Farrand, flag-officer.
Charles W. Hays, lieutenant.
Julian Myers, lieutenant.
C. P. McGary, lieutenant.
Charles E. Yeatman, lieutenant.
F. Watlington, lieutenant.
E. G. Booth, assistant surgeon.
N. E. Edwards, assistant surgeon.
Wm. W. J. Wells, paymaster.
Robert C. Powell, assistant surgeon.
Wm. Fisk, jr., chief engineer.
Albert P. Hulse, secretary.
P. U. Murphey, lieutenant.
J. E. Armour, paymaster.
Lewis W. Munro, surgeon.
E. Lloyd Winder, lieutenant.
A. L. Myers, master.
D. R. Lindsay, naval storekeeper.
Thos. G. Lang, 3d assistant engineer.
D. B. Conrad, fleet surgeon.
Geo. H. Oneal, assistant paymaster.
J. M. Pearl, assistant paymaster.
J. R. Jordan, 1st assistant engineer.
S. S. Herrick, assistant surgeon.
F. B. Dornin, passed midshipman.
J. S. Wooddell, clerk.
John H. Pippen, clerk.
John E. O'Connell, 2d assist. engineer.
W. B. Patterson, 3d assist. engineer.
Edward Cairy, assistant surgeon.
Jos. Preble, acting master.
G. W. Turner, acting master's mate.
W. A. Gardner, 3d assist. engineer.
G. E. Courtin, paymaster's clerk.
Edward P. Herssend.
Jos. L. Wilson, paymaster's clerk.
Jas. H. Marsh, navy yard clerk.
Benjamin G. Allen, gunner.
J. R. Shackett, pilot.
G. H. Lindenberger, mechanic.
W. D. Crawford.
J. H. Hunt, A. M. M., com'dg st'r Baltic.
Ira W. Porter, acting gunner.
B. H. Weaver, acting assist. engineer.
J. W. Bennett, lieut. commanding.
G. A. Joiner, passed midshipman.
Wm. Carroll, passed midshipman.
G. H. Wellington, 3d assist. engineer.
Z. A. Offutt, gunner.

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Howard Quigley, 1st assist. engineer.
H. S. Smith, gunner.
C. H. Mallery, gunner.
J. M. Smith, paymaster's clerk.
George Newton, sailmaker.
Thos. L. Harrison, lieutenant.
O. S. Iglehart, passed ass't surgeon.
D. G. Raney, jr., 1st lieutenant M. C.
W. G. Craig, master P. N. C. S.
Jos. R. DeMahy, master P. N. C. S.
M. M. Seay, assist. pay'r P. N. C. S.
N. M. Read, assistant surgeon.
G. D. Lining, 1st assist. engineer.
J. R. Y. Fendall, 1st lieutenant C. S. M.
A. P. Beinre, passed midshipman.
R. J. Deas, passed midshipman.
E. Debois, second assistant engineer.
M. M. Rogers, 3d assistant engineer.
F. A. Lombard, 3d assist. engineer.
Chas. A. Joullian, 3d assist. engineer.
J. Fulton, third assistant engineer.
G. W. Naylor, 3d assistant engineer.
Wm. Fink, paymaster's clerk.
F. B. Green, master's mate.
Avery S. Winston, M. mate P. N. C. S.
John Curney.
Jos. M. Walker, pilot.
W. L. Cameron, paymaster's clerk.
Lewis Williams, engineer.
M. L. Shropshire, act. 1st ass't eng'r.
J. V. Harris, assistant surgeon.
Benj. Herring, first engineer.
J. P. Redwood, clerk.
E. W. Johnston, master's mate.
James White, master's mate.
Wm. C. Dogger, engineer.
Wm. P. A. Campbell, 1st lieutenant.
Julian M. Spencer, 1st lieutenant.
Jasan C. Baker, 1st lieutenant.
W. F. Robinson, 2d lieutenant.
Robert F. Freeman, passed as't sur.
G. W. Claiborne, assistant surgeon.
H. E. McDuffie, assistant paymaster.
A. N. Bully, master.
W. Youngblood, chief engineer.
John L. Rapier, 2d lieutenant.
Wm. Fauntleroy, 2d assist. engineer.
Geo. J. Weaver, 2d assist. engineer.
J. Thomas Maybury, gunner.
S. H. McMaster, paymaster's clerk.
H. L. Manning, master's mate.
Joseph Fry, lieut. commanding.
Page M. Baker, master's mate.
John G. Blackwood, 1st lieutenant.
Wm. H. Haynes, gunner.
Hiram G. Goodrich, 3d assist. eng'r.
John Applegate, 3d assist. engineer.
Edwin Weaver, 3d assist. engineer.
Jacob H. Turner, acting M. mate.
Thos. A. Wakefield, 3d assist. eng.
J. D. Johnston, commander.
W. W. Graves, assistant surgeon.
W. T. J. Kunsh, 3d assist. engineer.
Henry D. Bassett, acting constructor.

The next enclosure is the parole given by the seamen of the Confederate States navy serving on different vessels, fifty-three in number, entered into in their behalf by Julian Myers, acting fleet-captain.

The next, the parole given by one hundred and twenty men of the steamer Morgan, entered into in their behalf by Joseph Fry, lieutenant commanding the Morgan.

The next, the parole given by one hundred and twelve men of the Nashville, entered into in their behalf by J. W. Bennett, lieutenant commanding the Nashville.

The next, the parole given by twenty-four marines, entered into in their behalf by D. G. Raney, jr., first lieutenant Confederate States marine corps, commanding marines.

Entrance of gunboats into Blakely river.—Complimentary letter relative to Commodore Palmer.

UNITED STATES FLAG-SHIP STOCKDALE,
West Gulf Squadron, Mobile, Ala., May 3, 1865.

SIR: The department was informed by Commodore Palmer, under date of February 10, 1865, that he would avail himself of the permission granted by it to return north after the fall of Mobile; and as he is now about to leave

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this squadron, I beg leave to say that he has rendered me most efficient and untiring service throughout the attack upon the defences of the city, which has resulted so favorably to our arms; and I am indebted to him for the admirable manner in which the vessels to be employed for this service were prepared under his supervision previous to my arrival on the station, and I part with him with reluctance and regret.

It was the belief of the enemy that it would be impossible for our monitors and gunboats to cross the Blakely river bar, owing to the shallowness of the water, but should we succeed in doing so, their hope rested in our entire destruction by the innumerable torpedoes with which they had filled the river, combined with their marsh batteries; and they well knew that our success in overcoming these obstacles would be fatal to them, but by great exertions night and day under fire we succeeded.

Commodore Palmer commanded the first division, consisting of the monitors and Octorara, and successfully ascended the Blakely with them, coming down the Tensas, directly in front of the city; the remainder of the gunboats, led by the flag-ship, convoying General Granger's command, for the purpose of making a joint attack in flank and front. These movements having been anticipated by the enemy, led to the evacuation; and although Commodore Palmer did not have the satisfaction of bombarding the city, he had placed himself in position to do so effectually had not the rebels deprived him of the opportunity by flight.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

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

MISCELLANEOUS REPORTS.—WEST GULF SQUADRON.

CUTTING OUT OF THE SCHOONER BELLE

Report of Commodore James S. Palmer.

NEW ORLEANS, *January* 18, 1865.

SIR: I have the honor to enclose to the department a detailed report of the cutting out of the schooner Belle from the harbor of Galveston.

As this affair was not only well planned but well executed, I commend the commander of the Virginia, and the officers and men engaged in the expedition, to the favorable notice of the department.

Very respectfully, your obedient servant,

JAMES S. PALMER,
Commodore, Com'dg W. G. B. Squadron.

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

Report of Acting Ensign N. A. Blume.

UNITED STATES STEAMER VIRGINIA,
Off Galveston, Texas, January 11, 1865.

SIR: I have the honor to make the following report of the capture of the schooner Belle:

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On the 26th of December, having received your permission to fit out an expedition for the purpose of cutting out a schooner, laden with cotton, in Galveston bay, I called for volunteers to man the third cutter; these I readily obtained, and at 8.30 p. m. left the ship.

The distance being about five miles, and a head sea running, we did not arrive off Boliver Point and in sight of the schooner until about 1 a. m. of the 27th. The schooner was lying about a quarter of a mile from Fort Jackson, and about one mile from Fort Green, and less than four hundred yards from the confederate guard schooner Lecompte.

When about five hundred yards from the schooner, which proved to be the Belle, we saw a light aboard of her; we then stood past her and came up astern, but were not discovered until we came alongside. I immediately gave the order to board her, which we did, and after securing the prisoners, five in number, set the sails, slipped her chain and anchor, and stood down the bay; coming out we passed within about a half mile of Fort Point, on Galveston Island, then steering through the main channel, stood out to sea. At daylight sighted the fleet bearing NW., and stood for the flag-ship and came to near her.

I cannot speak too highly of the cheerful readiness with which the men who accompanied me fulfilled their part of the duties which I required of them, and to their coolness and perseverance I must, in a great measure, attribute the successful termination of the expedition.

The following is a list of the names of those who composed the boat's crew:

William Stevenson, master-at-arms; James Webster, gunner's mate; Thomas Wallace, cockswain; Jacob Bowman, captain forecastle; William Thompson, captain forecastle; Augustus Miller, captain after-guard; Peter Miller, seaman; Thomas K. Fenley, landsman.

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

N. A. BLUME,
Acting Ensign United States Navy.

Acting Vol. Lieut. CHARLES H. BROWN,
Com'dg United States Steamer Virginia.

Approved: CHARLES H. BROWN,
Acting Volunteer Lieutenant.

CAPTURE AND DESTRUCTION OF BLOCKADE-RUNNER DELPHINA.

NEW ORLEANS, *February* 8, 1865.

SIR: I have the honor to enclose herewith to the department the report of Lieutenant Commander R. W. Meade, commanding the Chocura, of the capture and burning of the blockade-running schooner Delphina in Calcasieu river, on the night of the 22d ultimo. I have commended Lieutenant Commander Meade for his zeal and energy.

Very respectfully, your obedient servant,

J. S. PALMER,
Commodore, Commanding West Gulf Squadron.

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

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Report of Lieutenant Commander R. W. Meade.

UNITED STATES STEAMER CHOCURA,
Off Calcasieu River, La., January 24, 1865.

SIR: I have the honor to report the complete success, without casualty, of an expedition consisting of the launch, first cutter and forty men from this vessel, under my personal command, organized for the cutting out or destruction of a three-masted schooner lying in the second bend of the Calcasieu river, about two and a half miles from its mouth. The night of 22d, chosen for the enterprise, was dark, cold and drizzling, a norther blowing at the time. We left the ship at dark and pulled in silently for the river, but as we entered it we discovered the schooner coming down under sail apparently to run the blockade. She was at once boarded and carried, but her captain, unfortunately, saw the boats when close aboard, and putting his helm hard down and letting fly his sheets, ran the vessel hard ashore on the flats, close to the beach, and with a large force of the enemy near at hand. Six prisoners were at once secured; but I have reason to think several persons on board made their escape in a boat which was seen astern and pulling up the river rapidly. The prize proved to be the schooner Delphina, with a cargo of 180 bales of cotton. We made every effort to get her afloat by carrying out her anchor and lightening her after-deck load, but all our exertions were of no avail; the norther caused the water to fall so fast that in an hour she was in one foot water, and our launch having grounded, I deemed it best not to expose our people to an attack by the enemy in overwhelming force, and therefore fired the prize and returned to the ship with the prisoners. The conduct of the officers, Acting Ensigns Tracy and Beardsley, and men, was all that could be desired, and the success complete. The prisoners report a force of 300 cavalry at this point, but say that since the escape of the Granite City they will be sent away. Eighty bales of cotton were thrown overboard and drifted out to sea; we fished up thirty yesterday.

Very respectfully,

RICHARD W. MEADE, JR.,
Lieutenant Commander, Commanding.

Commodore J. S. PALMER,
Commanding West Gulf Blockading Squadron.

CAPTURE OF THE SCHOONERS PET AND ANNIE SOPHIA.

Report of Commodore James S. Palmer.

UNITED STATES FLAG-SHIP RICHMOND,
Mobile Bay, February 12, 1865.

SIR: I have to transmit the report of Captain Emmons, with the accompanying letters of Commander Mullany and Acting Ensign French, of the Bienville, upon the capture of the schooners Pet and Annie Sophia, with 476 bales of cotton, in Galveston harbor.

This expedition was very creditably managed, and I have commended the officers and men engaged in it, accordingly.

Very respectfully, your obedient servant,

JAMES S. PALMER,
Commodore, Commanding West Gulf Squadron.

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

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Report of Captain George F. Emmons.

UNITED STATES STEAMER LACKAWANNA,
Off Galveston, Texas, February 8, 1865.

COMMODORE: I take pleasure in forwarding you the accompanying reports explanatory of a boat expedition improvised by Commander Mullany, assisted by Commander Woolsey and indorsed by myself, which resulted in the capture of two cotton-loaded schooners last night in Galveston bay, without loss or accident.

The affair was so well planned and conducted, that the senior officers in charge of the boats are especially deserving commendation.

And I trust that such a representation will be made of this and a previous capture to the honorable Secretary of the Navy, as will demonstrate the strong claims the parties have to share in the prizes, which in the open bay of Galveston can hardly be construed as *inland waters*, and as coming under the late *illiberal* law in relation to such localities.

I am, very respectfully, your obedient servant,

GEORGE F. EMMONS,
Capt. Com'dg 2d Division W. G. B. Squadron.

Commodore J. S. PALMER,
Commanding W. G. B. Squadron, New Orleans, La.

Report of Commander J. R. M. Mullany.

UNITED STATES STEAMER BIENVILLE,
Off Galveston, Texas, February 8, 1865.

SIR: In accordance with the authority previously obtained from you, I sent into the harbor of Galveston last night a boat expedition, consisting of the first cutter of this ship, with a crew of thirteen men, and the first cutter of the Princess Royal, (which Commander Woolsey kindly placed at my disposal,) with a crew of nine men, in charge of Acting Ensign A. H. Reynolds, assisted by Acting Master's Mate Lewis Johnson, the whole under the command of Acting Ensign George H. French, of this ship, (all volunteers for this service,) for the purpose of destroying the steam blockade-runner Wren and capturing the cotton-laded schooners that were lying at anchor under the guns of the forts at Fort Point.

I have to inform you that the expedition found it impracticable to destroy the Wren, but it was successful in capturing and bringing out to the fleet two schooners, supposed to be British, laden with cotton.

One of them, the Pet, has about 256, and the other, the Annie Sophia, about 220 bales on board.

The Princess Royal's cutter boarded the Annie Sophia, and this ship's cutter boarded the Pet.

Acting Master's Mate Lewis Johnson, assisted by a crew of four men, brought out the Annie Sophia, with nine rebels on board.

Boatswain's Mate Gallyer, of this ship, assisted by a crew of three men, brought out the Pet, with eleven rebels on board.

I beg to commend the conduct of all who participated in this expedition.

To the tact and judgment displayed by Acting Ensign French, promptly seconded by those under his command, we are indebted for the successful issue of this delicate service.

I herewith enclose Mr. French's report, giving all the facts in detail.

I am, respectfully, your obedient servant,

J. R. M. MULLANY, *Commander.*

Captain GEORGE F. EMMONS,
Com'dg 2d Division W. G. B. Squadron.

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Report of Acting Ensign George H. French.

UNITED STATES STEAMER BIENVILLE,
Off Galveston, Texas, February 8, 1865.

SIR: In obedience to your order of the 7th instant, I took charge of the boat expedition fitted out for the purpose of entering the harbor of Galveston and destroying the blockade-runner Wren, and capturing the cotton-laded schooners lying under the guns of Fort Point battery.

The expedition consisted of the first cutter of this ship, with a crew of thirteen men, and the first cutter of the United States steamer Princess Royal, with a crew of nine men, in charge of Acting Ensign A. H. Reynolds, assisted by Acting Master's Mate Lewis Johnson.

We left the ship at 8.20 p. m., and steering NW. by W. ½ W., made Bolivar Point at 11.15 p. m.; thence steered southwest.

It was my intention to have gone inside, so as to leave the schooners lying at anchor off Fort Point, on the port hand, and pass clear of them into the harbor; but finding the current had set me to the eastward, and that it would be injudicious to attempt to pass them, I concluded to capture them. I accordingly gave orders to Mr. Reynolds to board one of them; at the same time I boarded the other. We succeeded in taking both without any resistance.

After getting them under way, and securing a part of their crews, I placed one in charge of the boatswain's mate, Thomas Gallyer, of this ship, and the other in charge of Acting Master's Mate Lewis Johnson, with orders to report to this ship, where they subsequently arrived in safety. I then proceeded to the remainder of the duty assigned me. After trying in vain for a long time, and finding it impossible to carry out my instructions further, on account of the strong current and wind against me, and the near approach of daylight, I concluded it would be injudicious to proceed further on the expedition. I had also, after the moon had set, got separated from the other boat. I immediately put about and started for this ship, where I arrived at 6.10 a. m. this day.

Every one connected with the expedition conducted themselves in a very creditable manner.

Very respectfully, your obedient servant,

GEORGE H. FRENCH, *Acting Ensign.*

Commander J. R. M. MULLANY,
Com'dg United States Steamer Bienville.

DESTRUCTION OF THE BLOCKADE-RUNNING STEAMER WILL-O'-THE-WISP.

UNITED STATES FLAG-SHIP RICHMOND,
Mobile Bay, February 16, 1865.

SIR: I have the honor to transmit herewith letters of Captain Emmons, Commander Woolsey, and Lieutenant McKay, of the Princess Royal, in relation to the destruction of the blockade-runner Will-o'-the-wisp, off Galveston.

This expedition was well planned and carried out, and I have commended the officers and men engaged in it.

Very respectfully, your obedient servant,

JAMES S. PALMER,
Commodore, Com'dg Western Gulf Squadron.

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

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Letter of Captain George F. Emmons.

UNITED STATES STEAMER LACKAWANNA,
Off Galveston, Texas, February 11, 1865.

COMMODORE: I enclose you the report of Commander Woolsey and his executive officer in relation to the destruction of the blockade-runner Will-o'-the-wisp, which, from the movements on shore, I should judge had brought and succeeded in landing some heavy guns before she was discovered on the morning of her running on shore.

Commander Woolsey always enters into any service ordered with cheerfulness and performs his duty well. I hope to see him reinstated on the active list again.

I am, very respectfully, your obedient servant,

GEORGE F. EMMONS,
Captain, Com'dg 2d Division, W. G. B. Squadron.

Commodore J. S. PALMER,
Com'dg W. G. B. Squadron, New Orleans, La.

Report of Commander M. B. Woolsey.

UNITED STATES STEAMER PRINCESS ROYAL,
Off Galveston, Febauany 10, 1865.

SIR: I have the honor to make the following report of the destruction last night of the steamer Will-o'-the-wisp, (blockade-runner:)

After dark (8 p. m.) I went down abreast that vessel, hailed the Antona, ordered her captain to come on board, and told him I had come to take his place, in obedience to your orders, and that he would return to his station. He informed me that he had a boat prepared, and officered and manned by volunteers, and asked that he might be allowed to join any boat expedition in contemplation. The night being perfectly clear and moonlight, and wishing to give them an opportunity, I consented, feeling that you would justify me in detaining the vessel under the circumstances. I then ordered him to send his boat to me, clear for action, and take his position close in, and on the bow of the steamer, and to move in when he should see this vessel doing so. It was my intention to have done the work at midnight, but the piping up of hammocks and sounding the gong for quarters on board the Antona caused so much noise as to give the enemy notice of our intentions. I therefore concluded to wait until 2 o'clock a. m., ordering the Antona to anchor outside of me by a kedge. I did the same, and ordered the men to leave their hammocks. Between 2 and 3 a. m. I caused the boats to shove off, in charge of Lieutenant C. E. McKay, with orders to pull directly in. I then took my position on the quarter of the steamer, in two and a half fathoms water, the Antona proceeding as directed, the vessels being from 900 to 1,000 yards distant. The boats soon reached and boarded the steamer and set her on fire in both wheel-houses, then pulled for this vessel. Lieutenant McKay reported that the vessel was completely riddled in her hull, from our fire on a previous occasion; that her hold was full of sand and water, her after section awash, and the deck scuttled fore and aft for the purpose apparently of getting out her cargo. The engine had been taken to pieces, and the vessel was a complete wreck. The wheel-houses were the only part which could be burned. As they were not completely destroyed, Mr. McKay offered to return with a barrel of rosin and complete the work, but it was deemed unnecessary, as everything was destroyed excepting what was

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under water and beyond reach. I then returned to the fleet, the Antona following. Although there was no resistance, it was fully expected, as the enemy's cavalry had thrown up breastworks on the bank, and had been posted behind them all day. I think, therefore, that Lieutenant McKay deserves great praise for the cool and quiet, orderly manner in which the work was done. I consider it proper to take this occasion to speak of the self-sacrificing spirit and the cheerful alacrity in volunteering for any and all kinds of service, and the intelligence and perseverance always exhibited by Lieutenant C. E. McKay and Acting Ensign A. H. Reynolds. It would be very gratifying to see Mr. Reynolds promoted to the rank of acting master. He has performed duty as such to my entire satisfaction ever since he joined this vessel. I respectfully enclose the report of Lieutenant McKay, and a list of officers and men who volunteered in the Antona's boat.

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

M. B. WOOLSEY, *Commander.*

Captain GEORGE F. EMMONS,
Com'dg 2d Division, Western Gulf Squadron, off Galveston.

Report of Lieutenant C. E. McKay.

UNITED STATES STEAMER PRINCESS ROYAL,
Off Galveston, February 10, 1865.

SIR: This morning, at 3 o'clock, in obedience to your orders, I proceeded to burn the wreck of the Will-o'-the-wisp. A boat from the United States steamer Antona, in charge of Acting Ensign W. D. Jones, accompanied me. We boarded the vessel, which we found hard aground, heading to the northward, and so near the beach as to require but a plank, which was there, for the rebels to board her. We prepared to set her on fire. The only parts that offered themselves for the purpose were the wheel-houses, as the vessel was filled with water, and there were no bulwarks or houses on deck. I directed Mr. Jones to give his attention to the starboard wheel-house, while I directed my attention to the port. Saturating the oakum and covering the woodwork with turpentine, we applied the torch, and when I left both wheel-houses were burning fiercely. We returned to this vessel about 4.15 a. m. I think the wood was too damp to burn, or it could not have resisted the fierce flames that enveloped it when I left. As the fire did not make much headway, I desired to return with wood and more combustible material, but you judged it was unnecessary, as the vessel was a perfect wreck, and there was so little to destroy. I desire to call your attention to Acting Ensign A. H. Reynolds, who eagerly requested permission to accompany me, though still suffering from the fatigue of the expedition of night before last. He was the first one on board the vessel, and reconnoitred the shore while I was directing the preparations for the fire. I was much pleased with Acting Ensign Jones, who most zealously supported me. He will, in his report, mention Acting Assistant Paymaster Whittimore, who accompanied him. I will also call your attention to David Victor, seaman, John J. Waggen, landsman, and James May, landsman, who, notwithstanding the exceedingly fatiguing service of the expedition of night before last, were among the foremost to volunteer. The following are the rest of the volunteers: T. Shien, captain's mate, Edward Narbie, ordinary seaman, Charles B. Snell, landsman, and Lester Burdick, landsman. The following men I selected to make up the boat's crew: Charles Larrabee, quartermaster, Jesse Tyler, captain hold, John Davis, seaman, and William Taggart, landsman.

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The whole boat's crew behaved most admirably; and, though we met with no resistance, we had every reason to suppose the rebels were in strong force on board the vessel or in the immediate vicinity, as they had been during the day, and we had no support, as the Princess Royal and Antona, drawing nearly twelve feet of water, could not approach to within less than a thousand yards of the wreck.

Very respectfully, your obedient servant,

C. E. McKAY.
Lieutenant and Executive Officer.

Commander M. B. WOOLSEY, U. S. N.,
Com'dg U. S. Steamer Princess Royal.

Approved, and respectfully forwarded.

M. B. WOOLSEY, *Commander.*

CAPTURE AND DESTRUCTION OF REBEL SCHOONER ANNA DALE.

UNITED STATES FLAG-SHIP PORTSMOUTH,
Off New Orleans, La., March 5, 1865.

SIR: I have the honor to enclose herewith, for the action of the department, the reports of Captain Emmons, commanding second division, (marked No. 1,) Lieutenant Commander Erben, and Acting Ensign James W. Brown, of the Panola, (marked Nos. 2 and 3,) of the capture and subsequent destruction of the armed rebel schooner Anna Dale in Pass Cavallo, Texas, on the night of the 18th ultimo. I have commended Acting Ensign James W. Brown, and the officers and men engaged in the expedition, for the energy and zeal displayed by them.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

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

Letter of Captain George F. Emmons.

UNITED STATES STEAMER LACKAWANNA,
Galveston, Texas, February 22, 1865.

COMMODORE: I forward you with this the report of Lieutenant Commander Erben, of the United States gunboat Panola, and the officer in charge of a boat expedition, which, like several previous ones improvised in this division, proved a complete success, to the extent of cutting out and destroying the rebel armed schooner Anna Dale, which, it will be seen, was only waiting an addition to her crew to put to sea from Pass Cavallo to prey upon our commerce. I will forward the prisoners by the first opportunity. The master, James F. Stevenson, surrendered to the boarding officer as a lieutenant of the confederate navy, and subsequently, when questioned, said he was a master in the same service, but could show no evidence of rank or authority. He and his crew, I think, are fit subjects for hard labor at the Dry Tortugas for the remainder of the war, at least. Of course, if time enough be given, as in the case of other lawless acts on our northern border, the rebel presi-

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dent or his secretary of the navy will indorse this fellow and all of his acts so long against they are aimed against our flag or country.

I am, very respectfully, your obedient servant,

GEORGE F. EMMONS,
Captain, Com'dg 2d Division.

Commodore JAMES S. PALMER,
Com'dg West Gulf Squadron, New Orleans.

Report of Lieutenant Commander H. Erben, jr.

UNITED STATES STEAMER PANOLA,
Off Pass Cavallo, Texas, February 19, 1865.

SIR: I have the honor to make the following report of the destruction of the rebel armed schooner Anna Dale in Pass Cavallo, last evening, by the boats of this vessel. Having observed for several days a schooner inside the pass, evidently intending to run out when the wind favored, in the evenings of the 16th and 17th I sent in picket-boats to watch her, but the sea was too rough on the bar for the boats to cross or the schooner to get out. Last evening, the sea being very smooth, with wind east-northeast, I sent in the gig and third cutter, in charge of Acting Ensign James W. Brown, Acting Master's Mate John Bosling, in this cutter, to bring out the schooner or destroy her. The boats returned to the ship this morning at four o'clock, bringing nine prisoners, one 12-pounder Dahlgren howitzer, some small-arms, and one large boat. Mr. Brown reports finding the schooner fast to a wharf and very close under a battery. She had a pivot gun mounted, and everything showed her to be a privateer. Lights were seen on the battery and men heard talking. Mr. Brown made his arrangements, waited until all was quiet, and then pulled alongside to board her. His men jumped on board, seized every one found, and sent them below. The fasts were then cut, and the vessel drifted into the stream. Sail was made and everything done to bring him out, but she grounded. It was then determined to destroy her. The prisoners, with their baggage, were put in one of the schooner's boats, with some small-arms; the gun was dismounted and struck in the same boat and fired, and the schooner destroyed. Mr. Brown reports the Anna Dale as of about 70 tons, regularly fitted out as a cruiser, full of provisions, and well supplied with arms and ammunition. She was commanded by a person calling himself Joseph L. Stephenson, whom I have prisoner. He surrendered himself as a lieutenant, but tells me he is a sailing master in the confederate service. He says he expected twenty-five men at sunset to fill up his complement, and that had they been there we never would have taken his vessel. He expresses great surprise that our boats were not fired into by the battery only a few yards off and having two or three guns and one hundred men. The Anna Dale was quite fast, and had she got out, I think would have done considerable damage. The howitzer captured is the one captured on board the schooner Velocity.

I have to express my high admiration of the conduct of both officers and men. The success of the expedition, and without loss, is due to the intelligence and promptness of Acting Ensign Brown, whom I recommend as an efficient and trustworthy officer. Mr. Brown speaks in high terms of the coolness and good conduct of Acting Master's Mate John Rosling. The con-

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duct of Boatswain's Mate James Burrow and Quartermaster Burton Bunker entitles them to special mention. I enclose the report of Acting Ensign Brown; also list of the names of prisoners and of arms captured.

Very respectfully, your obedient servant,

H. ERBEN, JR., *Lieutenant Commander.*

Captain GEORGE F. EMMONS,
Com'dg 1st Division W. G. B. Squadron, Galveston, Texas.

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Report of Acting Ensign James W. Brown.

UNITED STATES GUNBOAT PANOLA,
February 19, 1865.

SIR: I respectfully beg leave to report that, in obedience to your instructions, I proceeded last night in command of the boat expedition, consisting of the gig and 3d cutter, manned by volunteer crews of fourteen men in all, the latter boat in charge of Acting Master's Mate John Rosling, for the purpose of capturing or destroying the schooner seen for several days past lying near the entrance to Matagorda bay, awaiting, as was supposed, a favorable wind for running out. I left the ship at 6.45 p. m. and steered in on a W.SW. course for the entrance to the channel over the bar, some two miles distant from our station; passing which, I continued on in the direction I judged the vessel to be, sounding as I went, to obtain, if possible, sufficient information in regard to the channel to enable me to get her out if captured. After pulling about four miles, following the line of the beach, we came to the entrance of a bayou guarded by an earthwork or battery, which we passed within a hundred yards without causing any alarm, and at last discovered the vessel made fast to a wharf half a mile further up the bayou, and under guns of another smaller battery of howitzers. A careful reconnoissance satisfying me that the darkness of the night and the strict silence we observed had prevented the discovery of our approach, I determined to board the vessel at once and made my arrangements accordingly. At 10 p. m. this was accomplished without difficulty or disaster, and we found her to be a confederate armed schooner of about seventy tons, called the Anno, Dale, having a twelve-pounder Dahlgren howitzer mounted on pivot and well provided with small-arms, ammunition, provisions, &c., and alongside of her four or five launches or large-sized boats, several of which were fitted with apparatus having the appearance of being intended for use in torpedo operations. The officer in command of the schooner, calling himself Lieutenant Joseph F. Stephenson, of the Confederate States navy, finding his deck in our possession, surrendered her at once, with himself and crew of eight men as prisoners, this number being all that were on board, although he informed me there were twenty-five more expected to join her last night. I then got the vessel under way hoping to bring her out safely over the bar; but had not proceeded far, when, owing to the darkness and my limited means of information in regard to the channel, she grounded in close proximity to the battery at the entrance of the bayou, and I deemed it advisable to destroy her. I then dismounted the howitzer and placed it, together with ten rifles and shot, guns captured, in one of the launches, disposed of the prisoners among our own two boats, set fire to the vessel, and, after waiting to see the fire well under way, took the launch in tow, passed the battery again without discovery, and returned to the ship at 4 o'clock this morning.

Before closing this report, however, permit me to bear testimony to the prompt and efficient services rendered by Mr. Rosling, whose valuable assistance is worthy of favorable mention; also to add a word of commendation of

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the praiseworthy example and efforts of Boatswain's Mate James Brown and Quartermaster Benton Bunker, and of the good conduct, strict observance of orders, and coolness of men generally composing the boats' crews.

Very respectfully, your obedient servant,

JAMES W. BROWN,
Acting Ensign U. S. N.

Lieut. Commander HENRY ERBEN Jr.,
Commanding United States Gunboat Panola.

EXPEDITION TO BERWICK BAY.

WEST GULF SQUADRON, FLAG-SHIP STOCKDALE,
Off Mobile, March 29, 1865.

SIR: I have the honor to forward herewith a report of Acting Volunteer Lieutenant Ezra Leonard, commanding the United States steamer Carrabassett, of proceedings in Berwick bay.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral Com'dg West Gulf Squadron.

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

Report of Acting Volunteer Lieutenant Ezra Leonard.

UNITED STATES STEAMER CARRABASSETT,
Berwick Bay, La., March 24, 1865.

SIR: I have the honor to report that on the 21st instant I took on board forty of the 93d United States colored infantry, under command of Captain P. J. Whiteman, and proceeded up Grand lake to Indian bend, where the troops landed and crossed over to Bayou Teche, where they had a skirmish with a force of about thirty rebels across the bayou. Afterwards a party of rebels came down and fired upon this vessel, but a few shells and shrapnel, soon dispersed them. I landed with a small force and captured one musket and equipments of a rebel picket and several perogues. I took on board at this place nine colored refugees. On the morning of the 22d I entered Big Bayou Pegion, where none of the naval vessels have been before, and proceeded up five miles, having to cut down several trees which obstructed our passage. I then went up five miles further in an armed boat, and found the bayou very navigable as far as I went. My object there was to capture a flat-boat with fifty horses, which I learned would come down that bayou. I had sent the United States steamer Glide up Little Bayou Pegion that morning for the same purpose, but the rebels took another route with their horses and escaped both of the vessels.

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

EZRA LENARD,
Acting Volunteer Lieutenant and Senior Officer

Captain G. F. EMMONS,
Senior Officer commanding at New Orleans.

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SINKING OF THE MONITORS MILWAUKIE AND OSAGE AND TIN-CLAD RODOLPH BY TORPEDOES.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off Blakely River, Mobile Bay, April 3, 1865.

SIR: I have the honor to inform the department that the river monitors Milwaukie, Lieutenant Commander J. H. Gillis, and Osage, Lieutenant Commander W. M. Gamble, have been sunk by torpedoes at the entrance of Blakely river, the former on the 28th ultimo and the latter on the 29th, as they were advancing and firing upon the rebel forts commanding the entrance.

Before sending the monitors over the shallow bar into the river I had it thoroughly dragged for torpedoes, and many were removed. We continued to drag until no more could be found, and it was believed that we could successfully advance upon the forts, but the result thus proved the impossibility of doing so without endangering the loss of all our light-draught vessels. These hidden instruments of destruction abound everywhere in these shallow waters. The tin-clad steamer Rodolph was also sunk by a torpedo on the 1st instant, whilst towing a scow to the sunken vessels with implements for the purpose of raising the Milwaukie. These vessels will probably be lost, though we shall be able to save the guns and much valuable property from them. On the sinking of the Milwaukie, I despatched a vessel immediately to Pensacola for a steam pump and divers' apparatus, with the men to work them. They were promptly forwarded by Commander Armstrong, the commandant of the yard, but the sunken vessels are so badly broken that they cannot be raised. The divers, however, are retained, to save as much property as possible from the wrecks, and although under fire from the rebel batteries, we are doing all in our power. The remaining monitors are still in the river, near the forts, with the object of cutting off supplies from the city, and are usefully employed. General Canby has completely invested these works, Fort Alexis and Spanish fort, which command Batteries Huger and Tracy, and I am now preparing a navy battery of the heaviest guns which can be obtained to operate on shore in conjunction with the army. The ground around the forts, as well as the roads, are planted with torpedoes, which occasionally explode, destroying men and animals. I enclose herewith copies of the reports of Lieutenant Commander Gillis, Lieutenant Commander Gamble, and Acting Master Dyer, the commanding officers of the Milwaukie, Osage, and Rodolph, (marked Nos. 1, 2, and 3,) detailing the circumstances connected with the loss of their vessels.

No casualties occurred on board the Milwaukie. On board the Osage four (4) men were killed and eight (8) wounded. On board the Rodolph one man was killed, eleven were wounded, and three are missing.

The reports of the medical officers of the Osage and Rodolph (marked Nos. 4 and 5) are also enclosed.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

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

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Report of Lieutenant Commander James H. Gillis.

UNITED STATES STEAMER GENESEE,
Mobile Bay, March 30, 1865.

SIR: I take the earliest opportunity to make a report of the sinking of the United States steamer Milwaukie, under my command, on the afternoon of the 28th instant. I had proceeded up the Blakely river, in company with the United States steamer Winnebago, to within about one and a half mile of the lower fort on the left bank of the river, for the purpose of shelling a rebel transport supposed to be carrying supplies to the fort; had succeeded in causing the steamer to retreat up the river, and was dropping with the current to resume my former position, keeping the bows of the vessel headed up stream; my object in so doing being to avoid, in turning, the accident that caused the sinking of the Milwaukie. I had returned within about two hundred yards of the United States iron-clad Kickapoo, then lying at anchor, and supposed the danger from torpedoes was past, as I was where our boats had been sweeping, and also exactly in the same place where the United States iron-clad Winnebago had turned not ten minutes before, when I felt a shock, and saw at once that a torpedo had exploded on the port side of the vessel, abaft the after turret, and, as near as I could determine at the time, about forty feet from the stern. My first object, after realizing the impossibility of saving the vessel, was to save the crew, and I am happy to be able to state that this was done without the loss of a single person. There was naturally some confusion at first, the hatches being closed, and but three being provided with levers to open them with from below, and those who were not on deck being dependent on those who were for other means of egress; but a single command served to restore order, and all came on deck in a quiet, orderly manner. The stern of the vessel sank in about three minutes, as near as I can judge, but the forward compartments did not fill for nearly an hour afterwards, giving the crew an opportunity of saving most of their effects. I saw every man off the vessel, sending them to the Kickapoo, Lieutenant Commander Jones, for instructions, and then proceeded to the flag-ship, reporting to you in person, and obtaining your permission to proceed to Pensacola for the purpose of procuring such appliances as would be necessary in raising the Milwaukie. I am happy to be able to add that I have obtained the services of two experienced divers and also a steam pump, and there is every prospect of my retaining my old command until I have the pleasure of seeing her guns once more used against those who are no doubt now exulting over her supposed loss.

I have the honor to be, very respectfully, your obedient servant,
J. H. GILLIS,
Lieutenant Commander U. S. N.

Acting Rear-Admiral H. K. THATCHER,
Commanding W. G. Squadron, Mobile Bay, Ala.

Report of Lieutenant Commander William M. Gamble.

MOBILE BAY, ALABAMA, *March* 29, 1865.

SIR: I have the honor to submit the following report of the circumstances attending the loss of the United States iron-clad Osage, under my command:

About 2 p. m., this instant, being at anchor inside of Blakely bar, in company with iron-clads Kickapoo, Winnebago, and Chickasaw, and gunboat

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Octorara, with a strong breeze from the eastward, I deemed it necessary to move my anchorage to avoid colliding with the United States steamer Winnebago, which vessel had dragged close alongside. I weighed anchor, and had moved off to a safe distance ahead and on her starboard bow, when I stopped and ordered hands ready to let go the anchor in two (2) fathoms water, the last sounding given after I had pulled the bell to stop. Almost immediately after stopping, I ordered three (3) bells rung to back, and moved forward from the pilot-house, intending to step on the turret to order the anchor let go, but had not taken more than three steps from my position at the forward door of the pilot-house when a torpedo exploded under the bow, and the vessel immediately commenced sinking. I ordered the executive officer, Acting Master G. W. Garrison, to take as many men below as necessary and search for wounded or killed, and to send all the rest of the crew on the hurricane deck, except two hands at each boat to haul them alongside.

My orders were executed promptly, and although the ship filled and settled rapidly, two killed and the five wounded below were passed up. Three others were wounded on deck. The names of the killed and wounded I will furnish you as soon as I can ascertain them. The wounded were conveyed to the nearest ship for medical attendance. It was impossible to save but few articles belonging to the ship, as she almost immediately filled. As the position to which I moved the Osage had been thoroughly dragged by boats, I am of the opinion that the torpedo by which she was sunk was submerged and drifting. I respectfully request that a board of officers may be ordered to investigate the circumstances attending the loss of the Osage.

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

WILLIAM M. GAMBLE,
Lieutenant Commander U. S. N.

Acting Rear-Admiral H. K. THATCHER,
Commanding W. G. Squadron.

Report of Acting Master N. M. Dyer.

UNITED STATES STEAMER RODOLPH,
Blakely River, Ala., April 2, 1865.

SIR: It becomes my duty to make you the following report relative to the sinking of this vessel yesterday by the explosion of a torpedo: Having received orders to report on board the Metacomet at 10 a. m., I had left the ship for that purpose, leaving my vessel at anchor a short distance inside the bar, in charge of my executive officer, Acting Ensign J. F. Thomson. From him I have obtained the following information, which embraces all the facts connected with this unfortunate affair up to the time of my arrival on board: At 1 p. m., in obedience to signal from flag-ship, weighed anchor, and passed within hail, receiving orders to take a barge alongside, containing my apparatus for raising the Milwaukie, and proceeded with it inside the bar. Crossed the bar, and stood up toward the Milwaukie at 2.40 p. m. When directly between the Chickasaw and Winnebago, exploded a torpedo under our starboard bow, from the effect of which the ship rapidly sank in twelve feet of water. I arrived on board at 3.20 p. m., and found the wounded properly cared for by the promptness with which boats were sent to our assistance from the vessels in the vicinity. The torpedo exploded under our starboard bow, about 30 feet abaft a line drawn at right angles with our stem, coming through the gun-deck, at the break of the platform on which our Parrott guns were mounted, and from the effects of the explo- [illegible] can be seen, I should judge there was a hole through her bow at

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least 10 feet in diameter. She now lies with her gun-deck submerged about 5½ feet at low water. I regret to report a loss of 1 killed, 11 wounded, and 3 missing. I enclose surgeon's report of killed and wounded, also a certified list of the men on board, with casualties. All of the public property, such as small-arms, &c., that could be got at, was at once removed to the deck above water, and I am now engaged in removing the guns. The accounts of the ship, public money, and nearly all of the small stores and clothing were stowed on the boiler-deck, and thus are safe. I desire to testify to the zeal manifested by my officers and men in their efforts to save property, and the cheerfulness with which they have obeyed all orders.

Very respectfully, your obedient servant,

N. M. DYER,
Acting Master, Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding W. G. Squadron.

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List of casualties on the Osage.

UNITED STATES STEAMER TALLAHATCHIE,
Off Mobile, April 3, 1865.

SIR: I have the honor to report the casualties on board the United States monitor Osage, sunk by the explosion of a torpedo off Mobile, March 29, 1865:

Killed.—Lewis De Wall, master-at-arms; William Paigher, seaman; John Everhart, ordinary seaman; Charles Taylor, ordinary seaman.

Wounded.—William G. Boysen, boatswain's mate, legs and head; John Jonan, captain of fore, legs; Michael McGuire, seaman, head and feet; James Harris, ordinary seaman, head and body; W. G. Fisher, ordinary seamen, head; William Hartly, ordinary seaman, legs; Charles Conburn, landsman, head; Nicholas Heydenger, landsman, legs.

Very respectfully, &c.,

R. W. GIFFORD,
Acting Assistant Surgeon U. S. N.

Lieut. Commander WM. M. GAMBLE, U. S. N.

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List of casualties on the Rodolph.

UNITED STATES STEAMER RODOLPH,
Blakely River, Ala., April 2, 1865.

SIR: I respectfully beg leave to make the following report of the casualties on board this vessel from the explosion of a torpedo on the afternoon of April 1, 1865:

Theodore Fexada, landsman, killed instantly; Michael Driscoll, landsman, missing, with conclusive evidence of being killed; Johnson Smith, landsman, (colored,) missing, with conclusive evidence of being killed; Jule Baltour, boy, (colored,) missing, with conclusive evidence of being killed; John Wilson, captain of hold, contusion of leg; John S. Adams, ship's painter, contusion of shoulder and of head; Sewell Chicquime, second class fireman, dislocation of knee; George McDonald, landsman, contusion of feet; James H. Miller, landsman, contusion of feet; Daniel Kelley, landsman, wound of head; Eli Robertson, landsman, (colored,) fracture of left leg and dislocation of left knee, serious; William Strother, second class fireman, (colored,) compound fracture of both bones of arm, serious; Henry Rounds

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first class boy, concussion of brain; Anderson Wilkins, first class boy, contusion of knee; Moses Payne, second class boy, (colored,) contusion of shoulder and lower jaw.

Very respectfully, your obedient servant,

EDWARD P. COLBY,
Acting Assistant Surgeon.

Acting Master N. M. DYER, U. S. N.,
Commanding U. S. steamer Rodolph.

LOSS OF THE GUNBOAT SCIOTA, TUG IDA, AND A LAUNCH OF THE CINCINNATI.

Despatch of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off Mobile, April 16, 1865.

SIR: I have previously reported to the department the loss of the gunboat Sciota, the tug Ida, and a launch of the Cincinnati by torpedoes.

I forward herewith copies (marked Nos. 1, 2 and 3) of the reports of the commanding officers of those vessels, giving the details.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

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

Report of Acting Vol. Lieut. J. W. Maguire.

UNITED STATES STEAMER SCIOTA,
Off Mobile, Ala., April 14, 1865.

ADMIRAL: I have the painful duty to respectfully report the sinking of the United States steamer Sciota, under my command, by a rebel torpedo, and the loss of four men and wounding of six others. In obedience to orders from Fleet-Captain E. Simpson, I had finished coaling the barge from the brig American Union, and had delivered to the Itasca, Sebago, and Genesee the working parties belonging to the aforesaid vessels, and were proceeding towards the eastern shore on an east-southeast course for the purpose of delivering ten men of the working party to the United States steamer Elk, when I ran against a torpedo, which was below the surface of the water, exploding it, causing the vessel to sink immediately nearly decks to the water. The explosion was terrible, breaking the beams of the spar-deck, tearing open the water-ways, ripping off starboard fore chancels, and breaking fore topmast. I have examined the decks and water-ways immediately over the place where the explosion took place, and, in my opinion, the damage is not so extensive as to prevent raising her. I have also questioned those of the crew who were on the berth-deck at the time of the explosion, and their evidence in regard to the effect upon the berth-deck by the explosion leads me to think that it struck the vessel below the line of the berth-deck, and under and abreast of the fore rigging at the first bow cant or round of the bow.

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Since the sinking of the vessel I have recovered three of the bodies of the missing men. I must thank the captain of the Cowslip for his prompt assistance in removing the wounded from this vessel.

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

J. W. MAGUIRE, U. S. N.,
Volunteer Lieut., Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding W. G. Squadron.

APRIL 15, 1865.

P. S.—Since writing this report I have recovered the body of another man belonging to the United States steamer Elk.

Respectfully, your obedient servant,

J. W. MAGUIRE, U. S. N.

Report of Acting Ensign F. Ellms.

MOBILE BAY, *April* 15, 1865.

SIR: On the morning of April 13, 1865, the United States steamer Ida, under my command, proceeded from the flag-ship Stockdale under orders to report to Lieutenant Commander John Irwin and place the steamer under his orders. After reaching the Cincinnati, and reporting, I was ordered to proceed to the United States steamer Genesee, laying about two miles below the obstructions; when about two-thirds of the way down the steamer struck a torpedo on her starboard side, crushing in her timbers, bursting her boilers, and tearing up her decks; she filled in a few moments in ten feet of water, where she now lies, directly in mid-channel. Every possible assistance was rendered by the vessels in sight to save life and property. The guns have been taken off, and a portion of the engine has been removed. The casualties are as follows: Philip Williams, landsman, drowned; Thomas Burns, 1st class fireman, missing; Sanford Curran, acting 3d assistant engineer, leg broken in two places; John O. Locklan, 1st class fireman, wounded in head slightly; Abraham Burrell, ship's cook, scalded on the left arm.

Very respectfully, your obedient servant,

F. ELLMS,
Acting Ensign, Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Report of Lieutenant Commander George Brown.

UNITED STATES IRON-CLAD CINCINNATI.

SIR: I deeply regret to have to report the blowing up of the launch of this vessel by a torpedo yesterday afternoon.

By this sad accident three lives were lost. Their names are as follows: Acting Master's Mate Leon De Wolf, Captain of Forecastle C. H. Howard, Ordinary Seaman John Dreon. The launch had caught a torpedo, and had weighed it to within about two feet of the surface of the water, when the mooring parted, and the strain on the drag-rope brought the torpedo against the stern of the boat, exploding it.

I am, sir, respectfully, your obedient servant,

GEORGE BROWN,
Lieutenant Commander.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

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ASUALTIES ON THE OSAGE, RODOLPH, IDA, AND SCIOTA, AND LOSS OF THE ALTHEA.

UNITED STATES FLAG-SHIP GLASGOW,
Off New Orleans, La., April 25, 1865.

SIR: I forward herewith (marked No. 1) a full report from the fleet surgeon, J. C. Palmer, of the killed and wounded of the Osage, Rodolph, Ida, and Sciota, vessels destroyed by torpedoes. Also the report (marked No.) of the commanding officer of the Althea, giving the details of the loss of that tug, with the names of the killed and wounded on board of her.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

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

Report of Fleet Surgeon James C. Palmer.

UNITED STATES HOSPITAL SHIP TALLAHATCHIE,
Mobile, Alabama, April 19, 1865.

SIR: I have to report from the best sources within my reach the following killed and wounded aboard vessels lately destroyed by torpedoes:

Killed.—Osage: Nicholas Heyfdenger, ordinary seaman; Lewis De Wall, master-at-arms; William Paigher, seaman; John Everhart, ordinary seaman; Charles Taylor, ordinary seaman. Rodolph: Theodore Texada, landsman; Jule Baltour, 1st class boy, (colored;) Michael Driscoll, landsman; Johnson Smith, landsman, (colored.) Ida: Philip Williams, landsman, (colored;) Thomas Burns, 1st class fireman; Sanford Curran, acting 3d assistant engineer. Sciota: John W. Bayard, boatswain's mate; J. S. Robinson, captain forecastle; Jeremiah Horrigan, cockswain; Jacob Brown, boatswain's mate; George Creighton, landsman, (attached to Elk.)

Severely wounded.—Osage: William Hartley, ordinary seaman; William G. Boyson, boatswain's mate. Rodolph: Eli Robertson, landsman, (colored;) William Strother, coal-heaver, (colored;) Moses Payne, 2d class boy, (colored;) Sewell Chicquoine, 2d class fireman, (colored.) Sciota: William Prendwell, sailmaker's mate.

Slightly wounded.—Osage: John Tonan, seaman; John H. Thompson, landsman; Edward McLane, 1st class fireman; Charles Couburn, landsman; Peter Hailey, seaman; Michael McGuire, ordinary seaman; Joseph Barker, seaman; David H. Larkins, ordinary seaman; William G. Fisher, ordinary seaman. Rodolph: John Wilson, captain hold; Daniel Kelley, landsman; James H. Miller, landsman; George McDonald, landsman; Anderson Wilkins, 1st class boy, (colored;) Henry Rounds, 1st class boy; John S. Adams, ship's painter. Ida: Abraham Burrell, ship's cook, (colored;) John McLaughlin, (rate unknown.) Sciota: John Price, landsman; Maurice O'Brien, surgeon's steward, (since dead;) James O'Brien, quartermaster; Alonzo Stevens, cockswain; William Carson, landsman.

I have not been able to obtain any account of the killed and wounded aboard the Althea, nor of those in the Cincinnati's boat.

Very respectfully,

JAMES C. PALMER, *Fleet Surgeon.*

Acting Rear-Admiral H. K. THATCHER, U. S. N.,
Commanding West Gulf Squadron.

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Report of Acting Ensign F. A. G. Bacon.

HOSPITAL ROSS, MOBILE, *April* 19, 1865.

SIR: I have the honor to report the loss of the United States steamer Althea. On the 12th ultimo I was ordered by Captain Low to drag the channel with a chain attached to spars laid across the stern. Pilot J. Denton was ordered on board to instruct me where to go. I proceeded to drag, and when abreast of battery Huger, the chain getting afoul of an old wreck, I tried to pull it out and failed, and as it was found impossible to clear the chain I ordered it to be slipped. After this was done I attempted to return to the Octorara, but the vessel ran afoul of a torpedo, which exploded near the after part of the pilot-house, a little to the starboard; the vessel sunk immediately in 10 or 12 feet of water, and I regret to state that two men were killed, two others badly wounded, and that I am badly injured in the left leg and foot.

Killed.—G. D. Andrews, 1st class boy, (colored;) J. Glen, landsman, (colored.)

Wounded—Acting Ensign F. A. G. Bacon; John Griswold, colored seaman; Patrick Manning, 1st class fireman.

I am, sir, very respectfully,

F. A. G. BACON,
Acting Ensign, late Com'dg U. S. Steamer Althea.

Acting Rear-Admiral H. K. THATCHER,
Com'dg West Gulf Squadron, Mobile, Alabama.

DESTRUCTION OF THE REBEL RAM W. H. WEBB.

Report of Acting Rear-Admiral H. K. Thatcher.

FLAG-SHIP GLASGOW, *New Orleans, April* 24, 1865.

SIR: I have the honor to inform the department that the rebel ram Webb ran the blockade of the Red river this morning, and passed this city at a high rate of speed; but so unexpected was her appearance that she received only two shots in her hull in passing.

As she approached the city she was flying the United States flag at half-mast, and was mistaken for an army transport.

The Hollyhock, Lieutenant Commander Gherardi, the Florida, Acting Volunteer Lieutenant Commander W. Budd, the Quaker City, Lieutenant Commander Spicer, and the Ossipee, Commander Le Roy, were despatched in pursuit of the ram, the Hollyhock far ahead, and when about twenty-five miles below the city she encountered the Richmond, Captain Theodore P. Green, coming up. The ram then headed in to the left bank of the river, ran on shore, and was set on fire by her commander, who proved to be Edward G. Reed, formerly of the United Staty navy.

Her crew consisted of about forty-five men, and her cargo was cotton, rosin, and turpentine, so that she soon blew up, the crew escaping to the swamps, except three, two of whom were captured and are prisoners; the third was destroyed with the vessel.

Her armament consisted of three guns.

The whole party will probably be captured by troops who will forthwith be despatched in pursuit of them.

As the ram passed the city she had a torpedo suspended from a spar from her bows.

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

H. K. THATCHER,
Acting Rear-Admiral, Commanding W. G. Squadron.

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

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Additional report of Acting Rear-Admiral H. K. Thatcher.

U. S. FLAG-SHIP GLASGOW,
New Orleans, La., April 26, 1865.

SIR: In my despatch of 24th instant, numbered 78, I had the honor to report to the department the circumstances attending the running of the Red river blockade by the rebel ram W. H. Webb, and of her destruction below this city. The escaped prisoners were followed up by the navy, and by a detachment of the army stationed near this city, with the following results, viz: On the night of the 24th instant two (2) prisoners were captured near the spot of the destruction of the rebel ram, and on yesterday the following rebel officers surrendered as prisoners of war to Acting Master James Allen, who had been sent to pursue them through the swamps, viz: Charles Reed, (her late captain,) Lieutenant W. H. Wall, Master S. P. L'Blanc, Passed Midshipman H. H. Scott, Assistant Surgeon W. J. Addison, Pilot James West.

I have directed that these officers and two (2) of the crew captured on the 24th instant be sent north as prisoners of war—(the remainder of the men will be confined on board one of our vessels here, and will be sent north by the first opportunity—unless claimed by the army, to whom they surrendered)—by the United States steamer Florida, now about to sail for New York, and delivered by Acting Volunteer Lieutenant Commander William Budd, commanding the Florida, to the custody of the commandant of the navy yard at that port, or such persons as he shall designate, reporting the same to the department, together with a correct list and description of her officers. The crew of this confederate vessel will undoubtedly all be captured, as those now at large are still believed to be lurking in the swamps, and are closely pursued. The engines of the Webb, as well as her chains, anchors, battery, &c., will be saved in good order, and are apparently but little injured.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding W. G. Squadron.

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

NAVAL CO-OPERATION—EXPEDITION TO SELMA AND MONTGOMERY, ALABAMA.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, FLAG-SHIP STOCKDALE,
Off Mobile City, April 21, 1865.

SIR: I have the honor to inform the department that I have despatched the gunboat Sebago, Lieutenant Commander Harmony, the iron-clad steamer Cincinnati, Lieutenant Commander Brown, with the tin-clads Tallahatchie and Elk, to convoy a force of thirteen thousand men, under Major General Steele, to Selma and Montgomery. The gunboat Octerara, Lieutenant Commander Low, and monitor Winnebago, Lieutenant Commander Kirkland, remain near the junction of the Tombigbee and Alabama rivers for the purpose of covering an army force who are fortifying at a point above the junc-

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tion to prevent the navigation or passage of those streams by the enemy. The two vessels last named will return here after having executed this duty.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

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

EXPLOSION OF A MAGAZINE AT MOBILE, ALABAMA.

Report of Acting Rear-Admiral H. K. Thatcher.

UNITED STATES NAVAL HEADQUARTERS,
New Orleans, La., May 29, 1865.

SIR: I regret to inform the department that a terrible explosion took place in Mobile on the 25th instant, resulting not only in the destruction of a considerable portion of the upper part of the city, but in great loss of life.

Marshall's warehouse, where the ordnance stores which exploded were stored, was, perhaps, three-quarters of a mile from the flag-ship, and fragments of shell fell on board that vessel. Immediately after the explosion, Fleet Captain Commander Simpson repaired to the scene of disaster with a large force of sailors under his command, and rendered most valuable assistance. I forward herewith his report, (enclosure No. 1,) and desire to bring to the notice of the department the gallant conduct of Quartermaster Cooper, as given in Commander Simpson's narrative.

The tug Cowslip, (the only tug at my disposal,) under command of Acting Master W. T. Bacon, rendered very efficient aid in towing out of danger three vessels which otherwise would have been destroyed. His report (No. 2) is enclosed. This officer, on this as on every other occasion, proved himself an officer of ability and energy.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

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

Report of Fleet Captain E. Simpson.

W. G. SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off City of Mobile, May 26, 1865.

SIR: I have the honor to report, that on the afternoon of the 25th instant a destructive explosion of ordnance stores occurred at Marshall's warehouse in this city. A portion of the ammunition surrendered to General Canby by General Richard Taylor, of the confederate service, had been placed in Marshall's warehouse preparatory to transportation to the bomb-proofs in the forts, and by some unexplained accident the explosion occurred at this place.

The entire adjoining portion of the city was shortly in flames, and a fresh south wind assisted the work of destruction.

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The loss of life has not been ascertained, but it is already known to be very large. I visited the scene of the fire, and with a large force of sailors was enabled to do some service, the presence of the sailors in the neighborhood of the exploding shells tending much to restore a partial feeling of confidence to the firemen, and others who were prevented by the bursting shells from working to advantage in extinguishing the fire.

I regret that two of our men were killed during the afternoon.

I desire to call your particular attention to the gallantry displayed by Quartermaster John Cooper, of the staff, a medal man, of the United States steamer Brooklyn, who, at the risk of being blown to pieces by exploding shells, advanced through the burning locality to rescue a wounded man from what would have been certain death. His efforts were successful, and he returned carrying the man on his back.

I am, very respectfully, your obedient servant,

E. SIMPSON, *Fleet Captain.*

Acting Rear, Admiral H. K. THATCHER,
Com'dg Western Gulf Squadron, Mobile, Ala.

Forwarded. H. K. THATCHER, *Acting Rear-Admiral.*

Report of Acting Master William T. Bacon.

UNITED STATES STEAMER COWSLIP,
Mobile, Ala., May 26, 1865.

SIR: I have the honor to report that at about 3.20 p. m. on the 25th instant, a few moments after the explosion of the magazine in Marshall's warehouse, with your permission, I got under way and proceeded to the scene of destruction. The schooner Orville, loaded with hay, was lying near some burning barges, and in imminent danger. I took her in tow and brought her to a place of safety on the opposite side of the river. I then steamed up the river to where the Kate Dale was burning, to see if there were any persons on board in need of assistance. I then ran back towards the fire, and succeeded in saving the bark W. E. Anderson, then at anchor opposite the burning pile, and against which the hulk of a burning steamer was drifting, and also took the steamer N. W. Thomas in tow, and succeeded in anchoring them all safely beyond reach of the fire. I then steamed up to the dock, and finding I could render no further assistance, I returned to my former position near the flag-ship.

While returning from the Kate Dale I despatched a boat to steamer Tamaulipas, in charge of Acting Ensign A. Kalinski, to render her or others any assistance in his power. When he returned he reported that he had removed three wounded men from the Tamaulipas to the Sebago, and before returning, went on shore and reported to Commander E. Simpson for any duty he might assign him.

I cannot speak too highly of the officers and men under my command for the manner in which they performed the duties to which they were called.

I am, very respectfully, your obedient servant,

WM. T. BACON, *Acting Master, Com'dg.*

Acting Rear-Admiral H. K. THATCHER,
Com'dg West Gulf Squadron, Mobile, Ala.

Forwarded.

H. K. THATCHER, *Acting Rear-Admiral.*

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EVACUATION OF THE DEFENCES OF SABINE PASS.

Report of Acting Rear-Admiral H. K. Thatcher.

UNITED STATES NAVAL HEADQUARTERS,
No. 148 *Canal street, New Orleans, La., May* 31, 1865.

SIR: I have the honor to inform the department that a despatch, under date of the 25th instant, was this day received from Captain B. F. Sands, reporting the evacuation of the defences of Sabine Pass, (Forts Mannahassett and Griffin.) Acting Volunteer Lieutenant Commander L. W. Pennington hoisted the United States flag on these forts. The guns, five in number, were all spiked. Fort Griffin is described as having fired bomb-proofs covered with two feet of solid timber, two layers of railroad iron, and four feet of earth on top. There were four magazines of like construction. Acting Volunteer Lieutenant Commander Pennington not having force to hold the forts, retired to his vessel, leaving the American flag flying.

Under date of the 27th instant Captain Sands reports that the rebel army of Texas have generally disbanded and gone home. The terms of surrender recently executed in this city between the rebel commissioners sent by General Kirby Smith and General Canby, United States army, having been complied with on the part of the rebels, it only remains to occupy the fortifications. With regard to the rebel naval force in Texas, I am assured by the confederate Lieutenant Commander Jonathan Carter, who is now here, and declares himself to be the senior naval officer, that there is no naval property, nor any naval officers in Texas on the seaboard, and only one vessel in the Red river, (the ram Missouri,) which will be surrendered to the commander of the Mississippi squadron.

I propose, so soon as General Canby is ready to occupy Galveston, to place two or three gunboats of light draught within the harbor for the present to aid the military authorities in preserving order.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

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

DESTRUCTION OF THE BLOCKADE-RUNNER DENBIGH.

Report of Acting Rear-Admiral H. K. Thatcher.

UNITED STATES NAVAL HEADQUARTERS,
No. 148 *Canal Street, New Orleans, La., June* 2, 1865.

SIR: I have the honor to report to the department the destruction of the blockade-runner Denbigh, on the 24th of May, off Galveston, the particulars of which are contained in the report of Captain B. F. Sands, a copy of which is herewith forwarded, (enclosed, marked No. 1.) Also the destruction of a schooner called the Le Compt, used as a guard boat at Galveston, by boats from the Cornubia, Acting Volunteer Lieutenant Johnston, on the afternoon of the 24th of May. His report is herewith forwarded, (marked No. 2.)

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

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

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Report of Captain B. F. Sands.

UNITED STATES STEAMER FORT JACKSON,
Off Galveston, Texas, May 24, 1865.

ADMIRAL: I have the satisfaction to report the destruction of the famous blockade-runner Denbigh, side-wheel steamer, iron, 162 tons. She was discovered from this vessel at early daylight this morning aground on Bird Key spit, near Bolivar Point. I sent the Cornubia and Princess Royal to open fire upon her, and boats were sent from the Kennebec and Seminole to board and destroy her, which was effectually done by 7 a. m. A boat from the Seminole, in charge of Acting Volunteer Lieutenant Mundy, although the furthest off, was the first to board and apply the torch, and she was soon enveloped in flames, the crew having escaped to the shore when they saw they were discovered. Papers were found on board showing she was the Denbigh, from Havana, 18th instant. She is now a complete wreck, and has made her last voyage.

I regret to report that Luke Robins, seaman, of the Seminole, was instantly killed by the accidental discharge of his own gun while leaving the wreck.

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

B. F. SANDS,
Captain, Com'dg 3d Division, W. G. Squadron.

Acting Rear-Admiral H. K. THATCHER,
Com'dg W. G. Squadron, Mobile Bay.

—

Report of Acting Volunteer Lieutenant John A. Johnston.

UNITED STATES STEAMER CORNUBIA,
Off Galveston, Texas, May 25, 1865.

SIR: I have the honor to report that yesterday afternoon, in obedience to your order to prevent any of the enemy's boats from boarding the burning wreck of the blockade-runner Denbigh until she was completely destroyed, I got under way and stood into the Bolivar channel as far as the depth of water would allow, and anchored in twelve feet, about 1¼ mile outside the wreck. A schooner which had been at anchor about half a mile inside the wreck, on discovering the approach of the Cornubia, got under way and tried to escape into Galveston. On firing two shots at her she hauled down her sails, and a part of her crew got into a boat and escaped to the beach. I then sent an armed boat, under command of Acting Ensign Frank Millett, of this ship, to board her and bring her out if possible. On boarding her Mr. Millett found that she had drifted ashore on Bird Key spit, and had bilged and lost her rudder. Finding it impossible to get her off, he threw overboard a 24-pounder howitzer with which she was armed, and brought off four men whom he found on board, also five carbines, five new Enfield rifles, a steering compass, and a rebel flag. She proved to be the schooner Le Compt, the rebel guard boat-stationed at Galveston. During last night she beat over the spit, and now lies a wreck on Bolivar Point beach.

Very respectfully, your obedient servant,

JOHN A. JOHNSTON,
Acting Vol. Lieut., Commanding.

Captain B. F. SANDS, *Com'dg 3d Division, W. G. Squadron.*

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SURRENDER OF GALVESTON, TEXAS.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP R. R. CUYLER,
Off Galveston, Texas, June 8, 1865.

SIR: In my despatch, No. 136, written at Mobile, I informed the department that rebel commissioners at Galveston had desired transportation to New Orleans to General Canby, with a view to arranging terms of surrender, and that I had directed such transportation to be furnished.

On the evening of the 28th of May I arrived at New Orleans, where I remained until the morning of the 5th instant, and during that period had several official interviews with Colonel Achbel Smith, the commander of the defences of Galveston, who assured me that there would be no opposition on the part of the forces under his command or the people to the occupation of Galveston by the navy. On the morning of the 5th I left New Orleans in the United States steamer R. R. Cuyler, and arrived off Galveston yesterday at 2 p. m.

Captain Sands then informed me that on the 2d instant Major General E. Kirby Smith and Major General J. B. Magruder came on board the United States steamer Fort Jackson, where they were met by Brigadier General E. J. Davis, representing Major General E. R. S. Canby, and the terms of surrender heretofore agreed upon between representatives of Generals Smith and Canby were signed by General E. Kirby Smith.

After the signing of the articles of surrender Captain Sands immediately took the necessary steps to buoy out the channels, and on the 5th instant proceeded inside the bar in the United States steamer Cornubia, followed by the Preston, and landed at Galveston, accompanied by Commander Stevens, Commander Downs, and Lieutenant Commander Wilson. An interview was held with the mayor, Charles H. Leonard, after which the flag of the United States was raised on the custom-house, the citizens conducting themselves in the most orderly manner. The flag is now flying on all the forts in the harbor, but as we have not sufficient force from the fleet to garrison the latter, I have directed the light-draught gunboats Cornubia, Preston, and New London to remain inside the bar, where they will soon be joined by the Port Royal. I have also given orders to Commander Le Roy, of the Ossipee, to convoy with his vessel the troops which General Canby, it is hoped, will in a few days be ready to despatch to occupy the different ports on the coast already surrendered to us.

General Brown, of the United States army, on the 1st instant, with a brigade, took possession of the garrison at Brownsville; the other ports on the coast of Texas, which have been heretofore blockaded by our vessels, are now held by the naval forces. Thus blockade-running from Galveston and the coast of Texas is at an end.

To-day I went on shore and had an interview with the civil and military authorities, by whom I was cordially received; and, in conversation, these gentlemen expressed themselves anxious for a speedy restoration of the old order of things, and reiterated their desire that a portion of our naval forces should remain within the harbor for their protection.

On this visit I was accompanied by Captain Sands and a part of my staff.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

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

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CAPTURE OF THE UNITED STATES STEAMER WAVE.

Reports of Acting Volunteer Lieutenant B. W. Loring.

UNITED STATES NAVY YARD,
Washington, D. C., February 28, 1865.

SIR: In obedience to your order, dated December 31, 1864, and received ebruary 2, 1865, I have the honor to present the following statement rearding the loss of the United States steamer Wave by capture May 6, 1864. 1 pursuance of orders received from Commodore James S. Palmer, dated ew Orleans, April 15, 1864, to proceed with the United States steamers Vave and Granite City to Calcasieu Pass, Louisiana, and receive such refuees as might be willing to enter the navy of the United States, *receiving urther instructions regarding the expedition from a Mr. Smith* whom I was irected to receive as a passenger, I left New Orleans on the evening of April 15, and the Southwest Pass on the morning of the 17th. Adverse winds and incompetent pilotage forced us to enter Atchafalaya bay to repair damages, and if possible procure another pilot. While there I forwarded a despatch to Commodore Palmer, informing him of the injuries received, requesting a more competent pilot, and that the Wave had but three (3) days' consumption of coal remaining, half of which was consumed going to the Southwest Pass of Vermillion bar, where there would be smoother water necessary before we could repair the vessel. During strong head wind we lay two (2) days ready to proceed, during which time the tug Ella Morse arrived with a pilot for the Wave. April 23, at 6 p. m, took tow from the Ella Morse, and proceeded. A tow was necessary when there was a six (6) knot breeze near ahead, for the Wave then became unmanageable. Daylight April 24, off Mermentan Pass, was obliged to furnish the Morse three tons of coal. Arrived off Calcasieu about 11 a. m.; discharged several shell at the old fortification, receiving no response, steamed directly into the pass, leaving the tug outside awaiting signal before entering, which was subsequently made. Anchored two (2) miles above the mouth of the pass, opposite Mr. Smith's house; the stream being very narrow, having barely room to clear the banks at turn of tide by dropping anchor in mid-channel with but eight (8) fathoms scope of chain. The Granite City arrived two days after, and entered the pass on or about the 28th, anchoring a few hundred yards below the Wave, and where the stream was somewhat wider. A guard of twenty-five soldiers who were attached to the expedition were landed from her and quartered upon the east bank. From the 27th labored diligently preparing to fulfil the objects of the expedition *as I had understood it from Mr. Smith,* collecting horses, saddles, and all the arms that could be found among the citizens.

The bridge across Mud bayou was destroyed, two parties sent to perfect its total destruction, and a third one, under the command of Acting Ensign Latham, the executive officer of the Wave, was sent, to be certain that not a vestige of it remained. Twice afterwards armed parties were sent to examine and to see that no effort had been made to cross or repair it. A small bridge across Oyster bayou was destroyed. Mr. Smith, an old resident of the place, emphatically assured me that it was impossible for the enemy to cross Mud bayou after the destruction of the bridge, and that it could not be rebuilt at that season of the year. Gathering refugees to drive cattle, and form a force of protection, was one of our objects. Scouts were scattered through the surrounding country to inform them of our presence. Scouting parties were on the alert day and night, endeavoring to capture rebel soldiers and disaffected citizens. Pickets were stationed at prominent points by day and night, and a boat, in addition, at the head of

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the pass, by night. To do all this labor there were but twenty-five (25) soldiers and eight (8) or ten (10) refugees, who had returned from New Orleans with Mr. Smith, and belonged to his party. Ten more were added, *and only ten*, during the time we remained, from April 24 to May 6, the day of the capture. Many prisoners were brought in and confined in the Granite City. A boat expedition was sent to the head of the lake, returning with two prisoners. Mr. Smith was a very visionary man, and required constant watching to keep him at the required work. Each evening I met him and perfected the required arrangements for the following day's duties, and the stationing night pickets, who were partly composed of refugees, the soldiers having an entirely insufficient force for that duty, and often complained of inability to perform the requirements, from exhaustion. Using refugees for picket duty was a necessity. The Ella Morse was sent to Brashear City with despatches, and furnished with about seven (7) tons of coal, which left the Wave with but a ton. The chief engineer informed me that he had made a mistake in his calculations, of several tons. In the mean time the engineer's department was engaged in cutting wood for emergencies.

The officer of the deck was frequently instructed to be exceedingly vigilant; that we were "surrounded by enemies, whose eyes were upon us both day and night." I made a practice of visiting the deck often during the night watches, and it was two or three nights previous to the 6th that, during a night round, I had detected a sentry asleep while on watch upon the upper deck. He was placed in irons for future trial by court-martial. The second despatch to Commodore Palmer advised him of our being destitute of coal, and of the small number of refugees that claimed protection; the third informed him that we had been there ten days, and but ten refugees had made their appearance, and that we were obliged to furnish arms to some; that all preparatory operations were concluded, and we were then lying idle for want of sufficient force to continue, and thereby "giving the enemy opportunity to organize against us;" that in order to continue our work I should require "two hundred men armed, and spare arms for the refugees who were to assist us." Again, that we had no coal; that I would like to be informed "when our part of the expedition was supposed to be accomplished," for I had received no orders when to leave there. I should not have left there without such order even if full of coal. The night previous to the capture I met Mr. Smith near his house, as usual, to arrange the pickets for the night. I always consulted him because he and his sons had control of the refugees, the sons generally taking charge of the parties and acting as guides for the scouts. Four points were picketed that night, viz: one near the bayou to the northward; one to the southward and westward, on the Mermenton road; one on the west side, near Mr. Thayer's house, in the Sabine Pass road, and one at the head of the pass, at the lake, by a boat from the Granite City; a scouting party, to consist of ten men, with the lieutenant in charge of the squad, to examine the country fifteen miles on the Mermenton road, towards the pass of that name. All of the parties were necessarily small, and we experienced considerable difficulty in procuring even a small number for each station. A citizen in charge of one of the picketing parties came on board with me, and was furnished arms for that service. I have been more minute in detail than necessary for reasons that I will give you at the end of this report. On the morning of the 6th of May, at daybreak, I was awakened by the report of artillery, proceeding from an attack by the enemy; discovered them by the smoke, posted well upon our starboard bow, abreast of the Granite City, upon the west side of the bayou. The banks were raised somewhat above the level of the surrounding country, and the whole covered with tall prairie grass, which entirely prohibited us from seeing the enemy. Judging of their position by

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their smoke, a large number of sharpshooters were behind the bank firing towards the Granite City. It was at them I directed the bow guns should operate, under the charge of Acting Ensign Latham, the executive officer, while I, with a crew of volunteers, worked the broadside howitzers at their artillery. It was only at times, when the vessel would take a favorable sheer, that the broadside guns could be brought to bear. The engineer was ordered to get up steam, and was progressing favorably, until shots had penetrated the steam-drum and boilers. The action had progressed some time—I know not how long, for I made no note of time—when the quartermaster informed me that the Granite City had surrendered. The whole force of the enemy was then directed to the Wave. The second discharge of one of the broadside guns carried away the pivoting bolt, requiring considerable time to shift it to another port. The port bow gun was a Sawyer rifle, for which the only projectile on board was percussion shell, which, with the difficulty of training it to fire across the forecastle, rendered it of but little use. The other bow gun, a 32-pounder, was struck at the muzzle and split four feet, rendering it useless. The enemy, in sweeping around to get astern of the Wave, were discovered and treated to canister from the howitzers, and I afterwards learned that they suffered severely. The engineer reported the boilers disabled, and also the steam-drum and starboard engine. Finally, the enemy obtained a position on our starboard bow and quarter, and opened a cross-fire upon the ports, lying concealed in the grass, and so far aft and forward that our guns could not be trained upon them, even when loaded, which had been a very difficult operation, for the cross-firing at the ports. At this stage of the action, believing it impossible to save the vessel, I ordered the destruction of all munitions of war; all muskets, pistols, revolvers, cutlasses, percussion primers, percussion caps, boarding pikes, &c. The paymaster's safe and signal-books were thrown overboard, the guns spiked, elevating screws broken into pieces, and compresser handles thrown overboard; the magazine flooded, and the vessel surrendered, after one and a half hour's action. Upon examination I found the vessel to have received the following injuries: three of the four fog-chains cut, one of the fan-tail stays cut, starboard engine disabled, one gun struck on muzzle and split, two shot through boilers, two shot through steam-drum, boats and davits cut away; the upper decks were cut into chips; several rooms were stove into one—stoves, crockery, lumber, strewed around; officers' clothes, trunks, bedding, &c., destroyed. Fortunately, and most miraculously, our loss was but ten men wounded, only one of whom has since died of his wounds. The force of the enemy consisted of the whole Sabine Pass garrison, (with the exception of ten men left as guards,) of four pieces of heavy artillery and three hundred and fifty sharpshooters. The guard of soldiers stationed up the opposite side of the river from the point of attack gave us no assistance. The enemy subsequently reported the Wave struck by sixty-five artillery shot, besides grape, considerable of which was used. Their loss, by report of the rebel surgeon, was twenty killed; no mention made of wounded. We were permitted to take all our personal effects, and were well treated while in the hands of our immediate captors.

I am, very respectfully, your obedient servant,

BENJAMIN W. LORING,
Acting Volunteer Lieutenant, United States Navy.

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

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NAVY YARD, *Washington*, *March*.

SIR: In the accompanying report I have been governed by your order requiring *minute particulars* regarding the loss of the Wave; also believing these particulars necessary to relieve myself from the disgrace reflected upon me by the publishment of Admiral Farragut's report and opinions respecting that affair, which, in all respects, I cannot but believe were formed without sufficient evidence to justify the censure implied. I feel much aggrieved to have learned, but a few days ago, that, thinking that I had done my duty well, and while suffering imprisonment in Texas, that I was remembered only as disgraced. From Commodore Palmer I requested a copy of the orders under which I was acting, that *you* might judge whether they were sufficiently explicit or not. I was vouchsafed no verbal information, nor held any conversation with any one regarding our expedition prior to sailing from New Orleans. The request for copies of my despatches, written between the time of sailing and the capture, resulted in the receipt of a communication dated but *two* days previous to our capture, which Commodore Palmer knew had not been received by me; therefore, why forward it now? Even *it* would have given no satisfaction as to the repeated request for coal, and for men and arms, before we could proceed with the work before us. It orders me "to return to the Southwest Pass as soon as the expedition is accomplished," &c., without coal, or the necessary means to accomplish our object. You will observe that the papers I requested were forwarded to Admiral Farragut. I would respectfully request that they may be produced to verify these statements.

Admiral Farragut formed his opinions from letters written by Captain Lamson and Dr. Boyden. I think Captain Lamson was present and cognizant of the arrangements made for the duties of the night of May 5th, and it was to him, personally, the order was given to send a boat from the Granite City up to the lake on picket, for that duty had been performed by the Wave's boats the two previous nights. The admiral undoubtedly knows that I would not be expected to make a confidant of my surgeon, who was but a boy, and a very simple one too. When produced, those despatches will show that I was perfectly aware of the danger of our situation, and being so, the neglect to perfect all precautions in my power for security would stamp me void of good sense. Enclosed you will please find a statement from Mr. Smith and his son, who was placed in command of one of the picket stations upon the night of May 5. It is intimated, also, that our resistance was insufficient, because there were *no men killed*. I confess to the weakness of congratulating myself that there were none. The situation at the time of surrender may be summed up thus: steam-power completely destroyed, the Granite City in the hands of the enemy, whom I had seen taken on board by *her crew* a long time before, and she was lying below the Wave. The positions gained by the enemy could not be reached by our guns, thus rendering us perfectly helpless. From their protected positions an incessant cross-fire upon our ports was maintained, whereas nothing could be discerned of them but flashes of smoke. Their artillery was posted well upon the starboard bow, and our only bow-gun that could be brought to bear upon them was disabled. The broadside guns could be trained to reach them only as the vessel gave a favorable swing well to port, even when loaded, which had become a very difficult matter. Therefore, believing the salvation of the vessel hopeless, I deemed the best measure remaining was to destroy the munitions of war, which was performed successfully. In conclusion, I beg that nothing contained in this communication may be interpreted as disrespectful, for nothing is further from the intention,

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although laboring under a sense of great injustice, and the belief that the whole transaction has forever barred my future advancement.

Very respectfully,

BENJ. W. LORING,
Acting Volunteer Lieutenant, United States Navy.

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

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UNITED STATES NAVAL HEADQUARTERS, No. 148 CANAL STREET,
New Orleans, Louisiana, February 2, 1865.

CAPTAIN: By direction of Commodore James S. Palmer, in answer to your request of the 18th ultimo, I enclose a copy of the commodore's instruction to you, dated May 4, 1864. All other papers connected with the capture of the Granite City and Wave were forwarded at the time to Rear-Admiral D. G. Farragut, commanding the squadron.

Very respectfully, your obedient servant,

FRED. T. MASON, *Acting Ensign U. S. N., Staff.*

Acting Vol. Lieut. BEN. W. LORING, U. S. N.,
Valparaiso, Illinois.

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UNITED STATES NAVAL HEADQUARTERS, No. 148 CANAL STREET,
New Orleans, Louisiana, May 4, 1864.

SIR: I have received your letter by the Ella Morse. So soon as the object of the expedition has been accomplished, you will return to Southwest Pass with the Granite City and Wave, and report to me by telegraph. You understand that you were sent there to assist the army in getting stock, and to pick up recruits for the navy. When, in your opinion, you have accomplished these things, you will obey your orders as instructed above. Communicate with me by the Ella Morse, and direct your despatches to be sent to me from Brashear City by telegarph. You can judge of the situation of affairs where you are better than I can, so you must use your own discretion about leaving there.

Respectfully,

JAMES S. PALMER,
Commodore, Com'dg at New Orleans.

Acting Vol. Lieut. BEN. W. LORING,
United States Steamer Wave.

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NEW ORLEANS, *December* 12, 1864.

DEAR SIR: Having learned that statements have been made with reference to the manner of keeping up picket guard during the time you were lying at Calcasieu Pass, about the 6th of May last, calculated to do you injustice, I take pleasure in stating, as an act of justice, what the facts really are, I being present and cognizant of them. We had been there about eleven days prior to said date, having a military force to do duty of twenty-five men. These men were all kept employed during the day in scouting and doing picket duty, and so continued up to the night of the 5th of May. At night a part of these men, usually about ten, were kept on duty scouting and doing picket service, assisted by the refugees who had come in to the number of twenty or twenty-five. On the night of the 5th ten of the soldiers, with about a like number of refugees, were put on duty as scouts and pickets, one picket being stationed in the direction of Sabine Pass, one near Lake Calcasieu, as also a boat's crew stationed there, and another picket stationed in an eastern direction, and also a scouting party in the direction of the Monton, with orders to go as far as ten or fifteen miles. After this disposition had been

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made, upon consultation between you and myself, being much fatigued and for greater personal safety, I retired on board the gunboat Granite City, where I was aroused from my slumbers by the attack of the rebels on the morning of the 6th of May.

Feeling that you did your duty as a brave and faithful officer, I wish to tender you herewith my grateful appreciation in behalf of myself and other suffering loyal men, and indulge the hope that your future labors may meet their merited reward.

I have the honor to be, very respectfully, &c.,

DUNCAN SMITH.

Captan BENJ. W. LORING, U. S. N.,
Late Commander Gunboat Wave.

I take pleasure in stating I am well acquainted with the character of Captain Duncan Smith, who makes the above statement, and know it to be good for honesty and integrity.

JOHN HANCOCK, *of Texas.*

CITY HOTEL, *New Orleans, Louisiana.*

NEW ORLEANS, *December* 12, 1864.

To whom it may concern:

The captain of the Wave (45) came ashore on the evening of the 5th of May last, and made arrangements for the pickets; I took six men and started for Mud Pass; on crossing the river I found that the horses were gone, consequently I could not get to the place the captain wished me to go. I then took my post near Mr. Thayer's, thinking if the enemy should come they would pass near where I was picketing, but they did not come near where I was standing, consequently they made their attack before I knew where they were.

Yours, respectfully, P. E. SMITH

CAPTURE OF THE UNITED STATES STEAMERS CLIFTON AND SACHEM.

Report of Acting Volunteer Lieutenant Frederick Crocker.

EDGARTOWN, MASS., *April* 21, 1865.

SIR: While a prisoner to the rebels I received permission to forward a concise account of the circumstances attending the capture of the United States steamers Clifton and Sachem, under my command, and the failure of the attack upon Sabine Pass, Texas, September 8, 1863; but I am unable to learn that it reached the department. I have the honor now to send a more complete report.

As arranged between Major General Franklin, commanding the land forces, Commodore H. H. Bell and myself, the attack upon Sabine Pass was to have been a surprise. It was intended that the expedition should arrive off the pass during the night of the sixth, and be ready to start in over the bar with the whole force at early daylight on the morning of the seventh, with the expectation of finding the rebel steamers, known to be there, with steam down, when they would be unable to escape. In order to insure the success of this plan, Commodore Bell despatched the Granite City, Acting Master C. W. Lamson commanding, having our principal pilot on board, a day in advance, with orders to communicate with the blockaders at Sabine, and anchor his vessel exactly at the mouth of the channel, and at

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night to show a light from the seaboard side of his vessel, by which the fleet could, on their arrival, be guided to a proper anchorage. On the morning of the 6th of September the advance division of the land forces, under Brigadier General Weitzel, in transports, convoyed by the United States steamer Arizona, Acting Master Howard Tibbetts commanding, rendezvoused at Barrel Stake light-house, Atchafalaya bay, where they were awaited by the naval force under my command, mainly the United States steamers Clifton and Sachem, Acting Volunteer Lieutenant Amos Johnson. After detailing sharpshooters to the three gunboats, the whole force started for Sabine, regulating the speed so as to arrive at the pass during the night, as had been arranged. After dark the whole convoy following the Clifton closed in with the land, and moved down the coast in not more than four fathoms water to insure falling in with the Granite City and her signal-light, as there was no other way to ascertain the exact position of the pass in a dark night. The expedition steamed along the coast in this way, until, by the reckoning and the bending of the sea-coast, it was certain that it had passed the desired point, when it turned and moved back in the same way, until by the reckoning it having again passed the sought-for point. it became certain that the Granite City was not at her post; that the blockaders were also away, and consequently that the expedition could not anchor exactly at the appointed spot. I therefore deemed it best to move to the eastward, and off shore far enough to be concealed from the coast when it became daylight, and it was done. At daylight the Granite City was in sight, inshore, and came near. Acting Master Lamson reported that on arriving off the pass the day previous, he found no blockaders there; but soon after anchoring he discovered a large man-of-war steamer, painted lead-color, which his fertile imagination transformed into the dreadful Alabama; that he thereupon got under way and left, went to the mouth of the Calcasieu river, and sent in a boat to get information about Sabine, but obtained none. As the first attempt at surprise had failed, and as there was danger of the enemy obtaining some information of our intentions, through the ill-advised communication at Calcasieu, I proposed to General Weitzel that we should immediately start for Sabine and make the attack at once, but he was still in favor of attempting a surprise, and preferred to wait for the next night, and as my orders were to "co-operate with the army," I of course waited also. The Granite City was sent once more to the pass, with orders to anchor and show a light, as before directed; and the other steamers were extended in a line across the route of the other divisions of the expedition, to intercept them. During the day, however, it was ascertained that the division under the immediate command of General Franklin had passed unseen, and was at anchor off the pass. As surprise was now no longer possible, the remainder of the expedition moved in towards the pass, and during the night of the seventh came to anchor near the channel. There I found the gunboat Cayuga, and to her commanding officer I showed my orders, and asked for information; but he, although he had been stationed off the pass several months, was unable to give me the slightest information about the character of the fortifications, or the amount of force in the pass, but believed we should find them much stronger than we expected. Having informed General Franklin of this, it was deemed proper for the Clifton first to steam in over the bar, at early daylight and then, if the anchorage was safe, to signalize the other gunboats and the transports to pass the bar also. Accordingly, at daylight on the morning of the eighth I crossed the bar in the Clifton, and moved up the pass, when I discovered a very formidable earth-work, mounting six guns, some of them apparently very heavy, and a small cotton-clad steamer; but, with the exception of a very few in the battery, no troops, and no signs of any, nor of any other fortifications. After steaming up within easy range of

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the enemy's guns, and throwing a number of shells to draw their fire without success, I signalled for the whole fleet to cross the bar, which was done as fast as they could push through the mud, and by about ten o'clock a. m. all the gunboats and a large number of transports were inside at anchor.

Immediately upon his arrival I boarded General Franklin's steamer to consult about the next move. It was decided that the battery appeared too formidable to warrant an attack by the gunboats alone, as was first intended; for, with the exception of the Clifton, their armaments were light, and the boilers and machinery of the whole entirely unprotected; and it was determined that the army should assist in the attack. I took General Franklin and General Weitzel ashore in my boat to reconnoitre, when it was decided that a landing of troops could only be effected at the "Old battery," where bank was nearly perpendicular, and the water of sufficient depth to allow a steamer to run directly alongside of it, but which was within range of the enemy's guns. These facts ascertained, the plan of attack was arranged as follows:

It being evident, from the appearance of the enemy's guns, that they were elevated and pointed to command one particular place in the Texas channel, and that if the gunboats reached that point without diverting their aim they would almost certainly be disabled, I determined to avail myself of the other channel, and by sending a part of my force up that, compel the enemy to change the direction of his guns, or permit them to pass the battery unmolested. Accordingly, I ordered the Sachem, followed by the Arizona, to steam rapidly up the Louisiana channel, while I in the Clifton, advanced slowly up the Texas channel, with the intention to make a dash upon the battery the moment its guns were turned upon the Sachem and Arizona. In any event I expected that a part of my force would pass the battery, and felt sure that either vessel could cope successfully with the enemy's miserable cotton-clad which lay above.

The Granite City having only a battery of light howitzers, was detailed to follow the Clifton, take position just above the "Old battery" in the Texas channel, and cover the landing of the troops, which were to begin to land the moment the gunboats commenced the attack. The troops as fast as they landed were to be thrown forward as skirmishers and sharpshooters, and assist to drive the enemy from their guns. All parts of the plan were fully understood by General Franklin and General Weitzel, and by the commanding officers of the gunboats, and met their expressed sanction and approval. As I left General Franklin to commence the attack, my last words were, that if I grounded under the battery, as was possible, I should be entirely destroyed should he fail in landing the troops as he proposed; and he again promised to have his transports follow the gunboats closely. The naval forces were ready for the attack by noon, but were delayed waiting for the army transports till nearly four o'clock, when General Franklin informed me that he was ready, and I at once made the signal to engage, and commenced steaming slowly up the Texas channel, throwing shells rapidly from the nine-inch gun forward. The Sachem proceeded slowly up the Louisiana channel, followed, after considerable floundering, by the Arizona, and reached nearly half way to the batteries before the enemy changed the direction of their guns; and even then they fired so wildly, that of about thirty shots aimed at the Sachem only one took effect; but that one totally disabled her and silenced her fire. The commander of the Sachem informed me, that as soon as he was disabled he anchored to prevent grounding, and sent a message to the commander of the Arizona to come up and take him in tow; but, although the Arizona was at one time nearly within hail, the order was not obeyed, and the Sachem was thereby lost.

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'he Arizona slowly followed the Sachem, keeping up a slow and very inctive fire until the Sachem was disabled, and then made no effort to pass t vessel, but lay in the channel, rendering no important assistance until Clifton and Sachem surrendered, when she turned and made her escape. ɜ Granite City, although ordered to follow the Clifton closely until its ıition above the "Old battery" was reached, apparently made no attempt obey the order, but lay during the whole engagement, drifting with the e, near the transports and beyond the reach of the enemy's guns. Immeıtely the battery changed the direction of its guns, the Clifton started der a full head of steam up the Texas channel, and had reached more ın half way to the battery before the enemy discovered her rapid approach; t then they at once brought every gun to bear upon her. Their aim, wever, had, as I expected, become so deranged, that not until the Clifton d her wheel-ropes shot away or parted, and had grounded in consequence, l their shot take effect. The Clifton grounded in a position such as enaɜd her to use only three guns, which were for a time used with accuracy and ɜect; but soon after she grounded a shot struck the steam-drum, when she ɜcame entirely helpless. The steam and hot water drove the sharpshooters ıd every one off the upper deck. Another shot mortally wounded Acting aster Robert Rhodes, my executive officer, who fell early in the fight ·avely doing his duty.

In order to bring another gun to bear, I ordered Acting Master's Mate H. . P. Rollins to train his gun forward and blow out the side of this vessel. his he did, and that gun was thus brought into use during the remainder of ıe action. Upon the loss of my executive officer, I directed Acting Master . S. Weeks, who was next in rank, and in command of the after pivot gun, ıot in use,) to assume the duties of executive officer. He replied that he did not see anything to do." Soon after the vessel caught fire, and I diected him to have the fire extinguished. He asked me if I expected him to o it himself, saying that he did not know where the buckets were and could ıot control the men. I then ordered the Senior Engineer James A. Fox, who vas standing near, to have it put out, and he did it promptly. In the mean ime the enemy's fire was becoming hot and deadly, and men were falling ast. A shot struck the muzzle of one of the forward guns, partially disabling t and wounding many of the crew. While placing new men at the gun I earned that the lock of the nine-inch pivot, forward, my main dependence, was broken, but the crew were manfully fighting it, and exploding the primer with a hatchet. In this way the fight continued about half an hour, and yet the Granite City nor the army transports had made not the slightest movement towards taking their positions, but lay drifting with the tide. The Sachem had been entirely silent, the Arizona making only a few ineffectual shots, and the enemy's fire becoming more and more accurate and deadly While I was at the forward gun directing the fire and encouraging the crew with the hope of being able to hold out till the army should afford us the promised relief, Acting Master Benjamin S. Weeks, the officer who, in the commencement of the engagement, could find nothing to do, came to me and entreated me to surrender, and save a useless sacrifice of life, adding that he had already *hauled down the flag!* He called my attention to the fact that no help had as yet started and that there was no appearance of any coming; that the Sachem was disabled and silenced, the Arizona retreating, and our men rapidly jumping overboard; that it was of no use to fight longer. Unfortunately, by this time his remark was true; for seeing the flag hauled down, the men becam[illegible] demoralized, and, with a few brilliant exceptions, begar[illegible] take to the water. Thus my last hope left me and [illegible] all signal books and public papers. Dur[illegible] ved no attention, as the surgeon

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was not to be found. It was reported to me that Acting Assistant Surgeon D. D. T. Nestell climbed over outside and got upon the rudder, and there remained during the engagement.

It is with great reluctance that I report the conduct of the commanders of the Granite City and Arizona, of Acting Master B. S. Weeks and Acting Assistant Surgeon D. D. T. Nestell—conduct so unusual in naval officers—but I believe it a duty I owe the service and the country.

The reason why the army failed so utterly to co-operate, after having promised so fairly, I have been unable to learn; but it has been since proven to me that if a single movement towards landing troops had been made, the enemy would have evacuated Sabine Pass, and the expedition would have proved a success. For two days after the fight there were not three hundred men at Sabine or within many miles of that place. My report would be incomplete without mention of the gallant conduct of Acting Ensign William W. Weld, who has been also mentioned for gallantry by other commanding officers. He and his whole gun's crew fought the forward pivot gun in the coolest and most gallant manner possible. Acting Second Assistant Engineer James A. Fox, Acting Master's Mate Henry S. P. Rollins, and N. Loring Cannon also deserve commendation for the gallant manner in which they fought their guns and performed every duty. All the petty officers also behaved remarkably well, standing to their guns and fighting to the last.

In conclusion, I bear willing testimony to the gallant manner in which Acting Volunteer Lieutenant Amos Johnson, of the Sachem, carried out, so far as he could, the duty assigned him.

I have the honor to be, very respectfully,

FREDERICK CROCKER,
Acting Volunteer Lieutenant.

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

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MISSISSIPPI SQUADRON.

LOSS OF THE UNITED STATES STEAMER UNDINE.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Mound City, November 4, 1864.

SIR: I have to report to the department the loss of the United States steamer ndine (No. 55) on the 30th ultimo, in Tennessee river, about fifty miles bove Paducah, in an engagement with the enemy, who was in considerable rce, and used from five to seven pieces of field artillery. The Undine was light-draught river boat, carrying four 24-pounder howitzers on each side. he action was animated. The affair is undergoing the investigation of a ourt of inquiry. The boat code signal book was probably captured, of which ommanding officers here will be informed and the Bureau of Navigation noti-ed by telegraph. The water is too low for any but the light-draughts above his. There are now nine light-draught in the lower part of the Tennessee.

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

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

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

DESTRUCTION OF THE UNITED STATES STEAMERS TAWAH, KEY WEST, AND ELFIN.

Report of Acting Rear-Admiral S. P. Lee.

UNITED STATES MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Mound City, November 5, 1864.

SIR: The light-draught (tin-clads) gunboats Tawah, (No. 29,) Key West, (No. 32,) and Elfin, (No. 52,) were burnt on the 4th instant, in the Tennessee river, near Johnsonville. After a severe engagement of several hours' duration, Acting Volunteer Lieutenant E. M. King, commanding Key West, considering it impossible to save the vessels, ordered them to be fired. Previous to their destruction these gunboats had burnt the Undine (captured by the enemy on the 30th ultimo) and recaptured the transport Venus. It was found necessary, however, to burn the Venus and seven (7) other transports at the same time that the gunboats were destroyed. The enclosed copies of telegrams from Lieutenant Commander Shirk and Acting Volunteer Lieutenant King give all the particulars thus far received.

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

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

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

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Report of Lieutenant Commander James W. Shirk.

UNITED STATES MILITARY TELEGRAPH,
November 5, 1864.

[By telegraph from Paducah, November 5, 1864.]

To Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Mound City:

Just received despatches from Johnsonville. On the 2d instant the Key West and Tawah disabled the Undine, with rebels on board, and captured the Venus with 20-pounder Parrotts and two hundred (200) rounds of ammunition. Yesterday, at 8 o'clock, the Undine was fired by the Elfin, and Tawah went down and engaged battery of Parrotts above Reynoldsburg island, and found it too heavy for them; they returned to Johnsonville with guns of Elfin and Key West disabled. At 2 p. m. batteries above and below Johnsonville opened upon the gunboats; they went up opposite the upper battery, and after fighting until most of their ammunition was gone and the Tawah's Parrotts disabled, and finding that it was impossible to hold out any longer, the gunboats Tawah, Elfin, and Key West were burned; seven (7) transports and the prize Venus were also burned. Captain King reports that the other gunboats are below the batteries, and says that Johnsonville can only be saved by a large force and iron-clads. I respectfully ask that arrangements be made so that by the time the river rises one or more iron-clads may be ready to clear it out.

JAMES W. SHIRK,
Lieutenant Commander, Commanding 7th District.

Report of Acting Volunteer Lieutenant E. M. King.

JOHNSONVILLE, *November* 4, 1864—4 p. m.

At daylight this morning the Undine came up through the chute at Reynoldsburg island, loaded with rebels, who fired her. At 8 a. m. the Paw Paw and three other gunboats came in sight. I went down with Elfin and Tawah and engaged a battery. Found Parrotts above Reynoldsburg island, west side. It was too much for us. The Key West received ten shots through upper works, seven through the deck, and two through hull. Guns were disabled on my boat and Elfin. Shell of Tawah, received from Nashville, mostly too large. At 10 a. m. we returned here. At 2 p. m. batteries opened on us opposite this place, above and below. The three boats and forts were engaged. In shipping our cable it got foul of stern wheel, and anchor was weighed. The Tawah took us in tow, and we moved to the bend opposite the upper battery. Both batteries now opened on us. After firing away most all our ammunition, I gave orders to get ready to fire the boats. Tawah's starboard bow Parrotts disabled and cases bent. Seeing it was impossible to hold out longer, we burned the boats reluctantly. Paw Paw and other boats are below, with batteries above and, I think, below them. My officers and crew I have ordered to the fort. Johnsonville can only be saved by a large force and iron-clads. Seven transports and one prize (Venus) are set on fire. We have done the best we could. With a heavy heart I close this despatch.

E. M. KING,
Acting Volunteer Lieutenant, Commanding, Key West.

Commander J. W. SHIRK.

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UNITED STATES MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Mound City, November 7, 1864.

SIR: Referring to my No. 8, of the 5th instant, I enclose copy of Lieutenant Commander Fitch's report, dated 5th instant, giving the details of the loss of the Tawah, Elfin, and Key West. Also, copy of a letter from Lieutenant Commander Shirk, dated 5th instant, enclosing two telegrams of 2d and 3d instant, from Acting Volunteer Lieutenant King. The third telegram therein referred to, also from Acting Volunteer Lieutenant King, was forwarded to the department in my No. 8.

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

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

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

Report of Lieutenant Commander Le Roy Fitch.

UNITED STATES STEAMER MOOSE,
Tennessee River, November 5, 1864.

SIR: I have the honor to report that on the evening of the 1st instant, about 10 p. m., I received a telegram from Lieutenant Commander J. W. Shirk requesting me to render him such assistance as lay in my power. It was too dark for me to get over the bars that night, so I was obliged to remain until daylight, when I got under way with three boats, the Moose, Brilliant, and Victory, and proceeded to Paducah. After communicating with Lieutenant Commander Shirk, and understanding the nature of affairs, we thought in all probability that Forrest's move above was for the purpose of cutting off the gunboats, and that in all probability an attack on Paducah was meditated. Lieutenant Commander Shirk, therefore, thought it best that he should remain with the Peosta at Paducah in case of an attack there, and that I should move on up the river with my three boats and overtake the three vessels, Paw Paw, Fairy, and Curlew, under charge of Acting Volunteer Lieutenant Jason Goudy, who had been sent up by Lieutenant Commander Shirk in advance.

On the morning of the 3d instant I came up with Acting Volunteer Lieutenant Goudy, just below Fort Hindman. He was at that time throwing a few shells on the hills, to ascertain, if possible, the locality of the enemy. I directed the boats to be dropped back, and formed them to move up the river in regular order, reserving their fire for the batteries, should they open on us. The river here was deep and wide enough to engage batteries, should any open, without the risk of grounding. Seeing nothing of the enemy, I moved on up the river to Paris landing, some three or four miles above, where I learned that Forrest had moved up towards Johnsonville with his entire command, and had some eighteen or twenty pieces of artillery. He also had with him the steamer Venus (on which he had mounted two rifled 20-pounder Parrotts) and the gunboat Undine, which was said to be in good running order.

I found some of our wounded at Paris landing suffering for want of medicines, &c. One of them I brought on board this vessel; the others were not able to be moved. I therefore left with the surgeon attending them some medicines and moved on up the river. At the crossing of the Clarksville and Memphis railroad we came up with a force of cavalry, some forty or fifty, foraging. They were shelled and soon disappeared.

About [illegible] Creek island, or rather just below Green Bottom bar, about

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thirty miles above Fort Hindman, I came up to a large encampment about 9.30 p. m. We at once opened fire and drove them back, but I suppose not entirely away, as they could be heard during the night. After shelling the encampment for a time, causing the rebels to extinguish their fires, I dropped down a little below the camp and to where there was no road by which they could bring artillery on the bank abreast of me, and anchored for the night. I was then about six miles below Johnsonville. I did not advance further, as there were some narrow places to run and bad bars to cross, and I knew not at what point I might come in contact with their artillery. Early next morning, the 4th instant, I got under way and proceeded up the river to the foot of Reynoldsburg island, where I could see the three gunboats above, the Tawah, Key West, and Elfin, under command of Acting Volunteer Lieutenant E. M. King. I moved up to the foot of the chute with three of my boats, the Paw Paw, Fairy, and this vessel, (they having the longest range guns,) and opened fire on a battery at the head of the chute, in hopes of drawing their fire to ascertain the calibre of the enemy's guns; but they would not respond, and only moved their guns around in a small ravine or behind an embankment to protect them from our fire. When we opened fire on this battery the Key West, Acting Volunteer Lieutenant King, moved down towards us, made his number, and I suppose intended to come down to communicate; but if it was his intention to do so, I presume he was prevented by a heavy battery placed in the false bend, just below the point. This battery commanded the upper end of the chute, and was protected from my fire by a skirt of heavy timber on the point below. When the Key West approached this battery a heavy fire was opened on her, and some thirty-odd shots were fired at her in twenty minutes, with what effect I am not able to say, but she backed up and again went above. I then opened on this battery, firing deliberately, so as not to waste any ammunition, but I do not think I could do much execution, owing to the heavy timber intervening. When I started up the chute and the Key West started down, the enemy set fire to the Undine and abandoned her. I do not think the enemy got her guns, as it was reported that her guns were on her just before we opened fire on them. If this was the case, he had not time to remove any of them. Soon after she burned down her magazine exploded, and she lodged in the false bend above the island. The Tawah captured the Venus, with two 20-pounder rifles and some three hundred rounds of ammunition.

It was my intention at first to try to run the batteries and get above, but after considering everything, and seeing what little chance there was for any of my boats getting through, I thought it mere folly to attempt such a hazardous move, as I am almost confident that not over two boats out of six would have got through, and thus could never have got back again. I send you a rough sketch of the river at this point, and also the position of the batteries. You will see that in passing up to the right of the bar the channel is very narrow, and to pass through the boats would have to go within fifty yards of two rifle batteries, and the channel was so very narrow that but one boat could pass through at a time, and if disabled she would lodge on the head of the bar directly under the batteries and over one hundred yards distant. With one boat disabled and on the bar, none of the others could assist her, as there was not room for another boat to pass up alongside to go above. The current is very swift and the water shoal, so that in going through the vessels would have to go very slowly and one after the other, so that but one boat could engage the two batteries at a time, and in passing out she could not have used any of her guns, as she would have been stern on.

Had there been a chance of my getting through with the loss of only one or two boats, and then dislodging the enemy, I should have attempted it;

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but having no force on shore to co-operate with me, or to take advantage of what I might gain, I did not see what I could accomplish, for even had I got through, I could not drive them away permanently; and when I would attempt to come below again, batteries would have been planted to fire into the stern of my boats. In fact, I firmly believe, had I made the effort not a single boat would have got out of the river. During the afternoon other batteries were moved to the river above, and commenced shelling the transports, which were fired. I do not know whether the shell fired them, or they were set on fire by our forces in Johnsonville. The three gunboats above went up and engaged these batteries; but I think were all destroyed, as the firing was very rapid and heavy till nearly dark, and I think the gunboats were among the number we saw on fire. When the firing opened above, I again moved up the chute, thinking that the batteries there might have been removed; but after engaging them for some time, I found that they occupied a position from which I could not dislodge them, and that they were, to all appearances, as strong as ever. After dark firing ceased, and I found the enemy closing in abreast of me, doubtless with a view of planting batteries. I directed some of the boats to use canister on them, which drove them back from the bank. Some time after dark I received information that Forrest was moving some of his heavy guns to get below me and prevent us getting out. As it had every appearance of fogging, which would prevent our running, I determined to drop below at once to where he could not cut us off. I therefore moved down to Paris landing and anchored for the night, as I did not see that I could do any good above, and was confident that he would, owing to the low stage of water, get a battery into a position that would destroy some of the boats if I remained above them. The Key West, Tawah, and Elfin fought desperately, and were handled in magnificent style; but it is impossible for boats of this class, with their batteries, to contend successfully against heavy rifled field batteries in a narrow river full of bars and shoals, no matter with what skill and desperation they may be fought. I will move up the river cautiously, and if I can get Forrest's batteries in a position where I can bring our boats in action together, I think I can do him considerable damage, if not disable some of his guns. During the afternoon a messenger from the fort came down to me, and I sent up word to Acting Volunteer Lieutenant King to get the transports and the gunboats together, and, as a last resort, to run the batteries and get below to me; but above all not to let any of the transports fall into the enemy's hands. I am afraid he never received the despatch, as Johnsonville was in all probability surrounded by the enemy. I do not think Forrest can take the fort, but his shell or our forces have undoubtedly destroyed everything. It is reported that Hood's entire army is coming in this direction. If this be true, there will be required a heavy boat with heavy metal in the Cumberland, as well as in this river, to keep communication open.

I am, very respectfully, your obedient servant,

LE ROY FITCH,

Lieut. Commander, Com'dg 10th Dist. Miss. Squadron.

Rear-Admiral S. P. Lee,

Commanding Miss. Squadron, Mound City, Illinois.

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In forwarding this report, I take pleasure in saying to the commander-in-chief that from my knowledge of the Tennessee river, and of the class of vessels in the 9th and 10th districts of this squadron, usually denominated tin-clads, Lieutenant Commander Le Roy Fitch and Acting Volunteer Lieutenant E. M. King (who commanded the boat at Johnsonville) have done all

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that men could do to defeat the plans of the enemy and to uphold the honor of the flag. If they were not successful, it was not because they were not brave, prudent, and faithful officers, but because they were met by an overwhelming force of the enemy.

JAMES W. SHIRK,
Lieut. Commander, Com'dg 9th Dist. Miss. Squadron.

Additional reports of Acting Volunteer Lieutenant E. M. King.

UNITED STATES STEAMER PEOSTA,
Paducah, Ky., November 5, 1864.

SIR: I have the honor to enclose, for your information, copies of three telegrams received this day by me from Acting Volunteer Lieutenant E. M. King, United States navy, lately in command of the United States steamer Key West.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK.

Rear-Admiral S. P. LEE, U. S. A.,
Com'dg Miss. Squadron, Flag-ship Black Hawk, Mound City, Ill.

[By telegraph from Johnsonville, November 2, 6.30 p. m., 1864.]

No. 1.] NOVEMBER 6, 1864.

To Lieutenant Commander J. W. SHIRK:

At 3.30 to-day we fell in with Undine and the transport Venus near Green Bottom bar, on their way to this place with rebel troops. Both boats had 20-pounder Parrotts. We disabled the Venus and captured her, with her Parrott guns intact, and two hundred rounds of ammunition. Undine got away with shot through her. Weather so misty and dark, did not follow her. There are batteries, probably, near Green Bottom. All anxious about this place. Please send up more gunboats at once. Venus is now here; good prize. We feel sore about the escape of Undine, but did not like to leave this place uncovered. She went down river faster than ever before. We won't allow this place to fall into the enemy's hands if our force can prevent; but please send up more gunboats. We were fired upon by volleys on our return at head of Reynoldsburg island. The enemy have a large force about here. Rebels on board Venus escaped.

E. M. KING,
Acting Vol. Lieut., Commanding.

[By telegraph from Johnsonville, November 3, 1864.]

No. 2.] NOVEMBER 5, 1864.

To Lieutenant Commander J. W. SHIRK:

Yours of to-day received. Battery of 10-pounders reported below Reynoldsburg island, west side. Undine in sight below the island. Have been down to her twice. She endeavors to decoy us below. Sharpshooters fired at us by volleys at head of island, west side. Undine full of troops. Will try to board us to-night, I think. Tawah is moored head down stream, so as to command channel with her 30-pounders. Commanding officer sends his respects. We will do all in our power. Send large fleet of gunboats at once, if possible. Rebels are concentrating about here in force.

E. M. KING,
Acting Vol. Lieut., Commanding.

[The third telegram is printed with previous despatch.]

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REPULSE OF THE REBEL GENERAL HOOD, NEAR DECATUR, ALABAMA.

Report of Acting Rear-Admiral S. P. Lee.

UNITED STATES MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Mound City, November 10, 1864.

SIR: I herewith enclose copy of a communication, dated 4th instant, from Lieutenant Moreau Forrest, commanding 11th district, reporting the repulse of the rebel General Hood, near Decatur, Alabama, in which affair it appears the gunboat General Thomas took a prominent part, receiving the acknowledgments of General Thomas for her efficient services.

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

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

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

Report of Lieutenant Moreau Forrest.

UNITED STATES STEAMER GENERAL BURNSIDE,
Bridgeport, Ala., November 4, 1864.

SIR: I have the honor to report that, in obedience to your order, I have taken command of the 11th district Mississippi squadron. The vessels are in good condition, well manned and well supplied, and have already had an opportunity of being tested. General Hood attacked Decatur, and erected two batteries, one of four and one of six guns, in the night, to keep the gunboats from going to the rescue. The General Thomas being below the bar, was the only vessel I could get there, and she arrived just in time. The army has acknowledged her services very frankly, and General Thomas has complimented her highly. The vessels are very lightly built, and she was consequently considerably cut up by the fire. Hood has left this district, and has gone below the shoals to cross; scouts mention his having already crossed. * * *

Very respectfully, your obedient servant,

MOREAU FORREST,
Lieutenant Com'dg 11th District Mississippi Squadron.

Commander A. M. PENNOCK,
Commanding Mississippi Squadron, Cairo, Illinois.

CAPTURE OF ARMS, &c., ON THE MISSISSIPPI RIVER.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Mound City, December 4, 1864.

SIR: Lieutenant Commander J. G. Mitchell reported, under date of 28th ultimo, that fifty-five (55) boxes of arms, &c., had been taken across the Mississippi on the night of the 25th ultimo, from the mouth of the Obion or Forked Deer river, for the use of the enemy, but that he had arrested the principals in the affair and would communicate further particulars.

On the 29th ultimo he reported that Brigadier General Shaler, command-

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ing at Columbus, had informed him, on the 26th instant, of the intended crossing of these arms, (thirteen wagon loads,) which the enemy designed transporting from Dyersburg, in Gibson county, Tennessee, on flat-boats down the Obion river; and that sixteen (16) more wagon loads were on the way, which would be brought up if the first attempt was successful.

Lieutenant Commander Mitchell immediately requested General Washburn to despatch a party of cavalry to co-operate with him.

I enclose a telegram from Lieutenant Commander Mitchell, dated 2d instant, reporting capture and destruction of the arms (except fifty revolvers) which the enemy succeeded in crossing, as reported above by the cavalry force. With the arrangements made with General Washburne, and the additional precautions taken in guarding the river at the point designated, he expects to be able to prevent the crossing of the additional 16 wagon loads.

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

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

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

Report of Lieutenant Commander J. G. Mitchell.

[Telegram.]

UNITED STATES STEAMER SYBIL,
Off New Madrid, December 2, 1864.

To Rear-Admiral LEE, *Mound City:*

With the exception of fifty (50) revolvers, all the arms, (eight hundred and fifty stands,) the ammunition and medicine that crossed the Mississippi at the mouth of Obion river on Friday night have been captured by a cavalry force under the command of Colonel York, sent by General Washburn at my request to co-operate with me. Unfortunately, the arms were destroyed; the roads being so bad, they could not be brought in.

J. G. MITCHELL,
Lieutenant Commander, Com'dg 8th District.

CAPTURE OF CONTRABAND GOODS NEAR BRUINSBURG, MISSISSIPPI.

FLAG-SHIP BLACK HAWK,
Mound City, December 3, 1864.

SIR: I transmit, enclosed, a copy of the report of Lieutenant Commander E. Y. McCauley, commanding 5th district, in regard to the capture of contraband goods and three prisoners on the 21st instant.

Very respectfully,

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

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

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Report of Lieutenant Commander E. Y. McCauley.

UNITED STATES STEAMER BENTON,
Natchez, Mississippi, November 22, 1864.

ADMIRAL: I have the honor to enclose you the report of Acting Volunteer eutenant Commander C. A. Wright, commanding United States steamer ›rest Rose.

The capture was made opposite Bruinsburg, Mississippi. Having been tracted to the place by seeing a skiff crossing, he shelled the locality, en landed and found the contraband goods concealed in the undergrowth. large lot had already been ferried over. I commend Lieutenant Commander Wright's judgment and vigilance to your notice.

Very respectfully, your obedient servant,

E. Y. McCAULEY,
Lieutenant Commander, Com'dg 5th District.

Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

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Report of Acting Volunteer Lieutenant Charles A. Wright.

UNITED STATES STEAMER AVENGER,
Off Natchez, Mississippi, November 22, 1864.

SIR: I have the honor to report the following captures made yesterday, pposite Bruinsburg, by this vessel, viz:

154 Enfield rifles, new; 162 bayonets; 116 bayonet scabbards; 4 pairs ullet-moulds; 17 bales of wool; 1 confederate captain; 1 confederate commissary sergeant; 1 confederate private; 14 new skiffs destroyed; 2 wagons lestroyed.

There was a force of 16 infantry and 25 cavalry in the vicinity.

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

CHARLES A. WRIGHT,
Acting Volunteer Lieutenant Commanding.

Lieutenant E. Y. McCAULEY, *Com'dg 2d District.*

DEFEAT OF THE REBEL GENERAL HOOD—CAPTURE OF TWO TRANSPORTS, &c.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP CINCINNATI,
Clarksville, Tennessee, December 8, 1864.

SIR: Lieutenant Commander Fitch defeated and drove from the river the left wing of Hood's army, under General Beauford, 4th instant, with heavy loss to the enemy, including several prominent officers, and (I hear) recaptured two transports from the enemy; we lost none killed. The Cincinnati being at last, and after much effort, completed, I left Smithland in her on the 5th for the purpose of aiding General Thomas, but, owing to the low stage of water in this river, cannot get to Nashville, and am protecting a large amount of valuable government property here. I may be detained some time in this river, but my address will remain unchanged. I shall not receive my mail with any regularity, however.

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

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

H[illegible]. GIDEON WELLES,
[illegible] *Navy, Washington, D. C.*

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DESTRUCTION OF A REBEL FORT AT CHICKASAW, ALA., &c.

Report of Acting Rear-Admiral S. P. Lee.

[Telegram.]

U. S. MILITARY TELEGRAPH, WAR DEPARTMENT,
Flag-Ship Fairy, Chickasaw, Ala., December 27.

I have destroyed a new fort at this point and all the enemy's visible means of crossing the Tennessee below Florence, and to-day blew up two caissons and destroyed two field-pieces there, knocking one into the river, the other into pieces. Several transports with supplies for General Thomas arrived here to-day. I find from the general's despatches that my movements have been in good time to meet his movements. Hood's army is reported broken up, and its parts cannot cross at or below Florence unless the river falls seriously. It is now falling, which made it impracticable to-day to reach the crossing which the enemy is said to be using above Little Muscle Shoals, six miles above Florence.

S. P. LEE, *Acting Rear-Admiral, Com'dg.*

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

OPERATIONS ON THE CUMBERLAND RIVER.—CO-OPERATION WITH THE ARMY.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP FAIRY,
Tennessee River, December 29, 1864.

SIR: I transmit enclosed copies of reports, dated December 4 and 17, (one and two,) from Lieutenant Commander Le Roy Fitch, commanding 10th district, Mississippi squadron, in reference to his successful operations below Nashville, in co-operation with General Thomas. I take pleasure in bringing to the department's notice the good conduct in action of Lieutenant Commander Fitch and the officers and men under his command who engaged the enemy. I desire to call particular attention to the conduct of Pilot John H. Ferrell and Quartermaster John Ditzenbach, who, when the flag-staff of the Neosho had been shot away, left the pilot-house while the vessel was still under fire, and made the flag fast to the stump of the highest mast remaining. I would recommend that a medal of honor be awarded to the latter. The laborious and vigilant patrol of the Mississippi by the navy prevented the rebel troops from crossing the river, as required by Mr. Davis's intercepted cipher despatch, to join General Hood and oppose General Thomas, and I hope this important service will be appreciated by the department. The active movement of the gunboats which I have required causes the consumption of an unusual quantity of coal, and calls for increased repairs. But this is unavoidable.

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

S. P. LEE, *Acting Rear-Admiral, Com'dg Miss. Squadron.*

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

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Report of Lieutenant Commander Le Roy Fitch.

UNITED STATES STEAMER MOOSE,
Off Nashville, Tennessee, December 4, 1864.

SIR: I have the honor to report that yesterday, the 3d instant, being apprehensive of an attack from the enemy on the right of our army resting on the river below, I stationed the Carondelet, Acting Master Charles W. Miller, commanding, in a position to assist that portion of our lines, keeping the other boats in readiness to move whenever they might be required. During the day I made several trips with this boat to see that all was clear, and in the afternoon sent the Springfield, Acting Master Edward Morgan, up the river to convoy some transports and work with the army gunboats above. After returning from below, about 9 p. m., I received intelligence that the enemy's left wing had struck the river and had batteries planted at Bell's mill, about four miles below Nashville by land, but eighteen by river, and that they had captured two steamers; I at once determined to either recapture the two steamers or cause the enemy to destroy them that night, although it was dark and clouding over. I therefore directed the commanding officer of the Neosho, Acting Volunteer Lieutenant Samuel Howard, to move down with his vessel and relieve the Carondelet, and leaving the Brilliant to operate with her, moved down with the other boats in the following order: Carondelet, Fairplay, Moose, Reindeer, and Silver Lake. I directed Acting Master Miller to run below the lower batteries, giving them grape and canister, then round to and come back and fight them up stream. I also directed Acting Master Geo. J. Groves, commanding the Fairplay, to follow close after the Carondelet and act with her; and Acting Volunteer Lieutenant H. A. Glassford, commanding Reindeer, to follow this vessel and act with me; the Silver Lake, Acting Master J. C. Coyle, to take the rear of the line. The boats moved down perfectly quiet, with no lights visible, and were not seen by the enemy until the Carondelet opened fire on their lower battery and encampment. She was then a little above the lower battery and about a quarter of a mile below the upper guns; the Fairplay was at this time a little below the upper battery and this vessel abreast of it, while the Reindeer was about fifty yards above. As soon as the Carondelet opened fire the enemy poured a heavy volley of musketry into the boats along the entire line, and also opened on us with their upper battery of four guns. About this time the Fairplay had stopped to keep from running into the Carondelet, and the smoke from the guns and smoke-stacks, combined with our steam, settled around us so very thick in this bend that I could see nothing, nor could the pilots see where we were running; so finding myself nearly in contact with the Fairplay, I was also obliged to stop, and after the Carondelet and Fairplay had passed below the bend I found myself still in the smoke, and in rather a bad position, as the batteries were then firing directly into me, and so far on my port quarter that we could not bring our guns to bear. I therefore directed the pilots to back up, as it was clear above, and below it was intensely thick. I was afraid by this time the Carondelet and Fairplay had passed the lower battery, rounded to, and were again moving up, which would make our chances for colliding very great. I therefore decided to back up again above the upper battery, as I could not remain where I was long enough for the smoke to lift, and as the rebels were now giving this boat their entire attention made it also dangerous to attempt to round it. In backing up above the batteries I necessarily moved slowly, but the pilots, John H. Ferrell and Geo. W. Rowley, handled the vessel so magnificently that we were able to keep our guns working on them so rapidly that in a great measure they were kept silent. When I got above the battery, where I could use the port broadside and bow

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guns, they soon ceased firing, as the Reindeer had by this time got above their guns, rounded to, and was in a good position to assist this vessel in case she was disabled. After getting out of their immediate range, I rounded to and lashed alongside of the Reindeer, intending to engage them with the two boats lashed, so that we could handle better, but by this time the firing had entirely ceased; and as it was very dark under the shade of the hills I concluded to wait till daylight, knowing that the Carondelet and Fairplay, which were below the lower battery, would keep everything quiet and take care of the captured steamers. The musketry along the bank and on the hill side was for a time very annoying, but we soon drove them off. The firing from their battery for a time was very rapid, but their guns were not well aimed; most of their shell and all their grape passed entirely over us; this, I presume, was owing to our being so close to them. The river at this point is not over seventy-five or eighty yards wide, and part of the time we were directly under their guns. Two percussion shell struck this boat in the hull a little above the water-line, and one struck in the wheel, but none of them did much damage. One of them came quartering in from the battery above us and lodged in the bread-room, close to the magazine, but did not explode; another struck us fair, and would have passed on through the bottom, but was turned from its course by striking our after-deck beams; it also did not explode, but lodged in the rake. The Silver Lake was not quite close enough to engage the batteries, but kept the musketry silent along the bank above.

In the morning very early we again moved down, the Neosho having this time joined us, but saw nothing of the enemy; the batteries were removed the night before we left them. Between 8 and 9 a. m. I met the Carondelet and Fairplay with the transports just below where the lower battery stood during the night. Learning that all was clear below, I returned to Nashville with the gunboats and transports.

Notwithstanding the darkness and haziness of the night, all the boats were well manœuvred, and did their several parts in the best manner. Acting Volunteer Lieutenant Glassford handled his vessel splendidly in rounding to under the enemy's fire, to keep out of my way while backing up. All the commanding officers carried out their instructions fully, and did their work well; the officers and men under me behaved in the best manner. Acting Master W. C. Coulson, executive officer of this vessel, had charge of the gun-deck, and worked the guns with marked rapidity and precision. He had every contingency prepared for in stopping shot-holes, extinguishing fire, &c.; but it is hard to discriminate where all are so eminently deserving. It seems almost a miracle that amid so many shots and volleys of musketry we should escape without the loss of a single man, and no injury to the boats. The number of rounds fired were as follows: Carondelet, 26; Fairplay, 37; Moose, 59; Reindeer, 19; Silver Lake, 6. I am not able to say what execution we did, as darkness covered all, but we drove them from their guns, and back from the river, recaptured the steamers they had captured in the early part of the evening before they had time to destroy them, made them abandon most of the forage they were taking from the vessels, and caused them to let many of their prisoners escape.

Very respectfully, your obedient servant,

LE ROY FITCH,
Commanding 10th District, Mississippi Squadron.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Enclosed I send reports of the commanding officers of the vessels engaged.

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Report of Acting Master C. W. Miller.

UNITED STATES STEAMER CARONDELET,
Off Nashville, Tennessee, December 4, 1864.

SIR: I have the honor to submit the following account of the part taken by this vessel in the operations of last night:

Agreeably to your order, at 11.15 p. m. I got under way and proceeded down the river from Hyde's ferry. At 1 a. m. came to a rebel camp, with a battery of four (4) guns, on the south side of the river, opposite Bell's mill. Two steamers were tied up to the bank, having been captured by the rebels. As soon as I made it out I opened fire on them and steamed slowly by; after passing I rounded to and came up within about three hundred yards of them, fired a few shots, then passed up abreast and dropped back again. The rebels returned our fire for about twenty minutes, then fell back from the river. I fired a shell occasionally until 2.30 a. m.; I then went alongside of the steamers Prairie State and Prima Donna, made fast to them, and towed them to the opposite side of the river; after making the steamers fast the United States steamer Fairplay came alongside of them and I dropped out into the river. Part of the crew of the steamers being on board, I waited until 5.30 a. m. for them to get steam. I then left them and proceeded down the river about three and a half miles and found the steamer Magnet tied up to the bank. I came to and stopped with her until she could raise steam. I then started up the river with the Magnet alongside.

Very respectfully, your obedient servant,

C. W. MILLER,
Acting Master, Commanding.

Lieutenant Commander LE ROY FITCH,
Com'dg 10th District, Mississippi Squadron.

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Report of Acting Master George J. Groves.

UNITED STATES STEAMER FAIRPLAY,
Cumberland River, off Nashville, Tenn., December 5, 1864.

SIR: I have the honor to submit the following report of the part this vessel took in the action with the rebel battery on the night of the 3d and morning of the 4th instant:

Pursuant to your order I got under way with this vessel, and started from this city at 9.30 p. m., following the United States steamer Carondelet, which vessel was in the lead. At one o'clock a. m., eighteen miles below this place, and immediately opposite Bell's mill, I was opened upon by rebel musketry and a battery of four guns placed in a commanding position on the left bank; the fire was vigorously returned as I passed the battery and turned the bend below out of range of their guns. At Hillsboro' landing, two miles below, I came upon the transport steamers Prairie State and Prima Donna tied to the bank, which had been captured by the rebels in the afternoon, and then in possession of rebel infantry, who were engaged in taking away her cargo. I fired upon them in passing and rounded to below, and in company with the Carondelet drove the enemy from the steamers and the surrounding hills, killing and wounding many. At 2.45 a. m. this vessel and the Carondelet made fast to the steamers and landed them on the opposite shore, in order to repair damages and put them in running condition. I remained with them until 4 a. m., when I got under way and proceeded down the river four miles, where the steamer Magnet, also disabled by the rebel battery, was lying. She was soon put in order, and at 6 a. m., with the

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Carondelet and the recaptured steamers, started up the river. The rebels had withdrawn their forces from the river when we came up, and everything was clear. At 8.30 a. m. I met the steamers under your command, and proceeded to Nashville, arriving at 2 p. m. This vessel during the engagement was struck twice by twelve-pounder shells, one passing through between the main and boiler decks, a few inches above the forward part of the boilers, cutting the escape-pipe of the port engine; the other passed through the cabin, directly under the pilot-house. No serious damage was done by either shell, both passing entirely through before exploding. Musketry and canister struck us in several places.

Very respectfully, your obedient servant,

GEORGE J. GROVES,
Acting Master, Commanding.

Lieutenant Commander LE ROY FITCH,
Com'dg 10th District, Mississippi Squadron.

Report of Acting Volunteer Lieutenant H. A. Glassford.

UNITED STATES STEAMER REINDEER,
December 5, 1864.

SIR: I have the honor to report the part taken by this vessel in the affair of the 4th instant at Bell's landing, eighteen miles below Nashville, on the Cumberland river. In obedience to your order, at 9.30 p. m. of the 3d instant I got under way and followed you down the river. At 12.45 a. m. of the 4th instant we reached Bell's landing, and the action commenced by the Carondelet opening fire upon a camp in the hollow, followed by the Fairplay, the Moose, and this vessel, to which the enemy replied with nine guns and musketry, the latter occupying the hills above and below their artillery. Their fire was rapid and warm, but mostly too high. The night was dark, and the smoke from the guns settled upon your vessel and the water, so as at times to hide both from view, and at such times I was forced to suspend my fire to avoid doing you injury; this circumstance also caused a difficulty with this vessel, as during the few moments the shore was hidden from me by the smoke, she went broadside to the current and drifted down stream toward you. To avoid collision, which then might prove a disaster, I at once ordered her bow to be run ashore, and then swung round, stern down stream; by doing so I exposed myself for a few moments to a raking fire, but without further injury than a few splinters knocked from my wheel by a bursting shell. As soon as once more clear of the bank I ran up stream for room to round to, and then resumed my place near you in the engagement; but before this was accomplished the enemy's guns were silenced, and you had withdrawn. The action lasted one hour and twenty minutes. At 3.30 a. m., by your order, I lashed alongside you, and thus returned to Nashville, where we arrived at one o'clock p. m.

Very respectfully, your obedient servant,

H. A. GLASSFORD,
Acting Volunteer Lieutenant, Commanding.

Lieutenant Commander LE ROY FITCH,
Com'dg 10th District, Mississippi Squadron.

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Additional Report of Lieutenant Commander Le Roy Fitch.

UNITED STATES STEAMER MOOSE,
Off Nashville, Tennessee, December 17, 1864.

SIR: I have the honor to submit the following report of my operations here since the 4th instant, the date of my last letter:

On the 6th instant I started down the river with the Neosho, some of the light boats, and a number of transports under convoy. Before starting I put the convoy under charge of Acting Volunteer Lieutenant H. A. Glassford, and went myself on the Neosho. I took the precaution before starting to instruct Acting Volunteer Lieutenant Glassford to keep the convoy fleet between two and three miles above me. When nearly opposite Bell's mills, about eighteen miles below here, we discovered a large rebel force, and were at once opened upon by very heavy volleys of musketry and some fourteen pieces of artillery above, abreast of, and below us. I at once directed the pilots to run slow, and returned the fire. We then went on down abreast of the lower battery, stopped, rounded to, and came back till abreast of the middle battery, and nearly midway between their upper and lower guns; here I stopped and used grape and cannister against the enemy, and at the same time was receiving a concentrated fire from all their guns, but this was the best position I could get to use canister. I could not hurt them from above nor from below, owing to the shape of the river and the natural protection they had chosen behind the spurs of hills. I had also great faith in the endurance of the Neosho, and therefore chose this position as the most favorable one to test her strength, and at the same time use canister and grape at from twenty to thirty yards range. Our fire was slow and deliberate, but soon had the effect to scatter the enemy's sharpshooters and infantry, but owing to the elevated position of the batteries directly over us we could do but little injury. The enemy's fire was terrific, and in a very few minutes everything perishable on our decks was completely demolished. I lay in this position about two and a half hours, and finding that the enemy's shot and shell were cutting away the summer pilot-house, and letting it down so as to hide the fighting pilot-house and obstruct our sight, I steamed on up the river again and met the fleet under convoy. Seeing that it would be impossible to get the transports below the batteries without losing several, I sent them back to Nashville under convoy of the Fairplay and Silver Lake. I then cleared all the rubbish off the Neosho's decks and went down the second time, taking the Carondelet. I had her made fast to the bank above, with instructions not to open till I went down and drew the enemy's fire, which would show their position. I went on down in the Neosho, entirely below the guns this time, rounded to, came back, and stopped as before. As I went down the battery opened as at first, and then the Carondelet also engaged them. This time, I think, we disabled two of their guns, and toward dark their guns were about silent. We passed up again just after dark, but were only saluted with two guns as we passed, and then could get no more responses. The locality the enemy had chosen was such that but one boat could engage the batteries at a time with any effect, and then the rebels had greatly the advantage. We were so far below them that to clear the banks it was impossible to keep them from elevating over them. Their batteries were of various calibres, but the greater number were, I think, twenty-pounder rifle steel guns, with here and there a heavier one. During the day the Neosho was struck over a hundred times, but received no injury whatever. After dark I returned to the end of our line, about six miles below the city. The 7th instant we were employed coaling and mending one of the Neosho's steam-pipes, which was leaking badly, and also repairing one of the Carondolet's boilers, which was also leaking

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badly. From the 7th till the 15th little was done below, owing to the severity of the weather and very low water; yet nothing was lost by this delay, as it was not then the object to drive the rebel batteries entirely away from the river, but rather to induce them to remain till the army was ready to move, as they were in such a position that we could not capture them as long as the left wing of the enemy held the position it then occupied. Enclosed please find copies of communication, from General Thomas's headquarters; marked "A" and "C," which will show nearly the programme pursued. While the boats were inactive below, some were successfully engaged above. I sent Acting Master John H. Rice (who had temporary command of the Brilliant during the illness of Acting Volunteer Lieutenant Charles G. Perkins) and Acting Master Edmund Morgan, United States steamer Springfield, up the river to Carthage to co-operate with the army in that quarter. A copy of the letter enclosed from Brigadier General Hammond, marked "B," will show in what manner that service was performed. On the 11th I was informed by General Donaldson, chief quartermaster, that a number of steamers and barges were up near the mouth of Stone river after wood, and that he wished to get them down, as the rebels were about bringing in batteries to capture them. I sent Acting Master Edmund Morgan up to bring them below, (enclosed is a copy of my letter to him,) which was successfully accomplished that night; and next morning at daylight a rebel battery was posted to intercept them, but, fortunately, too late to carry out the design. About 10 p. m. of the 14th I received a note from headquarters, a copy of which is enclosed, marked "C." At daylight I got under way with the following boats, viz., Neosho, Carondelet, Moose, Reindeer, Fairplay, Brilliant, and Silver Lake, for the purpose of attracting the attention of the batteries while our troops were moving to the rear. I sent the Neosho, Acting Volunteer Lieutenant Samuel Howard, on down to go below the batteries, feel their strength, and then return. The Neosho was only to engage them to attract their attention. Acting Volunteer Lieutenant Howard then returned to where I was, just above these works, and reported but four guns in position. These I could easily have silenced and driven off, but our army had not yet advanced sufficiently to insure their capture. I therefore manœuvred around above them till in the afternoon, when our cavalry had reached the desired position in the rear. The Neosho and Carondelet then moved down again, and the rebels, finding the position they were in, had tried to remove their guns, but were too late. Our cavalry closed in and took them, with but little resistance. Our object having been thus far successfully carried out, the Neosho and Carondelet then moved down opposite Bell's mill, took position, and tied up to the right bank to assist our cavalry, that was at the time considerably annoyed by a rebel battery of four guns situated on the side of a hill, back from the river about half a mile. A few rounds of shell and shrapnell from our heavy guns, together with the firing from one of our land batteries planted on a hill above us, soon silenced the rebels and scattered the supporting column. I think this battery also fell into possession of our cavalry. It was now getting dark very fast, and not knowing the exact position our forces had taken, the firing on our part ceased, and the boats were withdrawn a short distance above, where they remained till daylight next morning, when we again dropped down and found our forces in entire and undisputed possession of the field. Having accomplished all that I could on this end of the line, I returned at once to Nashville, and not having received any reports from Acting Master Morgan, whom I had left above the city to give me information of movements there, I sent Acting Volunteer Lieutenant Glassford on up the river with the Reindeer, Silver Lake, and Fairplay to ascertain the condition of affairs in that locality. Having made the desired reconnoissance as far up as Stone river, and finding all quiet, Act-

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ing Volunteer Lieutenant Glassford returned during the night. I was considerably annoyed by Acting Master Morgan's not reporting to me and keeping me informed of affairs above, as he should have done. I could not, therefore, pass the matter over without censuring him for neglect in this particular, and for not exhibiting a little more enthusiasm and energy. I am happy to state that our participation in the stirring events of the last fortnight has been attended without the loss of life on our side, and with but slight injury to any of the boats. Some six or eight men in the turret of the Neosho were somewhat bruised and scratched in the face by a shell striking the muzzle of one of the guns and exploding, but in fact our casualties are too trivial to mention. I am much indebted to Acting Volunteer Lieutenant H. A. Glassford, and all the commanding officers, for their promptness, energy, and efficiency in carrying out my intentions and assisting me whenever it lay in their power. In fact, every officer and man in the command exhibited that zeal and energy worthy of the highest praise. Before closing this report I desire to bring to your favorable notice John Ditzenbach, quartermaster on the Neosho. During the engagement of the forenoon of the 6th instant all our flag and signal staffs on the Neosho were shot away, and the flag lay drooping over the wheel-house. As soon as we had passed the upper battery, and while yet under fire of the enemy's artillery and musketry, Pilot John H. Ferrell, of this vessel, who was with me on the Neosho, and John Ditzenbach, quartermaster on board of that vessel, went out of the pilot-house, and taking the flag from where it lay, tied it up to the stump of the main signal-staff, which was the highest mast we had remaining.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieut. Commander, Com'dg 10th District, Miss. Squadron.

Acting Rear-Admiral S. P. LEE,
Com'dg Miss. Squadron, Mound City, Ill.

UNITED STATES STEAMER MOOSE,
Below Nashville, Tenn., December 11, 1864.

SIR: There are some barges and steamers up the river, about the mouth of Stone river, which it is desired to bring below, as it is believed the rebels are about to establish a battery at or near that point. I think that with due precaution, judgment and quick action, you can accomplish this work. You must be very cautious, and be sure to keep your vessel and the steamers, while getting the barges, in such a position as not to let the enemy get batteries below or abreast of you. This is a delicate and important duty, and in trusting it to you I hope the vessel will be every way successful and creditable to the navy. I would send the Neosho, but at the present stage of water and severity of the weather it is almost impossible to do anything with her.

Respectfully, &c.,

LE ROY FITCH,
Lieutenant Commander, Com'dg 10th Miss. Squadron.

Acting Master E. MORGAN,
Comd'g United States Steamer Springfield.

A.

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Nashville, Tennessee, December 13, 1864.

SIR: I have the honor, by direction of the major general commanding, to acknowledge the receipt of your communication of this date, and, in reply, I

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am instructed to say that should there really be a change of weather, and a rise in the river results sufficient to enable you to move your fleet with facility, it is the desire of the major general commanding to have you co-operate in any move which may take place against the enemy, by engaging the batteries on the river below the city, and thus attracting their attention while the troops are in motion against the enemy's position. The major general commanding returns his thanks for your cordial co-operation heretofore, as well as for the tender of your services in future movements, of which timely notice will be given you. The major general commanding will be much indebted to you if you will have the river above the city as far up as Carthage, if you can get up as far, patrolled by one or two boats of your fleet constantly, in order that any movement on the part of the enemy in that direction may be instantly detected.

I am, very respectfully, your obedient servant,

ROBERT H. RAMSAY,
Assistant Adjutant General.

Lieut. Commander LE ROY FITCH,
Com'dg 10th District, Miss. Squadron.

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B.

CAIRO LANDING, *December* 7, 1864

SIR: I have just, through the aid of the steamer Brilliant, under Acting Master J. H. Rice, made a highly useful scout through the country as far as Lebanon. I was entirely uninformed as to the assistance to be afforded me, and was therefore not prepared, but Captain Rice placed his boats at my disposal at once, and by his activity and efficient management enabled me to cross nearly two hundred and twenty-five men and horses and re-cross them without accident or injury. Allow me to thank you sincerely for this co-operation on the part of the force under your command. My relations with the navy have always been pleasant and successful, and I hope they may remain so; I will be glad to do anything I can in return. In order to properly watch the numerous crossings and country in my front and the country beyond, I will probably again require your assistance, as I have, by order, destroyed all means of crossing.

Again thanking you and Captain Rice in immediate command, I am, sir, very respectfully, your obedient servant,

J. H. HAMMOND, *Brevet Brig. General.*

Lieut. Commander LE ROY FITCH,
Com'dg 10th District, Miss. Squadron

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C.

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Nashville, Tenn., 8 *p. m. December* 14, 1864.

SIR: I have the honor, by direction of the major general commanding, to inform you that the enemy will be attacked at an early hour in the morning. If you can drop down the river and engage their batteries on the river bank it will be excellent co-operation, for which the major general commanding will be much obliged. It is very probable that these river batteries of the

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enemy will be attacked in rear by our forces, and it is very desirable and necessary that your fire does not injure the attacking force, and to this end it is advisable you should be informed of the proposed attack.

I am, very respectfully, your obedient servant,

ROBERT H. RAMSEY,
Assistant Adjutant General.

Lieut. Commander LE ROY FITCH,
Com'dg 10th District, Miss. Squadron.

JOINT EXPEDITION TO DESTROY ENEMY'S RAILROAD COMMUNICATION.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP FAIRY,
Tennessee River, December 31, 1864.

SIR: Lieutenant Commander George Bacon, commanding 6th district, reports, under date of 8th instant, that an expedition sent from Vicksburg by Major General Dana to destroy the enemy's railroad communications in Mississippi, in which the Vindicator and Prairie Bird co-operated, proved a complete success. Our forces having destroyed the railroad bridge over the Big Black river, tore up some thirty miles of the track, and destroyed a considerable amount of the enemy's stores. I enclose copies of letters from Major General Dana to Lieutenant Commander Bacon, to Acting Volunteer Lieutenant Gorringe, commanding Vindicator, and to Acting Master Burns, commanding Prairie Bird, acknowledging in flattering terms the assistance rendered by the navy.

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

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

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

Report of Lieutenant Commander George Bacon.

UNITED STATES STEAMER LOUISVILLE,
Off Skipwith's Landing, December 8, 1864.

SIR: I have the honor to state that the expedition sent up the Yazoo river, in which the United States steamers Vindicator and Prairie Bird co-operated, has proved a complete success, our forces having destroyed the railroad bridge over the Big Black river and torn up the tracks for a distance of thirty miles. Enclosed please find copies of letters from General Dana to Acting Volunteer Lieutenant Gorringe, of the Vindicator, Acting Master Thomas Burns, of the Prairie Bird, and myself, in relation to the same. I have received a letter from Acting Volunteer Lieutenant Commander W. R. Hoel, commanding the United States steamer Pittsburg, stating that he had orders to report with his vessel at Mound City, and had left this district in obedience to them.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieut. Commander, Com'dg 6th District, Miss. Squadron.

S. P. LEE, U. S. N.,
Com'dg Mississippi Squadron.

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Complimentary letter from Major General Dana to Acting Volunteer Lieutenant H. H. Gorringe.

HEADQUARTERS DISTRICT OF WEST TENN. AND VICKSBURG,
Vicksburg, Mississippi, December 5, 1864.

SIR: The part taken by the splendid vessel under your energetic and intelligent command during the late cavalry operations from Vicksburg against the railroad communications of the enemy in Mississippi, which have been eminently successful, renders it an acceptable task to tender you, for myself and for the gallant officers and men whom you so ably seconded, our sincere thanks.

Very respectfully, your obedient servant,

N. J. T. DANA, *Major General.*

Acting Vol. Lieut. H. H. GORRINGE, U. S. N.,
Com'dg U. S. S. Vindicator, 6th District, Miss. Squadron.

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Complimentary letter from Major General Dana to Acting Master Thomas Burns.

HEADQUARTERS DISTRICT OF WEST TENN. AND VICKSBURG,
Vicksburg, Mississippi, December 5, 1864.

SIR: Permit me, for myself and the officers and soldiers whom you so zealously aided, to thank you for your efficient services during the late cavalry operations from Vicksburg against the Mississippi Central railroad.

The assistance of the vessels of the 6th division Mississippi squadron rendered the expedition a complete success.

Very respectfully, your obedient servant,

N. J. T. DANA, *Major General.*

Acting Master THOMAS BURNS, U. S. N.,
Comd'g U. S. S. Prairie Bird, 6th Division Miss. Squadron.

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Complimentary letter from Major General Dana to Lieutenant Commander George Bacon.

HEADQUARTERS DISTRICT OF WEST TENN. AND VICKSBURG,
Vicksburg, Mississippi, December 5, 1864.

SIR: It affords me very great gratification to acknowledge the signal services rendered by Acting Volunteer Lieutenant H. H. Gorringe, United States Navy, commanding United States steamer Vindicator, and Acting Master Thomas Burns, commanding United States steamer Prairie Bird, of your command, and to thank you for your co-operation and prompt assistance during the late successful cavalry expedition from Vicksburg against the rebel communications in Mississippi, which resulted in the destruction of a very important railroad bridge over the Big Black river, some thirty miles of railroad track, and a large amount of supplies destined for the rebel army.

Very respectfully, your obedient servant,

N. J. T. DANA, *Major General.*

Lieut. Commander GEORGE BACON, U. S. N.,
Com'dg 6th Dist. Miss. Squadron, U. S. S. Louisville.

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OPERATIONS ON THE TENNESSEE RIVER—CO-OPERATION WITH THE ARMY.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP FAIRY,
Clifton, Tenn., January 3, 1865.

SIR: Intelligent escaped prisoners report that Hood crossed the Tennessee at Bainbridge, six (6) miles above Florence, above Little Muscle shoals, and at the foot of Big Muscle shoals. Florence is the head of steamboat navigation, and there Hood crossed last fall, securing his pontoons to the piers of the railroad bridge. General Jackson crossed either at the military ferry one mile below Florence, or above the Muscle shoals. Bainbridge is not a regular ferry. The rebels boasted to the escaped prisoners that the gunboats could not cross the shoals to reach them, and my pilot declared it was impracticable for the enemy to cross there owing to the swift water, or for me to get there with the Neosho drawing five (5) feet, owing to the swift and shallow water on the Little Muscle shoals, which are rocky, uneven and dangerous. I made a reconnoissance, however, and believe I should have succeeded in reaching Bainbridge with an effective force, capable of destroying Hood's pontoons, in spite of all opposition he could make, had not the sudden and rapid fall of the river and the prevalence of a fog constrained the pilot to decline going on Little Muscle shoals. I got here to-night to convoy General A. J. Smith's command, twelve thousand (12,000) men, with six (6) batteries, to Eastport, Mississippi, opposite which, on the right bank, we have a cavalry force of fifteen hundred (1,500) men. The army transportation being scant, I shall move as many of the troops as possible on board the gunboats, and hope to comply with General Thomas's request, to assist General Smith to make a secure lodgement to-morrow night. This brave officer desires, whilst landing so near Hood's army, which is believed to be near by, at Corinth, a sufficient additional force to enable him to operate offensively, and for which he has applied, and I send his despatch to Paducah to-night.

I am gratified to enclose a copy of General Thomas's last despatch, dated December 30, in which he is kind enough to say that the efficient co-operation of the navy on the Tennessee has contributed largely to the demoralization of Hood's army, and the general tenders his hearty thanks for the cordial co-operation of the navy during the last thirty days. In this important and brief campaign the following great results have been achieved: Fourteen thousand (14,000) killed, wounded and prisoners; nineteen (19) general officers wounded and prisoners; seventy (70) guns taken by the army, besides two (2) guns destroyed by the navy; over three thousand (3,000) stand of small arms captured; fifteen (15) or twenty (20) ammunition wagons abandoned, and a great quantity of ammunition destroyed. General Smith informs me he never knew such bad weather as General Thomas's army encountered in the pursuit of Hood. General Croxton, of the cavalry, make the sam report of the bad condition of the roads. Hood is indebted for the safety of his shattered army to the worst description of winter weather and roads, and to crossing the shoals when the river was falling fast, and in a fog. It is confidently predicted that he will not again attempt to re-cross the Tennessee river. I ought to mention that the destruction of pontoons and ferry flats at Garner's ferry, twelve (12) miles below Florence, and, indeed, all along the river from the vicinity of Johnsonville to Florence, a distance of one hundred and seventy-five (175) miles, has cut off the retreat of Hood's demoralized and scattered army, and filled the woods, as General

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Croxton informs me, with stragglers, whom his cavalry are constantly capturing. The operations of the navy have been active and untiring.

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

S. P. LEE,

Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Complimentary letter from Major General Thomas to Acting Rear-Admiral S. P. Lee.

U. S. MILITARY TELEGRAPH,

Paducah, Ky., December 30, 1864.

[By telegraph from headquarters Department Cumberland, Pulaski, December 29, 1864.]

SIR: Your two telegrams have been received. We have been pressing the work as hard as the condition of the roads would permit, and have succeeded in taking some few prisoners–probably some five or six hundred–since the enemy crossed Duck river. From the best information I have at this time, Hood's losses since he invaded the State of Tennessee sum up as follows: Six (6) general officers killed; six (6) wounded, and one (1) taken prisoner at Franklin—thirteen in all, and about six thousand (6,000) men killed, wounded and taken prisoners at same battle. On the 8th instant, at Murfreesboro', he had one (1) general officer wounded, about one thousand (1,000) men killed, and two hundred and seven (207) taken prisoners, and losing two (2) pieces artillery. In the battles of the 1st and 16th instant, before Nashville, he had one (1) lieutenant general severely wounded, one (1) major general and three (3) brigadier generals, with four thousand four hundred and sixty-two (4,462) officers and men made prisoners, besides losing fifty-three (53) pieces of artillery and over three thousand (3,000) stand of small-arms. During his retreat we have captured fifteen (15) more guns, and from fifteen hundred (1,500) to two thousand (2,000) prisoners, and a large number of small-arms have been picked up by the way. Citizens report that he passed this place with his army completely disorganized, except the rear guard, composed of about five thousand (5,000) men. He destroyed a considerable quantity of ammunition at this place, besides abandoning an ammunition train of fifteen (15) or twenty (20) wagons about a mile beyond. Your official co-operation on the Tennessee river has contributed largely to the demoralization of Hood's army. Major General A. J. Smith, commanding detachment of the army of the Tennessee, will probably reach Clifton by Sunday next, January 1, 1865, where transports are expected to meet him to take his command to Eastport. Please afford him every assistance in your power in effecting a secure lodgement at Eastport, and as I consider the Cumberland now entirely safe, I will be obliged to you if you will have a strong force kept in the Tennessee to keep open navigation on that river. In concluding this telegram it gives me great pleasure to tender to you, your officers and men, my hearty thanks for your cordial co-operation during the operations of the past thirty days.

G. H. THOMAS, *Major General.*

Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron, Chickasaw, Ala.

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DESTRUCTION OF REBEL PROPERTY ON OLD RIVER.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP FAIRY,
Tennessee River, January 9, 1865.

SIR: Lieutenant Commander Cornwell, commanding second and third divisions, reports, under date of 17th December, the results accomplished by an expedition sent to the head of navigation in Old river on the 16th instant, to capture and destroy rebel property in retaliation for the murder of Acting Master Thatcher, of the Gazelle, and to procure supplies for the army. One thousand troops were landed at Hog's Point, and one thousand embarked on transports, which, with the United States steamers Nymph, Kenwood, Naiad, and Gazelle, entered Old river, it being designed that the two forces should meet at or near Williamsport. The troops, with a company of sailors from each vessel, were landed at the head of navigation, and, in pursuance of orders given them, burned several buildings containing a large quantity of corn, sugar and molasses. There were no means of transporting these supplies to the boats. The army took all the live stock they could find.

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

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

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

CO-OPERATION WITH THE ARMY.—OPERATIONS ON THE TENNESSEE RIVER.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP FAIRY,
Mississippi Squadron, January 18, 1865.

SIR: Lieutenant M. Forrest, commanding eleventh district, reports, under date of 4th instant, the recent operations of the vessels in that district.

After assisting in the repulse of the enemy at Decatur, the fleet was occupied in occasionally shelling the place. After the engagements at Nashville, General Steedman came to retake Decatur. The gunboats co operated, and the place, with the artillery there, was captured. Lieutenant Forrest then took his vessels down to Elk River shoals, which they could not pass. There taking armed transports, he went down to Muscle shoals, but only found detached portions of the enemy's force attempting to cross. He sent out expeditions, and captured several of these parties; among them a staff-officer of General Ben. Hill, a staff officer of General Smith, and the commanding officer of a cavalry company, with his command and their horses, who had been cut off by our cavalry; also a captain, at home on furlough, with thirty (30) bales of his cotton.

The gunboats lost three (3) killed and several wounded in the different engagements. The General Burnside and General Thomas were each hulled two or three times. Lieutenant Forrest turned his prisoners over to the military authorities.

I have directed the cotton to be delivered to the treasury agent.

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Lieutenant Forrest states that the upper Tennessee is now entirely free of the enemy, except small bands of bushwhackers, on whom he is "constantly making war."

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

S. P. LEE,

Acting Rear-Admiral, Commanding Miss. Squadron.

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

ENGAGEMENT WITH GUERILLAS AT TUNICA BEND.

Report of Acting Rear-Admiral S. P. Lee.

UNITED STATES FLAG-SHIP BLACK HAWK,
Mississippi Squadron, New Orleans, February 1, 1865.

SIR: Acting Master Powell, commanding United States steamer Ozark, reports, under date of the 14th January, from Tunica Bend, that on the night of the 13th he sent in an armed boat to bring off some contrabands who had hailed the vessel. After they had been taken on board, and as the boat was shoving off, she was fired on by a concealed guerilla force, killing A. S. W. Shelcutt, seaman, seriously wounding Charles Clemmens, seaman, and slightly wounding John McPullen, landsman. The fire was returned from the boat with musketry, and the Ozark shelled the woods.

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

S. P. LEE,

Acting Rear-Admiral, Commanding Miss. Squadron.

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

ENGAGEMENT WITH GUERILLAS AT COLE'S CREEK, MISSISSIPPI.

FLAG-SHIP BLACK HAWK, *March* 4, 1865.

SIR: I transmit enclosed a copy of a communication, dated 20th February, from Acting Volunteer Lieutenant A. N. Gould, commanding United States steamer Forest Rose, reporting his driving off a guerilla party who fired on the transport Mittie Stephens, and attempted to burn one hundred (100) bales of cotton on the bank for shipment, near Cole's creek, Mississippi.

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

S. P. LEE,

Acting Rear-Admiral, Commanding Miss. Squadron.

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

Report of Acting Volunteer Lieutenant A. N. Gould.

UNITED STATES STEAMER FOREST ROSE,
Off Waterproof, Louisiana, February 20, 1865.

SIR: I respectfully report that on the 18th instant, about 10 o'clock in the evening, while the Mittie Stephens was landing near Cole's creek, Missis-

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sippi, to take on board one hundred (100) bales of cotton, "properly permitted," she was fired on by a party of rebel scouts, doing no damage to the boat. Afterwards they set the cotton on fire. I opened fire on them as soon as the Stephens got clear, so that I could bring the guns of this vessel to bear, driving the enemy off. I then steamed into the bank, landed an armed force, and put the fire out, saving all the cotton except five bales; some few other bales were damaged. I expended the following ammunition, viz: four (4) 32-pounder 5-second shells, four (4) 24-pounder 3-second, and six (6) 24-pounder 1½ shrapnell. Lieutenant Paddock was in command of the rebel scouts.

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

A. N. GOULD,
Acting Volunteer Lieutenant, Commanding.

Lieut. Commander E. Y. McCauley, U. S. N.,
Commanding Fifth District, Mississippi Squadron.

DESTRUCTION OF REBEL TRANSPORTATION IN BAYOU PIERRE, &c.

Flag-Ship Black Hawk,
Mississippi Squadron, Mound City, March 16. 1865.

Sir: I transmit enclosed a copy of a report from Acting Volunteer Lieutenant A. N. Gould, commanding United States steamer Forest Rose, containing some interesting statements regarding the enemy's movements, and the destruction of his means of transportation, by the Forest Rose, at different times during the past six months.

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

S. P. LEE,
Acting Rear-Admiral, Commanding Miss. Squadron.

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

Report of Acting Volunteer Lieutenant A. N. Gould.

United States Steamer Forest Rose,
Mississippi River, March 2, 1865.

Sir: I respectfully report that yesterday afternoon a small steamer was at the entrance of Bayou Pierre. The fog soon set in thick, and she was lost to view; in half an hour afterwards the fog raised, and as the steamer was not in sight, I suspected that she must have gone up the bayou. Last year there were strict orders against any boat going up creeks or bayous—certainly they are in the power of the enemy—unless they do so to please them they would be destroyed. I steamed into the mouth of the bayou; after proceeding up about one mile, and finding it very narrow, I turned back. On my way down I captured six boats; they had been brought there for the purpose of crossing six hundred (600) Texan troops from east to west, part of Ross's command. They have refused to obey my orders, and are going back to Texas.

Since 15th September, 1864, this vessel has captured and destroyed upwards of ninety (90) boats and flats, and sent within our lines seventy deserters and refugees.

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The principal crossing at Upper Cole's Creek island has been broken up; at present but little crossing is done between Rodney and Hole in the Wall.

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

A. N. GOULD,
Acting Volunteer Lieutenant, Commanding.

Lieut. Commander E. Y. McCauley, U. S. N.,
Commanding Fifth District, Mississippi Squadron.

LOSS OF THE UNITED STATES STEAMER SIGNAL.

Flag-Ship Black Hawk,
Mississippi Squadron, Mound City, March 20, 1865.

Sir: I transmit enclosed a copy of a report, dated February 27, from Acting Volunteer Lieutenant E. Morgan, of the loss of the Signal, under his command, on May 5, ultimo, in Red river. Lieutenant Morgan asks for a court of inquiry. Acting Volunteer Lieutenant Morgan is one of the prisoners delivered by the enemy at the mouth of Red river referred to in my number of this date.

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

S. P. LEE,
Acting Rear-Admiral, Commanding Miss. Squadron.

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

Report of Acting Volunteer Lieutenant Edward Morgan.

United States Steamer Lafayette,
Off Mouth of Red River, February 27, 1865.

Sir: This being the earliest opportunity afforded me, I beg leave respectfully to submit the following report of the loss of the United States steamer Signal, then under my command, on Red river:

May 4, 1864, I received orders from Rear-Admiral D. D. Porter, on board flag-ship Cricket, then lying at Alexandria, Louisiana, to take on board a bearer of despatches from Major General Banks and proceed down the river until I overtook the United States steamer Covington, which vessel was convoying the United States army transport John Warner, accompanying her as far as the flag-ship Black Hawk, then lying at the mouth of Black river, and then return as far as Fort DeRussey, and there await the arrival of some upward-bound gunboat, and proceed in company up the river to Alexandria. At 11 o'clock a. m. got under way and proceeded down the river. About ten miles below Alexandria met a party of United States troops belonging to the 120th Ohio volunteers, who reported their escape from the transport City Belle, which vessel had been captured and destroyed that morning about fifteen or twenty miles below by artillery and infantry. About ten miles further on, opposite or a little below a place known as Wilson's, we were fired on by a party of rebel cavalry. I immediately returned the fire from starboard battery and passed on. Soon after rounding the next point we were again fired on, as I supposed, by the same party. About four miles below Wilson's came up with the Covington and John Warner lying to, the former repairing her rudder. Rounded to and made

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fast astern of the Covington, and was again fired upon from shore, both boats returning the fire. Night coming on before the necessary repairs were made, it was decided to remain until morning. During the night the Covington and Signal kept up an irregular fire. At daylight got under way and proceeded down the river, the John Warner leading, the Covington following, and the Signal bringing up the rear. Upon rounding the point opposite Dunn's bayou, 4.45 a. m., the John Warner made signal, by whistle, "enemy in sight," and was immediately opened upon by artillery and small-arms, and soon disabled, when she drifted ashore in the bend opposite the enemy. Upon rounding the point the Covington stopped and backed into the shore opposite the side of the enemy. I stopped and came to astern and above the Covington, both boats heading down stream. From this position we kept up a constant fire. After remaining in this position perhaps thirty minutes, I observed the enemy moving a battery above which would rake us astern, and which position the Signal (having no stern guns) could not command. I immediately sent Acting Ensign W. F. Loan to communicate this fact to Captain Lord, commanding officer of the Covington, who sent me back word to the effect that as the enemy's battery was too heavy for us he would return up the river, but would remain an hour or so. Soon after, the battery just spoken of opened upon us, when the Covington cast loose and started to round to up the river, closely followed by the Signal. Immediately after, the engineer reported to me the disabling of the port engine by a shot passing through the pitman, and almost at the same instant the pilot came on deck and reported the disabling of the steering gear. I hailed the Covington, reporting my vessel disabled. She came alongside and was made fast. After seeing the vessel made fast, I left the port and started aft to meet Captain Lord, whom I had observed coming on board of the Signal, and followed by a number of his crew. Before reaching him the branch steam-pipe on the port side was cut by a shell, and the throttle-valve being open, the steam escaped rapidly, upon which Captain Lord repaired on board of the Covington, followed by part of his own crew and part of mine. The Covington was cast loose and steamed up the river. I ordered the throttle-valve to be closed, which was done and the escape of steam stopped. I then ordered the fire to be wet down with the hose and the steam to be blown off from the boilers, which was promptly executed by Mr. Harding, acting 1st assistant engineer in charge. I ordered the anchor to be let go, and the fight continued. From the starboard guard I observed that what little wind there was, was settling to the opposite shore from the enemy, and the current being slight, I determined to slip my chain for the purpose of drifting ashore, when I could fire my vessel and escape with my crew. On slipping my chain the vessel drifted shore, but higher up than I expected. On nearing the shore volunteers were called for to get a line out, which was promptly responded to by Seaman George McClurg, who seized the end of the line and sprang overboard and succeeded in reaching shore with the line. He was followed by three or four of the crew, and altogether started up the almost perpendicular bank with the line. Before reaching the summit the men were exposed to the view of the enemy, as the bank was from ten to twenty feet higher than the hurricane-deck, who poured in a volley, driving all back but Mr. McClurg, who bravely persisted in his efforts to reach the summit with the line, in which he succeeded. After making the line fast he did not return; but I am rejoiced to hear that the brave fellow succeeded in reaching the squadron in safety. The vessel from her midship gangway forward was lying abreast of a perpendicular bank, which being unfavorable for the escape of the crew, I endeavored to drop her astern, but in consequence of the wheel being imbedded in the mud, was unable to accomplish it. Immediately on reaching shore I gave permission

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for all who chose to do so to escape up the bank, and ordered preparations to be made for burning the vessel. Before this was accomplished (the Warner being surrendered and the Covington on fire and abandoned) the entire force of the enemy was concentrated to prevent the escape of my crew. A battery above and one below us were planting their shell directly in the only accessible path to the summit, while at least fifteen hundred sharpshooters were pouring incessant volleys into the path above the hurricane-deck of the vessel. I was thus forced reluctantly to the conclusion that it was impossible to get my crew away without a great and useless sacrifice, particularly of the wounded, whom I could not think for one moment of abandoning. At 10.50 a. m. I reluctantly surrendered, having previously destroyed my signal-book. As near as I can recollect, the casementing of the gun-deck was penetrated eleven or twelve times by shot and shell, several of which exploded on the gun-deck, one cutting the steam-pipe, another (after the steam had been blown off) the steam-drum, and another the port boiler. Two shells went through the pilot-house, carrying away the shears and part of the wheel. From the explosion of shells on the gun-deck and the perfect storm of Minnie balls through the ports, there were twelve wounded and none killed. Amount of ammunition expended, as near as I can now ascertain, was three hundred and thirty rounds. On mustering on shore after surrendering, I found I had with me six officers and forty-eight men, one of whom (Miller, seaman) was accidently shot on the way to Tyler. Before closing, I take pleasure in awarding to all my officers and men the highest praise for coolness and bravery during the entire action, six hours. Some of them deserve especial mention. C. P. Bragg, acting ensign and executive officer, was at all times where duty called him, going on the forecastle accompanied only by Seaman George McCauly, and under a tremendous fire of musketry, heaving over the anchor, hauling up the chain and bitting it himself. Again, when it became necessary to slip the chain, he, assisted by Seaman John Highland, performed that duty under the same galling fire. Acting Ensign, William F. Loan, in charge of 1st division, 30-pounder Parrott, and Acting Master's Mate R. P. Craft, in charge of 2d division broadside, throughout the action and under a severe fire of musketry in the ports, by voice and example cheered and encouraged the men at the guns. Mr. Perry Wilkes, pilot, stood nobly at the wheel until it was literally shot out of his grasp. Acting Third Assistant Engineer, James F. Liddell, when the steam-pipe was cut, causing the escape of steam and great confusion, promptly rushed through the steam and closed the throttle-valve, stopping escape of steam, when order was restored. I omitted to mention that three of the Covington's men were captured on my vessel, and another joined us on the way up, having been captured on the other side of the river. In conclusion, I respectfully ask that a court of inquiry may be called to determine whether I have performed my duty.

Very respectfully, your obedient servant,

EDWARD MORGAN,
Acting Volunteer Lieutenant U. S. N.

Acting Rear-Admiral S. P. Lee,
Commanding Mississippi Squadron.

CO-OPERATION WITH THE ARMY.—EXPEDITION TO TRINITY, LA.

Mississippi Squadron, Flag-Ship Black Hawk,
Mound City, April 14, 1865.

Sir: Lieutenant Commander McCauley has forwarded to me a report, dated March 30, from Acting Ensign P. H. Randolph, of the Benton, in reference

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to the part taken by a detachment from the Benton in an expedition from Natchez to Trinity, Louisiana.

Acting Ensign Randolph left Natchez on the 20th of March with the detachment, and joined the force, about 300 strong, under Brevet Brigadier General Faran, at Vidalia. Five wagons accompanied the column, carrying five small boats and five skiffs, in charge of the men from the Benton. The expedition reached the Tensas river, at a point seven miles above Trinity, at 2 a. m. of the 27th, after a very difficult march, crossing two wide and deep bayous. At this point the greater part of the troops and the wagons were left. The boats were launched, and about one hundred soldiers embarked with the seamen. They landed at Trinity about daybreak, and, without firing a shot, captured one captain, one lieutenant, one orderly sergeant, and twenty-two privates, all of Harrison's command, and forty-six horses and mules, with equipments complete. Twenty-five stand of arms and some commissary stores were also captured and destroyed for want of transportation. The expedition returned to Natchez on the 28th ultimo without casualties. Brigadier General Davidson sent Lieutenant Commander McCauley a copy of Brevet Brigadier General Faran's report of the expedition, in which the services of the navy are acknowledged in complimentary terms, to which General Davidson adds his thanks, concluding: "I take advantage of this occasion to testify to you my regard for the uniform co-operation you have afforded me during my command here, and for the cordial harmony which exists between the two branches of the service."

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

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

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

DESTRUCTION OF THE REBEL RAM WEBB.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mouth of Red River, May 6, 1865.

SIR: The Webb, a small rebel vessel, carrying two or three guns, 217 bales of cotton, and 50 barrels of rosin or turpentine, ran out of Red river on the night of the 23d of April, and, without doing any damage on the way other than cutting some of the telegraph wires, continued down the river until intercepted by the Richmond, the next afternoon, twenty-five miles below New Orleans, when she was run ashore and destroyed by those on board. She was fired at as she came out of Red river by the Manhattan. The Lafayette pursued her to Bayou Sara, and the Ouachita followed her from Donaldsonville to the place of her destruction, passing New Orleans two hours after the Webb.

The Vindicator was undergoing repairs to her boilers at Red river, and had she been in order the Webb would not have escaped so far. There was a partial chase by other vessels, which it was not desirable for them to continue, as they were thereby led off from their boats, where they were watching for Jeff. Davis, his cabinet, and plunder.

The darkness of the night, the great speed of the Webb, and the swift current favored her escape at the mouth of Red river, where she was seen but for a few minutes. The numerous transport and trading steamboats constantly passing on this river, many of the latter operating up the tribu-

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taries, (there are at this time fourteen of them up the Yazoo with cotton permits,) favored her escape, and prevented her timely recognition by some of the gunboats of the two lower divisions, in which there are but few vessels, as they are not needed on that part of the river, owing to the number of army posts and pickets below Baton Rouge.

Lieutenant Commander Lull finding that the river telegraph line had been cut below Baton Rouge, sent a gunboat to Donaldsonville with a telegram to the authorities at New Orleans, announcing the escape of the Webb, which, with another telegram to the same purport from Lieutenant Commander Fitzhugh, was sent by the inland telegraph line to New Orleans, and an answer received before 10 a. m. on the 24th. Ample notice was thus given of her approach, and the Webb was fired on by the man-of-war at New Orleans as she passed.

I enclose copies of the following reports, &c., in relation to the affair, namely: (1.) April 25, Lieutenant Commander Fitzhugh; (2.) April 28, Lieutenant Commander Grafton, enclosing reports from Lieutenant Commander Lull, Acting Volunteer Lieutenants Ely and Welles, and Acting Master Adams, A, B, C, D; (3.) May 4, Lieutenant Commander Foster; (4.) April 24, Lieutenant Commander Fitzhugh to Colonel Fiske; (5.) Colonel Fiske's telegram to General Sherman, at New Orleans; and (6.) General Sherman's reply, all dated April 24.

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

S. P. LEE,

Acting Rear-Admiral, Com'dg Miss. Squadron.

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

Report of Lieutenant Commander W. E. Fitzhugh.

UNITED STATES STEAMER OUACHITA,
Donaldsonville, La., April 25, 1865.

SIR: I have to inform you that yesterday morning, just before daylight, a white army tug was reported coming down the river, and some time after the through packet Fashion. On boarding the latter the officer learned that the rebel ram Webb had come out of Red river and passed down. From the manner in which the information was communicated the officer supposed the Webb had surrendered, and was on her way to New Orleans under guard. When it was reported to me that the steamer first mentioned was the Webb I supposed it was a river boat of that name. On learning to the contrary, I sent a despatch to Colonel W. O. Fiske, commanding this post, informing him of what had occurred, and requesting him to telegraph immediately to the authorities at New Orleans, which he did, using the inland line by way of Thibodeaux, and receiving an answer before 10 a. m. This vessel was lying at the bank repairing her guard at the time, and I was necessarily somewhat delayed in getting under way, which I proceeded to do, feeling certain that if the Webb were in rebel hands she could not pass New Orleans, and would probably not make the attempt before night.

Shortly after getting under way I was notified that the Webb had landed a party and cut the telegraph line in one or more places, claiming to be a federal vessel, and carrying the United States flag at half-mast. Arriving at New Orleans, I was stopped by the senior naval officer present, who authorized me to proceed down after the Webb, which was two hours in advance, about fifteen miles below the city. I learned that the Webb had been blown up; but kept on, and presently saw the Webb in flames, and nearly destroyed. I then returned to this point. The Alexander was lying this side of College Point and the Argosy at Bonnet Carre, forty miles below,

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ut neither of them suspected the character of the Webb until some time fter she had passed.

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

W. E. FITZHUGH,

Lieut. Commander, U. S. N., Com'dg 1st Dist., Miss. Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron.

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Report of Lieutenant Commander Edward C. Grafton.

UNITED STATES STEAMER MANHATTAN,

Off Red River, April 28, 1865.

SIR: I arrived at this vessel on the evening of the 25th instant. Enclosed I forward the report of Lieutenant Commander Lull, regarding the running of the blockade by the rebel steamer Webb out of Red river.

Reliable information has been received that the Webb was run ashore and destroyed about twenty-five miles below New Orleans.

Respectfully, your obedient servant,

EDWARD C. GRAFTON,

Lieut. Commander, Com'dg 3d District Miss. Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron.

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Report of Lieutenant Commander Edward P Lull.

UNITED STATES STEAMER TENNESSEE,

Off mouth Red River, April 28, 1865.

SIR: The accompanying report of Acting Volunteer Lieutenant R. B. Ely, temporarily commanding the United States steamer Manhattan, and of Acting Master C. W. Adams, executive officer of this vessel, in regard to the escape of the rebel ram Webb from Red river on the night of the 23d instant, are respectfully forwarded.

I was temporarily absent with the tug Dahlia, having gone to Morganzia, and failing there, to Baton Rouge, for the purpose of sending a telegraphic message to General Hurlbut, for the purpose of expediting the departure of despatches from General Grant to the rebel General E. Kirby Smith; which despatches were to be sent by a rebel flag-of-truce boat then lying at this point, or rather permission was to be obtained by her for the officer in charge of the despatches to proceed to Shreveport with them.

I reached Baton Rouge at about 1.30 a. m. of Monday, and proceeded at once to the telegraph office, but the operator was unable to get a response from the other end.

I went to a hotel to await an answer, and in about one hour afterwards the commanding officer of the tug Hyacinth, stationed at Bayou Sara, came down and reported to me that a suspicious vessel had passed Bayou Sara, followed some distance behind by the gunboat Fort Hindman. The suspicious vessel had carried ordinary lights, and had not attracted attention until the arrival of the Fort Hindman in chase, when the commanding officer of the Choctaw concluded the chase was the Webb. She had passed very rapidly—so much so that the Choctaw, lying at that point, deemed pursuit entirely useless, and the Fort Hindman was so far behind that she also gave up the chase.

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On receiving this report I immediately repaired on board the United States steamer General Price, and there learned that a vessel bearing the description of the Webb had passed down, showing an ordinary transport's lights, but having no suspicions of what she was.

The officer of the deck had not reported her to the commanding officer.

While I was still on board the General Price an army transport arrived with a despatch from Lieutenant Commander Foster, stating that the Webb was supposed to have escaped. I proceeded with the army officer who bore the message to the headquarters of the commanding general, and from there to the telegraph office to get the message to New Orleans and intermediate points if possible; found that no communication could be had, and concluded, as afterwards proved to be true, that the wires had been cut. Acting Volunteer Lieutenant Wells, of the General Price, then proposed to start with his vessel to send the message from the first point where communication could be had, and also to overtake the Webb, in case she had stopped at any point below, which I approved, and he started at once. I enclose a letter received from him, showing how he executed his mission.

I believe that it was owing to his despatch, sent in a roundabout way from Donaldsonville to New Orleans, that the vessels at that point were apprized of the approach of the Webb.

After despatching the General Price, I returned to this point as soon as possible, fearing that the rebel iron-clad Missouri might also have come out of Red river.

The Webb is well known to have been capable of enormous speed for short distances, probably as great as twenty-five miles an hour down stream, or even more; and I conclude, from the reports of those who saw her passing various points, that she in every case, where she had a dangerous point to pass, ran her steam up to a high pressure for the spirt.

I am, very respectfully, your obedient servant,

EDWARD P. LULL,

Lieut. Commander, Com'dg pro tem. 3d Division Miss. Squadron.

Lieut. Commander EDWARD C. GRAFTON,

Com'dg 3d District Mississippi Squadron.

Report of Acting Volunteer Lieutenant Robert B. Ely.

UNITED STATES MONITOR MANHATTAN,

Off Red River, April 26, 1865.

SIR: I have to report that on the evening of the 23d instant, this vessel being anchored about one-quarter of a mile below the mouth of Red river, and near the western bank of the Mississippi, at 8.45 a dense cloud of black smoke was discovered by the officer of the deck (Acting Ensign C. H. Sinclair) coming out of the mouth of Red river. This officer at once beat to quarters. In one minute from the time the gong was first struck the crew were at their quarters, the post chain slipped, hatches closed, shackle off the starboard chain, and the ship ready for action.

The smoke was now seen to be that of a vessel coming out of Red river, and within 500 yards of this vessel, off the starboard bow, and going full speed down the river. I fired the howitzer to bring her to, and at once ordered the 15-inch guns to be trained at the strange vessel, the guns at the time being trained on the port beam. The turret was immediately revolved, and No. 1 gun was fired, as soon as it could be brought to bear, at the stranger, then only distinguishable in the darkness by the black smoke off our starboard quarter. I am not able to state whether this shot took effect or not. Knowing that it would be useless to follow so swift a vessel with the

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Manhattan, and believing that the rebel iron-clad Missouri would soon follow the strange vessel, which I believed to be the Webb, I thought it advisable to remain at the mouth of Red river, in readiness to attack her. As soon as the 15-inch gun had been fired I made by Coston's signals *general* signal No. 570, "strange vessel in sight, positively an enemy." I received answer from the Lafayette, No. 4, "act on your discretion," and immediately afterwards No. 83, "are you in want of assistance?" I answered No. 75, "yes." I then threw up one rocket to alarm the vessels below, and in a few minutes afterwards I fired two more in quick succession. In the mean time the United States steamer Gazelle, which vessel had been lying off Hog Point, (about two miles below the mouth of Red river,) had got under way and was coming alongside. As soon as she was within hail I told her commanding officer that the Webb had run down the river, and ordered him to report the fact at once to Captain Foster, and say to him that I awaited his further orders. As soon as the Gazelle had made her report, the United States steamers Lafayette, Vindicator, and Lexington got under way and stood down the river. The United States steamers Gazelle, Samson, and Champion were ordered by Captain Foster to anchor near me, and I was ordered to remain where I was and look out for the Missouri.

Having ordered all the vessels to be ready for instant action, at 11 p. m. I beat the "retreat," keeping our watch at their quarters for the remainder of the night; nothing further, however, of importance occurred.

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

ROBERT B. ELY,
Acting Vol. Lieutenant Com'dg Manhattan pro tem.

Lieutenant Commander E. P. LULL,
Commanding 3d District Mississippi Squadron.

Report of Acting Volunteer Lieutenant W. R. Welles.

UNITED STATES STEAMER GENERAL PRICE,
Off Bayou Sara, Mississippi River, April 26, 1865.

SIR: I have the honor to inform you that the Webb cut all the wires on the east side of the river above Orleans. I sent your despatches from Donaldsonville by the way of Thibodeaux. Ascertaining by telegraph that the Webb had not passed Orleans, I kept on after Captain Fitzhugh, who was down the river. Twenty miles above Orleans I met the Argosy, bound up. Captain Morong, commanding that ship, informed me that the squadron at Orleans had fired into the Webb as she passed, but she went by. Twenty-five miles below Orleans she met the sloop-of-war Richmond, ready to receive her, and after receiving one broadside from that ship the captain of the Webb ran her into the bank and blew her up, all the crew escaping except three, who were captured. I send this, together with a telegraphic despatch, by the tug from this place, which leaves in a few minutes.

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

W. R. WELLES,
Acting Vol. Lieutenant Commanding.

EDWARD P. LULL,
Lieutenant Commander U. S. N., Com'dg 3d Division.

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Report of Acting Master Charles W. Adams.

UNITED STATES IRON-CLAD TENNESSEE,
Off mouth of Red River, April 29, 1865.

SIR: I have the honor to make the following report: During your temporary absence in the tug Dahlia, on Sunday, April 23, at 8.50 p. m., it was reported to me from the officer of the deck, Acting Ensign Andrew Aldon, that there was black smoke at the mouth of Red river. I immediately went on deck, and distinguished the smoke as coming from some vessel that was proceeding at a great rate down the Mississippi river.

The United States monitor Manhattan, lying near the mouth of Red river, blew two whistles for the strange vessel to heave to, but not complying, the Manhattan fired the howitzer. I immediately went to quarters, finding the stranger did not stop, and gave orders to spread fires and stand by to slip our cables. We were all ready for action inside of two minutes; but as we were lying close to the eastern bank of the river we could not bring a gun to bear before the stranger was out of our reach. I have every reason to believe the strange vessel was the rebel ram Webb, and as we were not equal to the task of overtaking her I remained at my station to be in readiness for the rebel iron-clad Missouri, thinking she might come out. It was impossible for us to discover any steamer through the darkness, as the stranger was close to the western bank of the river, shielded from our sight by the shade of the trees. The course of the stranger could only be followed by the dense column of black smoke as it rose above the trees.

The Manhattan fired a 15-inch at the stranger, but it did not have the desired effect. At 9.10 the United States steamers Lafayette and Vindicator passed down the river in chase.

The crew slept at their quarters during the night. Nothing else of importance occurred.

I have the honor to be, very respectfully,

CHARLES W. ADAMS,
Acting Master and Executive Officer.

Lieutenant Commander E. P. LULL,
Commanding 3d Division pro tem.

Report of Lieutenant Commander James P. Foster.

UNITED STATES STEAMER LAFAYETTE,
Off Mouth of Red River, May 4, 1865.

SIR: I regret very much to inform you that on the night of the 23d ultimo the rebel steamer Webb came out of the mouth of Red river, passing through the 3d, 2d, and 1st districts of the Mississippi squadron. When she came out she was running at a speed of 25 or 30 miles an hour. I have no doubt that the boats placed at the mouth of Red river did their duty to the best of their ability. On discovering the smoke in the mouth of Red river, I immediately ordered every pound of steam that they could carry to be gotten up on the United States steamers Lafayette and Lexington. Both vessels were ready for action in 30 seconds. Immediately on the signal being made I got under way in the Lafayette, and pursued the Webb as far as Bayou Sara, a distance of 40 miles. On my arrival at Morganza I tried to telegraph to New Orleans, but the wires were out of order and I could not. I immediately proceeded down the river as far as the Choctaw, and there learned that Mr. Muney had sent a despatch to Baton Rouge by a trans-

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port. I also sent a despatch by tug to Captain Gull, who was at Baton Rouge, telling him to telegraph to New Orleans immediately.

Finding it useless to pursue any further, I returned to my district. I gave orders to the Tennessee and Manhattan to keep a strict guard on the mouth of Red river, to prevent any other vessel attempting to run out.

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

JAMES P. FOSTER,
Lieut. Com'der, com'dg 4th District Mississippi River.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Telegram from Lieutenant Commander Fitzhugh to Colonel W. O. Fiske.

To Brigadier General SHERMAN,
Headquarters Southern Division, Louisiana:

NEW ORLEANS.

The following is just received, 8½ a. m.

W. O. FISKE, *Colonel, Com'dg Post.*

UNITED STATES STEAMER OUACHITA,
Donaldsonville, Louisiana, April 24, 1865.

SIR: This morning about 4 a steamer passed here supposed to be an army tow-boat. I since learn it was the W. H. Webb, the rebel ram. Will you please telegraph to New Orleans?

Yours, &c.,

W. E. FITZHUGH.

Colonel W. O. FISKE,
Com'dg United States Forces, Donaldsonville.

Telegram from General Sherman to Colonel Fiske.

DEPARTMENT OF THE GULF,
U. S. Military Telegraph Office, April 24, 1865.

[By telegraph from New Orleans.]

To COMMANDING OFFICER, *Donaldsonville:*

Where does the gunboat Ouachita lie? Answer immediately. If you think there is any truth with regard to the ram, co-operate with the gunboat, and make ready to destroy her.

By command of Brigadier General Sherman:

WICKHAM HOFFMAN,
Assistant Adjutant General.

Received by Colonel Fiske between 9.30 and 10 a. m.
Webb supposed to have passed New Orleans about 1 p. m.

ENGAGEMENT WITH GUERILLAS ON THE CUMBERLAND RIVER.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, May 15, 1865.

SIR: Lieutenant Commander Le Roy Fitch, under date of May 4, encloses a report, dated April 29, from Acting Master Coulson, temporarily commanding United States steamer Moose, respecting the interception of a guerilla party,

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while in the act of crossing the Cumberland river, by the Moose, which attacked and dispersed them, killing, wounding, and capturing about twenty-six, (26.) I enclose a copy of Acting Master Coulson's report. Lieutenant Commander Fitch states that two of the prisoners were found on investigation to be citizens pressed as guides; these were released, also a mule belonging to one of them. He further states that the guerilla party, numbering about one hundred and fifty, (150,) were completely dispersed or cut off from their purpose. Those who were left on the left bank of the Cumberland recrossed the Tennessee, and those who had reached the right bank were afterwards captured by some of our land forces.

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

S. P. LEE,

Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D C.

—

Report of Acting Master W. C. Coulson.

UNITED STATES STEAMER MOOSE,

Off Eddyville, Kentucky, Cumberland River, April 29, 1865.

SIR: I have the honor to report that this morning, while lying at the Tennessee Rolling Mills, I received information from Acting Master Hall, of the United States steamer Albiona, that sixteen (16) guerillas had been reported at Centre Furnace (about two miles from the river) at 6 a. m.

About 11 a. m. a courier arrived bringing the information that there were one hundred and fifty (150) of the enemy, and that they were moving toward Eddyville with the intention of crossing the river and burning the town. I immediately got under way with this vessel and started down the river; noticed nothing unusual until just at the head of Big Eddy, where, on rounding the point, I discovered a large body of armed men on shore, and two boats full just shoving off, who on sight of the vessel commenced jumping overboard. The engines were stopped and backed immediately, at the same time I fired the forward gun on the upper deck and ordered the use of small-arms, which was done effectually, as but very few of the two boat-loads reached the shore, being either shot or drowned. Thinking that more might be accomplished by landing the small-arm men, they were sent ashore, and succeeded in killing four (4) and wounding four (4) others, besides capturing six, (6,) making a total of about twenty (20) killed and wounded. We also captured nineteen (19) horses and three (3) mules, with the saddles, bridles, and accoutrements, and a few revolvers. The prisoners and horses are now on board this vessel. They were completely taken by surprise and offered but little resistance.

From the most reliable information I could obtain, there were between 150 and 200 of them armed, mostly with revolvers only, commanded by Major Hopkins, of Buford's command, C. S. A. About sixty (60) of this force, with the major, are now on the north side of the Cumberland.

Not deeming it prudent to pursue them too far, the people were recalled, the prisoners, horses, and plunder taken on board, and proceeding down to Eddyville, I apprised the commander of our forces there of the enemy's crossing.

It gives me pleasure to mention the eagerness and alacrity displayed by both officers and men to capture or disperse this gang of rebels. To Mr. Rowley, the pilot on watch at the time, great praise is due for his coolness and quick handling of the vessel, which assisted greatly to our success.

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I shall continue to cruise in this vicinity, keeping a good lookout for them, and convoying transports by dangerous places.

I am, very respectfully, your obedient servant,

W. C. COULSON,

Acting Master and Executive Officer, Comd'g pro tem.

Lieut. Commander LE ROY FITCH,

Com. Tenth District, Miss. Squadron, Mound City, Ill.

SURRENDER OF A REBEL FORCE TO ACTING MASTER G. MORTON, COMMANDING UNITED STATES STEAMER TEMPEST.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, Illinois, May 22, 1865.

SIR: Acting Master G. Morton, commanding United States steamer General Thomas, reports by telegraph, from Bridgeport, Alabama, under date of May 20, that on the 19th instant a rebel force of two hundred and two (202) officers and men, under Colonel Harwood, surrendered to him and were paroled.

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

S. P. LEE,

Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

SURRENDER OF TWO REBEL OFFICERS AND TWO PRIVATES TO LIEUTENANT COMMANDER MITCHELL.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, Illinois, May 23, 1865.

SIR: Lieutenant Commander Mitchell reports, under date of 20th May, that on the 19th he was hailed by a flag of truce at Laconia, and Colonel Warfield, of the second (2d) Arkansas regiment, General Joe Johnston's command, with two officers and two privates of the same command, surrendered to him. He turned them over to Brigadier General M. Ginnis, at White river, to receive their parole.

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

S. P. LEE,

Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

CAPTURE OF REBEL OFFICERS AT COLE'S CREEK, MISS., AND AT DONALDSONVILLE, LA.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, May 31, 1865.

SIR: Acting Volunteer Lieutenant A. V. Gould, commanding United States steamer Forest, reports, under date of 7th of May, that learning that a party of rebel officers had crossed the Mississippi near Waterproof, he went with an armed boat to Cole's creek, and sent twelve armed men across the levee in the same direction.

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The two parties met and came in sight of the rebel officers near the point where they were expected to cross; they retreated to a plantation near by, where they were surrounded and captured by Acting Volunteer Lieutenant Gould and his party. The prisoners taken were one captain, two lieutenants, one signal officer, one assistant paymaster in the rebel navy, and one citizen. They were all turned over to the provost marshal at Natchez. Acting Volunteer Lieutenant Gould does not give dates or exact localities in his report. I enclose a draught of a letter picked up near the place of capture, and forwarded to me by Acting Volunteer Lieutenant Gould, addressed to "Hon. S. R. Mallory, Secretary Confederate States Navy," and signed "Edward C. Stiles, Lieutenant Confederate States Navy."

Lieutenant Commander W. E. Fitzhugh reports, on the 15th of May, that on the 14th, while patrolling near Donaldsonville, he saw and communicated with a party of rebel cavalry on the west bank, under a flag of truce, claiming to belong to the rebel General Taylor's command, and under the immediate command of a Captain Brown, who desired to forward by the Ouachita, to the commanding military officers at Donaldsonville, a proposition to surrender his command, (fourteen men,) on the conditions granted to those on the east bank. Lieutenant Commander Fitzhugh sent him word that if he wished to surrender to the army, to go to Donaldsonville and do so in a proper manner; if to the navy, the surrender would be unconditional; further than that, he would be treated as a prisoner of war, and that he would give him five minutes to decide, and shell him on the expiration of that time. The rebel party immediately left and entered the woods. Lieutenant Commander Fitzhugh landed a party and captured, some three miles from the river, a first lieutenant named Kingsley and two horses; the others escaped. The prisoner and the horses were turned over to the military authorities at Donaldsonville.

Lieutenant Commander Fitzhugh states that he learns that "these outlaws were well received in the families of most of the planters in the country they prowl over, and do little more than steal their horses and board with them;" and that the military from Donaldsonville to Plaquemine are scouring the country for them.

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

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

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

—

Letter from E. C. Stiles to the rebel Secretary of the Navy.

HAVANA, *March* 31, 1865.

SIR: I had the honor to report to you, from London, the outrageous manner in which Mr. Samuel J. Harrison, Pres't of the Virginia volunteer navy, had behaved to myself and the officers that you were kind enough to order to report to me at Bermuda. At the time Mr. Harrison obtained these orders he knew perfectly well that the Hawk was not at Bermuda, nor had he any right to expect that she would be until he had forwarded sufficient funds to pay for her. However, at that time believing in his honesty, and that he would not dare to behave in so contemptible a manner to the government, I borrowed the remaining portion of the purchase-money and sent the ship to sea; the gentleman who made the advance requiring the signing of a certain contract to insure him, and also that myself and Assistant Paymaster D. D. Talley should remain in Europe until the money was paid. Mr. Harrison, to

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the last, promised faithfully that this would be done; and much to my surprise, at the last moment, I received a letter through Commander R. B. Pegram, C. S. N., ordering the ship to be sold, and that Commander Pegram would purchase another vessel. The Hawk was accordingly sold at auction to the highest bidder at the time of the fall of Fort Fisher, and as soon as we could arrange the accounts Mr. Talley and myself left on our way to the confederacy. We arrived at this place on the 22d, and Mr. T. leaves this evening, via Galveston, with an abstract of the accounts. I deeming it not prudent to send them at this time, they will be deposited with Major C. G. Helm until such time as it will be safe to send them. For the same reason I have determined to go by another vessel, so that if either of us are captured there will be some one to make the proper statement and to prove Mr. Harrison's conduct.

Commander Pegram expects to return home by the steamer which leaves England on the 2d April; he has been as badly treated as we have, and feels the outrage quite as much. I am glad to hear from Commander Maffit, of the Owl, that he landed Assistant Surgeon D. S. Watson and First Assistant Engineer E. R. Archer, C. S. V. N., safe on the Florida coast, some nine miles from St. Mark's, on the 24th instant.

This will be handed to you by Assistant Paymaster Talley, should he arrive before me, and he will inform you of all we have done and suffered.

I have the honor to be, very respectfully,

EDWARD C. STILES,
Lieutenant Confederate States Navy.

Hon. S. R. MALLORY,
Secretary, C. S. Navy, Richmond, Va.

SURRENDER OF THE REBEL NAVAL FORCES IN RED RIVER.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, June 10, 1865.

SIR: I transmit enclosed a copy of a report from Lieutenant Commander W. E. Fitzhugh, concerning the surrender of the rebel naval force in Red river, with its enclosures; also (2) a list of the rebel officers and men paroled by him.

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

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

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

Report of Lieutenant Commander W. E. Fitzhugh.

UNITED STATES STEAMER OUACHITA,
June 3, 1865.

SIR: I have the honor to report that, in obedience to your orders of May 28, 1865, relating to the men and material of the Confederate States navy to the Mississippi and West Gulf squadron, I started up the Red river with the Benton, Ouachita, Fort Hindman, and tug Fern, in company with Major General Herron and his steamer, the Ida May, in advance of the troops. We met with no resistance whatever, all whom we saw being apparently well

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disposed. The vessels arrived off that place last evening, and this morning I met Lieutenant Commanding J. H. Carter, commanding naval forces trans-Mississippi department, and received from him the iron-clad Missouri and the parole of himself, officers, and crew, (which I respectfully herewith submit.)

Lieutenant Commanding J. H. Carter informs me that the Missouri is the only naval vessel on the Red river or its tributaries, but that there is at quantity of property at Shreveport, Louisiana.

The Champion, one of the pump boats captured in the late expedition up this river, is here, but belongs to the quartermaster's department, and has been turned over to the army.

The Missouri I have brought below the falls, and am clearing up, preparatory to his leaving for the mouth of the river. She is a very formidable vessel, plated with railroad iron, resembling the Tennessee in some respects, but differs from her, however, in having a wheel in a recess aft. Her battery consists of one 11-inch gun, one 9-inch, and one heavy 32-pounder. She has been built of green timber, caulked with cotton, leaks badly, and I understand is very slow. From all I can judge of her, I do not consider her of any use as an iron-clad. I have detailed several officers and fifty-one (51) men to carry her down. I shall send her and the Benton down to-morrow, with directions for her to remain at the mouth of the river unil further instructions.

I shall take the Fort Hindman and proceed up the river, in company with General Herron, to-morrow to Shreveport, to receive such property as may belong to the navy. The river is falling, and it will not be prudent to carry a vessel drawing more water than the Fort Hindman, which draws five feet. Vessels of this draught can remain above the falls about two weeks, and it will not be prudent to remain longer than that length of time.

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

W. E. FITZHUGH,
Lieutenant Commander U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

List of rebel naval prisoners paroled at Alexandria, Louisiana, June 3, 1865, by Lieutenant Commander W. E. Fitzhugh, U. S. N.

OFFICERS.

Lieut. Commander J. H. Carter, C. S. N.
Acting Master E. Alexander, C. S. N.
Act'g Master Rob't Benthall, C. S. N.
Act'g Master J. M. Douglass, C. S. N.
First Lieut. F. M. Roby, C. S. N.
First Lieut. Wm. O. Crain, C. S. N.
Second Lieut. R. B. Larmour, C. S. N.
Second Lieut. J. C. Holcomb, C. S. N.
Passed Midsh'n Wm. H. Shaw, C. S. N.
Acting Master's Mate Rob't Aikman, C. S. N.
Pilot Benoist W. Ray, C. S. N.
Pilot Proctor Antrim, C. S. N.
Pilot Joseph Boisseau, C. S. N.
Ass't Surgeon John E. Duffle, C. S. N.
Ass't Paymaster W. A. Hearn, C. S. N.
Commodore's Sec'ry Thos. H. Clark, C. S. N.
Sec'nd Ass't Eng'r C. Covent, C. S. N.
Second Ass't Eng'r John E. Esnard, C. S. N.
Sec'nd Ass't Eng'r F. P. Jones, C. S. N.
Sec'nd Ass't Eng'r A. Clayton, C. S. N.
Second Ass't Engineer J. W. Dorsey, C. S. N.
Third Ass't Eng'r M. J. Duty, C. S. N.
Third Ass't Eng'r U. H. Quirk, C. S. N.
Act'g Carpenter C. Moore, C. S. N.

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MEN.

John McCann, quartermaster.	M. Minot, quartermaster.
H. Fillenbrand, first class fireman.	M. C. Lawson, ship's steward.
J. C. Osborne, ship's steward.	T. H. Arnod, ordinary seaman.
J. Johnson, first class fireman.	Wm. Tinnley, ordinary seaman.
Peter Williams, first class fireman.	B. L. Hight, ordinary seaman.
John Dawson, first class fireman.	Wm. P. Riley, ordinary seaman.
Wm. McKinney, first class fireman.	M. Pursell, ordinary seaman.
Francis Delbrill, quartermaster.	Isaac Aaron, ordinary seaman.
F. J. Lucar, quarter-gunner.	Jacob Grunhaup, seaman.

Officers	24
Men	18
	42

SURRENDER AND PAROLE OF REBEL SOLDIERS AT GOODRICH'S LANDING LOUISIANA.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, June 12, 1865.

SIR: I transmit enclosed a report, dated June 8, from Acting Master E. F. Brooks, commanding United States steamer Victory, of the surrender to and parole by him at Goodrich's landing, Louisiana, on the 5th of May, of the following named rebel soldiers: James Carson, Jos. Carson, A. H. Bowman, and C. Craig, company B, 4th Louisiana cavalry, Harrison's brigade, and Henry Faith and G. R. Faith, company C, 2d Arkansas cavalry, Cobell's brigade, Fagan's division. The form of parole and oath are given in the report.

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

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

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

Report of Acting Master E. F. Brooks.

UNITED STATES STEAMER VICTORY,
Off Mound City, June 8, 1865.

SIR: I have the honor to report that I have paroled the following named rebel soldiers, with circumstances of the case:

On or about the 5th day of May, 1865, while anchored off Goodrich's landing, Louisiana, James Carson, Jos. Carson, A. H. Bowman, and C. Craig, of company B, 4th Louisiana cavalry, Harrison's brigade, and Henry Faith and G. R. Faith, of company C, 2d Arkansas cavalry, Cabell's brigade, Fagan's division, came in and surrendered themselves, and requested to be paroled, and took the following oath:

I do solemnly swear, in the presence of Almighty God, that I will not bear arms against the United States, or give aid in any way to the so-called southern confederacy, until properly exchanged; so help me God.

UNITED STATES STEAMER VICTORY,
Off Goodrich's Landing, La., May 5, 1865.

Henry Faith, of company C, 2d Arkansas cavalry, Cabell's brigade, Fagan's division, Confederate States army, residing in Carroll parish, Louisiana,

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having been, with the approval of the proper authorities, paroled, is permitted to return home, not to be disturbed by the United States authorities, so long as he observes his parole, and obeys the laws in force where he may reside.

E. F. BROOKS, *Acting Master, Com'dg.*

The above protection papers were given each one.

Very respectfully, your obedient servant,

E. F. BROOKS, *Acting Master, Com'dg.*

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

SURRENDER OF REBEL NAVAL PROPERTY IN RED RIVER.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, June 20, 1865.

SIR: I transmit enclosed the following report regarding the recent surrender to this squadron of rebel naval property in Red river:

1. June 13, 1865. Lieutenant Commander Foster, general report of movements and disposition made in connexion with surrender of rebel property, transportation of troops, &c.

2. June 13, Lieutenant Commander Foster, enclosing paroles given to rebel naval prisoners at Shreveport, La., on 9th June.

3. List of prisoners so paroled.

4. June 14, Lieutenant Commander Foster has decided to keep Missouri and Mary T at mouth of Red river, and not send them to New Orleans, according to his intention expressed in his report of the 13th, (1,) until he receives instructions, &c., &c.

5. June 20, Lieutenant Commander Fitzhugh, general report.

6. Duplicate of Lieutenant Commander Fitzhugh's receipt to Lieutenant Carter, Confederate States navy, for the iron-clad Missouri. Lieutenant Commander Fitzhugh in his report (5) states that it was represented to him that the Cotton, formerly the Mary T., although in possession of the Confederate States navy, was not the property of the Confederate States government, but had been delivered to her original owners; he seized her however, as a public vessel. She can be of no use to the navy, and I request to be instructed as to whether I shall have her turned over to a treasury agent or restore her to her alleged private owners. I shall send for the two pumps referred to in (5,) which Lieutenant Commander Fitzhugh verbally informs me came out of the pump-boat Champion employed by Rear-Admiral Porter, destroyed during the Red river expedition, and probably paid for by government. If they are fit for the purpose, I will use them in raising our sunken vessels and coal barges of this squadron. I have ordered the Missouri to be sent here if there is water enough for her.

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

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

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

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Report of Lieutenant Commander James P. Foster.

UNITED STATES STEAMER LAFAYETTE,
Off Mouth Red River, June 13, 1865.

SIR: I have the honor to report, that three and a half days after leaving Cairo I arrived at this point. On my arrival I found that the Benton, Lafayette, Kenwood, Ouachita, Gamage, Collier, Little Rebel, and Fort Hindman, were up Red river by order of Lieutenant Commander Fitzhugh. I immediately proceeded up Red river and ordered them to return to the mouth, except the Gamage and Fort Hindman, and those ordered to return by Lieutenant Commander Fitzhugh, and ordered them to remain there until my return. On arriving at Alexandria I found that Lieutenant Commander Fitzhugh had received the surrender of the rebel steamer Missouri, turned over to you as commander-in-chief of the Mississippi squadron. After placing proper officers and crew on board of her he sent her to the mouth of Red river. He then proceeded to Shreveport in the Gamage, where he found the Mary T. turned over to her owners, and believing her a legitimate prize to our government, seized her and brought her down to the mouth of Red river. Neither at Alexandria nor Shreveport did we find any naval ordnance or material whatever. After paroling the officers and men of the two vessels he returned to the mouth of the river. On receiving the surrender of the Mary T. an inventory of everything on board was taken, which I have sent to you. I am now, in obedience to your order, holding a strict and careful survey on these vessels, and as soon as it is completed I shall start them to New Orleans, in company with the Lafayette and Choctaw, believing it will meet with your approval, as they are both in very bad condition and cannot be sent north. I have retained the Kenwood, and will send her to New Orleans with these vessels for the purpose of carrying the officers to Mound City who are detached. When the survey is completed I will send you the return in duplicate, showing the kind and quality of ordnance and ordnance stores, and all other naval supplies. Inventories will be taken without delay. I have ordered Lieutenant Commander Lull, Acting Volunteer Lieutenant John Swaney, and Acting Chief Engineer Robert Fate, to make the survey. I have ascertained from Red river pilots and well-informed citizens that all the torpedoes have been removed from Red river, and that the river is free of all obstructions of the kind, and that no danger need be apprehended in its navigation. General Herron does not consider it necessary to have more than one vessel in Red river at the present time, and in accordance with his wishes I have sent the Gamage to Alexandria, to remain there and co-operate with the army in any way that may be desired.

Lieutenant Commander Fitzhugh reports that he found no navy yard up Red river, nor did he find any provisions or property worth removing. He found two large marine pumps, (Lallie's,) one of which is now on board the Mary T.; the other is about forty miles above Alexandria, which I will send for as soon as practicable and send a duplicate of the survey, stating their value.

I have ordered Lieutenant Commander Fitzhugh, with the Ouachita, to Mound City, with orders on his arrival there to make a full and detailed report to you of all his proceedings in the surrender of the Missouri and the seizure of the Mary T., also the condition of the river above the falls.

Since I left this place to go to Cairo the river above the falls has fallen twelve or fifteen feet, and in a very short time will be navigable only by the smallest vessels.

On going up Red river I turned back about seventy miles below Shreve-

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port on meeting Lieutenant Commander Fitzhugh, on his reports believing it useless to go further.

In conclusion let me say that I think Lieutenant Commander Fitzhugh executed your orders in a very prompt and efficient manner, and as well as any other officer could have done under the circumstances.

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

JAMES P. FOSTER,

Lieut. Commander, Com'dg 3d Division Miss. Squadron.

Acting Rear-Admiral S. P. LEE,

Com'dg Miss. Squadron.

Report of Lieutenant Commander W. E. Fitzhugh.

UNITED STATES STEAMER OUACHITA,

Mound City, June 20, 1865.

SIR: In obedience to your order of May 28, 1865, directing me, in the absence of Lieutenant Commander J. P. Foster, to proceed up Red river and receive, in your name, the surrender of the persons and property found there belonging to the rebel navy, I entered the mouth of the Red river on the evening of June 1, 1865, in company with the steamer Ida May, conveying Major General Herron and staff. The United States steamers Benton and Fort Hindman preceded us by a few hours. The tug Fern accompanied the Ouachita, and Lieutenant Commander Lull was ordered to convoy the fleet of army steamers which were to follow by the United States steamers Lafayette, Gamage, and Little Rebel, and to send the Kenwood and Collier up the Washita river as far as Monroe. Owing to detention on the part of the Ida May we did not arrive at Alexandria till 8 p. m. June 2. I at once had an interview with Lieutenant Commander J. H. Carter, Confederate States navy, commanding the naval defences of the trans-Mississippi department, and arranged for the paroling of his command on the following morning, June 3, on board the Confederate States steamer Cotton. This having been accomplished, I received on the same day the surrender of the Confederate States steamer Missouri, took possession of her, and placing on board a crew from the United States steamer Ouachita, sent her to the mouth of Red river in company with the Ouachita, Lafayette, Benton, and Fern. Leaving the Fort Hindman anchored at Alexandria, below the falls, I ascended the river to Shreveport in the Gamage, allowing Lieutenant Commanding J. H. Carter, Confederate States navy, to precede me in the Cotton. Arriving at Shreveport on the morning of June 7, I paroled the remaining officers and men, and was then informed that the Cotton, although in the possession of the Confederate States navy, was not the property of the Confederate States government, but that it had been delivered back to its original owners. I seized her as a public vessel, and also took possession of a few articles at the navy storehouse. The Beauregard and the New Champion, formerly the pump-boat Champion, were found in possession of the Confederate States quartermaster department and were taken possession of by Major General Herron. Two pump-boats' pumps were found, one on board the Cotton and one on the bank forty miles above Alexandria, where we were obliged to leave it. As the river was falling very rapidly I left Shreveport for the mouth, on the morning of the 8th, on the Cotton, but made slow progress owing to the unsound condition of her wheels.

Some distance above Grand Ecore I met Lieutenant Commander J. P. Foster on the steamer Star. I then proceeded to the mouth of Red river with

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the Cotton. Above Alexandria the country appeared to have been very little affected by the war; the people seemed to be very glad that the war was so nearly over.

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

W. E. FITZHUGH,
Lieutenant Commander U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Com'dg Miss. Squadron.

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POTOMAC FLOTILLA.

DESTRUCTION OF REBEL ARMY WAGONS AND SLOOP BUCKSKIN.

No. 196.] UNITED STATES STEAMER DON,
Potomac Flotilla, November 10, 1864.

SIR: I have the honor to inform the department that on the 7th instant Acting Master Tole, commanding United States steamer Anacostia, destroyed two rebel army wagons near Aquia creek, which were used to convey blockade goods from that place to Fredericksburg, Virginia, and on the 9th instant burned in Chopawamsic creek the sloop Buckskin, of Alexandria, which was captured about ten days since by guerillas while anchored in the creek engaged in getting wood.

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

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

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

Destruction of rebel boats and scows in Coan river.

No. 221.] UNITED STATES STEAMER DON,
Potomac Flotilla, December 19, 1864.

SIR: Learning from the provost marshal of Baltimore that the enemy were massing boats on the Coan river for the purpose of making a raid on the bay, I sent the Cœur de Lion and Mercury thither on the 15th instant, under the command of Acting Master Morris, who found collected thirty-one large boats and two scows, all of which he destroyed.

The "home guards," in large force, made a show of resistance, but were quickly driven off.

A suit of schooner's sails were captured, which I shall use in the flotilla.

I have the honor to be your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

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

EXPEDITION TO CHOPTANK CREEK, UNDER ACTING ENSIGN McCONNELL.

UNITED STATES STEAMER DON,
Potomac Flotilla, March 5, 1865.

SIR: The provost marshal of Charles county, Maryland, having informed me that the rebels had secreted a large boat in one of the creeks on the opposite shore of the Potomac, for the purpose of making a raid into Mary-

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land, I sent a force of seventy-five men, under the command of Acting Ensign McConnell, to Choptank creek on the 3d instant, and to Paspatansy creek on the 5th instant. On both occasions our men had a skirmish with some of Mosby's guerillas, driving them, without loss to us, about four miles into the interior; and in Paspatansy creek they discovered and destroyed the boat looked for, which Acting Ensign McConnell reports as a remarkably fine one, painted lead color, and capable of holding fifty men. It had recently been brought from Fredericksburg, and its row-locks carefully muffled for night service. Five boxes of tobacco were found near the boat, which I have distributed to the captors.

Acting Ensign McConnell, in conducting these expeditions, displayed energy and intelligence, and I earnestly hope that he may obtain the lieu tenancy in the marine corps which he has applied for.

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

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

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

SUCCESSFUL OPERATIONS AT JONES'S BLUFF.

UNITED STATES STEAMER DON,
Rappahannock River, March 6, 1865.

SIR: Learning that the rebels had a rifled field-piece on Jones's bluff, I directed Lieutenant Commander Eastman this morning at daylight to stand in and dislodge it; but as we approached within about two hundred yards of the bluff and threw in a broadside, the rebels ingloriously limbered up and fled, without having the politeness to return our fire.

I have the honor to be your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

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

CO-OPERATION WITH THE ARMY.—CAPTURE OF TOBACCO, COTTON, &c.

UNITED STATES STEAMER DON,
Potomac Flotilla, March 10, 1865.

SIR: I have the honor to inform the department that the army expedition, referred to in my communication of the 6th instant, returned on the afternoon of the 8th, after destroying at Hamilton crossing, near Fredericksburg, (according to the report of Acting Volunteer Lieutenant Commander Hooker,) the depot, railroad bridge, twenty-eight loaded cars, an army wagon train, and many miles of the railroad track; a large quantity of tobacco, several bales of cotton cloth, and thirty-eight mules were brought off, and thirty prisoners captured.

The Commodore Read and Yankee co-operated heartily with the army, and destroyed many boats on their way up the river.

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

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

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

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SUCCESSFUL OPERATIONS IN MATTOX CREEK, VA.

UNITED STATES STEAMER DON,
Potomac Flotilla, March 21, 1865.

SIR: I have the honor to enclose herewith a report of Lieutenant Commander Eastman, commanding this vessel, giving a very satisfactory account of operations conducted by him in Mattox creek, Virginia, on the 16th, 17th, and 18th instant.

I am, sir, very respectfully,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

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

Report of Lieutenant Commander T. H. Eastman.

UNITED STATES STEAMER DON, *March* 18, 1865.

SIR: In obedience to your verbal instructions of the 15th, I left St. Inigoes with the Stepping Stones, Heliotrope, and Resolute, at about 7 p. m. I entered Mattox creek, Virginia, at daylight, and on the 16th landed armed parties and examined all the houses in the vicinity and the creek on the left-hand side. The gunboats having grounded when we first entered, this part of the work was done by boats. About 2 o'clock I sent Acting Ensign Brice with 40 men on the south side of Mattox creek; he landed and found himself opposed by about 50 cavalry; he formed his men to receive their attack; while doing this 8 or 10 cavalry came down on his left flank, whom he drove off; the main portion on seeing this retired to the woods. Having by this time got the Stepping Stones afloat, I steamed in, drove the rebels out of sight, and then sent Acting Ensign Brice to examine the houses, which he did, finding six bales of tobacco and a quantity of smooth bore musket ball cartridges and caps. It being now near night, and the Heliotrope being still aground, I came out in order to wait until morning, and in coming out the Stepping Stones was grounded. The Heliotrope soon afterwards was afloat, and at 4 a. m. of the 17th came in, and I detailed her to assist the Stepping Stones, directing the commanding officer of the Stepping Stones to use every exertion to lighten his vessel, as I believed her to be hard aground, the wind having been blowing her on all the time. At 8 a. m. I sent the launch, with one smooth howitzer, Acting Ensign Sommers in charge, up the right prong of Mattox creek, marching up the shore myself with seventy sailors and marines. The creek was cleared, and the four boats found there were destroyed. I then returned to the Stepping Stones, sending the launch up the left prong of Mattox creek with orders to clear that creek, which Acting Ensign Sommers did most thoroughly. Destroyed three schooners, under a fire of musketry from three or four hundred rebels, which fire, in a few moments, cut away half of his oars, piercing the launch in many places, and cut the barrel off the musket which he was firing at the rebels. Only one man was struck, and he wounded but slightly. The crew of the boat were all black but two; and P. Mullen, boatswain's mate, of the United States steamer Don, and Aaron Anderson, landsman, (colored,) of the Wyandank, are reported to me by Acting Ensign Sommers as having assisted him gallantly—Mullen lying on his back while loading the howitzer, and then firing so carefully as to kill and wound many rebels, besides driving them all away, as was clearly seen from the other side of the creek, where our shore party were marching up. At 5 p. m. the point near to where the Stepping Stones was aground was fortified and held through the night. The force kept a careful watch all night. At daybreak the pickets were driven in, and we quickly formed to receive the

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rebels, who were seen coming in two columns towards our lines, but after taking a good look at us retired as quickly as they came. Why I know not, unless they had hoped to surprise us, which they failed in doing. The officers and men, during this two days' hard duty, behaved in the best manner, and I was proud to be with such active, obedient men. Acting Ensign Brice was my executive officer, and I owe to him specially my thanks for his untiring zeal; and every other officer doing his duty so well, I recommend them favorably to your notice. I give here a statement of the force I had with me ashore and in the march.

From the United States steamer Don: Acting Ensign Brice, Acting Ensign Edmonds, Acting Ensign Halleck, Acting Ensign Hoar, Acting Ensign Eastman, Acting Third Assistant Engineer Bowie, Acting Master's Mate Beam, Captain's Clerk Lorigan, fifty-one sailors, fourteen marines.

From the United States steamer Stepping Stones: Acting Ensign Hartford, Acting Master's Mate Reed, and thirty sailors.

From the United States steamer Heliotrope: Acting Ensign Dyson, Acting Ensign Pines, and twenty sailors.

From the United States steamer Wyandank: Acting Ensign Sommers and twenty sailors.

During the night of the 17th Acting Ensigns Saunders and Cline and twenty-two men from the United States steamer Anacostia were brought on shore, in addition to the above-mentioned force. The only loss I have to report is one sabre bayonet, and the only casualties are T. Buckley, ordinary seaman, seriously wounded in the leg by an accidental thrust of a bayonet, and Robert Lee, landsman, slightly wounded while in the launch.

Respectfully,

T. H. EASTMAN,
Lieutenant Commander U. S. N., Com'dg U. S. Steamer Don.

Commander F. A. PARKER,
Commanding Potomac Flotilla.

ENGAGEMENT OF THE UNITED STATES STEAMER MORSE WITH A REBEL BATTERY IN THE RAPPAHANNOCK, NEAR FORT LOWRY.

UNITED STATES STEAMER DON,
Potomac Flotilla, March 31, 1865.

SIR: I have the honor to report, that on the 15th instant the United States steamer Morse, commanded by Acting Master G. W. Hyde, engaged, on the Rappahannock, near Fort Lowry, a rebel light battery, and, after an engagement of two hours, succeeded in driving it away.

The Morse, although struck several times, suffered no material damage, and not an officer nor man was hurt.

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

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

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

COMPLIMENTARY LETTER TO COMMANDER FOXHALL A. PARKER.

NAVY DEPARTMENT, *July* 27, 1865.

SIR: The termination of the rebellion and the cessation of hostilities render it no longer necessary to maintain the Potomac flotilla, and you will, there-

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fore, regard yourself as detached from its command on the 31st instant, and a leave of absence is granted you for one month from that date.

In relieving you from the command which you have conducted with ability and energy since December, 1863, the department takes occasion to express to you its appreciation of your services.

Respectfully,

G. WELLES, *Secretary of the Navy.*

Commander FOXHALL A. PARKER, U. S. N.,
Commanding Potomac Flotilla.

FAREWELL ORDER OF COMMANDER FOXHALL A. PARKER TO THE POTOMAC FLOTILLA.

UNITED STATES STEAMER DON,
Potomac Flotilla, July 31, 1865.

SIR: I have the honor to enclose herewith a general order this day issued to the squadron under my command, on my taking leave of it.

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

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

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

[General Order.]

OFFICERS AND MEN OF THE POTOMAC FLOTILLA: The war for the preservation of American liberty being at an end, the Potomac flotilla, which took its rise with it, and grew with its growth until it had become a fleet rather than a flotilla, this day happily ceases to exist. In taking leave of those with whom I have been so long associated, my heart is filled with varied emotions—with sorrow at parting, gladness that our beloved country no longer has need of us, and pride, just pride, that, when I reflect upon the past and remember the taking up of the torpedoes from the Rappahannock, with the destruction or capture of the whole rebel force engaged in placing them there, thereby making Fredericksburg a secure base of supplies for General Grant's vast army, the burning of the schooners at Mattox creek, under the severe musketry fire of the enemy, and the almost daily expeditions up the rivers, in the creeks, and through the marshes of the northern neck of Virginia—all requiring skill and nerve—I can truly say, "The Potomac flotilla has not been unmindful of the traditional honor and glory of the navy."

Your services, however eclipsed by the daring deeds of your more fortunate comrades-in-arms on other stations, have equally with theirs contributed to the suppression of the rebellion. And in discipline, in drill, in all the requirements, in short, of an organized force, I have not, in the course of a naval experience of twenty-eight (28) years, served in a squadron which excelled the one which for the last nineteen (19) months it has been my good fortune to command.

To those of you who are about to return to civil life I would say, render the same cheerful obedience to the civil that you have rendered to the naval law. Cast your votes, as good citizens, regularly and quietly at the polls; so keeping your hearts "with malice toward none, with charity for all," that after each Presidential election, whether it be with or against you, you may be enabled to respond heartily to our old navy toast: "The President of the United States: God bless him!"

And now may God be with you all. Farewell!

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

UNITED STATES STEAMER DON, *July* 31, 1865.

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PACIFIC SQUADRON.

CAPTURE OF PIRATICAL PARTY UNDER THE LEADERSHIP OF THOS. E. HOGG, REBEL NAVY.

Report of Acting Rear-Admiral George F. Pearson.

UNITED STATES FLAG-SHIP LANCASTER,
Panama Bay, November 12, 1864.

SIR: The commander of the American steamer Salvador having informed me that among the passengers expected to embark in his vessel on Thursday last were a number of desperate men who might obstruct the necessary inspection of the luggage, even while the Salvador was at her moorings, I promised him the assistance which he required.

I then ordered Commander Davenport, of this ship, to be on board the Salvador on her day for sailing, with a sufficient force to protect the officers and passengers of the Salvador from harm during the inspection of the luggage, as this was the only sure method of detecting the pirates, known to intend the capture of the Salvador, convert her into a piratical cruiser, and in her capture one or more of the fine steamers of the Pacific Mail Steamship Company. A copy of my orders to Commander Davenport I herewith enclose, marked A, together with his report to me, marked B.

It will be seen that he conducted the delicate matter committed to his charge most judiciously. For the further protection of the Salvador, at about the time of her departure I got this ship under way, followed by the Salvador, proceeded beyond the jurisdiction of the government of the United States of Colombia, and when there took on board the Lancaster seven of her piratical passengers, with loaded arms, powder and other munitions of war in their luggage, and bearing written proof of their nefarious intentions, and who doubtless would have been joined by others on board the Salvador to capture that vessel when a short distance from Panama.

These seven pirates, several of whom were to have been officers on board the captured vessel, I shall send to New York by the earliest conveyance. Their leader, Thomas E. Hogg, but who was captured under a different name, asserts that he is an acting master in the secession navy; and this is probably true, as among the valuable and singular papers taken from the party is a letter from Mr. Mallory, addressed to Acting Master Thomas E. Hogg, C. S. N., and directing him to do precisely that which he was attempting, and would doubtless have executed but for the timely information I received through Alexander R. McKee, esq., United States consul at Panama, from Mr. Savage, acting consul-general at Havana, and through the Navy Department from the same intelligent source.

I herewith forward to the department all the papers found on board the Salvador relative to this transaction, and the secession flag, which they had ready for hoisting when the capture was made. By one of these papers it will be seen that sixteen took the oath adopted in Havana for this special band of desperadoes, a number of whom were not in the Salvador, having been sent to different places to establish coal depots, and make other arrangements for the complete outfit of the Salvador when captured.

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The witnesses in this case are the officers named in the report of Commander Davenport, Francis W. Rice, esq., United States consul at Aspinwall, and William Nelson, esq., who witnessed the whole transaction; and Alexander R. McKee, esq., United States consul at Panama, who witnessed the course pursued for preserving order on board the Salvador. The prisoners themselves, however, talk freely of their intention to capture the Salvador.

This abortive attempt upon our steamers will, I trust, prove a salutary lesson to those who otherwise would have been encouraged to similar attempts upon our commerce.

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

G. F. PEARSON,
Acting Rear-Admiral, Com'dg Pacific Squadron.

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

(A.)—*Instructions from Admiral Pearson to Commander H. K. Davenport.*

UNITED STATES FLAG-SHIP LANCASTER,
Panama Bay, November 9, 1864.

SIR: As the commander of the American steamer Salvador has stated to me that among his passengers for next Thursday are a number of desperate men, bent upon taking his vessel after leaving her moorings, and who might be uncontrollable by him even while there, you will go on board his vessel with a sufficient force, and in the event of a difficulty between him and any of his passengers you will protect him and them from harm. For the further protection of his vessel and passengers against these supposed pirates, I shall accompany the Salvador to sea in this ship, and should any be found on board, you will, when beyond the legal jurisdiction of the government of New Grenada, capture them and convey them to this ship in whatever manner may be necessary for their security.

"Hogg, the leader of these desperadoes, holds a commission in the rebel navy as master, is a native of Baltimore, and has been a resident of New Orleans. His executive officer is Bradshaw, who it is supposed has been a part owner and commander of one of the steamers of this line. The master's name is Edward J. Norville, of Mobile; Wm. Black, of New Orleans, purser; Edward Swain, of New Orleans, midshipman; Thomas Reynolds, of New Orleans, master's mate. The engineers are John Hiddle, (Smith is believed to be his proper name,) Timothy O'Grady and George March, (the last two named of New York,) and Thomas Grafton, quartermaster; Sullivan, Stoddard, Higgins and Robert Lyons, and several men, making the party consist of sixteen to twenty men. Hogg, the captain, is known under the name of Egenton and Esson."

I am, very respectfully, your obedient servant,

G. F. PEARSON,
Acting-Rear Admiral, Commanding Pacific Squadron.

Commander H. K. DAVENPORT,
Commanding U. S. Steamer Lancaster.

P. S.—The extract, as marked above, is a portion of the written information I have received concerning this plot to capture a steamer near this place. I do not believe that any commissioned officers are engaged in this foul transaction.

Very respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron

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(B.)—*Report of Commander H. K. Davenport.*

UNITED STATES STEAMER LANCASTER,
Panama, November 12, 1864.

ADMIRAL: Your orders to me, of the 9th instant have been obeyed *verbatim et literatim.* This, under ordinary circumstances, would be sufficient, as the instructions given me were so perfectly clear, but as I presume you desire a report in detail, I beg leave to submit the following:

On the morning of the 10th instant I left this ship with four armed boats and went alongside of the Pacific Mail Steamship Company's steamer Sacramento, as had been previously agreed upon with the master of the steamer Salvador. I also arranged the boats so that they could not be seen from the Salvador, (at anchor near by,) but, unfortunately, the master of the tug, with seeming forgetfulness, ran round the Sacramento, and this gave the passengers an opportunity to discover us. However, if their suspicions were aroused, they took no advantage of it. After all were comfortably on board the Salvador, the signal which I had directed to be made was hoisted, and I was on board in one minute.

I had previously instructed the officers as to their course so soon as we should get on board the Salvador, and I am proud to say that my orders were most implicitly obeyed.

All the passengers had been assembled in the cabin by Captain Douglass, the commander of the Salvador, apparently with the view of examining their tickets, &c. This I had arranged with him some days previously.

Every officer and man went to the station I had assigned so soon as he was on board; by this I was enabled to capture papers of value, orders from Mr. Mallory, oath, distribution of shares of the prize, &c., &c. I had cautioned officers and men to seize every scrap of papers they might see.

After having examined the passengers, I informed them I was on board simply as a police officer to see that nothing was wrong; that they were under the protection of the government of New Granada, and that they were *perfectly free* to go whithersoever they pleased.

I ordered the captain to get under way as soon as possible and overhaul the Lancaster, which had gone to sea.

Having given all necessary orders (secretly,) I threw off all appearance of being an officer on board, on duty; conversed freely with everybody, and think, thereby, disarmed *"our friends"* of all suspicion. At daylight the next morning, being some twelve miles outside the territorial jurisdiction of New Granada, on the broad bosom of the Pacific ocean, I ordered the ensign to be hoisted, assembled all the passengers, and *then* informed them that, in virtue of my commission, being *now* under the American flag, I desired the pleasure of the company of several of them on board my ship.

The names and rank of the individuals are as follows, viz:

Thomas E. Hogg, acting master C. S. navy, commanding; E. A. Swain, acting master's mate and executive officer; John Hiddle, acting chief engineer; T. J. Grady, acting 1st assistant engineer; William L. Black, acting assistant paymaster; R. B. Lyon, sailing-master, and John Higgins, paymaster's clerk.

I beg leave to commend to your favorable consideration the conduct of the officers and men associated with me in this enterprise, *all* of whom did their *whole duty.*

The following is a list of the officers, viz:

Captain D. M. Cohen, U. S. marine corps; Lieutenant W. R. Bridgeman, U. S. navy; Mr. T. R. Proctor, (your secretary,) who volunteered as my aid, and Acting Master's Mate Brown.

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I transmit all papers, documents, &c., to you, and, in conclusion, beg leave to thank you for the untrammelled manner with which you permitted me to manage the whole business, and thus carry out to a successful termination your views, wishes and instructions.

I am, sir, with the highest respect, your obedient servant,

H. K. DAVENPORT,
Commander U. S. N., Commanding Lancaster.

Acting Rear-Admiral G. F. PEARSON,
Commanding Pacific Squadron.

P. S.—I was much indebted to Mr. Wm. Nelson, commercial agent Pacific Railroad Company, for valuable information. I would also state that the United States consuls of Panama and Aspinwall were on board the Salvador.

Complimentary letter of the Secretary of the Navy.

NAVY DEPARTMENT, *December* 30, 1864.

SIR: The department received your several despatches announcing the capture of the piratical insurgents who embarked from Panama in the steamer Salvador, and whose ultimate object was the capture of the treasure ships and depredations upon our commerce in the Pacific. An earlier acknowledgment of them has been omitted in consequence of their having been transmitted to the Secretary of State for perusal and not yet returned.

It was very gratifying to the department to learn of your prompt measures to arrest the desperadoes, and the successful manner in which the object was accomplished under the immediate direction of Commander Davenport.

Great caution and prudence appears to have been displayed throughout the whole affair—in the preparations for capture, the quietness and success in accomplishing it, and in the final disposition of the prisoners under the embarrassing questions that arose.

To yourself, to Commander Davenport, and to those who accompanied him, the department returns its thanks.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral GEORGE F. PEARSON,
Com'dg Pacific Squadron, Panama, N. G.

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Statement of vessels captured and destroyed for violation of the blockade or in battle, from May, 1861, to May, 1865, by reports received to the latter date.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1861.				
Schooner	A. J. Russell	Cotton	May 3	Hampton roads	Cumberland		
Ship	Argo	Tobacco	May 14	do	do	New York	Released.
Schooner	Arcola	Corn, &c	May 22	do	Minnesota	Baltimore	Do.
Schooner	Almira Ann	Timber	May 17	do	do		
Schooner	Aid		June 5	Mobile bay	Niagara		Taken by government.
Ship	Amelia	Assorted	June 18	Charleston	Wabash and Union	Philadelphia	Condemned.
Brig	Amy Warwick	Coffee	June 10	Hampton roads	Minnesota	Boston	Do.
Sloop	Alena		June 15	Potomac river	Mount Vernon	Washington	Do.
Schooner	Achilles	In ballast	June 17	Chandeleur island	Massachusetts	Key West	
Schooner	Ann Ryan	Timber	July 4	Galveston	South Carolina		Vessel burnt.
Brig	Alvarado		Aug. 6	St. Mary's river	Jamestown		Burnt.
Schooner	Abbie Bradford		Aug. 13	Mississippi river	Powhatan	Philadelphia	
Schooner	Albion	Coffee, &c	Aug. 16	Charleston	Roanoke and Seminole	do	Condemned.
Schooner	Aigburth	Molasses	Aug. 31	Lat. 30°, long. 80°	Jamestown	New York	Do.
Schooner	Aristides	None	Sept. 27	Key West		Key West	Do.
Schooner	Alert	Salt, fruit, &c	Oct. 6	Charleston	Roanoke and Flag	Baltimore	Do.
Brig	Ariel		do	do	Vandalia	do	
Brig	Ariel	Salt	Oct. 20	Wilmington, N. C	Gemsbok	Philadelphia	Condemned.
Schooner	Argonaut		Sept. 13		Susquehanna		Released.
Schooner	Adeline	Coffee, sugar, &c	Nov. 17	Off Cape Carnaveral	Connecticut	Key West	Condemned.
Schooner	Albion	Assorted	Nov. 25	Coast of South Carolina	Penguin and Alabama	New York	Do.
Ship	Admiral	Coal, salt, &c	Dec. 12	Tybee	Alabama	Philadelphia	Do.
Steamer	Anna	Rosin, turpentine, &c	Nov. 22	Mississippi sound	New London and R. R. Cuyler	New York	Do.
Schooner	A. J. View	Turpentine and tar	do	do	do	do	Do.
Sloop	Advocate	None	Dec. 1	do	New London, &c	do	Do.
			1862.				
Schooner	Anna Smith	Turpentine and rosin	Jan. 10	Cedar Keys	Hatteras		Destroyed.
Schooner	Arrow	Salt, &c	Feb. 25	St. John's, Florida	Bienville and Mohican	Philadelphia	
Sloop	Atlanta			West coast of Florida	Ethan Allen		
Yacht	America	None	March	East coast of Florida	Ottawa, &c		Taken by government.
Steamer	Albemarle		Mar. 14	Newbern, N. C	Rowan's expedition		Transferred to army.
Schooner	A. H. Partridge	Rosin and shingles	do	do	do	New York	
Schooner	Alphonsina						
Schooner	Anna Belle	Coffee, spirits, &c	March	Cape Blass	Pursuit	Key West	Condemned.
Schooner	Alert	Assorted	Feb. 26	St. John's, Florida	Bienville	Philadelphia	Do.
Schooner	Active	Salt and coffee	April 26	Stono, South Carolina	Flambeau	do	Do.
Steamer	Alfred Robb		April 19	Florence, Alabama	Tyler		Taken by government.
Ship	Alliance	Assorted	April 26	Captured at Fort Macon	Daylight and Chippewa	New York	Condemned.
Schooner	Albert	Soap, salt, &c	May 1	Charleston	Huron	do	Do.
Sloop	Annie	Cotton	April 29	Gulf of Mexico	Kanawha	do	Do.
Steamer	Alice	Bacon	May 14	Roanoke river	Perry, Lockwood, and Ceres		Transferred to army.

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Schooner	Actor	Machinery	Mar. 6	Pamlico river, N. C	Ceres	New York	Vessel sunk; subsequently raised by private parties.
Schooner	Andromeda	Cotton, &c	May 26	Mural, Cuba	Pursuit	Key West	Condemned.
Schooner	Agnes H. Ward	do	June 1	Coast of South Carolina.	Northern Light	New York	Do.
Schooner	American Coaster	None	June 7	Pamunkey river	Currituck	Washington	Do.
Schooner	Agnes	Cotton, &c	July 16		Huntsville	Key West	Do.
Schooner	Aquilla	Turpentine	Aug. 4	Charleston	Huron	Philadelphia	Do.
Steamer	Adela		July 7	Bahamas	Quaker City and Huntsville	Key West	Do.
Steamer	Ann	Arms and ammunition	June 19	Mobile	Susquehanna and Kanawha	New York	Do.
Schooner	Albemarle		Mar. 25	Pungo river, N. C	Delaware	do	Do.
Sloop	America	None	April 10	Newtogan creek, N. C	Commodore Perry, &c	do	Do.
Schooner	Anna Sophia	Assorted	Aug. 27	Gulf of Mexico	R. R. Cuyler	do	Do.
Schooner	Arctic			Potomac river	Freeborn		Burnt.
Schooner	Agnes		Sept. 25	St. Andrew's sound, Ga.	Florida	Philadelphia	
Sloop	Ann Squires	Assorted	Oct. 1	Wicomico bay	William Bacon	Washington	Condemned.
Tug	Anglo American		Aug. 26	Mississippi river	Essex		Released.
Ram	Arkansas			do	do		Destroyed.
Schooner	Adventure	Rope, &c	Oct. 1	Pensacola	Kensington, &c	Key West	Condemned.
Steamer	A. B		Aug. 15	Corpus Christi	Arthur		Burnt by rebels.
Schooner	Annie Dees	Turpentine, &c	Nov. 7	Charleston	Seneca	New York	Taken for use of gov't.
Schooner	Adelaide		Oct. 21	Sounds of N. Carolina	Ellis		Burnt.
Steamer	Anglia	Drugs, &c	Oct. 24	Bull's bay	Flag and Restless	New York	Condemned.
Schooner	Ariel	Assorted	Nov. 15	Lat. 24°, long. 83°	Huntsville	Key West	Do.
Schooner	Agnes	None	Nov. 24	Indian river	Sagamore	do	Do.
Schooner	Alicia	Cotton	Dec. 10	do	do	do	Do.
Schooner	Ariel	Salt	Nov. 18	Shallotte inlet, N. C	Monticello		Destroyed.
Schooner	Ann Maria	do	do	do	do		Do.
Sloop	Ann	Salt, &c	Dec. 30	Jupiter inlet	Gem of the Sea		Vessel destroyed.
			1863.				
Sloop	Avenger	Coffee, salt, &c	Jan. 5	do	Sagamore	Key West	Condemned.
Steamer	Antona	Munitions of war	Jan. 6	Cape St. Blas	Pocahontas	New York	Taken for use of gov't.
Steamer	A. W. Baker		Feb. 3	Mississippi river	Queen of the West		Destroyed.
Schooner	A. W. Thompson	Sutler's stores	Feb. 28	Piney Point	Wyandank	Washington	
Boat	Alligator		Feb. 8	Caloosahatchie river	Julia	Key West	Condemned.
Schooner	Avon	Salt	Feb. 14	Abaco	Tioga	do	
Schooner	Annie	do	Feb. 25	Wilmington	State of Georgia	New York	Do.
Brig	Atlantic		Mar. 15	Havana	Sonoma		Restored.
Steamer	Aries	Dry goods, &c	Mar. 28	Bull's Bay, S. Carolina	Stettin	Boston	Condemned.
Schooner	Antelope		Mar. 31	Charleston	Memphis	New York	Do.
Schooner	Agnes	Cotton	do	Tortugas	Two Sisters	Key West	
Sloop	Aurelia	do	Mar. 23	Mosquito inlet	Arizona	Philadelphia	Do.
Schooner	Anna	Coffee, salt, &c	Feb. 26	Suwanee river	Fort Henry	Key West	
Schooner	Ascension		April 14	Havana	Huntsville	do	

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Schooner	Annie B.	Cotton	April 17	Lat. 27°, long. 83°	Wanderer	...do	
Schooner	Alabama	Brandy, &c	April 18	Lat. 29°, long. —°	Susquehanna	...do	
Schooner	A. Carson	Assorted	April 24	Chesapeake bay	W. World and S. Rotan	Washington	Released.
Schooner	Alma	...do	May 8		Perry	Boston	Condemned.
Schooner	Amelia	Cotton	...do	Charleston	Flag, Canandaigua, Wamsutta.	Philadelphia	
Sloop	Angelina	...do	May 16	At sea	Courier	New York	Do.
Schooner	A. J. Hodge	Assorted	May 13	Lat. 28°, long. 86°	Huntsville	Key West	
Ram	Arkansas		May 20	Yazoo city	Yazoo Pass expedition		Burnt.
Steamer	Argo		...do	...do	...do		Destroyed.
Iron-clad, rebel	Atlanta		June 17	Savannah	Weehawken and Nahant		Taken by government.
Schooner	Anna Maria	Cotton	June 28	Steinhathee river	Fort Henry	Key West	
Schooner	Arctic	None	May 28	Great Yiocomico	Satellite		Destroyed.
Schooner	Ann	Cotton	July 6	Charlotte Harbor, Fla	Restless	Key West	
Schooner	Artist	Drugs, &c	Aug. 15	Lat. 28°, long. 95°	Bermuda		
Brig	Atlantic		Aug. 10	Rio Grande	Princess Royal		Recaptured by her crew.
Steamer	Alice Vivian	Cotton	Aug. 16	Gulf of Mexico	De Soto	Key West	
Schooner	Ann	Assorted	Aug. 8	Gilbert's bar	Sagamore	...do	
Steamer	Alonzo Childs				Mississippi squadron	Springfield	Taken into naval service.
Steamer	Arabian		Sept. 15	New inlet, N. Carolina	Shenandoah		Wrecked.
Brig	Atlantic		Aug. 14	Off the Rio Grande			
Steamer	Alabama	Assorted	Sept. 12	Chandeleur island	Eugenie		
Steamer	Argus		Oct. 7	Red river	Black Hawk		Burnt.
Boat	Alice		July 13		Fort Henry	Key West	
Schooner	Arctic		Nov. 15	At sea	Ladona	Washington	Condemned.
Schooner	Anita	Cotton	Oct. 27	At sea	Granite City	New Orleans	Do.
English schooner	Amelia Ann	Assorted	Nov. —	Brazos Santiago	...do		
Schooner	Albert, or Wenona	...do	Nov. 30	Off Mobile	Kanawha	New Orleans	
British schooner	Antoinette		Dec. 8	Cumberland beach	Braziliera		Destroyed.
Steamer	Antonica		Dec. 20	Off Wilmington	Gov. Buckingham		Run ashore.
			1864.				
Sloop	Annie Thompson	Assorted	Jan. 16	St. Catherine's sound	Fernandina	Port Royal	
Schooner	Arletta, or Martha	Coffee	Mar. 3	Off Tybee island			Vessel des'd; cargo saved.
Steamer	Alliance	Assorted	April 12	Off Savannah	S. Carolina, T. A. Ward	Boston	Condemned.
Mexican schooner	Alma	...do	April 19	Coast of Texas	Virginia	New Orleans	Do.
Schooner	Amanda	...do	May 14	Off Espiritu Santo Pass.	Kanawha	...do	
Schooner	Agnes		May 3	Off Velasco, Texas	Chocura	...do	Condemned.
Schooner	Ann C. Davenport	Lumber	May 12	Alligator river	Ceres and Rockland		
Steamer	Arrow	Cotton and tobacco	July 28	Gatesville, N. C	Naval and army capture		
Steamer	A. D. Vance	Cotton	Sept. 10	At sea	Santiago de Cuba	Boston	
Steamer	Annie	Cotton, &c	Oct. 31	Off New inlet	Kansas, &c		
Schooner	Annie Virden	Cotton	Oct. 5	Off Velasco	Mobile	New Orleans	
Steamer	Annie		Oct. 7	Near Cape Fear	Aster		Chased ashore and destr'd.
Schooner	Ann Louisa		Sept. 6	Lat. 26° 30′ N.; long., 89° 30′ W.	Proteus	Key West	
Rebel ram	Albemarle			Roanoke river	Torpedo boat		Blown up by expedition under Lieut. Cushing.
Rebel steamer	Alabama	Armed vessel	June 19	Off Cherbourg, France.	Kearsarge		Sunk by Kearsarge's fire.
Schooner	Albert Edward	Cotton	Oct. 31	Lat. 27° N.; long. 94° W.	Katahdin	New Orleans	
Steamer	Armstrong	Cotton, &c	Dec. 4	Lat. 32° N.; long. 77° W.	R. R. Cuyler and others		
Schooner	Alabama	Assorted	Dec. 7	Off St. Louis Pass	Princess Royal and Chocura	New Orleans	
			1865.				
Schooner	Augusta	Assorted	Jan. 17	Suwanee river, Fla	Honeysuckle	Key West	

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1865.				
Steamer	Amazon	Cotton	Mar. 2	Savannah river	Pontiac		Cargo sent north in the Massachusetts.
Schooner	Annie Sophia	do	Feb. 7	Galveston Bay	Bienville and Princess Royal		
Rebel schooner	Anna Dale	Ammunition, &c	Feb. 18	Pass Cavallo	Panola		Destroyed.
Sloop	Annie	Cotton	April 11	Chrystal river, Fla	Sea Bird	Key West	Vessel destroyed. Cargo sent to Key West.
			1861.				
Schooner	Belle Conway	Tobacco	May 15	Hampton roads	Minnesota		
Schooner	Brilliante	Flour	June 23	Mississippi sound	Massachusetts	Key West	Condemned.
Schooner	Basilde	Salt and oats	do	do	do	do	
Schooner	Brunette	Iron and vitriol	July 16	Coast of Maryland	Potomac flotilla		Released.
Schooner	Baltimore	Salt and sugar	Sept. 29	Hatteras inlet	Susquehanna	New York	
Schooner	Beverly		Oct. 3		Gemsbok	Baltimore	Condemned.
Schooner	Bachelor			Potomac river	Potomac flotilla		Restored.
Schooner	Buena Vista	Assorted	July 17	do	Resolute	Washington	Released.
Schooner	Beauregard	None	Nov. 13	Bahama channel	W. G. Anderson	Key West	Condemned.
Brig	B. F. Martin		July 28	Hatteras	Union		Destroyed.
Sloop	Blooming Youth		Dec. 18	Alexandria, Virginia	Perry	Washington	
			1862.				
Schooner	Black Warrior		Feb. —	Elizabeth City	Rowan's expedition		
Schooner	British Queen	Salt and coffee	Mar. 1	Wilmington	M unt Vernon	Philadelphia	Coudemned.
Steamer	Bermuda	Powder, &c	April 27	Hole-in-Wall	Mercedita	do	
Schooner	Belle	Salt, &c	April 26	Charleston	Uncas	New York	Do.
Schooner	British Empire	Provisions, &c		Maratanzas inlet	Isaac Smith	do	Do.
Schooner	Balgorry	Cotton	June 9	Lat. 23°, long. 83°	Bainbridge	Key West	Do.
Sloop	Beauregard	Lumber		Coast of Texas	Rachel Seaman		
Sloop	Blossom	Wheat	Aug. 12	Potomac river	Reliance	Washington	
Schooner	Breaker	None	do	Coast of Texas	Arthur		
Sloop	Bellefont		Feb. —	do	do		Recaptured by rebels.
Sloop	Belle Italia	None	July 10	do	do		
Schooner	Brilliant	Salt	Nov. 3	New Topsail inlet	Daylight	Philadelphia	
Schooner	By George	Coffee, salt, &c	Dec. 1	Indian river	Sagamore	Key West	Condemned.
			1863.				
Steamer	Bloomer		Jan. 1	Pensacola	Naval and army capture		
Schooner	Brave		Jan. 15		Octorara	Key West	Do.
Steamer	Burton		Jan. 19	New Orleans, La	Admiral Farragut's fleet		Appraised at $13,000.
Steamer	Berwick Bay	Sugar, cotton, &c	Feb. 3	Mississippi river	Queen of the West		Destroyed.
Schooner	Belle	Coffee, salt, &c	Feb. 23	Sapelo sound	Potomska	New York	
Schooner	Brothers	Assorted	Mar. 22	Abaco	Tioga	Key West	
Schooner	Bangor		Mar. 25		Fort Henry	do	
Sloop	Bright	Cotton	April 24	Gulf of Mexico	De Soto	do	
Sloop	Blazer	do	May 27	Lat. 26°, long. 96°	Brooklyn	do	

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Steamer	Britannia	....do	June 25	Lat. 25°, long. 74°	Santiago de Cuba	Boston	Condemned.
Ship	Banshee		July 29	New Inlet	Niphon	....do	Restored.
Schooner	Bettie Cratzer	None	June 23	Coast of North Carolina	Flambeau	Philadelphia	
Sloop	Blue Belle	Sugar, &c	July 2	Sabine Pass	Cayuga	Key West	
Boat	Buckshot		Aug. 7		San Jacinto	....do	
Steamer	Banshee	Assorted	Nov. 21	....do	Grand Gulf and Fulton	New York	Condemned.
Schooner	Bigelow	None	Dec. 16	Bear inlet	Not known		Scuttled.
			1864.				
Steamer	Bendigo		Jan. 3	Off Wilmington	Blockading squadron		Burnt.
Sloop	Buffalo	Cotton	Feb. 1	St. Andrew's sound, Ga.	Braziliera		Lost on Ossabaw island, March 22, 1864.
Steamer	Bombshell		May 5	Off Plymouth, N. C.	Mattabesett and others	New York	
Steamer	Boston	Assorted	July 8	Off Wilmington	Fort Jackson	Boston	Condemned.
Steamer	Bat	Machinery	Oct. 10	....do	Montgomery, &c		
Schooner	Badger	Cotton	Nov. 6	St. George's Sound, Fla.	Adela	Key West	
Steamer	Beatrice		Nov. 27	Off Charteston, S. C.	Picket boats		Run ashore and destroyed.
Schooner	Belle	Cotton	Dec. 27	Galveston, Texas	Virginia	New Orleans	
			1865.				
Steamer	Blenheim	Assorted	Jan. 24	Cape Fear river	North Atlantic squadron	New York	
Schooner	Ben Willis	Cotton	Feb. 2	Lat. 28° N., long. 92° W.	Panola	New Orleans	
Gunboat	Beaufort	Ammunition, &c	Mar. —	Richmond, Va	Part of N. Atlantic squadron		Taken for use of the navy. Mounts one gun.
Rebel steamer	Baltic	....do.	May 10	Tombigbee river	Part of West Gulf squadron		
Rebel steamer	Black Diamond	....do.	...do	....do	....do		
			1861.				
Schooner	Cecilia		Sept. 24		Dart		
Schooner	Cambria	Coal	April 23	Hampton roads	Cumberland		
Schooner	Carrie	....do	May 2	....do	....do		
Schooner	Crenshaw	Tobacco	May 17	....do	Minnesota	New York	Condemned.
Schooner	Catherine		May 27	....do	....do	Washington	Released.
Schooner	Caroline	General	July 5	Galveston	South Carolina		
Schooner	C. P. Knapp		Aug. 8		....Santee		Restored.
Sloop	Charles Henry	Fish	April 7	Chandeleur island	Massachusetts		
Schooner	Col. Long	Assorted	Sept. 4	At sea	Jamestown		
Schooner	Cheshire	Blankets, &c	Dec. 6	Savannah	Flag, Seneca, Pocahontas, Augusta, and Savannah.	New York	Condemned.
Schooner	Charity	Assorted	Dec. 15	Hatteras inlet	Stars and Stripes		Wrecked on Long island.
Schooner	Captain Spedden	Lumber	Dec. 31	Biloxi	Harry Lewis, Water-Witch, and New London.		Transferred to Gen. Butler.
			1862.				
Steamer	Calhoun	Powder, rifles, &c	Jan. 23	Southwest Pass	Colorado, Rachel Seaman, and tender of Samuel Rotan.	Philadelphia	Condemned.
Steamer	Curlew		Feb. —	Roanoke island	Rowan's expedition		Destroyed.
Sloop	Caroline		Mar. —	West coast of Florida	Ethan Allen		Sunk.
Schooner	Cora	Cotton	...do	Lat. 26°, long. 84°	Panola	Key West	Condemned.
Schooner	Clifton		Mar. 14	Newbern	Rowan's expedition	New York	
Sloop	Coquette	Assorted	April 3	Charleston bar	Susquehanna	Philadelphia	
Pilot boat	Cygnet		April 2	Apalachicola	Mercedita and Sagamore		Burnt.
Schooner	Columbia	Cotton	April 5	Coast of Texas	Montgomery		Destroyed.
Schooner	Charlotte	....do	April 10	Mobile	Kanawha	Boston	Condemned.
Schooner	Cuba	Powder, &c	...do	....do	....do	....do	Do.
Steamer	Circassian	Assorted	May 4	Coast of Cuba	Somerset	Key West	Do.

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Steamer	Constitution		May 22	Lockwood's Folly inlet.	Mount Vernon, Victoria, and State of Georgia.		Released.
Steamer	Cambria	Rifles, drugs, &c	May 26	Charleston	Huron	Philadelphia	Condemned.
		Cotton, 45 bales		At sea	Arletta and Dan	New York	
Schooner	Cora	Salt	May 31	Charleston	Keystone State	Philadelphia	Do.
Gunboat	Corypheus		May 13	Bayou Bonfouca	Calhoun	Key West	
Steamer	Clara Dolson				Mound City		Taken by government.
Schooner	Catalina	Cotton	June 20	Charleston	Alabama and Flambeau	Philadelphia	Condemned.
Schooner	Curlew	Dry goods, &c	June 16	Cedar Keys	Somerset	Key West	Do.
Schooner	Chance	Salt	June 28	Warsaw Sound	Braziliera	Philadelphia	Do.
		Cotton, 30 bales	Mar. 14	Sounds of N. Carolina	Naval expedition	do	Do.
Schooner	Caroline Virginia	None	do	Newbern	Rowan's expedition	do	Do.
Schooner	Comet	None	April 10	Newtogan creek, N. C.	Commodore Perry and others	New York	Do.
		Cotton, 52 bales	July 9	Coast of Texas	Arthur	do	
Propeller	Columbia	Cannon, rifles, &c	Aug. 3	Lat. 28°, long. 76°	Santiago de Cuba	Key West	Do.
Schooner	Corelia	Assorted	Aug. 23	Lat. 23°, long. 84°	James S. Chambers	do	Do.
Schooner	Chapel Point		Sept. 20	Potomac river	Jacob Bell		
Schooner	Conchita		Oct. —	Coast of Texas	Crocker's expedition		Burnt.
Steamer	Carolina	Munitions of war	Oct. 28	Lat. 29°, long. 87°	Montgomery	Philadelphia	
Sloop	Capitola	None	Nov. 8	Glymont, Maryland	Resolute		
Sloop	Caperton		do		do	Washington	
Schooner	Corse	Drugs, &c	Nov. 11	Sabine Pass	Velocity, Dan, Kensington, and Rachel Seaman.	Key West	Condemned.
Schooner	Courier	Salt, coffee, &c	Dec. 22	Lat. 24°, long. 83°	Huntsville	do	Do.
Brig	Comet	Assorted	Dec. 26	Abaco	Santiago de Cuba	do	
Schooner	Carmita	do	Dec. 27	Marquesas keys	Magnolia	do	Do.
			1863.				
Ship	C. A. Farwell		Jan. 19	New Orleans, La	Admiral Farragut's fleet		Appraised at $36,000.
		Coal, 16,000 tons	do	do	do		Appraised at $320,000.
Steamer	Ceres		do	do	do		Appraised at $17,500.
Schooner	Chatham		Feb. 27	Alexandria, Virginia	Adolf Hugel	Washington	Released.
Steamer	Curlew		Feb. 28		New Era		
Schooner	Charm	Cotton	Feb. 23	Indian river	Gem of the Sea	Key West	Condemned.
Schooner	C. W. Worrell		Feb. 24		Wyandank		Released.
Schooner	Clara	General	Mar. 25	Mobile	Kanawha	Key West	
		Cotton, 179 bales	Mar. 30	Deer creek	Mississippi squadron	Cairo	
Schooner	Clyde	Cotton, &c	April 14	Campeachy bank	Sonoma	Key West	
Sloop	Crotilda	Cotton	April 16	Lat. 28°, long. 80°	McClellan	do	

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Steamer	Cherokee	do	May 7	Charleston bar	Canandaigua and Flag	Boston	Condemned.
		Cotton, 12 bales, 2 bags, and 1 crate.	April 20	Apalachicola	Port Royal		
Steamer	Cuba		May 17	Lat. 28°, long. 87°	De Soto		Burnt.
Brigantine	Comet	Assorted	May 15	Fort Morgan	Kanawha		
Boat	Crazy Jane	Cotton, &c	May 8	Tampa bay, Florida	Tahoma	Key West	
Sloop	C. Ronterean	do	May 16	Charleston	S. Atlantic blockad'g squadron	Philadelphia	Condemned.
Schooner	Clarita	Assorted	April 26	Lat. 26°, long. 83°	De Soto	Key West	
Steamer	Calypso	do	June 11	Wilmington	Florida	Philadelphia	Do.
		Cotton, 57 bales	June 1	Crystal river	Fort Henry and Beauregard	Key West	
		Cotton, 39 bales	June 3	do	do	do	
		Cotton, 52½ bales	June 21	At sea	Octorara and Tioga	Boston	
		Cotton, 22 bales	June 19		Fort Henry	Key West	
		Cotton, 138 bales	July 26		Hendrick Hudson	do	
		Cotton, 116 bales	July 11		De Soto	do	
		Cotton, 5 bales	Aug. 7		San Jacinto	do	
		Cotton, 15 bales	July 29		Port Royal	do	
		Cotton, 5 bales				Springfield	
		Cotton, 17 bales				do	
		Cotton, 54 bales				do	
		Cotton, 50 pounds				do	
		Cotton, 13 bales	April 20		Port Royal	Key West	
		Cotton, 12 bales	July —	Near Apalachicola	do		Condemned.
		Cotton, 14 bags	July —	do	do		Do.
		Cotton, 64 bales, &c	July —	St. Joseph's bay	J. L. Davis	Key West	
		Cotton, 150 bales	Dec. —	Mississippi squadron	Osage		
		Cotton, 18 bales	Dec. —	do	do		
Steamer	Charleston		July 11	Wilmington	Seminole	Philadelphia	Do.
Schooner	Cassandra	Whiskey, &c	do	Rappahannock river	Yankee	Washington	
Sloop	Clara Ann	do	Aug. 1	Cone river	do	do	
Sloop	Clotilda	Cotton	July 26	Mosquito inlet	Sagamore, &c	Key West	
		Cotton, 22 bales	July 17	Wacassassa river	Fort Henry	do	
		Cotton, 138½ bales	do. 19–26	Cape San Blas	Hendrick Hudson	do	
Steamer	Cronstadt	Cotton, &c	Aug. 16	Lat. 27°, long 76°	Rhode Island	Boston	Do.
Schooner	Carmita	Cotton	Aug. 14	Lat. 26°, long. 95°	Bermuda	Key West	
Sloop	Clara Louisa	Whiskey, &c	Aug. 8	Indian River inlet	Sagamore	do	
		Cotton, several lots			Mississippi squadron	Cairo	
Schooner	Charmer		July 26	Mosquito inlet	Sagamore, &c	Key West	
Steamer	Cornubia		Nov. 8	Off New Inlet	Jas. Adger and Niphon	Boston	
Steamer	Chatham	Cotton	Dec. 16	Doboy sound	Huron		
English steamer	Ceres		Dec. 6	Cape Fear river	Connecticut and others	Washington, D.C	
Schooner	Caroline	Cotton	Dec. 28	Ocklockney river, Fla	Stars and Stripes		Destroyed.
Schooner	Concordia		Oct. 5 1864.	Calcasieu Pass	Granite City		Do.
Sloop	Caroline	Salt, &c	Jan. 18	Jupiter inlet	Roebuck	Key West	
		Cotton, 50 bales	Jan. 6	At sea	Vanderbilt		Thrown overboard from chased steamer.
		Cotton, 67 bales	Feb. 26	Suwanee river, Fla	Clyde	Key West	
		Cotton, 2,129 bales			Mississippi squadron	Springfield	Partly condemned.
		Molasses, 28 barrels			do	do	Condemned.
		Cotton, 450 bales	Feb. —	Port Pemberton	Expedition up Yazoo		
Steamer	Cumberland	Assorted	Feb. 5	At sea	De Soto	Key West	

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1864.				
Schooner	Camilla	Cotton	Feb. 29	San Luis Pass	Virginia	New Orleans	
Sloop	Cassie Holt		...do	...do	...do		Destroyed.
Steamer	Caledonia		May 30	At sea	Massachusetts and Keystone State.		
Sloop	Caroline		June 10	Jupiter inlet	Union	Key West	
Sloop	Cyclops	Cotton	June 12	Off Charleston	Flag	Philadelphia	
Schooner	Coquette		Oct. 26	Potomac river	Adolph Hugel		
Steamer	Condor		Oct. 1				Chased ashore
Steamer	Constance		Oct. 5	Off Charleston			Driven ashore and totally wrecked.
		Cotton, 78, bales and 2 half bales.	May 31	At sea	Vicksburg	Boston	
		Cotton, 109 bales	April 23	Suwanee river	Sagamore	Key West	
		Cotton, 88 bales	June 4	Off Cape Lookout	Keystone State	Philadelphia	
		Cotton, 34 bags	June 14	Wacassassa river	J. S. Chambers and Clyde		
		Cotton, 27 bales	June 20	...do	...do		
		Cotton, 40 bales	June 26	At sea	Quaker City	New York	
		Cotton, 4 bales and 152 bags.	July 7	...do	Fort Jackson	Philadelphia	
		Cotton, 94 bales	...do	Suwanee river	Sagamore and Clyde		
		Cotton, 90 bales	July 11	At sea	Connecticut	Philadelphia	
		Cotton, 2 bales	July 13	...do	Massachusetts		
		Cotton, 161 bales and 3 half bales.	July 26	...do	Keystone State	Philadelphia	
		Cotton, 90 bales	July 28	Gatesville, N. C.	Whitehead		Joint army and navy expedition.
		Cotton, 82 bales	July —	At sea	Aries		
		Cotton, 235 bales	Aug. 7	...do	Keystone State	Philadelphia	
		Cotton, 12 bags	Aug. 8	...do	...do	...do	
		Cotton, 43 bales and 3,500 pounds loose.	Aug. 7	...do	Santiago de Cuba	...do	
		Cotton, 30 bales	Aug. 10	...do	Monticello		
		Cotton, 30 bales	...do	...do	Gettysburg		
		Cotton, 12,000lbs. good, 1,200 lbs. pickings	...do	...do	Monticello and Mount Vernon	Philadelphia	
		Cotton, 22 bales and 2 bags.	...do	Lat. 33° 9′ N.; long. 76° 36° W.	Mount Vernon	Boston	
		Cotton, 23 bales	Aug. 13	Off Beaufort	...do		Condemned
		Cotton, 42 bales and 11 bags.	Aug. 24	Suwanee river	Clyde	Key West	
		Cotton, 80 bales	Aug. 25	At sea	Keystone State, Gettysburg	Philadelphia	

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		Cotton, 52 bales	Aug. —	do	R. R. Cuyler		
		Cotton, 83 bales	Sept. 9	Off Galveston	Sclota	New Orleans	
		Cotton, 81 bales	Sept. 11	Off Velasco	Augusta Dinsmore	do	
		Cotton, 38 bales	Sept. 13	Gulf of Mexico	Aroostook	do	
		Cotton, 4 bales	Sept. 30	Albemarle sound	Wyalusing		
		Cotton, 4,000 or 5,000 pounds.	Sept. 16	Yellow Bluff, Florida	Hendrick Hudson	New Orleans	
		Cotton, 5 bales	Mar. 13	Up St. John's river	Pawnee and others		
		Cotton, 93 bales	Mar. 14	do	do		
Schooner	Cora Smyser	Assorted	Oct. 28	Off Velasco, Texas	Sclota and Chocura	New Orleans	
Schooner	Carrie Mair		Nov. 30	Pass Caballo, Texas	Itasca	do	
		Cotton, 133 bales	Dec. 5	Lat 32°N., long. 77°W.	Gettysburg and others		
		Cotton, 27 bales	do	At sea	Mackinaw	New York	Sent to N. Y. per steamer Newbern.
Schooner	Cora	Cotton	Dec. 19	Off Galveston island	Princess Royal	New Orleans	
			1865.				
		Cotton, 14 bales	Jan. 5	Lat. 33° N., long. 75°W.	Horace Beals	New York	
Steamer	Charlotte	Arms, blankets, &c.	Jan. 19	Cape Fear river	Malvern and others	do	
Schooner	Coquette	Cotton	Jan. 26	Combahee river, S. C	Dai-Ching and Clover		Vessel unseaworthy
Steamer	Celt	Cotton		Stranded on Sullivan's island		Philadelphia	Cotton sent to Philadelphia.
Schooner	Comus	Cotton	Mar. 31	Lat. 23° N., long. 83°W.	Inka	Key West	
Sloop	Catherine Coombs	Whiskey, &c.	Feb. 27	Yorktown, Va	Crusader	Washington	
Steamer	Cora	Lumber	Mar. 24	Near Brazos de St. Iago	Quaker City		Vessel unseaworthy.
		Cotton, 5 bales	April 27	Mississippi river	Huntress		Turned over to the surveyor of customs at Memphis, Tenn.
		Cotton, 50 bales	April 20	Off Galveston, Texas	Gertrude	New Orleans	
Schooner	Chaos	Cotton	April 21	do	Cornubia	do	
		Cotton, 140 bales	April 19	do	Cornubia and Gertrude		
Steamer	Cotton Plant			Roanoke river	Boat expedition	Philadelphia	
		Cotton, 99 bales		do	do	do	
Rebel iron-clad	Columbia			Charleston, S. C			
			1861.				
Schooner	Dorothy Haines	Hay	May 11	Hampton roads	Cumberland		
Schooner	Delaware Farmer	Tobacco	May 14	do	do	Philadelphia	Released.
Schooner	Dart	None	July 4	Galveston	South Carolina		Taken by government.
H. brig	Delta	Salt	Oct. 27	do	Santee	New York	Condemned.
Schooner	Delight		Dec. 9	Mississippi sound	New London		Taken by government.
			1862.				
Sloop	Dudley or Pinkney		Jan. 10	Cedar keys	Hatteras		Destroyed.
Steamer	Darlington	Wagons, mules	Mar. 3	Fernandina	Naval expedition		Vessel taken by gov't.
Schooner	Dixie	Cotton	April 15	Georgetown	Keystone State	Philadelphia	Condemned.
Schooner	Deer Island		May 13	Mississippi sound	Bohio		Sunk.
Schooner	Director		May 4	York river	Corwin and Currituck	Washington	
Schooner	Director	None	July —			Key West	Condemned.
Schooner	Defiance	Oil, soap, &c.	Sept. 7	Sapello sound	Braziliera	Boston	Do.
Schooner	David Crockett	Turpentine, &c.	Oct. 13	Charleston	America and Flag	do	
Schooner	Dart	Salt, rope, &c.	Oct. 6	Coast of Texas	Kensington, &c.	Key West	Do.
Steamer	Dan		Oct. —	do	do		Taken by government.
Schooner	Diana	Assorted	Nov. 26	Pass Cavalo	Kittatinny	Key West	Restored.
	Dove				Magnolia		

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Steamer	Diana		Jan. 19	New Orleans	Admiral Farragut		Recaptured by rebels March 28, 1863, and destroyed by the U. S. S. Estrella and others in Berwick's bay, April, 1863. Appraised at $11,140.
Propeller	Douro	Cotton	Mar. 9	Lat. 33°, long. 77°	Quaker City	New York	Condemned.
Steamer	Dolphin		Mar. 25	Lat. 19° long. 65°	Wachusett	Key West	
	D. Sargent	Cotton	Mar. 12	Galveston	Kittatinny	New Orleans	
Schooner	Dart	Assorted	May 1	Mobile	Kanawha		
Steamer	Dew Drop		May —		Yazoo expedition		Burnt.
Schooner	Don Jose		July 2	At sea	Juniata	Key West	
Schooner	Director		Sept. 30	Point Rossa	Gem of the Sea		Destroyed.
Steamer	Duoro	Assorted	Oct. 11	New inlet	Nansemond		Burnt.
Steamer	Diamond	do	Sept. 23	St. Simon's sound	Stettin	Washington	
Brig	Dashing Wave	Medicines	Nov. 5	Off Rio Grande	Owasco, Virginia		
			1864.				
Steamer	Dare	In ballast	Jan. 9		Aries		Chased ashore and wrecked.
Schooner	Defy		Feb. 3	Off Doboy light, Ga.	Midnight	Washington	Condemned.
Steamer	Dee	Assorted	Feb. 6	Near Masonboro'	Cambridge		Destroyed.
Steamer	Don	do	Mar. 4	Off Beaufort, N. C	Pequot	Boston	
Steamer	Donegal, or Austin	Munitions of war	June 6	Off Mobile bay	Metacomet	Philadelphia	Condemned.
			1865.				
Schooner	Delia	Lead and sabres	Feb. 17	Near Bayport, Fla.	Mahaska		
Schooner	Delphina	Cotton	Jan. 22	Calcasieu river	Chocura		Destroyed.
Steamer	Deer	Copper, arms, &c.	Feb. 18	Charleston, S. C.	Monadnock and others	Boston	
Steamer	Dolly			Roanoke river, N. C.	Naval expedition		Sunk.
Steamer	Denbigh		May 25				
			1861.				
Schooner	Elite	Coal	May 4	Hampton roads	Cumberland		
Schooner	Emily Ann	Tobacco	May 14	do	do	Philadelphia	Released.
Schooner	Elizabeth Ann			Coast of Virginia	Albatross		Do.
Schooner	Enchantress	Assorted	July 22		do		
Schooner	Extra	Wheat	Aug. 29	Rappahannock river	Daylight	Philadelphia	Condemned.
Schooner	Eagle		Aug. 21		Resolute	Washington	
Schooner	Edwin	Molasses		Beaufort, N. C.	Cambridge		
Schooner	Ezilda	Arms and coffee	Sept. 30	Barrataria bay	South Carolina	New York	Do.
Schooner	Edward Barnard	Turpentine	Oct. 16	Pass à l'Outre	do	do	Do.
Bark	Empress	Coffee	Nov. 26	Northeast Pass, Miss.	Vincennes and Mississippi	do	Do.
Schooner	E. J. Waterman	do	Nov. 30	Tybee light	Savannah	Philadelphia	Do.

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Sloop	Express	None	Dec. 9	Mississippi sound	New London		Taken by government.
Sloop	Ellen Jane	Marketing	Dec. 18	Alexandria, Va.	Perry		
Sloop	Eugenia Smith		Dec. 7	Off Rio Grande	Santiago de Cuba		Did not seize vessel; took two passengers (rebel agents) from her.
			1862.				
Schooner	Emma	Assorted	Jan. 17	Coast of Florida	Connecticut	Key West	Condemned.
Schooner	Eugenia Smith	Coffee, &c	Feb. 7	Lat. 28°, long. 91°	Bohio	do	Do.
Steamer	Ellis		Feb. —	Roanoke island	Rowan's expedition	New York	Do.
Sloop	Edisto	Rice	Feb. 14	Bull's bay	Restless		Sunk.
Schooner	Elizabeth	do	do	do	do		Do.
Schooner	Eva Bell		Mar. 14	Newbern	Rowan's expedition	Philadelphia	
Schooner	Eothen		do	do	do	New York	
Schooner	Eugenie	Cotton	Mar. 16	Off the Mississippi	Owasco	Key West	Condemned.
Ship	Emily St. Pierre	Gunny cloth	Mar. 18	Charleston	Blockading squadron		Retaken.
Propeller	Eureka	Cotton, &c	April —	Potomac river	Potomac flotilla	Washington	
Steamer	Ella Warley	Arms, &c	April 25	Lat 28° long 97°	Santiago de Cuba	New York	Condemned.
Schooner	Eugenia		May 20	North Carolina	Hunchback and Whitehead		
Schooner	Ella D.	Salt	May 22	do	Whitehead		
Steamer	Elizabeth		May 29	Charleston	Keystone State and Jas. Adger	New York	Do.
Schooner	Emily	Salt	June 26	Wilmington	Mt. Vernon, Penobscot, Mystic, and Victoria		Burnt.
Steamer	Emily	Assorted	July 7	Bull's bay	Restless and Flag	Philadelphia	Condemned.
Schooner	Emma	Salt, &c	July 23	Lat. 27°, long. 75°	Adirondack	do	
Schooner	Elizabeth	Cotton	July 5		Hatteras	Key West	Do.
Schooner	Eliza	Salt	Aug. 21	Charleston	Bienville	Philadelphia	Do.
Schooner	Elmira Cornelius	Assorted	Oct. 11	Bull's bay	Flag and Restless	do	Do.
Sloop	Eliza				Crocker's expedition		Burnt.
Armed schooner	Elmer		Aug. 12	Coast of Texas	Arthur		Do.
Schooner	Elias Reed	Cotton, rosin, &c	Nov. 5	Lat. 26°, long. 77°	Octorara	Key West	Condemned.
Schooner	Emma	Cotton, &c	Sept. 26	Velasco, Texas	Kittatinny	do	
Schooner	Emma Tuttle	Assorted	Nov. 3	New inlet	Mt. Vernon and Cambridge	Philadelphia	
Sloop	Ellen		Nov. 24	Indian river	Sagamore	Key West	Condemned.
Schooner	Exchange		Dec. 28	Rappahannock river	Anacostia		
			1863.				
Schooner	Emma Tuttle	Saltpetre	Jan. 27		Hope		Vessel unseaworthy; recaptured.
Schooner	Emily Murray	Merchandise	Feb. 9		Cœur de Lion	Washington	Vessel condemned; cargo restored.
Sloop	Elizabeth	Salt	June 28	Jupiter inlet	Sagamore		Destroyed.
Steamer	Evansville		Feb. 12	Carson's landing	Conestoga and Duchess		
Sloop	Enterprise	Cotton	Mar. 8		Sagamore	Key West	Condemned.
Sloop	Express	Salt, &c	May 4	Coast of South Carolina	Chocura and Maratanza	Philadelphia	Do.
Schooner	Emma Amelia	Wines, &c	May 2	St. Andrew's bay, Fla.	Roebuck	Key West	
Sloop	Elias Beckwith	Assorted	April 23	Mobile	Pembina	do	
Steamer	Eugenie	do	May 6	do	R. R. Cuyler	do	Taken into naval service.
Sloop	Emeline	Cotton	May 16	At sea	Courier	New York	Condemned.
Schooner	Emily	General	May 21	Urbana, Va	Currituck, &c	Washington	Do.
Schooner	Echo	Cotton	May 31	Lat. 25°, long. 83°	Sunflower	Key West	
Steamer	Eagle		May 18	Lat. 25°, long. 77°	Octorara	do	
Steamer	Emma Bett		May —		Yazoo expedition		Burnt.
Sloop	Evening Star	Cotton	May 29	Warsaw sound, Ga	Cimarron	New York	
Schooner	Elizabeth		June 14	Lat. 23°, long. 83°	Juniata	Key West	

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Schooner	Emma	Assorted	June 19	Mosquito inlet	Para	Philadelphia	
Sloop	Emma	Tar, &c	July 3	Cedar keys	Fort Henry	Key West	
Steamer	Eureka		July 2	Commerce	Covington	Cairo	
Steamer	Emma	Cotton	July 24	Lat. 33°, long. 76°	Arago, army transport	New York	
Steamer	Elmira	Sugar, rum	July —	Red river	Red River expedition	Springfield	
Schooner	Excelsior	Cotton	July 13	Galveston	Katahdin	New Orleans	
Steamer	Elizabeth		Oct. —	Lockwood's Folly inlet			Destroyed.
Steamer	Ella and Anna		Nov. 9		Niphon		Condemned.
Steamer	Ella		Nov. 10	Off Fort Fisher	Howquah	Boston	
Steamer	Eureka	Cotton	Nov. 22	At sea	Aroostook	New Orleans	Do.
Schooner	Ella		Nov. 26	Masonboro' inlet, N. C.	James Adger	Washington	
British schooner	Edward	Lead and salt	Dec. 24	Near Suwanee river	Fox, tender to San Jacinto	Key West	Do.
British schooner	Exchange	Assorted	do.	Coast of Texas	Antona	New Orleans	Do.
			1864.				
Schooner	Ellen	do	Jan. 16	Off Mobile	Gertrude	do	Do.
British schooner	Eliza	Cotton	Jan. 19	Jupiter inlet, Florida	Roebuck	Key West	
Steamer	Emily	Salt	Feb. 10	Masonboro' inlet	Florida		Destroyed.
Schooner	Experiment	Cotton	May 3	Coast of Texas	Virginia		Do.
Steamer	Emma		June 9	Near Charlotte harbor	Rosalie, tender to Gem of the Sea.		
Steamer	Elsie	Cotton	Sept. 4	At sea	Keystone State, Quaker City	Boston	
Schooner	Emily	do	Oct. 19	Off San Luis Pass	Mobile	New Orleans	
Steamer	Emma Henry	do	Dec. 8	Lat. 33°N., long. 77°W.	Cherokee		
Steamer	Ella	Munitions	Dec. 3	Off Wilmington, N. C.	Emma		Burnt; total loss.
			1865.				
Schooner	Elvira	Cotton and tobacco	Feb. 25	Bull War sound	Chenango	Philadelphia	
Brig	Eco	Coffee, rice, &c	Feb. 19	Off Galveston, Texas	Gertrude	New Orleans	
Steamer	Emma No. 2		Mar. 20	Rodney, Miss			Act. Rear-Adm'l Lee states that she sh'd be released.
Steamer	Egypt Mills			Roanoke river, N. C.	Naval expedition	Philadelphia	
			1861.				
Schooner	F. W. Johnson	Iron	June 1	Chesapeake bay	Union	Baltimore	Restored.
Brig	Forest King	Coffee	June 13	Key West	Mississippi	New York	Cargo released; & vessel condemned.
Schooner	Fanny	Bricks	June 23	Mississippi sound	Massachusetts	do	
Schooner	Falcon	General	July 5	Galveston	South Carolina	do	Condemned.
Schooner	Favorite		July 16	Eastern Shore Md.	Potomac flotilla		Wrecked.
Ship	Finland		Aug. 26	Apalachicola bay	R. R. Cuyler		Burnt.
Schooner	Falcon					Washington	
Schooner	Fanny Lee	Rice, &c	Nov. 6	St. Simon's island	St. Lawrence	Philadelphia	Condemned.
Schooner	Fairwind		Aug. 29		Quaker City	do	Do.
Schooner	Fashion	Green turtle	Nov. 29		Ethan Allen	Key West	Do.

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Sloop	Florida		Dec. 11	Tumbalin light-house	South Carolina		
			1862.				
Steamer	Forrest		Feb. —	Roanoke island	Rowan's expedition		Destroyed
Steamer	Fanny		do	do	do		Do.
Schooner	Floride	Coffee, &c	Mar. 10	Lat. 27°N., long. 84°W.	J. L. Davis	Key West	Condemned.
Schooner	Fairplay	Fish, &c	Mar. 12	Georgetown, S. C	Gem of the Sea	Philadelphia	Do.
Schooner	Floyd		April 2	Apalachicola	Mercedita and Sagamore		
Schooner	F. J. Capron		April 29		Potomac flotilla	Washington	
Schooner	Falcon	None	April —	Potomac river	do		Abandoned.
Steamer	Florida	Cotton	April 6	St. Andrew's	Pursuit	Philadelphia	Condemned.
Schooner	Farren				Ethan Allen		Do.
Schooner	Flash	Salt, &c	May 2	Charleston	Restless	New York	
Steamer	Fashion	Cotton, &c	May 6		Hatteras		Burnt.
Bark	Fannie Laurie	Salt	Sept. 4	South Edisto	Shepherd Knapp	Philadelphia	Condemned.
Schooner	Fanny	do	Aug. 22	St. Simon's	Keystone State	do	Do.
Schooner	Frances	Powder, salt, &c	Oct. 23	Coast of Florida	Sagamore	Key West	Do.
Sloop	Flying Cloud		Dec. 29		Magnolia	do	
Sloop	Flying Fish		Dec. 30		do	do	Do.
			1863.				
Schooner	Five Brothers	Cotton	Mar. 16	Lat. 27°N., long. 77°W.	Octorara	do	
Schooner	Florida		Jan. 11			New York	Do.
Schooner	Florence Nightingale	Cotton	Jan. 13	Lat. 25°N., long. 77°W.	Tioga and Octorara	Key West	Do.
Sloop	Fashion	do	May 23	Apalachicola	Port Royal	do	
Sloop	Flying Cloud	None	June 2	Potomac river	Primrose		Sunk
Schooner	Frolic	Cotton, &c	June 25	Chrystal river, Fla	Sagamore and Two Sisters	Key West	
Boat	Florida	do	June 3	St. Mark's light	Stars and Stripes	do	
Schooner	Fashion	Salt, &c	June 13	Lat. 23°N., long. 83°W.	Juniata	do	
Schooner	Flying Scud	Cotton	Aug. 12	Near Matamoras	Princess Royal		
Steamer	Fulton		Oct. 7	Red river	Black Hawk		Burnt.
Steamer	Fanny	Assorted	Sept. 12	Near Pascagoula	Genesee	New Orleans	Do.
Schooner	Florrie	Drugs, &c	Oct. 2	Near Matagorda	Bermuda	do	
Schooner	Friendship	Munitions of war	Oct. 10	Off Rio Brazos	Tennessee		
Schooner	Friendship	do	Oct. —	At sea	do	New Orleans	Condemned.
Schooner	F. U. Johnson		Dec. 1	Off Alexandria, Va	A. Hugel		Violation of revenue laws.
			1864.				
English schooner	Fly		Jan. 11	Jupiter inlet, Florida	Honeysuckle	Key West	
Steamer	Fanny and Jenny		Feb. 10	Off New inlet	Florida		Destroyed.
Sloop	Florida	Assorted	Mar. 20	At sea	Honeysuckle	Key West	Condemned.
English schooner	Fanny	do	April 19	Off Velasco	Owasco	New Orleans	Do.
Schooner	Frederic the Second	Cotton	May 3	Off Brazos river	Chocura	do	Do.
Sloop	Fortunate	do	May 30	Near Indian river	Bermuda		Cargo saved and sloop destroyed.
Rebel steamer	Fort Gaines	Armed vessel	Aug. 5	Mobile bay	W. Gulf bockading squadron		Destroyed under walls of Fort Morgan; guns and part of machinery saved.
Rebel armed st'r	Florida	do	Oct. —	Bahia, Brazil	Wachusett	New York	
Steamer	Flora	Assorted	Oct. 22	Off Charleston, S. C	Picket launches		Run aground; cargo mostly destroyed.
Schooner	Flash	Cotton	Nov. 27	Lat. 23°N., long. 97°W.	Princess Royal	New Orleans	
			1865.				
Schooner	Fannie McRae	Assorted	Jan. 23	Off St. Mark's, Fla	Fox		

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1865.				
Sloop	Florida	Cotton	April 11	Chrystal river, Fla	Sea Bird	Key West	Vessel destroyed; cargo sent to Key West.
Rebel iron-clad	Fredericksburg		April —	Richmond, Va			Destroyed by the rebels; mounted four guns.
Steamer	Fisher			Roanoke river, N. C	Naval expedition	Philadelphia	
			1861.				
Schooner	George M. Smith	Gun carriages, &c	April 24	Hampton roads	Cumberland	New York	Released.
Bark	General Green	Sugar, &c	June 4	Cape Henry	Quaker City	do	Condemned.
Ship	General Parkhill	Assorted	May 12	Charleston	Niagara	Philadelphia	Do.
Schooner	General Knox	Oak timber	June 25		Dawn	Washington	Released.
Schooner	George G. Baker	Assorted	July 6	Galveston	South Carolina	Philadelphia	Condemned.
Schooner	Georgiana		June 25		Dawn	Washington	Released.
Schooner	George B. Sloat		June 5	St. Mark's, Fla	Mohawk	Key West	
Steamer	Gipsey		June 24	Potomac river			
Schooner	Good Egg		Aug 29	Rappahannock river	Daylight		
Schooner	Gypsey	Cotton	Dec. 28	Pascagoula	New London	New York	Condemned.
Schooner	Garonne	Tobacco	Dec. 30	Galveston	Santee	do	Do.
			1862.				
Schooner	Grace E. Baker	Cotton	Mar. 29	Coast of Cuba	R. R. Cuyler	Key West	Do.
Schooner	G. H. Smoot		Mar. 17	Potecay creek, N. C	Hunchback, &c	New York	Taken for use of govern't.
Schooner	Guide	Cotton, &c	April 19	Charleston	Huron	Philadelphia	Condemned.
Ship	Gondar	do	April 26	Capture of Fort Macon	Gemsbok	New York	Do.
Bark	Glenn		do	do	do	do	
Schooner	General C. C. Pinkney	Cotton, &c	May 6	At sea	Ottawa	do	Do.
Steamer	Governor A. Moulton	Provisions, &c	May 12	Berwick's bay	Hatteras		
Steamer	General Lovell		June 6	Memphis	Western flotilla		Sunk.
Steamer	General Beauregard		do	do	do		Blown up.
Steamer	General Price		do	do	do		Abandoned.
Steamer	General Bragg		do	do	do		
			1862.				
Sloop	G. L. Brockenborough	Cotton	Oct. 15	Apalachicola river	Fort Henry	Key West	Taken for use of govern't.
Sloop	Grapeshot	None	Nov. 6	Chesapeake bay	Teaser	Washington	Condemned.
Sloop	G. W. Green	Shoes, &c	Nov. 16		T. A. Ward	do	
Steamer	Governor Morton			St. John's river	Joint expedition		
			1863.				
Sloop	Goodluck	Assorted	Jan. 6	Cape Florida	Ariel	Key West	Do.
Schooner	Galena						
Schooner	George W. Grice	Assorted	Jan. 11				Released.
Bark	George Alban		Jan. —	New Orleans	Admiral Farragut's fleet		Appraised at $7,500.
Steamer	Governor Mouton		Jan. —	do	do		Appraised at $4,000.
Schooner	Georgia	Assorted	Jan. 11				Released.
Schooner	General Taylor	Suspicious	Feb. 20	Chesapeake bay	Crusader and Mahaska	Philadelphia	

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Schooner	Glide	Cotton	Feb. 23	Tybee creek	Marblehead and Passaic	do	Condemned.
Steamer	Granite City	Assorted	Mar. 22	At sea	Tioga	New York	Do.
Steamer	Georgiana		Mar. 19	Charleston	Wissahickon		Burnt.
Steamer	Gertrude	Assorted	April 16	Eleuthera	Vanderbilt	New York	Condemned.
Schooner	Gipsey		Mar. 20	St. Joseph's bay	Ethan Allen	Key West	
Schooner	Golden Liner	Flour, sugar, &c	April 27	Morrell's inlet, S. C	Monticello		Destroyed.
Schooner	General Prim	Cotton	April 24	Gulf of Mexico	De Soto	Key West	
Steamer	Golden Age		May 24		Yazoo Pass expedition		Burnt.
Schooner	Glen	Cotton	June —	Lat. 35°N., long. 73°W	Cambria	New York	Released.
Schooner	George	None	July 29	Caloosahatchee river	Gem of the Sea	Key West	
Schooner	General Worth	General	Aug. —	Lat. 24°N., long. 82°W	Sunflower		
Schooner	Gold Leaf	None	Aug. 23		Jacob Bell	Washington	
Steamer	General Beauregard		Dec. 12	Off Wilmington			Destroyed.
Steamer	Grey Jacket	Cotton	Dec. 31	Off Mobile	Kennebec		
			1864.				
Sloop	G. Garibaldi	do	Feb. 4	Jupiter inlet	Beauregard	Key West	
Steamer	General Sumter		Mar. 12	Lake George	Daffodil and others		Taken for use of govern't.
Schooner	Good Hope	Salt and dry goods	April 18	At sea	Fox, tender to San Jacinto		Destroyed.
Steamer	Greyhound	Assorted	May 10	At sea	Connecticut	Boston	Condemned.
Sloop	General Finnegan	do	May 28	Chashcowitzka river	Ariel, tender to San Jacinto	Key West	
Steamer	Georgiana McCaw		June 2	Off Wilmington, N. C	Maratanza		Destroyed.
Steamer	Georgia		Aug. 15	Coast of Portugal	Niagara	Boston	
Brig	Geziena Hilligonda	Assorted	Dec. 4	Off Brazos, St. Iago, Tex.	Pembina	New Orleans	
			1865.				
Schooner	General Burkhart	Cotton	Mar. 17	Lat. 26°N., long. 96°W.	Quaker City	do	
Bark	George Douthwaite	Sugar, &c	May 8	Coast of Florida	Isonomia	Key West	
			1861.				
Schooner	H. M. Johnson	Assorted	May 31	Near Cape Lookout	Perry		Released.
Schooner	Haxall			Hampton roads	Minnesota		Do.
Bark	Hiawatha		May 20	do	do	New York	Condemned.
Schooner	H E. Spearing	Coffee	May 29	Mouth Mississippi river	Brooklyn	Key West	Released.
Brig	Hallie Jackson	Molasses	June 10	Savannah	Union	New York	Condemned.
Schooner	Herbert						
Brig	Herald	Naval stores	July 16	Coast North Carolina	St. Lawrence	Philadelphia	Do.
Sloop	H. Day			Potomac river	Thomas Freeborn		Restored.
Brigantine	Hannah Balch			Charleston	Wabash		Recaptured by rebels.
Schooner	H. Middleton	Turpentine, &c	Aug. 21	do	Vandalia	New York	Condemned.
Schooner	H. C. Brooks	Cotton, &c	Sept. 9	Hatteras inlet	Naval expedition	do	Vessel restor'd; cargo con'd.
Schooner	Henry Nutt	Mahogany	do	do	do	Philadelphia	
Schooner	Harriet P. Ryan	Rum, salt, &c	do	do	Pawnee	do	Condemned.
Schooner	Harmony	Fish	April 24	Hatteras	Gemsbok	do	Do.
Schooner	Harford	Wheat, &c	Sept. 18	Pope's creek, Md	Resolute	Washington	Released.
Steamer	Henry Lewis	Sugar, molasses, &c	Nov. 22	Mississippi sound	New London and R. R. Cuyler	New York	Condemned.
Schooner	Havelock	Cigars and coffee	Dec. 15	Cape Fear	Jamestown	Philadelphia	Do.
Boat	Henrietta		Nov. 13	Chincoteague	Louisiana		
			1862.				
Schooner	Harriet and Sarah		Mar. 14	Newbern, N. C	Rowan's expedition	Philadelphia	
Schooner	Henry Travers	Coffee, &c	Mar. 8	Lat. 28°N., long. 91°W.	Bohio	Key West	Do.
Steamer	Havana		June 5	Dead Man's bay	Isilda		Burnt.
Armed sloop	Hannah		Aug. 12	Corpus Christi	Arthur		Burnt by rebels.
Schooner	Hermosa	Drugs, &c	Oct. 30	Sabine river	Connecticut	Key West	Condemned.

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Schooner	Hampton	Assorted	Jan. 13	Dividing creek, Va.	Currituck	Washington	
Schooner	Harriet		Jan. 22	Chuckatuck creek	Commodore Morris		
Schooner	Hettiwan	Cotton	Jan. 21	Charleston	Ottowa	New York	Do.
Steamer	Home						
Sloop	Hortense	Assorted	Feb. 18	Lat. 29°N., long. 84°W.	Somerset, &c	Key West	
Sloop	Helen	Corn	Mar. 24		Naval expedition		Burnt.
Rebel armed st'r	Hart		April —	Berwick's bay	Estrella		Destroyed.
Schooner	Handy	Salt, &c	April 22	Lat. 26°N., long. 76°W.	Octorara	Key West	
Schooner	Harvest	Cotton	April 30	Lat. 28°N., long. 75°W.	Juniata	Washington	Condemned.
Schooner	Hunter	do	May 17	Mobile	Kanawha, &c	Philadelphia	
Schooner	Helena		June 30	do	Ossipee	New Orleans	
Sloop	Henry Wolcott		June 22		Satellite	Washington	Released.
Schooner	Hattie	Cotton, &c	June 21	Coast of North Carolina	Florida	New York	
Schooner	Harriet		June 16	Lat. 28°N., long. 82°W.	Tahoma	Key West	
Bark	H. McGuin		July 18	Bay St. Louis	Vincennes and Clifton	New Orleans	
Steamer	Havelock (?)		June 10	Charleston	S. Atlantic blockad'g squadron		Burnt.
Steamer	Herald	Assorted	Sept. —	At sea	Tioga	Boston	Condemned.
Steamer	Hebe		Aug. 18	Off New inlet, N. C.	Niphon and others		Destroyed.
Schooner	Herald	Assorted	Oct. 23	Off Fryingpan shoals	Calypso	Washington	Condemned.
Sloop	Hancock	do	Dec. 24	Tampa bay	Sunflower		
			1864.				
Sloop	Hope	Cotton	Feb. 4	Jupiter inlet	Beauregard	Key West	
Sloop	Hannah	do	Mar. 11	Off Mosquito inlet	do	do	
Schooner	Henry Colthurst	Powder	Feb. 20	San Luis Pass	Virginia	New Orleans	
Steamer	Hattie	Assorted	Mar. 14	Near St. John's, Fla	Daffodil and others		Taken into govern't serv'e
Steamer	Hard Times	Lumber	Mar. —	St. Mary's river	Para		Do. do.
Sloop	Hope	Cotton and tobacco	July 10	Sapelo sound	Ladona		
Steamer	Hope	Machinery	Oct. 22	Off Wilmington	Eolus		
Rebel steamer	Hampton			Richmond, Va.			Destroyed by the rebels. Mounted two guns.
Gunb't unfinished.	Halifax			Roanoke river, N. C.	Naval expedition	Philadelphia	
			1861.				
Schooner	Industry	Hay, &c	May 15	Hampton roads	Minnesota		Vessel released.
Schooner	Iris	Naval stores	May 27	do	do	Washington	Released.
Schooner	Island Belle	Sugar and molasses	Dec. 31	Bull's Island light	Augusta	Philadelphia	Do.
			1862.				
Schooner	Isabel or W. R. King	Sugar, &c	Feb. 1	Atchafalaya bay	Montgomery	Key West	Condemned.
Brig	Intended	Salt, &c	May 1	New inlet, N. C.	Jamestown	Philadelphia	Do.
Schooner	Ida	Assorted	July 12	Lat. 26° N., long. 76° W.	Meroedita	Key West	Do.
			1863.				
Schooner	Ida		Mar. 4	Charlotte harbor, Fla.	J. S. Chambers	do	Vessel burnt.
Schooner	Inez	Salt, &c	April 18	Indian River inlet	Gem of the Sea		Vessel destroyed.

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Schooner	Isabel		May 18	Mobile	R. R. Cuyler		Burnt.
Brig	Isabella Thompson	Cotton, &c	June 19	Lat. 41° N., long. 67° W	United States	New York	Released.
Sloop	Isabella	None	May 22	Wacassassa bay	Fort Henry	Key West	
			1864.				
English schooner	Indian		April 10	At sea	Vicksburg	Washington	
Steamer	Isabel	Munitions of war	May 28	Off Galveston	Admiral	New Orleans	
Steamer	Ivanhoe		July 4	Off Mobile	Fleet off Mobile		Chased ashore & destroy'd.
Steamer	Ida	Cotton	July 8	Sapelo sound	Sonoma		Taken by government.
			1861.				
Schooner	J. H. Etheridge	Tobacco	May 15	Hampton roads	Minnesota		Released.
Schooner	John Hamilton	None	July 5	....do	Daylight, &c	Washington	
Schooner	Jane Wright		Aug. 2	Potomac river	Thomas Freeborn		Destroyed.
Schooner	Julia	Drugs, &c		Beaufort, N. C.	Cambridge	Boston	Condemned.
Schooner	Joseph H. Toone	Arms, &c	Oct. 1	Brrrataria bay	South Carolina	New York	Do.
Schooner	Judith		Sept. 13	Pensacola navy yard	Boat expedition from Colorado		Burnt.
Bark	Jorgen Lorentzen	None	Dec. 26	Lat. 6° N., long. 37° W	Morning Light	New York	
Schooner	Jane Campbell	Assorted	Dec. 14	Beaufort, N. C.	State of Georgia	....do	Released.
			1862.				
Schooner	J. W. Wilder	Coffee, lead, &c	Jan. 20	Mobile bar	R. R. Cuyler	New York	Condemned.
Schooner	Julia	Cotton	Jan. 24	New Orleans	Mercedita, &c		Destroyed.
Schooner	Joanna Ward	....do	Feb. 24	Lat. 30° N., long. 80° W	Harriet Lane	New York	Condemned.
Schooner	J. J. McNeil	Coffee, &c	Jan. 25	Corpus Christi	Arthur	....do	Do.
Schooner	Julia Worden	Rice, corn, &c	Mar. 27	Cape Roman passage	Restless	Philadelphia	Do.
Schooner	Jesse J. Cox	Cotton, &c	Mar. 25	Mobile	Cayuga		Taken by General Butler.
Schooner	Julia	....do	May 11		Kittatinny	Key West	Condemned.
Schooner	Jane	Pig lead, &c	May 3	Lat. 26° N., long. 83° W	R. R. Cuyler	....do	Do.
Steamer	Jeff. Thompson		June 6	Memphis	Western flotilla		Sunk.
Sloop	Jeff. Davis		Mar. 14	Newbern	Vessels in sounds of N. Carolina	New York	Condemned.
Schooner	John	Corn	April 8	Pasquotank river, N. C.	Commodore Perry, &c	....do	Do.
Schooner	J. J. Crittenden	None	April 10	Newtogan creek, N. C.	....do	....do	Do.
Schooner	James Norcon	Corn	Mar. 28	Little river, N. C.	Shawsheen, &c	....do	Do.
Brig	Josephine	Cotton	July 28	Ship island, Miss	Hatteras	Philadelphia	Do.
Schooner	John Gilpin	....do		Mississippi sound	Katahdin	New York	Do.
Sloop	John Thompson	Turpentine	Sept. 2		Restless		
Schooner	J. C. Rozer	Salt	Dec. 3	Wilmington	Cambridge	Philadelphia	
			1863.				
Sloop	Julia	Salt	Jan. 8	Jupiter inlet	Sagamore	Key West	Do.
Sloop	John C. Calhoun	Contraband	Jan. 22	Chuckatuck creek	Commodore Morris		
Schooner	J. C. McCabe		Jan. 18	James river	Zouave	Washington	Do.
Schooner	John Williams	Iron, &c	Mar. 19	Lat. 26° N., long. 76° W	Octorara	Key West	
Steamer	J. D. Clark		April 8	Red river	Hartford		
Schooner	Joe Flanner	Assorted	April 24	Mobile	Pembina	Key West	
Schooner	Juniper	....do	May 4	....do	Kanawha	....do	
Sloop	Jane Adelie	Cotton	April 24	Gulf of Mexico	De Soto	....do	
Sloop	Justina	....do	April 23	Lat. 28° N., long. 78° W	Tioga		Vessel abandoned.
Steamer	John Walsh		May 24		Yazoo Pass expedition		Burnt.
Sloop	John Wesley	Cotton	June 16	Lat. 28° N., long. 83° W	Circassian	Key West	
Schooner	Julia			Lat. 25° N., long. 76° W	Tioga	....do	
Steamer	James Battle	Cotton	July 17		De Soto, &c	....do	
Schooner	J. T. Davis	....do	Aug. 10	Rio Grande	Cayuga	New Orleans	
Steamer	Juno	Assorted	Sept. 22	Off Wilmington, N. C.	Connecticut	Boston	
Schooner	Jenny	154 bales of cotton	Oct. 6	Off RioGrande	Virginia	New Orleans	

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Names.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Schooner	Jupiter	Assorted	Sept. 13	At sea	Cimarron & Nantucket	Philadelphia	Condemned.
Schooner	Jane		Oct. —	Off Rio Brazos	Tennessee		Destroyed.
Schooner	Jenny	Cotton	Oct. 6	Coast of Texas	Virginia	New Orleans	
			1864.				
Steamer	John Scott	Assorted	Jan. 7	Off Mobile	Kennebec and others	New Orleans	Do.
Schooner	John Douglass	Cotton	Feb. 29	Off Velasco, Texas	Penobscot	....do	Do.
Sloop	Josephine	....do	Mar. 24	Savernota sound	Sunflower		
Mexican schooner	Juanita		April 11	Off San Luis Pass	Virginia		Destroyed.
Schooner	Julia A. Hodges	Stores	April 6	Matagorda bay	Estrella		Turned over to prov'st M.
Schooner	Judson	Cotton	April 30	Off Mobile bar	Conemaugh	New Orleans	
Steamer	Jupiter		June 27	At sea	Proteus	Boston	Condemned.
Sloop	Julia	Salt	....do	Off Sapelo sound	Nipsic	Key West	Appr'sd at $300; cond'md.
Schooner	James Williams	Assorted	July 12	Off Galveston	Penobscot	New Orleans	Condemned.
Schooner	John	Cotton	Sept. 11	Off Velasco	Augusta Dinsmore	....do	
Sloop	James Sandy		Oct. 28	Off Alexandria, Va.	Adolph Hugel		
Schooner	John A. Hazard	Medicines, &c.	Nov. 5	Lat. 26° N., long. 96° W	Fort Morgan	New Orleans	
			1864.				
Schooner	Julia	Assorted	Dec. 5	Near Velasco, Texas	Chocura	New Orleans	
Steamer	Julia	Cotton	Dec. 23	Alligator creek, S. C.	Acacia		
			1865.				
Schooner	Josephine	Cotton	Jan. 14	Off Brazos, St. Iago, T.	Seminole	New Orleans	
Schooner	John Hale	Lead, &c.	Feb. 3	Coast of Florida	Matthew Vassar		
			1862.				
Schooner	Kate	Salt	April 2	Wilmington	Mount Vernon		Scuttled.
Schooner	Kate	Salt, &c.	Dec. 27	St. Mark's river	Roebuck	Key West	Condemed.
			1863.				
Schooner	Kate	Assorted	Feb. 25		Potomac flotilla	Washington	
Sloop	Kate	Cotton	May 28	Point Isabel light	Brooklyn	Key West	
Sloop	Kate	Assorted	June 23	Indian river	Pursuit	....do	
Steamer	Kate	None	Aug. 1	New Inlet, N. C.	James Adger, &c.	New York	
Steamer	Kate Dale		July 14		R. R. Cuyler	Philadelphia	Do.
Steamer	Kaskaskia				Mississippi squadron	Springfield	
Sloop	Kate Dale		Oct. 16	Tampa bay	Tahoma and Adela		Destroyed.
			1861.				
Schooner	Laurie	Wood	May 4	Hampton roads	Cumberland		Vessel released.
Schooner	Lynchburg	Coffee	May 30	Chesapeake bay	Quaker City	New York	Condemned.
Schooner	Louisa	Lumber	July 4	Galveston	South Carolina		Released.
Sloop	Leon		July 25	Potomac river	Thomas Freeborn		Do.
Schooner	Louisa		Aug. 11	Cape Fear river	Penguin		Wrecked.
Schooner	Louisa Agnes	Fish	Sept. 9	Beaufort, N. C.	Cambridge	New York	Condemned.
Schooner	Lida	Coffee, cigars, &c.	Dec. 1	Off St. Simonds	Seminole	Philadelphia	Do.

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			1862.				
Schooner	Lizzie Weston	Cotton	Jan. 19		Itasca	New York	Do.
Propeller	Labuan	do	Feb. 1	Boca Chica	Portsmouth	do	Released.
Schooner	Lynnhaven		Feb. 0	Elizabeth City, N. C.	Delaware		Taken for use of gov'rnmt.
Schooner	Lion	Coffee, powder, &c.	Feb. 5	Lat. 26° N., long. 93° W	Kingfisher	Key West	Condemned.
Schooner	Lizzie Taylor		Mar. 4	Newbern	Rowan's expedition	Philadelphia	
Schooner	Lydia and Mary	Rice and corn	Mar. 9	Cape Roman passage	Restless	do	Condemned.
Schooner	Lookout	Corn	April —	Potomac river	Potomac flotilla	Washington	
Sloop	Lafayette	Cotton	April 4		Pursuit		Foundered.
Schooner	Liverpool		April 10	Georgetown	Keystone State		Burnt.
Steamer	Lewis Whitemore		May 6		Colorado	Key West	
Schooner	Lucy C. Holmes	Cotton	May 27	At sea	Santiago de Cuba	New York	Condemned.
Schooner	Lion	Shingles	Mar. 28	Pantago creek, N. C.	Delaware	Philadelphia	Do.
Schooner	La Criolla	Assorted	May 29	Charleston	Bienville	do	Do.
Steamer	Little Rebel		June 6	Memphis	Western flotilla		Abandoned.
Schooner	Louise	Cotton	June 19		Albatros	Boston	Condemned.
Schooner	Lucy	Cotton, &c.	June 20	Lat. 29° N., long. 83° W	Beauregard	Key West	Do.
Brig	Lilla	Drugs, &c.	July 3	Hole in the Wall	Quaker City	Boston	Vessel restored; cargo condemned.
Sloop	L. Rebecca	Sugar, &c.	June 21		Bohio		
Sloop	Lizzie	Assorted	Aug. 2	Coast of North Carolina	Penobscot	New York	Condemned.
Steamer	Lodona	Salt, &c.	Aug. 4	Ossabaw sound	Unadilla	Philadelphia	Do.
Schooner	Lonely Bell	Corn	Mar. 21	Powell's Point	General Putnam		Transferred to the army.
Schooner	Louisa	Assorted	Aug. 23	Charleston	Bienville and Pembina	Philadelphia	Condemned.
Bark	La Manche	Tobacco	do	Lat. 38° N., long. 69° W	Ino	Boston	Released.
Schooner	Lavinia	Turpentine	Aug. 27	Lat. 27° N., long. 76° W	Santiago de Cuba	Key West	Condemned.
Schooner	Lilly	Powder, &c.	Aug. 31	At sea	W. G. Anderson	do	Do.
Schooner	Levi Rowe	Salt	Nov. 30	New inlet	Mount Vernon	New York	Do.
			1863.				
Steamer	Landis		Jan. 19	New Orleans, La.	Admiral Farragut's fleet		Appraised at $20,000.
Steamer	Little Magruder		Jan. 8	White House	Mahaska, &c.		Destroyed.
Schooner	Lightning	Assorted	Mar. 15		Bienville	Philadelphia	
Sloop	Laura Dudley	do	April 27	Lat. 27° N., long. 86° W	McClellan	Key West	
Schooner	Ladies' Delight	do	May 14	Urbana, Va.	Currituck, &c.	Washington	Condemned.
Schooner	Linnet	do	May 21	Lat. 26° N., long. 84° W	Union	Key West	
Steamer	Lady Walton		June —	White River	Naval boat expedition	Springfield	
Steamer	Lizzie	Assorted	July 15	Lat. 27° N., long. 75° W	Santiago de Cuba	Philadelphia	Condemned.
Schooner	Lady Maria	Cotton	July 6	Bay Port, Fla.	De Soto and others	Key West	
Steamer	Louisville			Red river	Red river expedition		Taken into service.
Sloop	Last Trial	Salt	Oct. —		Beauregard	Key West	
Steamer	Lizzie Davis	Lead, &c.	Sept. 16	Lat. 25° 58′ N., long. 85° 11′ W	San Jacinto		
Steamer	Leviathan		Sept. 22	Off Southwest Pass	De Soto	New Orleans	
			1864.				
Steamer	Laura	Merchandise	Jan. 18	Ockockney river	Stars and Stripes	Key West	
Boat	Lydia	Cotton and turpentine	Feb. 4	Jupiter inlet	Beauregard	do	
Schooner	Louisa	Munitions of war	Feb. 11	Off Brazos River Pass	Queen	New Orleans	Condemned.
Schooner	Linda	Assorted	Mar. 11	Off Mosquito inlet	Beauregard and Norfolk packet	Key West	
Schooner	Lilly	do	Feb. 28	Off Velasco, Texas	Penobscot	New Orleans	
Schooner	Lauretta	Salt	Mar. 1	Off Indian river	Roebuck	Key West	
English schooner	Lilly		April 17	Off Velasco	Owasco	New Orleans	Do.
English schooner	Laura		April 21	do	do	do	Do.

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Names.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1864.				
Sloop	Last Resort	Cotton	June 30	Jupiter inlet	Roebuck		
Steamer	Little Ada	Assorted	July 9	At sea	Gettysburg	Boston	
Steamer	Lilian	Cotton	Aug. 24	....do	Keystone State and others	....do	
Steamer	Lynx		Sept. 25	Off New inlet, N. C.	Niphon and others		Destroyed.
Steamer	Lucy	Cotton, &c	Nov. 2	Lat. 32° 40′ N.; long. 77° 48′ W.	Santiago de Cuba	Boston	
Schooner	Louisa	Assorted	Oct. 15	Off San Luis Pass	Mobile	New Orleans	Condemned.
Schooner	Louisa	....do	Oct. 12	Near Aransas Pass	Chocura	....do	
Steamer	Lady Sterling	Cotton	Oct. 31	Off Wilmington	Calypso. Eolus. Fort Jackson	New York	
Schooner	Louisa	Assorted	Oct. 12	Off Aransas Pass, Texas	Chocura	New Orleans	
Schooner	Lucy	Assorted	Oct. 21	Off Bayport, Fla.	Sea Bird	Key West	
Sloop	Little Elmere	....do	Nov. 9	Mobjack bay, Va.	Stepping Stones		
Schooner	Lone	Medicines, &c	Nov. 6	Lat. 28° N., long. 95° W.	Fort Morgan	New Orleans	
Schooner	Louisa		Nov. 24	Bar of St. Bernard	Chocura		Totally wrecked.
Schooner	Lowood	Cotton	Dec. 4	Near Velasco, Texas	....do	New Orleans	
Schooner	Lady Hurley	Assorted	Dec. 6	Off Velasco, Texas	....do	....do	
			1865.				
Schooner	Lilly	Bagging and salt	Jan. 6	Off Galveston, Texas	Metacomet	....do	
Schooner	Louisa	Crockery, &c	Feb. 18	Arkansas Pass, Texas	Penobscot		Set on fire and sunk.
Schooner	Lecompte		May 25	Galveston, Texas	Cornubia		Armed picket schooner.
Steamer	Lady Davis			Charleston, S. C.			Taken into service.
			1861.				
Schooner	Mary and Virginia	Coal	May 4	Hampton Roads	Cumberland		Vessel released.
Schooner	Mary Willis	Tobaccco	May 14	....do	Minnesota		Released.
Schooner	Mary	....do	May 15	....do	....do		Do.
Schooner	Mary Clinton	Rice, &c	May 30	Mouth of Mississippi	Powhatan	New York	
Schooner	McCanfield	Lumber	July 4	Galveston	South Carolina		Released.
Schooner	Mary	None	July 13	North Carolina	Roanoke		Destroyed.
Schooner	Monticello		July 26	Rappahannock river	Daylight		Restored.
Longboat	Morning Star			Potomac river	Freeborn	Washington	
Schooner	Mary Alice		Aug. 3		Wabash	New York	$2,128 57 salvage awarded by the court.
Bark	Macao	Coffee	Sept. 5	Mouth of Mississippi	Brooklyn and St. Louis	Philadelphia	Condemned.
Schooner	Mary Wood	Salt, &c	Sept. 9	Hatteras inlet	Pawnee	....do	Do.
Schooner	Mary E. Pindar		Sept. 22		Gemsbok		Never reached port.
Schooner	Mabel	Contraband	Nov. 15	Lat. 31° N., long. 80° W.	Dale	Philadelphia	Condemned.
			1862.				
Schooner	Major Barbour	Powder, &c	Jan. 28	Racoon Point, La	De Soto	New York	Do.
Schooner	Mars	Salt	Feb. 5	Fernaudina	Keystone State	....do	Do.
Sloop	Mary Lewis		Jan. 25	Mantle river, Fla	Kingfisher and others		

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Sloop	Margaret, *alias* William Henry.	Cotton	Feb. 6	Isle au Briton	Sciota	Key West	Condemned.
Steamer	Magnolia	do	Feb. 19	Pass a l'Outre	Brooklyn and others	do	Do.
Pilot boat	Mary Olivia		April 2	Apalachicola	Mercedits, &c		Burnt.
Schooner	Monterey	None	April —	Potomac river	Potomac river	Washington	
Schooner	Mersey	Salt, coffee	April 26	Lat. 31° N., long. 79° W.	Santiago de Cuba	New York	Condemned.
Schooner	Maria	Salt, cigars, &c	April 30	Charleston	do	do	Do.
Schooner	Magnet	Cotton		Fernandina	DuPont's expedition		
Schooner	Mary Teresa	Drugs, &c	May 10	Charleston	Unadilla	New York	Condemned.
Schooner	Magnolia	Cotton	May 1	Berwick bay	Hatteras	Key West	Do.
Sloop	Monitor		June —	Piankatank river	Anacostia	Washington	Released.
Schooner	Mary Stewart	Salt, &c	June 3	Santee river	Gem of the Sea	New York	Condemned.
Schooner	Morning Star	Salt, acids, &c	June 27	Frying Pan shoals	Bienville	Philadelphia	Do.
Steamer	Modern Greece	Munitions of war	do	Near Fort Fisher	Cambridge, Stars and Stripes		Destroyed.
Steamer	Memphis	Cotton, resin	July 31	At sea	Magnolia	New York	Condemned.
Schooner	Mail		Aug 1		Freeborn		
Schooner	Mary Elizabeth	Salt, fruit, &c	Aug. 24	Wilmington	Stars and Stripes, &c	Philadelphia	Do.
Schooner	Monte Christo	Cotton	July. 10	Coast of Texas	Arthur		Vessel destroyed by the rebels.
Schooner	Mary Ann				Kensington, &c		Burnt.
Sloop	Mustang		Feb. —	Coast of Texas	Arthur		Abandoned.
Schooner	Maria	Assorted	Nov. 12	Sabine Pass	Kensington, &c	Key West	Condemned.
		Molasses, 10,170 gallons	Dec. 3	Baton Rouge	Essex		
Schooner	Mary Grey		Dec. 19		T. A. Ward	Washington	
Schooner	Mont Blanc	Salt	Dec. 25 1863.	Bahamas	Octorara		Restored.
Ship	Metropolis		Jan. 19	New Orleans, La	Admiral Farragut's fleet		Appraised at $27,000.
Ship	Milan		do	do do	do		Appraised at $24,000.
Sloop	Music		Jan. 22	Chuckatuck creek	Commodore Morris		
Sloop	Mercury	Turpentine	Jan. 4	Charleston	Quaker City	New York	Condemned.
Schooner	Matilda			Matagorda bay	Henry Janes, &c		Wrecked.
Schooner	Margaret	Cotton	Feb. 1	Lat. 27° N., long. 83° W	Tahoma, &c	Key West	Condemned.
Steamer	Moro	Pork, salt, &c	Feb. 3	Mississippi river	Queen of the West		Destroyed.
Schooner	Mail		Feb. 23		Potomac Flotilla		Released.
Brig	Minna	Salt, drugs, &c	Feb. 18	Shallot inlet	Victoria	New York	Condemned.
Brig	Magicienne		Jan. 28	Lat 22°N., long. 28° W.	Onward		
Schooner	Mary Jane	Salt, soap, &c	Mar. 24	Wilmington	State of Georgia, &c	New York	Condemned.
Schooner	Minnie	Cotton	April 6	Lat. 26° N., long. 82° W.	Huntsville	Key West	
Schooner	Mattie	Coffee, salt, &c	April 13	Lat. 23° N., long. 83° W.	Annie	do	
Schooner	Maggie Fulton	General	April 8	Indian river inlet	Gem of the Sea	do	
Brig	Minnie	Salt	April 20	Bull's bay	Ladona	Philadelphia	
Schooner	Major E. Willis		April 19	Charleston	Powhatan	do	Condemned.
Schooner	Martha Ann	Assorted	April 24	Chesapeake bay	Western World, &c	Washington	Do.
		Merchandise, lot of	May 13-14	Urbana, Va	Currituck, &c	do	
Schooner	Maria Bishop	Cotton	May 17	At sea	Courier	New York	
Schooner	Mignionette	Sutler's stores	May 19	Piney Point	Sophronia	Washington	
		Money, $10,455	June 1	Lawson's bay, Va	Primrose, &c	do	
Schooner	Mississippian	Cotton	May 19	Gulf of Mexico	De Soto	Key West	
Steamer	Mobile			Yazoo City	Yazoo Pass expedition		Burnt.
Steamer	Magnolia				do		Destroyed.
Schooner	Mary June		June 18	Clearwater harbor	Tahoma		Do
Schooner	Miriam	Cotton	do	Brazos Santiago	Itasca		

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Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Steamer	Merrimack	Turpentine, &c.	July 24	New inlet, N. C.	Iroquois	New York	Taken into naval service.
Steamer	Massachusetts		July 2	Baltimore, Md.	Yankee	Fort McHenry	
Sloop	Music	Assorted	Sept. 17	Potomac river	Adolph Hugel	Washington	
Steamer	Montgomery	do	Sept. 13	Lat. 28° 32′ N., long. 89° 12′ W.	De Soto	New Orleans	
Schooner	Mack Canfield	Cotton	Aug. 25	Rio Grande	W. G. Anderson	do	
Schooner	May	Cargo of			Cœur de Lion, &c.	Washington	Condemned.
British steamer	Mail	Cotton and specie	Oct. 15	At sea	Honduras and others	Key West	
British steamer	Martha Jane	do	Oct. 20	Near Cedar Keys	Anne, tender to Fort Henry	do	Do.
Steamer	Margaret and Jessie		Nov. 5	Off Wilmington	Keystone State and others	New York	Do.
Schooner	Matamoras	Assorted	Nov. 4	Off Rio Grande	Owasco and Virginia		
Schooner	Marshal J. Smith	Cotton	Dec. 9	Off Mobile	Kennebec	New Orleans	
Schooner	Maria Alberta		Nov. 27	Bayport, Florida	Two Sisters, tender to San Jacinto.	Key West	Do.
Sloop	Magnolia	Spirits and medicines	Dec. 16	Lat. 26° 15′ N.; lon. 82° W.	Ariel, tender to San Jacinto	do	Do.
Schooner	Mary Ann	Cotton	Nov. 26	Lat. 26° 22′ N.; lon. 97° W.	Antona		Destroyed.
Steamer	Minna	Assorted	Dec. 9	Lat. 23° 48′ N.; lon. 78° 3′ W.	Circassian	Boston	Condemned.
Schooner	Mary Campbell		Nov. 14	Near Pensacola	Bermuda	Pensacola	
			1864.				
Steamer	Mayflower	Cotton	Jan. 13	Sarasope Pass, Fla	Union	Key West	
Schooner	Minnie	Assorted	Jan. 15.	Mosquito inlet	Beauregard	do	
Sloop	Maria Louise	Cotton	Jan. 10	Jupiter inlet	Roebuck	do	
Sloop	Mary	do	Jan. 19	do	do	do	
Schooner	Mary Ann	do	Mar. 6	Off Wilmington	Grand Gulf	Boston	Condemned.
British schooner	M. P. Burton	Iron and shot	Mar. 11	Lat. 28° 50′ N.; lon. 95° 5′ W.	Aroostook		
Schooner	Marion	Assorted	Mar. 12	Gulf of Mexico	do		
Schooner	Mary Sorley	Cotton	April 4	Off Galveston	Sciota	New Orleans	Do.
Schooner	Maudoline	do	April 13	Atchafalaya bay	Nyanza	do	
British schooner	Maria Alfred	Assorted	do	Lat 28° 50′ N; lon. 95° 5′ W.	Rachel Seaman	do	
English steamer	Minnie	Cotton, gold, tobacco, &c.	May 9	Lat. 34 N.; lon. 75° 28′ W.	Connecticut	Boston	Do.
English schooner	Miriam		April 29	Lat. 25° 25′ N.; lon. 84° 30′ W.	Honeysuckle		
Schooner	M. O'Neill		May 5	Off Washington, N. C.	Valley City		Taken into service.
Steamer	Matagorda		July 8	Off coast of Texas	Kanawha and others		Destroyed.

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Steamer	Matagorda	Cotton	Sept. 10	Lat. 22° 50′ N.; lon. 85° 47′ W.	Magnolia	Boston	
Schooner	Mary Bowers		Oct. 29	Off Charleston, S. C.	South Atlantic Block. Squadron		Destroyed.
Schooner	Medera	Cotton	Dec. 8	Pascagoular bar	J. P. Jackson and Stockdale	New Orleans	
Schooner	Mary	Cotton, &c	Dec. 3	Lat 32° N., long. 78° W	Mackinaw		
Sloop	Mary Ann	Cotton	Dec. 8	Off Pass Cabello, Texas	Itasca	New Orleans	Sloop destroyed. Cotton sent to New Orleans.
Schooner	Morris	do	Dec. 19	Gulf of Mexico	Pocahontas	do	
			1865				
Schooner	Mary Ellen	In ballast	Jan. 3	Off Velasco, Texas	Kanawha	New Orleans	
Schooner	Matilda	Cotton, &c	Feb. 11	Off Pass Cabello, Texas	Penobscot	do	
Schooner	Mary Agnes	Cordage, wines, &c	Feb. 18	Aranasa Pass, Texas	do		Set on fire and sunk.
Schooner	Matilde	Rope, liquors, &c	Feb. 11	Near Pass Cabello, Tex	do	New Orleans	
Schooner	Malta	Cotton	Mar. 3	Bayou Vermillion, La	Glide		
Schooner	Mary	Shoes, rum, &c	Mar. 16	Indian river, Fla	Pursuit	Key West	
Steamer	Morgan						Rebel gunboat surrendered by Com. Farrand, (reb.)
Steamer	Mab			Charleston, S. C			Taken into service.
Iron-clad (rebel)	Missouri		June 3	Red river			Surrender'd June 3, 1865, to naval forces. Appraised at $100, 000.
Steamer	Mary T. Cotton		do	do			Surrender'd June 3, 1865, to naval forces. Appraised at $56, 000.
			1861.				
Ship	North Carolina	In ballast	May 14	Hampton Roads	Minnesota	New York	Condemned.
Brig	Nahum Stetson	Specie, $2, 000	June 19	Mouth Mississippi river	Brooklyn, &c	Key West	Do.
			1862.				
Schooner	Napoleon	Cotton, &c	Mar. 14	Newbern	Rowan's expedition	New York	Do.
Schooner	New Island		April 2	Apalachicola	Mercedita, &c		Burnt.
Schooner	Newcastle	Turpentine, &c	May 11	Lat. 23° N., long. 83° W	Bainbridge	Key West	Condemned.
Sloop	New Eagle	Cotton	May 15	Coast Cuba	Sea Foam	New York	Do.
Steamer	Nassau	Rifles, &c	May 28	Wilmington	State of Georgia, &c	do	Do.
Brig	Napier	Salt	July 29	do	Mount Vernon, &c	Philadelphia	Do.
Schooner	Nathaniel Taylor		April 8	Pasquotank river, N. C	Commodore Perry, &c	New York	Do.
Schooner	Nellie	Drugs, &c	Sept. 23	Ossabaw sound, Ga	Alabama	Philadelphia	Do.
Schooner	Nonsuch	Coffee, &c	Dec. 1	Bahama Banks	Tioga	Key West	Do.
Steamer	Neustra Sonora de Regla		do	Port Royal	General Sherman, &c		Restored.
Steamer	Naniope	Sugar, &c	do		Diana		
			1863.				
Steamer	Nashville		Feb. 28	Fort McAllister	Montauk		Destroyed.
Steamer	Nicolai 1st	Ammunition, &c	Mar. 21	Cape Fear river	Victoria, &c	New York	Condemned.
Sloop	Neptune	Cotton	April 19	Charleston	South Atlantic Block. Squadron	do	
Schooner	Nellie	do	Mar. 29	Port Royal	South Carolina	do	
Schooner	New Year	Cotton, &c	April 26	Tortugas	Sagamore	Key West	
Schooner	Nymph	General	April 22	Coast of Texas	Rachel Seaman	New York	
Steamer	Natchez		May —		Yazoo Pass expedition		Destroyed.
Schooner	Nanjemoy	None	July 15	Cone river	Yankee	Washington	
Steamer	Nita	Pork, beef, &c	Aug. 17	Gulf of Mexico	De Soto	Key West	
Steamer	Neptune		June 14	Lat. 25° N., long. 85° W	Lackawanna	New York	Taken into naval service.

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1864.				
Steamer	Nutfield	Munitions of war	Feb. 4	New River inlet	Sassacus		Destroyed.
Steamer	Nan-Nan	Cotton	Feb. 24	Suwannee river	Nita		do.
Sloop	Nina	Assorted	Feb. 27	Indian river	Roebuck	Key West	
Sloop	Neptune	Cotton	May 6	Tampa Bay	Sunflower	New York	Condemned.
Steamer	Night Hawk		Sept. 29		Niphon		Destroyed.
Schooner	Neptune	In ballast	Nov. 19	Off Brazos de Santiago, Texas.	Princess Royal	New Orleans	
			1865.				
Steamer	Nansemond		April —	Richmond, Va.			Destroyed by rebels to prevent capture.
Iron-clad (rebel)	Nashville		May 10				Surrendered by Com. Farraud, (rebel.)
			1861.				
Bark	Octavia		May 16	Hampton Roads	Star		Released.
Schooner	Olive Branch	Turpentine	June 23	Mississippi sound	Massachusetts	Key West	
Schooner	Ocean Wave	Coffee	Sept. 9	Hatteras inlet	Pawnee	Philadelphia	Condemned.
Pungy	Ocean Wave		July 18	Potomac river	Resolute	Washington	
Schooner	Olive	Lumber	Nov. 22	Mississippi sound	New London, &c	New York	Do.
Sloop	Osceola	None	Dec. 9	....do	....do	....do	Do.
			1862.				
Schooner	Olive Branch	Turpentine	Jan. 21	Coast of Florida	Kingfisher, &c	Key West	Do.
Schooner	Ocilla		Jan. 10	Cedar Keys	Hatteras		Destroyed.
Sloop	O. K		Feb. —	....do	Santiago de Cuba		Swamped.
Steamer	Old North State		Mar. 14	Newbern	Rowan's expedition		Taken for use of govern't.
Sloop	Octavia	None	April 2	Appalachicola	Mercedita	Key West	Condemned.
Schooner	Orion	Assorted	July 24	Lat. 22° N., long. 87° W	Quaker City	....do	Do.
Steamer	Ouachita	Arms, &c	Oct. 14	Coast of Carolina	Memphis	New York	Do.
Schooner	Orion		Dec. —		Calhoun		
			1863.				
Barkantine	Ocean Eagle		Jan. 19	New Orleans	Admiral Farragut's fleet		Appraised at $9,000.
Schooner	Odd Fellow	Turpentine, &c	April 15	Little River inlet, N. C	Monticello	New York	Condemned.
Schooner	Oliver S. Breeze		May 16	Anclote Key	Two Sisters		
Steamer	Ocouee	Cotton	Aug. —	Near Savannah			Sunk.
British schooner	Ocean Bird	Salt	Oct. 23	Off St. Augustine inlet	Norfolk packet	Port Royal	Cargo condemned.
			1864.				
Sloop	Oscar	Cotton	May 1	Lat. 26° 5′ N.; long. 83° 20′ W.	Fox, tender to S. Jacinto	Key West	
English schooner	O. K	Assorted	April 27	Coast of Florida	Union	....do	
Schooner	Oramoneta	Munitions of war	April 18	Off St. Augustine, Fla.	Beauregard		
Schooner	Oregon		Aug. 24	Biloxi bay	Narcissus	New Orleans	
			1861.				
Bark	Pioneer	Salt	May 25	Hampton Roads	Minnesota	New York	Condemned.
Ship	Perthshire	Cotton	June 9	Gulf of Mexico	Massachusetts		Released.

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Bark	Pilgrim	Liquor	June 7	Pass à l'Outre	Brooklyn	Key West	Cargo restored.
Schooner	Petrel	None	July 28	Charleston	St. Lawrence		Destroyed.
Schooner	Prince Leopold		Aug. 22	New York	Collector of the port	New York	Condemned.
Schooner	Prince Alfred	Rum, sugar, &c	Sept. 28	Hatteras inlet	Susquehanna	Philadelphia	Do.
Schooner	Prince of Wales	Salt and oranges	Dec. 24	Georgetown	Gem of the Sea		Burnt.
			1862.				
Schooner	P. A. Sanders		Mar. 14	Newbern	Rowan's expedition	Philadelphia	
Schooner	Palma		do	do	do	New York	
Sloop	Pioneer		Feb. 20	Rio Grande	Portsmouth		Destroyed.
Schooner	President	Cotton	Mar. 16	Mississippi river	Owasco	Key West	Condemned.
Steamer	P. C. Wallis	Rosin, pitch, &c	April 4	Pass Christiana	Hatteras, &c		Taken by General Butler.
Sloop	Poody	Assorted	May 17	Vermillion bay	Hatteras	New Orleans	
Steamer	Patras	Powder, arms, &c	May 26	Charleston	Bienville	New York	Condemned.
Schooner	Providence	Salt, cigars, &c	May 29	do	do	Philadelphia	Do.
Schooner	Princeton	Drugs, &c	June —	Tortugas banks	Susquehanna	Key West	Do.
Schooner	Planter		May 7	Pamunkey river	Currituck	Washington	
Steamer	Post Boy		Mar. 14		Vessels in sounds of N. Carolina		
Schooner	Pathfinder		Nov. 2		Penobscot		Destroyed.
Sloop	Pointer	Assorted	Oct. 31		Reliance	Washington	Condemned.
Boat	Prize		Dec. 20		Octorara	Key West	Do.
			1863.				
Sloop	Potter	Oysters, &c	June 3	Potomac river	Currituck		Released.
Schooner	Pride	Salt, drugs, &c	June 21	Frying Pan shoals	Chocura	Washington	Condemned.
Steamer	Pearl		June 20		Tioga	Key West	
Steamer	Princess Royal	Assorted	June 29	Charleston	Unadilla, &c	Philadelphia	Do.
Steamer	Peterhoff	do	Feb. 25	St. Thomas	Vanderbilt	New York	Do.
Sloop	Petee	Salt	Mar. 10		Gem of the Sea		Destroyed.
Schooner	Pacifique		Mar. 27	St. Mark's	Stars and Stripes		Restored.
Schooner	Pushmataha	Cotton	June 13	Tortugas	Sunflower	Key West	
Steamer	Planter	Cotton, &c	June 15	Lat. 27° N., long. 86° W	Luckawanna		
Steamer	Powerful		Dec. 20	Suwannee river	Fox, tender to S. Jacinto		Destroyed.
Steamer	Phantom		Sept. 23	Near Rich inlet, N. C	Connecticut		Burnt.
			1864.				
Steamer	Presto		Feb. 2	Sullivan's island	Lehigh and others		Chased ashore and burnt.
Steamer	Pet		Feb. 16	Off Lockwood's Folly inlet.	Montgomery	Boston	
Sloop	Persis	Cotton	Mar. 12	Off Wassaw sound, Ga.	Massachusetts and others		Unseaworthy.
Steamer	Pevensey		June 9		Newbern		Blown up.
Schooner	Pocahontas	Cotton and tobacco	July 8		Azalia and Sweet Brier	Philadelphia	
Schooner	Prince Albert		Oct. 29	Off Charleston, S. C	South Atlantic Block. Squadron		Sunk. Total loss.
Schooner	Pancha Larispa	Gunny bags, &c	Oct. 27	Off Velasco, Texas	Sciota	New Orleans	
Small Boat	Peep O'Day	Cotton		Near Indian river, Fla	Pursuit		
Steamer	Petrel	Munitions	Dec. 15	New inlet, N. C			Totally destroyed.
Sloop	Pickwick	Contraband of war	Dec. 6	Coast of Florida	Sunflower	Key West	
			1865.				
Schooner	Pet	Cotton	Feb. 7	Galveston bay	Boat expedition		
Sloop	Phantom	Iron, liquors, &c	Mar. 3	Suwannee river	Honeysuckle	Key West	
Steamer	Philadelphia		Jan. —	Sounds of N. C			
Steamer (rebel)	Patrick Henry		April —	Richmond, Va			Destroyed by the rebels to prevent capture.
			1863.				
Ram	Queen of the West		April —	Red river, Ark	Estrella, &c		Destroyed.

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1861.				
Schooner	Ring Dove	Iron, &c	July 16	Eastern Shore, Md	Potomac flotilla		Released.
Sloop	Richard Lacey	Wood		Potomac river	Thomas Freeborn	Washington	
Schooner	Remittance	Tobacco, &c	Aug. 28	do	Yankee	do	
Schooner	Revere	Salt, fish, &c	Sept. 10	Beaufort, N. C.	Cambridge	Boston	Condemned.
Schooner	Reindeer	Salt			Dart		Scuttled.
Armed rebel sch'r.	Royal Yacht	Fire-arms	Nov. 7	Galveston	Expedition from Santee		Vessel burnt.
			1862.				
Sloop	Rattler		Jan. 10	Cedar Keys	Hatteras		Destroyed.
Schooner	Rose	Cotton	April 2	Appalachicola	Mercedita, &c	Key West	Condemned.
Schooner	Reindeer	None	April 20	Potomac river	Potomac flotilla		Abandoned.
Schooner	R. C. Files	Cotton	do	Mobile	Kanawha	Key West	Condemned.
Schooner	Rebecca	Salt	May 29	Charleston	Bienville	Philadelphia	Do.
Schooner	Rowena	Lead, &c	June 6	Stono inlet	Pawnee and others	do	Do.
Schooner	Richard O. Bryan	Drugs, &c	June 4	Coast of Texas	Rhode Island	Boston	Do.
Schooner	Resolution	Wood	April 4	Pass Christian	Hatteras		Transferred to the army.
Schooner	Reindeer	Cotton	July 9	Coast of Texas	Arthur	New York	Condemned.
Steamer	Reliance	do	July 21		Huntsville	Key West	Do.
Schooner	Rambler	do.	Sept. 9	Lat. 28° N., long. 94° W	Connecticut	Ship Island	
Schooner	Rising Sun		Sept. 5		Wyandank	Washington	Do.
Schooner	Revere	Salt, &c	Oct. 11	Cape Fear river	Monticello, &c	New York	Do.
Brig	Robert Bruce	Shoes, &c	Oct. 22	Shallot inlet, N. C	Penobscot	do	Do.
Schooner	Reindeer	Cotton	Sept. 17		W. G. Anderson	do	Do.
Schooner	Racer	Salt	Oct. 30	New inlet, N. C	Daylight		
			1863.				
Schooner	Rising Dawn	Salt	Jan. 10		Octorara	Key West	Released.
Sloop	Richards	Salt, coffee, &c	Feb. 1	Bocos Grande	Two Sisters	do	
Schooner	Rowena				New Era		
Steamer	Rose Hamilton		Feb. 12	Carson's landing	Conestoga, &c		
Sloop	Relanpago	Coffee, &c	Mar. 4	Charlotte harbor, Fla	J. S. Chambers	Key West	
Sloop	Rosalie	Assorted	Mar. 16	Lat. 26° N., long. 76° W	Octorara	do	Condemned.
Sloop	Ranger	Powder, &c	Mar. 25	Crystal river	Fort Henry, &c	do	
Schooner	Rising Dawn	Salt, &c	do	New inlet	Mount Vernon, &c	New York	Do.
Schooner	Royal Yacht	Cotton	April 15	Galveston	W. G. Anderson	Key West	
Schooner	Ripple	do	May 18	Mobile	Kanawha	do	
Schooner	Rapid	do	April 24	Gulf of Mexico	De Soto	do	
Steamer	R. J. Lockland		May 24		Yazoo Pass expedition		Burnt.
Ram	Republic			Yazoo City	do		Do.
Sloop	Richard Vaux	Old iron, &c	June 20	Potomac river	Primrose	Washington	
Schooner	Rebekah		June 18	Lat. 27° N., long. 83° W	J. S. Chambers	Key West	
Sloop	Relempago	Assorted	July 14	Lat. 25° N., long. 82° W	Jasmine	do	
Schooner	Revenge	Sugar, &c	July 21	Calcasieu	Owasco		Destroyed.
Schooner	Renshaw		July —	Washington, N. C	Louisiana		

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Sloop	Richard	Cotton	Aug. 31	Charlotte harbor	Gem of the Sea	Key West	
Schooner	Robert Knowles		Sept. 15		Cœur de Leon	Washington	
Steamer	R. E. Lee, for'rly Giraffe	Munitions of war	Nov. 9	Off Wilmington	James Adger	Boston	
British schooner	Ring Dove	Salt, &c	Dec. 17	Off Indian river, Fla	Roebuck	Key West	Condemned.
Mexican schooner	Raton del Nilo	Coffee, sugar, &c	Dec. 3 1864.	East of Padre island, Texas.	New London	New Orleans	
Steamer	Rosita	Assorted	Jan. 28	Gulf	Western Metropolis		
Schooner	Roebuck	....do.	Jan. 7	Lat. 26° 23' N.; long. 83° 59' W.	San Jacinto		
Steamer	Ranger		Jan. 11	Near Lockwood's Folly inlet.	Minnesota and others		Destroyed.
Sloop	Racer	Cotton	Jan. 31	Off Cape Canaveral	Beauregard	Key West	
Schooner	Rebel	Assorted	Feb. 29	Indian river	Roebuck	....do	
Sloop	Rosina		April 13	San Luis Pass	Virginia		Do.
Sloop	Resolute	None	May 12	Cape Canaveral	Beauregard	Key West	
Steamer	Rose	Assorted	June 2	Off Georgetown	Wamsutta		Run ashore and destroyed.
British schooner	R. S. Hood		June 9	Lat. 28° 2' N.; long. 77° W	Proteus	Key West	
British steamer	Rouen		July 2	Lat. 32° 50' N.; long. 75° 40' W.	Keystone State	Boston	
Sloop	Racer		Aug. 2	Off Bull's bay	Hope	Beaufort	
Sloop	Reliance	Assorted	Nov. 9 1865.	Mobjack bay, Va	Stepping Stones		
Steamer	Ruby	Lead, &c	Feb. 27	At sea	Proteus	New York	
Schooner	Rob Roy		Mar. 2	Steinhatchie river, Fla	Fox		Run ashore and burnt.
Iron-clad (rebel)	Richmond		April —	Richmond, Va			Destroyed by rebels to prevent capture.
Iron-clad (rebel)	Roanoke		April —	Richmond, Va			Destroyed by rebels to prevent capture.
Brig	R. H. Vermilyea	Coffee, shoes, &c	Mar. 12 1861.	Lat. 27° N., long. 96° W.	Quaker City		
Schooner	Soledad Cos	Coffee	Sept. 11	Galveston	South Carolina	New York	Condemned.
Schooner	Sarah and Mary	Coal	May 1	Hampton roads	Cumberland		Vessel released.
Bark	Star	Tobacco	May 17	....do	Minnesota	New York	
Schooner	Savannah	None	June 3	Charleston	Perry	....do	Condemned.
Bark	Sallie Magee	Coffee, &c	June 26	Hampton roads	Quaker City	....do	Do.
Schooner	Sally Mears		July 1	....do	Minnesota	Washington	Do.
Schooner	Sam Houston	In ballast	July 7	Galveston	South Carolina		
Schooner	Shark	Assorted	July 4	....do	....do	New York	Do.
Bark	Solferino		June 26	Rattlesnake shoals	Vandalia, &c		Released.
Schooner	Sarah Starr	Turpentine	Aug. 3	Wilmington	Wabash	New York	Condemned.
Schooner	Susan Jane	Assorted	Sept. 10	Hatteras inlet	Pawnee	Philadelphia	Do.
Schooner	San Juan	Salt, sugar, &c	Sept. 28	....do	Susquehanna	....do	Do.
Schooner	Specie	Rice	Oct. 12	Lat. 31° N., long. 80° W.	Dale	....do	Do.
Steamer	Salvor	Arms, &c	Oct. 13	Tortugas	Keystone State	....do	Do.
Schooner	Somerset		June 8	Maryland	Resolute		Destroyed.
Schooner	S. T. Garrison				Louisiana		Released.
Schooner	Sarah and Caroline	Turpentine	Dec. 11 1862.	St. John's river	Bienville	New York	Condemned.
Schooner	Stephen Hart	Arms, &c	Jan. 29	Lat. 24° N., long. 82° W.	Supply	New York	Do.
Schooner	Stag		Jan. 10	Cedar keys	Hatteras		Destroyed.
Schooner	Star		Feb. 8	Bayou Lafourche	De Soto		
Steamer	Sea Bird		Feb. —	Roanoke island	Rowan's expedition		Do.

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Schooner	Spitfire		Mar. —	West coast of Florida	Ethan Allen		Sunk.
Schooner	Sarah A. Falconer		Mar. 14	Newbern	Rowan's expedition	New York	
Schooner	Sarah Ann	Corn	April —	Potomac river	Potomac flotilla		Abandoned.
Schooner	Sidney C. Jones	None	do	do	do		Do.
Schooner	Sea Foam	Assorted	do	do	do		
Schooner	Southern Independence	Cotton, &c	April 10	Off Mobile	Kanawha	Boston	Condemned.
Schooner	Sarah		May 1	Bull's bay	Onward		Burnt.
Steamer	Stettin	Saltpetre, drugs, &c	May 24	Charleston	Bienville	New York	Condemned.
Steamer	Swan	Cotton and rosin	do	Lat. 23° N., long. 82° W.	Bainbridge, &c	Key West	Do.
Sloop	Sarah	Cotton	May 15	Coast of Cuba	Sea Foam	New York	Do.
Steamer	Sovereign		June 5	Memphis	Western flotilla		
Steamer	Sumter		June 6	do	do		
Schooner	Sereta		June 14	Shallow inlet, N. C	Penobscot		Burnt.
Steamer	Sarah	Cotton	June 20	Charleston	Keystone State, &c	Philadelphia	Condemned.
Steamer	Sarah	Sugar, &c	June 3	Berwick bay	Hatteras	Key West	Do.
Steamer	Susan Ann Howard		Mar. 14	Newbern	Vessels in sounds of N. C		Taken for use of govern't.
Steamer	Scuppernong	Lumber	June 9	Indian Town, N. C	General Putnam		
Steamer	Sabine		April 19			Washington	
Steamer	S. C. Jones		Aug. 11			do	Released.
Steamer	Southerner		Sept. 22	Cone river	Wyandank	do	
Steamer	Sunbeam	Arms, &c	Sept. 28	New inlet, N. C	State of Georgia, &c	New York	Condemned.
Sloop	Swan		Feb. —	Coast of Texas	Arthur		Abandoned.
Steamer	Scotia	Assorted	Oct. 24	Bull's bay	Restless	New York	Condemned.
Bark	Sophia		Nov. 4	Masonborough inlet	Daylight, &c		
Sloop	S. W. Green		Nov. 16		T. A. Ward	Washington	Do.
Steamer	Southern Merchant	Sugar, &c	Dec. —		Diana		
			1863.				
Steamer	St. Charles		Jan. 19	New Orleans, La	Admiral Farragut's fleet		Appraised at $17,000.
Steamer	Sallie Robinson		do	do	do		Appraised at $20,000.
Schooner	Silas Henry		Jan. 8		Tahoma	Key West	Condemned.
Bark	Stonewall	None	Feb. 20	Point Rosa, Florida	Julia, &c	do	Do.
Schooner	Springbok	Assorted	Feb. 3	Lat. 25° N., long. 73° W.	Sonoma	New York	Do.
Schooner	Sue	Salt, &c	Mar. 30	Little River inlet	Monticello	do	Do.
Schooner	Surprise	Cotton	Mar. 13	Lat. 26° N., long. 83° W.	Huntsville	Key West	Do.
Steamer	St. John's	Assorted	April 18	Cape Romain inlet	Stettin	Boston	Do.
Schooner	St. George		April 22	Fort Fisher, N. C	Mount Vernon, &c	New York	
Schooner	Samuel First	None	May 6	Potomac river	Dragon		Released.
Schooner	Sarah Lavinia	do	May 8	Currituman river	Primrose	Washington	Condemned.
Schooner	Sea Bird		May 13	Lat. 29° N., long. 87° W.	De Soto	Key West	
Schooner	Sea Lion	Cotton	May 9	Mobile	Aroostook, &c	do	
Sloop	Secesh	Cotton, &c	May 15	Charleston	Canandaigua	Philadelphia	Do.
Steamer	Scotland		May 24		Yazoo Pass expedition		Burnt.

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Steamer	Star of the West				do		Sunk.
Schooner	Star	None	May 30	Brazos Santiago	Brooklyn	Key West	
Schooner	Sea Drift	Drugs, &c.	June 22	Matagorda island	Itasca	do	
Schooner	Statesman		June 6	Tampa, Florida	Tahoma	do	
Schooner	Sarah		May 28	Great Wicomico	Satellite		Destroyed.
Sloop	Southern Star	Turpentine	Aug. 6	St. Martin's reef	Fort Henry	Key West	
Schooner	Southern Rights	Assorted	Aug. 8	Gilbert's bar	Sagamore		
Schooner	Shot	do	do	do	do	Key West	
Steamer	Sir Wm. Peel	Cotton	Aug. —	Off Rio Grande	Seminole	New Orleans	
Steamer	St. Mary's			Yazoo City	Mississippi squadron		Taken into naval service.
Steamer	Spaulding	Assorted	Oct. 8	Lat. 31° N., long. 80° W	Union	Philadelphia	
Steamer	Scottish Chief		Oct. 16	Tampa bay	Tahoma and Adela		Destroyed.
British bark	Saxon		Oct. 30	Coast of Africa	Vanderbilt	New York	
British schooner	Sallie	Salt	Dec. 20	Off Wilmington	Connecticut	Washington	
Bark	Science	Assorted	Nov. 5	Off Rio Grande	Owasco and Virginia		
			1864.				
British schooner	Silvanus		Jan. 2	Doboy sound, Ga	Huron		Chased ashore.
English schooner	Susan	Salt	Jan. 11	Off Jupiter inlet	Roebuck	Key West	
Schooner	Swift	Salt fish	Feb. 9	Wassaw sound	Patapsco		
Steamer	St. Mary's	Cotton	do	St. John's river	Norwich and others		Destroyed.
Steamer	Spunky		do	Fort Caswell, N. C			Wrecked.
Schooner	Stingray	Cotton	Feb. 29	Off Velasco, Texas	Penobscot	New Orleans	Condemned.
Steamer	Scotia	180 bales of cotton	Mar. 1	Lat. 32° 34′ N., long. 77° 18′ W,	Connecticut	Boston	Do.
Schooner	Sophia	Assorted	Mar. 3	Altamaha sound, Ga	Dan Smith and others	Washington	Abandoned on way to Washington; portion of cargo saved.
Schooner	Sylphide	do	Mar. 9	Off coast of Texas	Virginia	New Orleans	Condemned.
Sloop	Swallow	Cotton, &c	Mar. 20	Off Elbow light	Tioga	Boston	
Schooner	Spunky	Cotton	April 7	Off Cape Canaveral	Beauregard	St. Augustine	
Steamer	Siren	Liquors, &c	June 5	South of Cape Lookout	Keystone State	Washington	
Sloop	Sarah Mary	Cotton	June 26	Mosquito inlet	Norfolk packet	Philadelphia	
Steamer	Selma		Aug. 5	Mobile bay	W. Gulf blockading squadron		Taken into naval service.
Schooner	Sea Witch	Coffee, &c	Dec. 31	Lat. 27° N., long. 93° W	Metacomet	New Orleans	
Schooner	Sybil	Cotton	Nov. 21		Iosco	New York	
Steamer	Susanna	do	Nov. 27	Off Campeachy banks	Metacomet	Philadelphia	
Schooner	Sorts	do	Dec. 10	Anclote keys	O. H. Lee	Key West	
			1865.				
Steamer	Stag	Arms, shoes, &c	Jan. 19	Cape Fear river	Malvern and others	New York	
Steamer	Syren	Assorted	Feb. 18	Charleston, S. C	Gladiolus and others	Boston	
Schooner	Salvador	do	Feb. 25	At sea	Marigold		
Schooner	Sort	do	Feb. 28	Cedar keys, Fla	Honeysuckle	Key West	
Brig	Sarah M. Newhall			S. A. squadron		New York	Released.
Steamer (rebel)	Shrapnell		April —	Richmond, Va			Destroyed by rebels to prevent capture.
Steamer (rebel)	Spray					Key West	Surrend'ed at Tallahassee.
			1861.				
Schooner	Theresa C	Cotton	May 4	Hampton roads	Cumberland		Vessel released.
Schooner	Tropic Wind		May 20	do	Minnesota		Released.
Schooner	Tros Freres	Iron	June 23	Mississippi sound	Massachusetts	Key West	
Schooner	Tom Hicks	Lumber	July 9	Galveston	South Carolina		Vessel sunk.
Schooner	T. J. Chambers	do		do	do	Pensacola	

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1861.				
Schooner	Teaser		July 5	Potomac river	Dana		Released.
Sloop	T. J. Evans	Pistols, &c	Sept. 1	Chesapeake bay	do	Washington	Do.
Ship	Thomas Watson	Salt	Oct. 15	Charleston	Roanoke, &c		Burnt.
Sloop	T. W. Riley		Nov. 6	Rappahannock river	Cambridge		Do.
			1862.				
Spanish bark	Teresita	Assorted	Jan. 30	Yucatan bank	Kingfisher	Key West	
Schooner	Theo. Stoney	Rice	Feb. 14	Bull's bay	Restless		Do.
Steamer	Tubal Cain	Contraband	July 24	Lat. 31° N., long. 78° W.	Octorara	New York	Condemned.
Schooner	Telegraph						
Tug	Teaser		July 4	James river	Maratanza		Taken for use of govern't.
Schooner	Troy	Cotton	Aug. 13	Sabine Pass	Kensington	New York	Condemned.
Sloop	Thomas Reilly		Oct. —	Quantico creek	Freeborn	Washington	Do.
Schooner	Two Sisters	Gunny bags, &c	Sept. 21	Rio Grande	Albatross	Key West	Do.
Schooner	Theresa	Salt, &c	Sept. 4	Lat. 29° N., long. 93° W.	W. G. Anderson	do	Do.
Schooner	Trier	General	Oct. 28		Sagamore	do	Do.
	Tobacco, 4 boxes			Mobjack bay	Crusader		Taken for use of govern't.
			1863.				
Steamer	Tennessee		Jan. 19	New Orleans, La	Admiral Farragut's fleet		Appraised at $96,000.
Schooner	Time	Salt	Jan. 23	New inlet	Cambridge	Philadelphia	
Schooner	Theresa		Mar. 16	Lat. 27° N., long. 83° W.	H. Hudson	Key West	
Schooner	Tampico	Cotton	Mar. 3	Sabine Pass	Cayuga, &c	New York	Taken for use of govern't.
Schooner	Three Brothers	None	Aug. 17	Great Wicomico	Satellite	Washington	
	Turpentine, 11 barrels		July 24	Cape Canaveral	Sagamore	Key West	
Steamer	Tom Sugg		July —	Tensas river	Mississippi squadron	Springfield	Taken into naval service.
Steamer	Three Brothers		Oct. 21	Potomac river	Currituck and Fuchsia	Washington	Condemned.
Spanish bark	Teresita	Cotton	Nov. —	Near Rio Grande	Granite City	New Orleans	
			1864.				
British sloop	Two Brothers	Salt, &c	Feb. 25	Off Indian river	Roebuck	Key West	
Schooner	Three Brothers		April 11	Homassasa river	Nita	do	
Steamer	Tristram Shandy	Cotton, tobacco, &c	May 15	Lat. 34° 6′ N.; long. 77° 27′ W.	Kansas	Boston	Condemned.
Steamer	Thistle		June 4	Lat. 32° 38′ N.; long. 75° 55′ W.	Fort Jackson	do	
English schooner	Terrapin	Cotton and turpentine	July 10	Off Indian river inlet	Roebuck	Key West	
Rebel ram	Tennessee		Aug. 5	Mobile bay	W. Gulf blockading squadron		Taken into service; appraised at $500,000.
			1865.				
Schooner	Triumph	Assorted	Jan. —	Perquimon's river, N. C.	Wyalusing		Taken into service.
Sloop	Telemico	Cotton	Mar. 16	Lat. 25° N.; long. 96° W.	Quaker City		On the stocks—unfinished.
Rebel ram	Texas		Mar. —	Richmond, Va.	Part of N. A. B. Squadron		Destroyed by rebels to prevent capture.
	Torpedo		Mar. —	Richmond, Va.			

Steamer	Transport			Charleston, S. C			
			1861.				
Schooner	Union	Provisions	June 5		Harriet Lane		
			1862.				
Schooner	Uncle Mose	Cotton	July 7	Coast of Yucatan	Tahoma	Key West	Condemned.
Steamer	Union	...do	Aug. 25	Lat. 23° N.; long. 85° W	J. S. Chambers	...do	Do.
			1863.				
Steamer	Union	Assorted	May 19	Lat. 27° N.; long. 85° W	Huntsville	Key West	
			1861.				
Schooner	Venus	Lumber	July 4	Galveston	South Carolina		Released.
Schooner	Velasco	Sugar	July 18	Coast of North Carolina	Albatross	New York	Cargo released.
Schooner	Venus	Lead, copper, &c	Dec. 26	Lat. 28° N.; long. 93° W	Rhode Island	...do	Condemned.
Schooner	Victoria	Cotton	Dec. 3	Point Isabel	Santiago de Cuba	Key West	
			1862.				
Schooner	Victoria	...do	April 10	Mobile	Kanawha	Boston	Do.
Schooner	Venus	...do	May 15	Lake Ponchartrain	Calhoun	Key West	Restored.
Schooner	Volante	Salt, fish, &c	July 2	Georgetown, S. C	Gem of the Sea, &c	Philadelphia	Condemned.
Schooner	Victoria	Cotton	July 12	Lat. 26° N.; long. 76° W	Mercedita	Key West	Do.
Sloop	Venture	Flour, rice, &c	June 19	Mobile bay	Morning Light	New Orleans	
Schooner	Velocity	Rope, &c	Sept. 30		Crocker's expedition		
			1863.				
Steamer	Virginia	Assorted	Jan. 18	Mugue's island	Wachusett	Key West	Do.
Schooner	Vesta	Sutler's stores	Feb. 28	Piney Point	Wyandank	Washington	
Steamer	Victoria		May 28	Havana	Juniata		
Sloop	Victoria	Assorted	May 30	Point Isabel	Brooklyn		Burnt.
Steamer	Victory	Cotton, &c	June 21	Lat. 25° N.; long. 75° W	Santiago de Cuba	Boston	Taken into naval service.
Steamer	Venus	Lead, bacon, coffee, &c	Oct. 21	New inlet, N. C	Nansemond		Chased ashore and destroyed.
Brig	Volante	Assorted	Nov. 5	Off Rio Grande	Owasco and Virginia	Philadelphia	Condemned.
British schooner	Volante	Salt, &c	...do	Off Cape Canaveral	Beauregard	Key West	Do.
			1864.				
Steamer	Vesta		Jan. 12	Between Tubb's river and Little inlet, N. C			Completely wrecked.
Steamer	Vixen		Dec. 1	Lat. 32° N.; long. 78° W	Rhode Island		
			1865.				
Rebel iron-clad	Virginia		Mar. —	Richmond, Va			Destroyed by rebels to prevent capture. Mounted 4 guns.
			1861.				
Schooner	William and John	Tobacco	May 15	Hampton roads	Minnesota		Released.
Schooner	William Henry	..do	...do	...do	...do		Do.
Bark	Winifred	Coffee	May 25	Cape Henry	Quaker City	New York	Condemned.
Yacht	Wanderer		May 14	Key West	Crusader		
Schooner	William H. Northrop	Coffee, drugs, &c	Dec. 25	Cape Fear	Fernandina	New York	Do.
			1862.				
Schooner	Wyfe or Nye		Jan. 10	Cedar keys	Hatteras		Destroyed.
Sloop	William H. Middleton		...do	...do	...do		Do.
Schonner	Wave	Assorted	Feb. 1	Boca Chico	Portsmouth	New York	Condemned.
Schooner	Wandoo	Rice	Feb. 14	Bull's bay	Restless		Sunk.
Schooner	William Mallory	Assorted	Mar. 5	St. Andrew's bay	Water Witch	Key West	Condemned.
Schooner	Wave	Cotton	April 19	Georgetown	G. W. Blunt	Philadelphia	Do.

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Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Schooner	W. C. Bee	Cotton	April 23		Santiago de Cuba	Key West	Condemned.
Schooner	Winter Shrub	Salt, herrings, &c	May 21	Keel's creek, N. C	Hunchback, &c	Philadelphia	Do.
Steamer	Whiteman		May 6	Lake Pontchartrain	Calhoun		Taken by General Butler.
Schooner	Will o' the Wisp	Powder, caps, &c	June 3	Rio Grande	Montgomery	Key West	Released.
Sloop	Water Witch		May 5		Currituck, &c	Washington	
Sloop	Wave	Salt, &c	June 27	Mississippi sound	Bohio	New York	Vessel released.
Steamer	Wilson		July 9	Hamilton, N. C	Commodore Perry, &c		Taken for use of government.
Schooner	William	Cotton	July 1	Sabine lake, La	De Soto	Key West	Condemned.
Schooner	West Florida				Kensington, &c	Pensacola	
Schooner	Water Witch	Assorted	Sept. 27	Corpus Christi	Arthur		
Schooner	Wave	Cotton, &c	Nov. 4		E. B. Hale		
Schooner	Water Witch	Salt, &c	Aug. 24	Arizona Pass	Corypheus	New York	Do.
Sloop	William E. Chester	Cotton	Nov. 20		Montgomery	Key West	Do.
			1863.				
Schooner	William H. Harrison		Jan. 24				
Steamer	William A. Knapp				New Era		
	White Cloud						
Steamer	Wave Queen	Assorted	Feb. 25	North Santee	Conemaugh	Philadelphia	
Schooner	Wanderer	Salt and fish	May 2		Sacramento	do	Condemned.
Schooner	W. Y. Leitch	Salt	April 20	Lat. 26° N.; long. 76° W	Octorara	Key West	
Schooner	Wonder		May 13	Port Royal, S. C	Wabash, &c	Philadelphia	
Steamer	William Bagley	Cotton	July 18		De Soto, &c		
Schooner	Wave	do	Aug. 22	Lat. 26° N.; long. 96° W	Cayuga	New Orleans	
British schooner	William		Oct. 28		Mercedita		Released.
Steamer	Warrior	Coffee, cigars, and dry goods.	Aug. 16	Lat. 26° N.; long. 86° W	Gertrude	New Orleans	
			1864.				
British schooner	William	Salt, &c	Jan. 13	Off Suwannee river	Two Sisters, tender to San Jacinto.		
Schooner	Wm. A. Kain	Cotton and tobacco	Jan. 22	St. Andrew's bay	Restless	Key West	
Steamer	Wild Dayrell	Assorted	Feb. 1	Stump inlet, N. C	Norwich, &c		Destroyed.
Schooner	Wm. Douglass		Feb. 15	San Luis Pass	Virginia	New Orleans	
Schooner	Wild Pigeon		Mar. 21	Florida coast	Hendrick Hudson		Run down by collision.
Steamer	Wando	Cotton	Oct. 21	Lat. 33° 5′ N.; long. 76° 40′ W	Fort Jackson	Boston	
Schooner	Watchful	Lumber, oil, &c	Sept. 27	Lat. 28° 46′ N.; long. 90° 53′ W	Arkansas	New Orleans	
			1865.				
Steamer	Will o' the Wisp		Feb. 9	Off Galveston, Texas			Destroyed.
Steamer	Winona		Jan. 21	Mississippi Squadron		New Orleans	
			1861.				
Tug	Young America	None	April 24	Hampton roads	Cumberland		Taken into service.
Rebel priv'r sch'r	York		Aug. —	Cape Hatteras	Union		Destroyed.

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			1864.				
British sloop	Young Racer		Jan. 14	Near Jupiter's inlet	Roebuck		Wrecked
Steamer	Young Republic	Cotton and tobacco	May 6	Lat. 32° 10' N., long. 78° 49' W.	Grand Gulf	Boston	
Sloop	Yankee Doodle	Cotton	June 10	[illegible]	Elk	New Orleans	
			1861				
Schooner	Zeland	Ballast laden	Nov. 21	Off [illegible]	[illegible]	Key West	[illegible]
[illegible]	Zavala		Oct. 1	[illegible]	[illegible]	New York	Condemned
[illegible]	Zulma				New London	Boston	Vessel destroyed; cargo [illegible] of government
Steamer	Zenave				Mississippi squadron	Springfield	
			1864				
Sloop	Zion		Nov. 9		Adolph Hugel		

MISCELLANEOUS CAPTURES

Description.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
		1861.				
Schooner		Dec. 11	Off St. John's river, Fla.	Bienville		Driven into the breakers.
Schooner		May 28	Potomac river	Resolute		Destroyed.
Schooner		Oct. 5	Chincoteague inlet	Louisiana		Burnt.
Schooner		Oct. 11	Quantico creek	Union		do.
Sloop		Aug. 16	Potomac river	Yankee		Destroyed.
Schooner		Nov. 15	St. Lone bar	Sam Houston		Wrecked.
Schooner			Pass Cavallo	Arthur		
Schooner	Coffee, &c	Dec. 15	St. Andrew's	Bienville		Burnt.
		1862.				
Bark	Cotton	Jan. 24		Mercedita, &c		Destroyed.
Schooner	do	Jan. 23	Mobile bar	Huntsville		Burnt.
Sail-boat		Jan. 10		Hatteras		Destroyed.
Launch		do		do		Do.
Ferry scow		do		do		Do.
1 iron windlass		Mar. 14	Roanoke, N. C	Naval expedition	Philadelphia	Condemned.
5 barrels of lard, &c					do	Do.
Schooner		Feb. 10	Elizabeth City	Commodore Perry	New York	Do.
Schooner		Jan. 22		Ariel	Key West	Do.
New gunboat		Feb. —		Rowan's expedition		
Schooner		Feb. 12	Edenton, N. C	Louisiana, &c		Destroyed.
Schooner		do	do	do		Do.
Schooner		do	do	do		Do.
Schooner				Lieut. Jeffers's expedition		Sunk.
Schooner				do		Do.
2 fishing schooners			Isle au Pied	New London		
9 fishing sloops			do	do		
Schooner		Mar. 3	Fernandina			
Schooner			Sullivan's island	S. Atlantic Blockad'g Squadron		Wrecked.
Sloop	Shad, &c	April —	Rappahannock river	Jacob Bell, &c		
Schooner	do	do	do	do		
Schooner	do	do	do	do		
Schooner				Hatteras		
Schooner		April 12	Coast of South Carolina	Huron		Do.
Schooner		April 26	Bull's bay	do		Do.
Schooner		May 8	Light-house inlet	Alabama		Chased ashore.
Schooner	Cotton			Santiago de Cuba	Key West	
Schooner	Powder	April 24	Cedar keys	Tahoma		Blown up.
Steamer		June 6	Memphis			
Steamer		do	do			
Steamer		do	do			
Steamer		do	do			
Schooner	Cotton	Mar. —	Near Sabine river	Santiago de Cuba		Burnt.
Bark	800 slaves	June 17	Table Land of Mariel	Amanda	Key West	

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Schooner, (supposed to be Monticello)		June —	Fort Morgan	Kanawha		Burnt.
Long gig		May —	West Point, Virginia	Corwin, &c		
Launch	Army stores	May 4	Coppohosal	do		
Schooner		July —	Coast of Texas	Rhode Island		Chased ashore.
1,200 bars railroad iron			St. Simon's sound, Ga	Naval expedition	Philadelphia	Condemned.
Steamer			Newbern, N. C	do		Destroyed.
Steamer		Mar. 21		Delaware		Burnt.
Sloop	Salt, &c	Aug. 11	Potomac river			Chased ashore.
Schooner		Aug. 12	Sturgeon creek			Do.
Sloop		do	do			Do.
Sloop	Cotton	July 10		Arthur		
A wharf boat		July 29	Eunice	Pittsburg		
Schooner	Arms	Sept. 26	New inlet, N. C	State of Georgia		Destroyed.
An old launch		Oct. 1	Quantico creek	Eureka		
Three boats		Oct. 3-5		T. A. Ward		
One seven-oared boat		Oct. 9		do		
Metallic life-boat	Merchandise	Oct. 17		Jacob Bell		
Two canoes		Oct. 24	Potomac river	Matthew Vassar		
Three boats		Nov. 1		Freeborn		Two of them destroyed.
One seine boat		Nov. 16		T. A. Ward		
Schooner		Nov. 17	Masonborough inlet	Cambridge		Driven ashore.
Brig		do		Daylight		Do.
Schooner	Rosin, &c	Nov. 19	Shallow inlet	Chocura		Burnt.
Bark		Nov. 4	Masonborough inlet			Destroyed.
Pilot schooner		Oct. 21	Nassau river	E. B. Hale		Burnt.
Schooner		Nov. 25	North river	General Putnam, &c		
Schooner		do	do	do		
Vessel on stocks		do	do	do		
Schooner		Nov. 23	East river	do		
Schooner		do	do	do		
Schooner		do	do	do		
Scows and boats		do	do	do		
Two sloops		do		Crusader		
Schooner		Nov. 3	New inlet	Mt. Vernon, &c		Ran her ashore.
Flat-bottomed boat	Contraband	Nov. 30	Floro creek	Dan Smith		Destroyed.
Launch	Howitzer, &c	Nov. 26	Bell river	Calhoun		
Two sloops		Dec. 5		Sagamore		Do.
Sloop		Dec. 19	York river	Mahaska, &c		Burnt.
Nine boats		do	do	do		Do.
Fifteen boats		do	do	do		
Five boats		Dec. 20	do	do		
Sloop		do	do	do		
Eight boats		do	do	do		Do.
Scow		do	do	do		Do.
Lighter	Sugar, &c	Dec. —		Diana		
Boat	Cotton	Dec. 20	Indian river, Fla	Octorara		
		1863.				
Sloop		Jan. 8	White House	Mahaska		Destroyed.
Sloop		do	do	do		Do.
Bark		do	do	do		Do.
Bark		do	do	do		Do.
Scow		do	do	do		Do.

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Miscellaneous captures—Continued.

Description.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
		1863.				
Sloop	Merchandise	Jan. 18	Newport News, Va.	Minnesota, &c		
Rebel vessel, (building)		Jan. 19	Capture of New Orleans	Admiral Farragut's fleet		
Rebel vessel, (building)		do	do	do		
Rebel vessel, (building)		do	do	do		Appraised at $50,000.
Rebel vessel, (building)		do	do	do		
Rebel vessel, (building)		do	do	do		
Canoe	Assorted	Jan. 13	Dividing creek, Va.	Currituck	Washington	
Sloop	Contraband	Jan. 20	Chuckatuck creek	Commodore Morris		
Four clinker-built boats		Jan. 23	do	do		
Two small boats		do	do	do		
Two canoes	Assorted	Jan. 20	Indian creek	Currituck		
Nine canoes	do	Jan. 25	Tabb's creek	do		
Three boats		Jan. 24–25	Potomac river	George Mangham		
Schooner		Jan. 21	Topsail inlet	Daylight		Destroyed.
Vessel	Whiskey, coffee, &c	Feb. 12		George Mangham	Key West	
Sloop	Assorted	Jan. 20		Commodore Morris	do	
Two boats	Merchandise	Feb. 9		Dan Smith		
Schooner		Feb. 2	Topsail inlet	Mt. Vernon		Burnt.
Canoe	Assorted	Mar. 13		Cœur de Leon		
Schooner	Cotton	Mar. 2	Mosquito inlet	Sagamore		Destroyed.
Schooner	do	Mar. 24		Boat expedition		Burnt.
Schooner	Salt	April 19	Charleston			
Brig	do	do	do			
Sloop		April 10	Sabine Pass	New London		
Wharf boat		April 8	Warrenton	Hartford		Burnt.
Sloop	Cotton	April 24	Wassaw sound, Ga	Cimmaron	Philadelphia	
Schooner	Salt, &c	May 2	Rich inlet	Perry		
Schooner		May 14	Urbana, Va	Currituck, &c		
Steamer		May 20	Charleston			Wrecked.
Six vessels, &c		May 1–8		Western World, &c		Burnt.
Steamer "35th Parallel"				Yazoo Pass expedition		Destroyed.
Schooner		May 10	Morrell's inlet	Conemaugh, &c		Do.
Two transports		May —		Yazoo Pass expedition		Destroyed.
Monster ram		May 20	Yazoo City	Naval expedition		Burnt.
Horses and wagons				Mississippi squadron		Sold for $1,372.
Fishing scow		May 30		Brooklyn		
Schooner		do		do		Burnt.
Flat-boat	Sugar, &c	June 24	Mantau river, Fla	Tahoma		
Sloop boat	Corn	June 9	Withlacoochee river, Fla	Fort Henry	Key West	
Scow boat	57 bales of cotton	June 1		do	do	
Skiff and flat	Corn	June 10	Withlacoochee river, Fla	do	do	
Barge	Cotton	June 2	Crystal river, Fla	do	do	

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Flat	Corn	May 14	Waccamaw bay	do	do	
Sloop boat		May 30	do	do		
Schooner		July —	White House	Shokokon		Destroyed.
Sloop		July 3	Cumberland	Commodore Morris		Do.
Sloop	Cotton	July 6	Charlotte harbor, Fla	Restless	Key West	
Canoe		July 13	Rappahannock river	Yankee, &c		
Flat-boat		do	do	do		
Lot of merchandise		do	do	do		
Dry-goods and shoes		July 17	Charles county, Md	Cœur de Leon		
Four canoes	Whiskey, &c	July 20–21	Dividing creek, Va	Currituck		
4 schooners		July 8–9	Coast of Texas	Sciota		Burnt.
11 barrels of turpentine		July 24		De Soto	Key West	
Schooner		July 8	Coast of Texas	Sciota		Do.
Schooner		July 9	do	do		Do.
Schooner		do	do	do		Do.
Schooner and launch		June 22	Neuse river	Boat expedition		
Row-boat		July 14		Annie	Key West	
3 rolls bagging					Springfield	
Scow	Sugar, &c	June 24		Tahoma	Key West	
Scow	Cotton	July 19		Fort Henry	do	
Sloop		July 8		Restless	do	
Schooner		Sept. 28	Old Haven creek	Currituck		Do.
Steamer		June 30				Chased ashore at Mobile.
Schooner	Powder	Oct. —	Coast of Louisiana	Cayuga		
Schooner	do	do	do	do		
Schooner		Oct. 7	Off Sabine Pass	do		Destroyed.
Sloop		do	do	do		Vessel destroyed; portion of cargo saved.
Steamer		Dec. 31	Matagorda bay	Granite City, &c		Destroyed.
Sloop boat	Salt, &c	Dec. 14	Indian river, Fla	Roebuck	Key West	
		1864.				
Schooner	Turpentine	Jan. 1	Morrell's inlet, S. C	Nipsic		Do.
Twelve oyster boats		Feb. 1	York river	Morse	Washington	
Boat		Feb. 13	do	do	do	
Sloop		do	do	do	do	Condemned.
Skiff		do	do	do	do	
Schooner		do	do	do	do	Do.
Schooner	Cotton	Mar. 11	Lat. 24° N.; long. 83° W	San Jacinto	Key West	
Schooner		Feb. 8	Caney creek, Texas	Queen		Destroyed.
Two canoes		Feb. 23	Running from Va. to Md	Dragon		
Schooner	Cotton	Mar 28	Matagorda bay	Estrella		Do.
Twenty-two boats		April 18	Up the Rappahannock	Potomac flotilla		
Twenty-six small boats		May 15	Turkey creek	Commodore Perry		Do.
Large barge		do	do	do		Do.
Seven boats (building)		do	do	do		Do.
Three boats	Cotton and turpentine	July 4	Lat. 27° 41′ N.; long. 78° 54′ W.	Magnolia		Boats scuttled.
Steamer		Aug. 9	Off Charleston	Katskill		Destroyed.
Sail-boat	Merchandise	Sept. 2	Potomac river	Primrose		Too small to pay costs of adjudication.
Twenty-two boats		Oct. 4	do	Potomac flotilla		Destroyed.
Nine boats		do	Piankatank river	do		Do.

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Miscellaneous captures—Continued.

Description.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
		1864.				
Rosin	25 barrels	Mar. 11	Up St. John's river	Pawnee's launch		
Turpentine	13 barrels	Mar. 11	Up St. John's river	Pawnee's launch		
Sugar	5 barrels	Mar. 16	do	Pawnee and others		
Railroad iron	500 or 600 bars	Mar. 21	do	do		
Sugar	2 barrels	do	do	do		
Bacon	1,000 pounds	April 18	Up Rappahannock	Potomac flotilla		
Horses	2	do	do	do		
Wheat	60 bushels	do	do	do		
Tobacco	80 boxes	July 28	Gatesville, N. C	Whitehead		Joint army & navy expedition.
Schooner		June 30	Mobile	Glasgow		Chased ashore.
Four scows		Aug. 5	Mobile bay	W. G. B. squadron		Surveys sent to Boston; boats taken into service.
Rifles—9	160 rounds	Aug. 24	Masonboro' inlet	Niphon		
Rifles, &c		Nov. 21	Bruinsburg, Miss	Avenger		
Schooner	Assorted cargo	Oct. 24	Tampa bay, Fla	Nita	Key West	
Sloop boat	Salt, shoes, &c	do	Off Little Malco, Fla	Rosalie	do	
Sloop	Cotton and turpentine	Nov. 5	Off Charleston, S. C	Patapsco		Vessel burnt.
Schooner		Nov. 29	Decross's Point, Texas	Itasca		Chased ashore.
Steamer		Dec. 3	Off Cape Fear river	Emma and others		Destroyed.
Steamer		Dec. 27	Western bar	Monticello		Do.
		1865.				
Boat	Cotton and sugar	Jan. 27	Manitee river, Fla	Ino and Ariel		Do.
Steamer		Feb. 4	Beach inlet, S. C	Wamsutta, &c		Do.
Cargo of sloop, name unknown		Feb. 27	Wando river, S. C	Jonquil and others	Philadelphia	Sloop unseaworthy.
Rebel torpedo boat			Columbus			Lost at sea.
3 rebel torpedo boats			Charleston, S. C			Taken into service.
One lighter			do		Philadelphia	
Iron, cables, anchors, &c			Wilmington, N. C			Sent to Norfolk navy yard.
Flat-boat	Dry-goods	April 6	Windmill Point, Va	Mercury		
Machinery, &c		April —	Richmond, Va	N. A. B. squadron		Appraised at $142,455.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865, with vessels entitled to share in distribution of proceeds.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner Anna Belle	$6,743 74	$1,355 37	$5,388 37	Key West	July 12, 1862	Pursuit.
Schooner Adeline	4,086 87	1,244 82	2,844 05	....do	Oct. 16, 1862	Connecticut.
Schooner Aristides*	125 00	67 37	57 63	....do	.....	
Schooner Agnes	24,162 76	1,761 96	22,400 80	....do	Feb. 17, 1863	Huntsville.
Schooner Ariel	8,533 54	739 25	7,794 29	....do	Oct. 14, 1863	Huntsville.
Schooner Avenger	1,190 01	233 70	956 31	....do	Oct. 17, 1863	Sagamore.
Schooner Agnes	435 00	165 17	269 83	....do	Oct. 24, 1863	Sagamore.
Schooner Adventure	2,046 97	521 63	1,625 34	....do	Oct. 17, 1863	Henry Jones, Kensington, Rachel Seaman.
Brig Amy Warwick	139,202 08	576 89	138,625 19	Boston	July 14, 1863	Quaker City.
Schooner Alma	3,748 06	885 32	2,862 74	....do	Nov. 5, 1863	Perry.
Sloop Ann Squires	2,118 11	345 59	1,772 52	Washington	Oct. 19, 1863	William Bacon.
Schooner American Coaster	350 00	119 27	230 73	....do	Oct. 19, 1863	Currituck.
Ship Amelia†	30,346 32	†5,708 32 6,571 10	18,066 90	Philadelphia	Dec. 3, 1862	Vandalia, Flag.
Schooner Albion	9,564 57	2,077 85	7,486 72	....do	July 17, 1863	Roanoke, Seminole.
Brig Ariel	5,249 88	1,618 61	3,631 27	....do	July 17, 1863	Gemsbok.
Schooner Active	3,136 18	1,064 55	2,071 63	....do	July 18, 1863	Flambeau.
Schooner Aquilla	30,104 72	1,877 90	28,226 82	....do	May 19, 1863	Huron, Augusta.
Sloop Aurelia	20,136 71	1,277 96	18,858 75	....do	May 1, 1863	Arizona.
Schooner Alert	6,741 67	1,506 22	5,235 45	....do	Sept. 15, 1863	Bienville.
Steamer Alice‡	1,100 00	267 85	832 15	New York	.....	Ceres.
Schooner Albion	1,966 86	1,115 91	850 95	....do	Nov. 25, 1863	Penguin, Alabama.
Schooner A. J. View	16,262 38	2,227 95	14,034 43	....do	Nov. 5, 1863	R. R. Cuyler, New London, Massachusetts.
Schooner Agnes H. Ward	19,675 28	2,771 26	16,904 02	....do	Feb. 11, 1863	Northern Light.
Schooner Albemarle	500 00	249 35	250 65	....do	Nov. 25, 1863	Delaware.
Steamer Albemarle, schooners Old North State, Susan Ann Howard, and sloop Jeff. Davis.	15,990 00	617 05	15,372 95	....do	Dec. 20, 1863	Delaware, Stars and Stripes, Louisiana, Commodore Perry, Valley City, Underwriter, Morse, Commodore Barney, Southfield, Hunchback, Philadelphia, Henry Brincker, Lockwood.
Sloop Annie	10,677 22	1,625 38	9,051 84	....do	July 17, 1863	Kanawha.
Schooner Annie Sophia	1,529 92	795 71	834 21	....do	Mar. 2, 1863	R. R. Cuyler.

* No final decree.

† $5,708 32 awarded to claimants.

‡ Taken by War Department. Not yet paid for.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865, with vessels entitled to share in distribution of proceeds.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner Advocate	$600 00	$240 85	$359 15	New York	July 21, 1863	New London, R. R. Cuyler, Massachusetts.
Steamer Anna	18,423 82	3,139 28	15,282 44	do	July 21, 1863	New London, R. R. Cuyler, Massachusetts.
Schooner Annie Dees	16,637 09	2,027 89	14,609 20	do	Dec. 8, 1863	Seneca, G. W. Blunt, Canandaigua, Flag, Memphis, Powhatan, Housatonic, Marblehead, Mercedita, Flambeau, Keystone State.
Steamer Anglia	95,110 21	10,260 31	84,849 90	do	Nov. 5, 1863	Restless, Flag,
Schooner Aigburth	3,106 54	1,784 74	1,321 80	do	Dec. 2, 1863	Jamestown.
Schooner Antelope	3,345 79	570 53	2,775 26	do	Dec. 17, 1863	Memphis, America.
Schooner Annie	2,405 00	1,074 97	1,330 03	do	Feb. 29, 1864	State of Georgia.
Schooner Active	3,410 00	483 40	2,926 60	Washington	Feb. 29, 1864	Ladona.
Schooner Alma	4,232 60	595 85	3,136 75	do	July 28, 1864	Seneca.
Schooner Annie B	4,547 98	621 08	3,926 90	Key West	June 4, 1864	Wanderer.
Schooner Ascension	5,448 93	716 89	4,732 04	do	Feb. 29, 1864	Huntsville.
Schooner Avon	4,251 11	850 37	3,400 74	do	Feb. 29, 1864	Tioga.
Sloop Angelina	2,793 15	905 23	1,887 92	New York	Feb. 29, 1864	Courier.
Steamer Ann	53,071 12	5,736 95	47,334 17	do	Feb. 29, 1864	Susquehanna, Kanawha, Preble.
Boat Alligator	119 90	118 35	1 55	Key West	.....	Tahoma, Julia.
Boat Anna Maria	5,002 12	662 21	4,339 91	do	Feb. 29, 1864	Fort Henry.
Schooner A. J. Hodge	2,120 39	327 57	1,792 82	do	Mar. 17, 1864	Huntsville.
Schooner Arctic	3,410 00	483 45	2,926 60	Washington	Feb. 29, 1864	Ladona.
Schooner Albert	11,434 08	3,237 02	8,197 06	New York	Mar. 17, 1864	Huron.
Schooner Anna	2,530 67	351 80	2,178 87	Key West	Mar. 17, 1864	Fort Henry.
Schooner Ann	3,299 40	308 22	2,991 18	do	Mar. 17, 1864	Restless.
Schooner Alabama	9,867 38	1,291 56	8,575 82	do	Mar. 17, 1864	Susquehanna.
Sloop Ann	50 00	60 15	No proceeds.	do	.....	Gem of the Sea.
Schooner Ann	322 61	147 21	175 40	do	Mar. 29, 1864	Saganore.
Steamer Aries	147,008 46	3,036 48	143,971 98	Boston	Mar. 22, 1864	Stettin.
Steamer Antona	136,202 02	4,526 60	131,675 42	New York	May 10, 1864	Pocahontas.
Steamer Atlanta	350,829 26	789 30	350,039 96	Boston	April 23, 1864	Weehawken, Nahant, Cimarron.
Boat Alice*	597 62	143 66	453 96	Key West	.....	Annie Williams.
Steamer Alonzo Childs	5,000 00	275 91	4,724 09	Springfield	Mar. 29, 1864	Baron De Kalb.
Schooner Anita	75,489 99	5,650 70	69,839 29	New Orleans	April 12, 1864	Granite City.

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Schooners Active and Blue Bell	875 10	172 71	702 39	....do.....	April 12, 1864	Owasco, Cayuga.
Steamer Alabama.....	131,364 10	10,412 60	120,951 50	....do.....	April 23, 1864	San Jacinto, Eugene, Tennessee.
Steamer Alice Vivian	237,300 81	20,240 28	217,060 53	Key West....	April 12, 1864	De Soto.
Steamer Alliance.....	25,041 [illegible]	1,760 22	23,281 74	Boston	July 21, 1864	South Carolina, T. A. Ward.
Schooner Alma	3,531 00	745 14	2,785 86	New Orleans .	July 28, 1864	Virginia.
Schooner Agnes	74,[illegible] 30	3,822 74	70,538 56	....do.....	Oct. 7, 1864	Chocura.
Anchors, &c., from the Queen of the Wave.....	[illegible]	428 42	317 53	Philadelphia..	.....	Conemaugh. (Waiting for prize list.)
Steamer A. D. Vance.....	[illegible]	5,047 71	283,238 78	New York....	Nov. 17, 1864	Santiago de Cuba.
Schooner [illegible]	[illegible]	1,421 54	4,994 85	Philadelphia..	Jan. 19, 1865	Bermuda.
Schooner [illegible]	[illegible]	2,598 31	22,847 37	New Orleans .	Feb. 21, 1865	Mobile.
Schooner [illegible]	[illegible]	4,183 34	40,278 48	....do.....	Feb. 14, 1865	Katahdin.
Steamer [illegible]	[illegible]	7,321 53	244,060 73	New York....	April 20, 1865	R.R.Cuyler, Gettysburg, Mackinaw, [illegible]
Sloop [illegible]	[illegible]	1,639 50	13,208 46	Philadelphia..	May 13, 1865	Fernandina.
Schooner [illegible]	[illegible]	[illegible]	6,960 95	Key West....	Aug. 25, 1865	Proteus.
Schooner [illegible]	[illegible]	[illegible]	[illegible]	New Orleans.	June 26, 1865	Bienville, Princess Royal.
Steamer [illegible]	[illegible]	[illegible]	[illegible]	New York....	June 22, 1865	Niphon, Wilderness, Alabama, [illegible]
Schooner [illegible]	[illegible]	[illegible]	[illegible]	Key West....	Aug. 16, 1865	Honeysuckle.
Ram [illegible]	[illegible]	[illegible]	77,298 70	Washington..	Aug. 28, 1865	Lieutenant Commander [illegible]
Sloop Annie	[illegible]	[illegible]	83 16	Key West....	Sept. 29, 1865	Hibiscus.
Schooner British Empire	[illegible]	504 76	3,423 97	New York....	Nov. 20, 1863	Isaac Smith.
Schooner British Queen	2,403 31	999 90	1,108 41	....do.....	Nov. 25, 1862	Mount Vernon.
Boats, 3 sail, and cargoes..	1,463 89	277 00	1,186 89	Washington		Reliance. (Waiting [illegible])
Schooner Blossom.....	270 88	86 81	184 07	....do.....	Aug. [illegible]	Reliance, Alabama [illegible]
Boat, 1 life.....	1,106 95	273 79	833 16	....do	[illegible]	Jacob Bell.
Boat, 1 yawl.....	682 70	168 36	514 34	....do	[illegible]	Freeborn, Eureka.
Boat, a flat-bottomed.....	387 79	119 11	268 68	....do	[illegible]	[illegible]
Steamer Britannia.....	173,670 55	3,974 83	169,695 72	Boston	[illegible]	[illegible]
Schooner Beauregard†.....	2,146 67	291 75	1,854 92	Key West		[illegible]
Schooner By-George.....	512 76	209 45	303 31	do	[illegible]	[illegible]
Schooner Brave.....	893 18	190 86	600 33	do	[illegible]	[illegible]
Schooner Bettie Kratzer	4,642 00	1,081 98	[illegible]	Philadelphia	[illegible]	[illegible]
Sloop Bright	5,672 85	614 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Schooner Brothers.....	7,641 38	1,676 [illegible]	[illegible]	do	[illegible]	[illegible]
Boat, sloop, name unknown...	533 78	111 01	[illegible]	do	[illegible]	[illegible]
Boat Buckshot.....	1,918 05	[illegible]	[illegible]	do	[illegible]	[illegible]
Sloop Blazer.....	8,830 05	[illegible]	[illegible]	do	[illegible]	[illegible]
Boat, name unknown.....	31 75	[illegible]	[illegible]	do	[illegible]	[illegible]
Schooner Betsey.....	1,700 00	[illegible]	[illegible]	do	[illegible]	[illegible]
Brandy, 29 cases of, &c ...	183 00	[illegible]	[illegible]	do	[illegible]	[illegible]

* Waiting for prize list of Annie Williams.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865, with vessels entitled to share in distribution of proceeds.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner Advocate	$600 00	$240 85	$359 15	New York	July 21, 1863	New London, R. R. Cuyler, Massachusetts.
Steamer Anna	18,423 82	3,139 28	15,282 44	do	July 21, 1863	New London, R. R. Cuyler, Massachusetts.
Schooner Annie Dees	16,637 09	2,027 89	14,609 20	do	Dec. 8, 1863	Seneca, G. W. Blunt, Canandaigua, Flag, Memphis, Powhatan, Housatonic, Marblehead, Mercedita, Flambeau, Keystone State.
Steamer Anglia	95,110 21	10,260 31	84,849 90	do	Nov. 5, 1863	Restless, Flag,
Schooner Aigburth	3,106 54	1,784 74	1,321 80	do	Dec. 2, 1863	Jamestown.
Schooner Antelope	3,345 79	570 53	2,775 26	do	Dec. 17, 1863	Memphis, America.
Schooner Annie	2,405 00	1,074 97	1,330 03	do	Feb. 29, 1864	State of Georgia.
Schooner Active	3,410 00	483 40	2,926 60	Washington	Feb. 29, 1864	Ladona.
Schooner Alma	4,232 60	595 85	3,136 75	do	July 28, 1864	Seneca.
Schooner Annie B	4,547 98	621 08	3,926 90	Key West	June 4, 1864	Wanderer.
Schooner Ascension	5,448 93	716 89	4,732 04	do	Feb. 29, 1864	Huntsville.
Schooner Avon	4,251 11	850 37	3,400 74	do	Feb. 29, 1864	Tioga.
Sloop Angelina	2,793 15	905 23	1,887 92	New York	Feb. 29, 1864	Courier.
Steamer Ann	53,071 12	5,736 95	47,334 17	do	Feb. 29, 1864	Susquehanna, Kanawha, Preble.
Boat Alligator	119 90	118 35	1 55	Key West		Tahoma, Julia.
Boat Anna Maria	5,002 12	662 21	4,339 91	do	Feb. 29, 1864	Fort Henry.
Schooner A. J. Hodge	2,120 39	327 57	1,792 82	do	Mar. 17, 1864	Huntsville.
Schooner Arctic	3,410 00	483 45	2,926 60	Washington	Feb. 29, 1864	Ladona.
Schooner Albert	11,434 08	3,237 02	8,197 06	New York	Mar. 17, 1864	Huron.
Schooner Anna	2,530 67	351 80	2,178 87	Key West	Mar. 17, 1864	Fort Henry.
Schooner Ann	3,299 40	308 22	2,991 18	do	Mar. 17, 1864	Restless.
Schooner Alabama	9,867 38	1,291 56	8,575 82	do	Mar. 17, 1864	Susquehanna.
Sloop Ann	50 00	60 15	No proceeds.	do		Gem of the Sea.
Schooner Ann	322 61	147 21	175 40	do	Mar. 29, 1864	Sagamore.
Steamer Aries	147,008 46	3,036 48	143,971 98	Boston	Mar. 22, 1864	Stettin.
Steamer Antona	136,202 02	4,526 60	131,675 42	New York	May 10, 1864	Pocahontas.
Steamer Atlanta	350,829 26	789 30	350,039 96	Boston	April 23, 1864	Weehawken, Nahant, Cimarron.
Boat Alice*	597 62	143 66	453 96	Key West		Annie Williams.
Steamer Alonzo Childs	5,600 00	275 91	4,724 09	Springfield	Mar. 29, 1864	Baron De Kalb.
Schooner Anita	75,489 99	5,650 70	69,839 29	New Orleans	April 12, 1864	Granite City.

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Schooners Active and Blue Bell	875 10	172 71	702 39	....do.....	April 12, 1864	Owasco, Cayuga.
Steamer Alabama.....	131,364 10	10,412 60	120,951 50	....do.....	April 23, 1864	San Jacinto, Eugene, Tennessee.
Steamer Alice Vivian.....	237,300 81	20,240 28	217,060 53	Key West....	April 12, 1864	De Soto.
Steamer Alliance.....	25,041 96	1,760 22	23,281 74	Boston	July 21, 1864	South Carolina, T. A. Ward.
Schooner Alma	3,531 00	745 14	2,785 86	New Orleans .	July 28, 1864	Virginia.
Schooner Agnes	74,361 30	3,822 74	70,538 56	....do.....	Oct. 7, 1864	Chocura.
Anchors, &c., from the Queen of the Wave.....	745 95	428 42	317 53	Philadelphia..	.....	Conemaugh. (Waiting for prize list.)
* Steamer A. D. Vance.....	288,286 49	5,047 71	283,238 78	New York....	Nov. 17, 1864	Santiago de Cuba.
Schooner Artist.....	6,416 42	1,421 54	4,994 85	Philadelphia..	Jan. 19, 1865	Bermuda.
Schooner Annie Verden.....	25,445 68	2,598 31	22,847 37	New Orleans .	Feb. 21, 1865	Mobile.
Schooner Albert Edward.....	44,461 82	4,183 34	40,278 48	....do.....	Feb. 14, 1865	Katahdin.
Steamer Armstrong	251,382 26	7,321 53	244,060 73	New York....	April 20, 1865	R.R.Cuyler, Gettysburg, Mackinaw, Montgomery.
Sloop Annie Thompson.....	14,847 96	1,639 50	13,208 46	Philadelphia..	May 13, 1865	Fernandina.
Schooner Ann Louisa	7,437 57	476 92	6,960 95	Key West....	Aug. 25, 1865	Proteus.
Schooner Anna Sophia.....	29,145 69	4,245 48	24,900 21	New Orleans.	June 26, 1865	Bienville, Princess Royal.
Steamer Annie.....	358,951 71	24,639 97	329,311 74	New York....	June 22, 1865	Niphon, Wilderness, Alabama, Kansas, Howquah.
Schooner Augusta	5,551 28	313 70	5,237 58	Key West....	Aug. 16, 1865	Honeysuckle.
Ram Albemarle.....	79,944 00	2,645 30	77,298 70	Washington ..	Aug. 28, 1865	Lieutenant Commander Cushing and party.
Sloop Annie.....	192 05	108 89	83 16	Key West....	Sept. 29, 1865	Hibiscus.
Schooner British Empire.....	3,929 73	504 76	3,423 97	New York....	Nov. 20, 1863	Isaac Smith.
Schooner British Queen.....	2,108 31	999 90	1,108 41	....do.....	Nov. 25, 1862	Mount Vernon.
Boats, 3 sail, and cargoes.....	1,463 89	277 00	1,186 89	Washington..	.....	Reliance. (Waiting for prize list.)
Schooner Blossom.....	270 88	86 81	184 07	....do.....	Aug. 15, 1862	Reliance, Anacostia, Thomas Freeborn.
Boat, 1 life.....	1,106 95	273 79	833 16	....do.....	Oct. 19, 1863	Jacob Bell.
Boat, 1 yawl.....	682 70	168 36	514 34	....do.....	Oct. 19, 1863	Freeborn, Eureka.
Boat, a flat-bottomed.....	387 79	119 11	268 68	....do.....	Oct. 5, 1865	Dan. Smith.
Steamer Britannia	173,670 55	3,974 83	169,695 72	Boston.....	Oct. 26, 1863	Santiago de Cuba.
Schooner Beauregard †	2,146 67	291 75	1,854 92	Key West....	.....	W. G. Anderson.
Schooner By-George.....	512 76	209 45	303 31	....do.....	Oct. 24, 1863	Sagamore.
Schooner Brave.....	893 18	196 85	696 33	....do.....	Oct. 24, 1863	Octorara.
Schooner Bettie Kratzer	4,642 00	1,081 28	3,560 72	Philadelphia..	Feb. 18, 1864	Flambeau.
Sloop Bright	5,672 85	614 95	5,057 90	Key West....	Feb. 29, 1864	De Soto.
Schooner Brothers.....	7,641 38	1,575 78	6,065 60	....do.....	June 4, 1864	Tioga.
Boat, sloop, name unknown...	533 78	144 04	389 74	....do.....	Dec. 19, 1864	Restless.
Boat Buckshot.....	1,918 05	294 77	1,623 28	....do.....	Mar. 29, 1864	San Jacinto.
Sloop Blazer.....	8,836 65	884 59	7,952 06	....do.....	Mar. 29, 1864	Brooklyn.
Boat, name unknown.....	31 75	32 01	No proceeds.	....do.....	.....	Ariel.
Schooner Betsey.....	1,700 00	865 42	834 58	New Orleans..	April 12, 1864	Antona.
Brandy, 29 cases of, &c....	183 00	123 32	59 68	....do.....	April 12, 1864	Cayuga.

* Waiting for prize list of Annie Williams.

† Distributed under acts of March 3, 1819, and August 5, 1861.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share
Schooner Belle	$1,439 31	$678 85	$760 46	New York	April 12, 1864	Potomska.
Boat, sail, 1	452 55	221 71	230 84	New Orleans	April 12, 1864	Corypheus.
Boats, sail, 3	1,078 15	361 65	706 50	do	April 26, 1865	Corypheus.
Boat and cargo, 1	29 75		No proceeds.	Washington		
Boats and cargoes, 4	492 57	274 19	218 38	New Orleans	June 4, 1864	Commodore.
Boots, 1 case, &c.*	355 95	95 39	260 56	Springfield		Alfred Robb.
Steamer Boston	23,036 03	2,308 49	20,727 54	Boston	Oct. 10, 1864	Fort Jackson.
Steamer Banshee	111,216 65	6,268 17	104,948 48	New York	Oct. 25, 1864	Fulton, Grand Gulf.
Sloop Buffalo	13,328 85	2,416 37	10,912 48	Philadelphia	Nov. 23, 1864	Braziliera.
Boat and cargo	390 25	201 78	188 47	New Orleans	Feb. 2, 1865	Tallahatchie.
Boats, 2, and 4 bales of cotton	2,700 00	261 45	2,438 55	do	Mar. 27, 1865	Commodore.
Steamer Bloomer			1,700 00	do	Oct. 3, 1865	Potomac.
Schooner Belle	26,583 74	3,430 19	23,156 55	do	April 20, 1865	Virginia.
Steamer Blenheim	55,778 22	3,655 77	52,122 45	New York	June 19, 1865	Tristram Shandy, Lillian, Britannia, Osceola, Gettysburg.
Schooner Badger	10,834 32	947 89	9,886 43	Key West	June 29, 1865	Adela.
Boat and sundries	194 22	90 82	103 40	do		San Jacinto. (Waiting for prize list.)
Boat, no name	891 67	123 61	768 06	do	Aug. 16, 1865	Ino.
Schooner Baigorry	61,568 43	4,315 65	57,272 58	do	Aug. 16, 1865	Bainbridge.
Schooners Comet, J. J. Crittenden, and sloop America	2,600 00	322 85	2,277 15	New York	Oct. 22, 1863	Commodore Perry, Morse, Underwriter, General Putnam, Whitehead.
Schooner Captain Speddent	1,387 50	289 50	1,098 00	do		Henry Lewis, New London, Water Witch.
Schooner Crenshaw	51,016 82	5,192 22	45,824 60	do	Dec. 2, 1863	Star, (now Monticello.)
Steamer Calhoun	45,531 00	2,118 60	43,412 40	Philadelphia	Dec. 1, 1863	Samuel Rotan, Colorado, Rachel Seaman.
Steamer Catalina	6,095 05	994 04	5,101 01	do	May 2, 1863	Alabama, Keystone State.
Str. Cambria and part of cargo	191,424 54	12,383 56	179,040 98	do	May 2, 1863	Huron, Augusta.
Steamer Calypso	80,265 03	4,930 10	75,334 93	do	Jan. 19, 1864	Florida.
Cotton, 28 bales	2,212 16	446 92	1,765 24	do	Jan. 4, 1864	Stars and Stripes, Louisiana, Hetzel, Delaware, Commodore Perry, Philadelphia, Valley City, Underwriter, Commodore Barney, Southfield, Morse, Hunchback, Lockwood.

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Cotton, 30 bales	6,276 05	859 25	5,416 80	....do	Jan. 4, 1864	Stars and Stripes, Louisiana, Hetzel, Underwriter, Morse, Commodore Perry, Southfield, H. Brincker, Delaware, Lockwood, Commodore Barney, Valley City, Hunchback, Philadelphia.
Cargo of 4 canoes‡	575 00	301 40	273 60	Washington		Currituck.
Sloop Clara Ann	1,300 75	308 12	992 63	....do	Jan. 11, 1864	Yankee.
Schooner Charlotte	31,369 19	1,425 93	29,943 26	Boston	Jan. 12, 1863	Kanawha.
Schooner Cuba§	2,811 49	1,390 39	1,421 10	....do		Kanawha.
Schooner Curlew	6,902 00	1,546 45	5,355 55	Key West	Nov. 26, 1862	Somerset.
Schooner Corelia	1,430 62	494 96	935 66	....do	July 18, 1863	James S. Chambers.
Steamer Columbia	151,523 20	15,419 82	136,103 38	....do	Oct. 6, 1863	Santiago de Cuba.
Schooner Courier	3,647 10	613 62	3,033 48	....do	Oct. 14, 1863	Huntsville.
Schooner Carmita	2,426 98	498 92	1,928 06	....do	Oct. 17, 1863	Magnolia.
Cargo of 9 boats and sloop Queen of the Fleet	3,105 79	574 83	2,530 96	Washington	Nov. 20, 1863	Currituck.
Canoe, 1; flatboat, 1‖	1,101 41	279 14	822 27	....do		Jacob Bell, Yankee, Satellite.
Schooner Cora	624 50	526 90	97 60	Philadelphia	Nov. 25, 1862	Keystone State.
Cotton, 208 bales	28,922 90	1,784 30	27,138 60	Springfield	Oct. 16, 1863	Baron de Kalb.
Cotton, 52½ bales	14,037 90	276 25	13,761 65	Boston	Nov. 9, 1863	Octorara.
Cotton, 37½ bales	8,542 26	207 19	8,335 07	....do	Nov. 5, 1863	Tioga.
Cotton, 282 bales, 222 barrels rosin, and 2,000 staves	62,179 36	13,680 90	48,498 46	New York	Dec. 31, 1863	Stars and Stripes, Louisiana, Hetzel, Commodore Barney, Valley City, Underwriter, Commodore Perry, Southfield, Hunchback, Philadelphia, Morse, H. Brincker, Lockwood, Delaware, George Mangham.
Cotton, 27 bales	6,576 15	406 43	6,169 72	Springfield	June 11, 1864	Conestoga.
Cotton, 42 bales, &c	13,784 52	708 98	13,075 54	....do	Dec. 3, 1864	Linden.
Cotton, 5 bales	1,017 72	138 56	879 16	....do	April 12, 1864	Pittsburg.
Cotton, 17 bales	3,542 64	268 12	3,274 52	....do	June 4, 1864	Pittsburg.
Cotton, 55 bales	15,434 52	717 63	14,716 89	....do	June 11, 1864	Conestoga.
Canoe and cargo	292 41	130 47	161 94	Washington	Nov. 17, 1864	George Mangham.
Cotton, 12 bales	3,552 72	245 78	3,306 94	Springfield	April 12, 1864	Lexington.
Cotton, 20 bales	4,971 70	295 20	4,676 50	....do	June 11, 1864	Conestoga.
Schooner Charleston	13,872 49	2,646 65	11,225 84	Philadelphia	Feb. 29, 1864	Seminole.
Steamer Cronstadt	301,940 60	7,675 92	294,264 68	Boston	Jan. 28, 1864	Rhode Island.
Steamer Cherokee	152,507 02	4,732 47	147,774 55	....do	Feb. 9, 1864	Canandaigua.
Cotton, 39 bales	7,923 09	604 75	7,318 34	Key West	Mar. 29, 1864	Fort Henry.

* Waiting for prize list of the Robb.
† Waiting for prize list of the Water Witch.
‡ Waiting for prize list of the Currituck.
§ Part of cargo taken for use of army not paid for.
‖ Waiting for prize list of the Jacob Bell.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Cotton, cargo of Emma, 120 bales	$31,499 60	$2,294 01	$29,205 59	Philadelphia	Jan. 23, 1864	Kittatinny.
Schooner Caroline and Virginia	3,050 00	1,007 47	2,042 53	....do	Jan. 27, 1864	Stars and Stripes, Delaware, Louisiana, Commodore Perry, Hetzel, Valley City, Underwriter, Hunchback, Commodore Barney, Philadelphia, Southfield, Morse, H. Brincker, Lockwood.
Steamer Caroline	106,008 11	6,853 85	99,154 26	....do	Feb. 29, 1864	Montgomery.
Schooner Charmer *	700 00	129 00	571 00	Key West		Sagamore, Oleander, Beauregard, Para.
Sloop Clara Louisa	153 00	90 11	62 89	....do	Feb. 29, 1864	Sagamore.
Sloop Clotilda	7,533 86	762 39	6,771 47	....do	Feb. 29, 1864	McLellan.
Schooner Crazy Jane	1,357 05	253 00	1,104 05	....do	Mar. 12, 1864	Tahoma.
Schooner Clara	3,898 26	744 71	3,153 55	....do	Mar. 17, 1864	Kanawha.
Sloop C. Ronterean †	1,842 55	490 84	1,351 71	Philadelphia		Powhatan, New Ironsides, Canandaigua, Housatonic, Paul Jones, Huron, Unadilla, Marblehead, Wamsutta, Augusta, Lodona, Stettin, Dandelion, Para, South Carolina.
Steamer Cuba, cargo of	778 74	129 54	649 20	Key West	Mar. 29, 1864	De Soto.
Schooner Comet, No. 2	3,669 06	665 86	3,003 20	....do	Mar. 29, 1864	Kanawha.
Schooner Clarita	2,289 66	513 90	1,775 76	....do	Mar. 29, 1864	De Soto.
Cotton, 22 bales	3,727 42	390 68	3,336 74	....do	Mar. 29, 1864	Fort Henry.
Cotton, 139 bales	39,192 93	3,559 67	35,633 26	....do	Mar. 29, 1864	Hendrick Hudson.
Cotton, 114 bales	42,459 13	2,829 36	39,629 77	....do	Mar. 29, 1864	De Soto.
Steamer Comet	5,461 73	728 32	4,733 41	....do	Mar. 29, 1864	Santiago de Cuba.
Cotton, 14 bags‡	199 13	83 64	115 49	Springfield		General Sterling Price.
Cotton, 13 bales	2,694 24	334 79	2,359 45	Key West	Mar. 29, 1864	Port Royal.
Schooner Charm	9,756 25	1,017 54	8,738 71	....do	Mar. 29, 1864	Sagamore, Gem of the Sea.
Corn, 250 bushels	62 00	6 49	1 51	....do	Mar. 29, 1864	Fort Henry.
Cotton, 27 bales, cargo of schooner Mary Ann	8,910 75	978 07	7,932 68	New Orleans	April 23, 1864	Antona.
Cotton, 3 bales and 2 crates§	1,095 22	238 59	856 63	....do		Granite City.
Cotton, 179 bales	38,312 98	1,866 85	36,446 13	Springfield	April 23, 1864	Osage.
Cotton, 10 bales	2,351 52	231 66	2,119 86	Boston	April 23, 1864	Niphon.

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Schooner Corse	5,850 66	754 51	5,096 15	Key West	Jan. 7, 1865	Rachel Seaman, Kensington.
Cotton, 10¼ bales	2,735 11	394 60	2,340 51	....do	June 1, 1864	Roebuck.
Cotton, 64 bales	16,867 72	1,735 06	15,132 66	....do	June 2, 1864	James L. Davis.
Cotton, 154 bales, and 5 hogsheads sugar	33,901 53	7,916 89	25,984 64	Springfield	May 19, 1864	Conestoga.
Cotton, 6 bales	1,444 97	140 13	1,304 84	....do	Jan. 6, 1865	Pittsburg.
Cotton, 10 bales	2,202 48	168 86	2,033 62	....do	Mar. 1, 1865	Osage, Choctaw, Champion, Fort Hindman.
Cotton, 3 bales‖	334 56	107 35	227 21	....do	.....	Juliet, Great Western, Rattler.
Cotton, 4 bales¶	498 02	114 05	383 97	....do	.....	Lexington.
Cotton, 8 bales	1,509 98	145 01	1,364 97	....do	May 19, 1864	Champion.
Cotton, 14 bales	3,124 78	203 31	2,921 47	....do	Nov. 26, 1864	Kenwood.
Cotton, 3 bales and 2 pieces of bales	657 30	115 83	541 47	....do	May 19, 1864	Tuscumbia.
Cotton, 2,129 bales, 28 barrels molasses, 18 bales wool	465,234 95	13,732 79	451,502 16	....do	Mar. 1, 1865	Black Hawk, Eastport, Lafayette, Neosho, Ozark, Choctaw, Osage, Chillicothe, Louisville, Carondelet, Fort Hindman, Benton, Pittsburg, Mound City, Essex, Lexington, Ouachita, Cricket, Gazelle, General Price, W. H. Brown. [718 bales of cotton still pending.]
Schooner Cecilia D	5,399 88	1,009 95	4,389 93	New Orleans	May 21, 1864	Antona.
Schooner Cassandra	40 00	.....	No proceeds	Washington	.....	
Canoe, 1; 1 box tobacco	27 30	.....	No proceeds	....do	.....	
Schooner Champion	4,522 37	903 22	3,619 15	New Orleans	Nov. 26, 1864	Potomac.
Schooner Camille	32,960 89	2,782 99	30,177 90	....do	Oct. 7, 1864	Virginia.
Cotton, 50 bales	7,254 19	841 50	6,412 69	New York	May, 1864	Vanderbilt.
Cotton, 12 bales, and 14 bags	2,834 69	524 19	2,310 50	Key West	Dec. 21, 1864	Port Royal.
Cotton, 11 bales**	3,023 34	287 21	2,736 13	....do	.....	Somerset.
Cotton, 1 bale††	340 90	107 93	232 97	Springfield	.....	Lexington.
Cotton, 207 bales	80,777 86	3,767 04	77,010 82	....do	June 19, 1865	Louisville, Romeo, Petrel, Prairie Bird, Exchange, Marmora.
Cotton, 8 bales	2,584 37	197 49	2,386 88	....do	July 25, 1864	Cricket.
Cotton, 8 bales‡‡	2,910 89	210 06	2,700 83	....do	.....	Marmora.
Cotton, 10 bales	4,115 70	267 37	3,848 33	....do	July 25, 1864	Osage.
Cotton, 16 bales§§	7,479 08	403 33	7,076 75	....do	.....	W. H. Brown.
Schooner Calhoun	14,500 00	889 36	13,610 64	New Orleans	Dec. 1, 1864	Samuel Rotan, Colorado, Rachel Seaman.

* Waiting for prize list of the Oleander.
† Waiting for prize lists of the New Ironsides, Huron, Unadilla, Dandelion, and South Carolina.
‡ Waiting for prize list of the General Sterling Price.
§ Waiting for prize list of the Granite City.
‖ Waiting for prize lists of the Juliet, Great Western, and Rattler.
¶ Waiting for prize list of the Lexington.
** Waiting for prize list of the Somerset.
†† Waiting for prize list of the Lexington.
‡‡ Waiting for prize list of the Marmora.
§§ Waiting for prize list of the W. H. Brown.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Cotton, 24 bales	$8,125 71	$335 21	$7,790 50	Springfield	June 20, 1865	Black Hawk, Fort Hindman, Cricket, Eastport, Lafayette, Neosho, Ozark, Choctaw, Osage, Chillicothe, Louisville, Carondelet, Benton, Pittsburg, Mound City, Essex, Lexington, Ouachita, Gazelle, General Price, W. H. Brown.
Cotton, 75 bales*	497 00	192 87	304 13	New Orleans	.....	Narcissus, Cowslip.
Cotton, 63 bales	36,391 08	2,651 30	33,739 78	Springfield	Oct. 7, 1864	Black Hawk.
Cotton, 5 bales	2,169 35	290 54	1,878 81	....do	April 12, 1864	Black Hawk, Fort Hindman, Cricket, Eastport, Lafayette, Neosho, Ozark, Choctaw, Osage, Chillicothe, Louisville, Carondelet, Benton, Pittsburg, Mound City, Essex, Lexington, Ouachita, Gazelle, General Price, W. H. Brown, Juliet.
Cotton, 10½ bales	2,397 28	534 28	1,863 00	....do	Oct. 12, 1864	Cimarron.
Steamer Ceres	17,200 00	935 49	16,264 51	Washington	Nov. 12, 1864	Violet, Aries, Connecticut, Maratanza, Mercedita, Montgomery.
Canoes, 25, and cargoes	929 40	249 93	679 47	....do	Feb. 15, 1865	Eureka, Yankee, Freeborn, Currituck, Commodore Read, Teazer, Fuchsia, Jacob Bell.
Steamer Caledonia	13,353 00	1,149 28	11,903 72	Boston	Nov. 4, 1864	Keystone State, Massachusetts.
Steamer Calhoun	.....	.....	28,536 95	Philadelphia	Feb. 29, 1864	Samuel Rotan, Colorado, Rachel Seaman.
Schooner Carmita	.....	.....	55,698 21	Philadelphia	Nov. 12, 1864	Bermuda.
Coffee, 30 bags	1,385 52	580 94	804 58	....do	Oct. 5, 1865	Bienville.
Cotton, 22 bales	14,559 47	534 75	14,024 72	Boston	Dec. 2, 1864	Mount Vernon.
Cotton, 88 bales	.....	.....	17,455 63	Philadelphia	Jan. 7, 1865	Keystone State.
Cotton, 61½ bales	.....	.....	20,823 45	....do	Jan. 7, 1865	Keystone State.
Cotton, 235 bales, &c	.....	.....	69,239 66	....do	Jan. 7, 1865	Keystone State.
Cotton, 19 bales	6,227 29	907 48	5,319 84	New Orleans	Mar. 23, 1865	Tallahatchie.
Cotton, 10 bales	2,138 00	638 90	1,499 10	....do	Mar. 23, 1865	Tallahatchie.
Schooner Cora Smyser	6,877 92	1,073 12	5,864 80	....do	April 22, 1865	Sciota.
Cotton, 60 bales and 2 bags	.....	.....	12,655 66	....do	Feb. 21, 1865	Mobile.

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Cotton, 38 bales			8,487 62	....do	Feb. 21, 1865	Aroostook.
Cotton, 83 bales			16,388 07	....do	Feb. 21, 1865	Sciota.
Cotton, 67 bales	27,034 89	2,270 83	24,764 06	Key West	Mar. 22, 1865	Clyde.
Sch'r Caroline and Gertrude	16,437 87	1,219 33	15,218 54	....do	Mar. 22, 1865	Stars and Stripes.
Coffee, whiskey, &c	773 66	172 06	601 60	New Orleans	Oct. 4, 1865	Elk.
Steamer Cumberland	153,461 29	18,943 50	134,517 79	Key West	April 21, 1865	De Soto.
Sloop Caroline	306 07	124 23	181 84	....do	April 21, 1865	Roebuck.
Schooner Cora	46,654 97	6,402 57	40,252 40	New Orleans	May 9, 1865	Princess Royal.
Steamer Chatham	81,684 78	6,636 38	75,048 40	....do	May 9, 1865	Huron, Dau Smith.
Cotton, 5 bales, 9 bags, &c	3,033 64	265 76	2,767 88	Philadelphia		Kanawha. (Waiting for prize list.)
Cotton, 31 bales			953 78	New Orleans	Sept. 1, 1865	Chocura.
Schooner Carrie Mair	6,363 65	1,109 49	5,254 16	....do	Aug. 21, 1865	Itasca.
Sloop Caroline, No. 2	211 05	168 71	42 34	Key West		Union. (Waiting for prize list.)
Cotton, 12 bales; 8 bbls. turp	3,766 83	507 58	3,259 25	....do	Aug. 25, 1865	Magnolia.
Cotton, 4 bales			46 40	New Orleans	Sept. 1, 1865	Cayuga.
Cotton, 42 bales and 11 bags	26,580 54	2,364 00	24,216 54	Key West	Aug. 25, 1865	Clyde.
Cotton, 50 bales			1,939 37	New Orleans	Sept. 1, 1865	Gertrude.
Cotton, 89 bales			3,510 38	....do	Sept. 1, 1865	Cornubia.
Cotton, 78 bales	45,626 01	2,077 91	43,548 10	Boston	Aug. 9, 1865	Vicksburg.
Cotton, 4 bales	2,701 44	192 45	2,508 99	....do	Aug. 16, 1865	Keystone State.
Cotton, 44 bales	20,484 00	508 15	19,975 85	....do	Aug. 16, 1865	Quaker City.
Cotton, 90 bales	66,955 68	3,767 78	63,187 90	Philadelphia	Aug. 21, 1865	Connecticut, Keystone State.
Steamer Cora	6,140 00	861 03	5,278 97	New Orleans	Aug. 21, 1865	Quaker City.
Cotton, 35 bales			17,575 20	New York	Sept. 1, 1865	Governor Buckingham, Niphon.
Cotton, 156 sacks, &c			15,150 00	....do	Sept. 1, 1865	Gettysburg.
Schooner Comus	5,166 52	700 81	4,465 71	Key West	Sept. 1, 1865	Iuka.
Schooner Cora	32,697 53	3,157 78	29,539 75	....do	Sept. 1, 1865	Panola.
Steamer Circassian	352,313 65	36,942 26	315,371 39	....do	Sept. 8, 1865	Somerset.
Cotton, 80 bales			32 037 76	Philadelphia	Sept. 22, 1865	Gettysburg, Keystone State. $620 counsel fees.
Cotton, 52 bales	23,552 53	1,826 58	21,725 95	....do	Sept. 29, 1865	R. R. Cuyler.
Cotton, 82 bales	57,210 33	2,984 68	54,225 65	....do	Sept. 29, 1865	Aries. ($500 counsel fee deducted from captor's share.)
Cotton, 45 bales	21,977 77	1,623 27	20,354 50	....do	Oct. 6, 1865	Santiago de Cuba.
Schooner Delight	600 00	251 65	348 35	New York	July 21, 1863	New London, R. R. Cuyler, Massachusetts.
Brig Delta	11,628 00	6,931 18	4,696 82	....do	Nov. 25, 1863	Santee.
Schooner Dixie	30,950 87	2,429 64	28,521 23	Philadelphia	Mar. 13, 1863	Keystone State, Gem of the Sea.
Schooner Defiance	3,773 78	1,073 40	2,700 38	....do	Mar. 11, 1863	Braziliera.
Schooner Director	285 10	128 99	156 11	Washington	May 4, 1862	Corwin, Currituck.
Steamer Diamond	29,683 10	1,958 08	27,725 02	....do	Jan. 11, 1864	Stettin.
Schooner Dart	2,390 84	520 95	1,869 89	Key West	Oct. 21, 1863	Kensington, Rachel Seaman.

* Waiting for prize lists of Narcissus and Cowslip.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865.—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner David Crockett	$14,462 73	$1,389 77	$13,072 96	Philadelphia	Oct. 5, 1865	America, Flag, Canandaigua, Flambeau.
Sloop D. Sargent	5,417 97	1,094 91	4,323 06	New York	Feb. 29, 1864	Kittatinnny.
Schooner Dart, No. 2	3,258 22	493 10	2,765 12	Key West	Feb. 29, 1864	Kanawha.
Steamer Dolphin	36,544 73	8,382 88	28,161 85	do	Mar. 17, 1864	Wachusett.
Dry goods, lot of	465 45	169 51	295 94	Washington	Jan. 11, 1864	Cœur de Lion.
Schooner Defy	473 05	197 37	275 68	do	Oct. 12, 1864	Midnight.
Steamer Donegal	140,000 00	4,047 10	135,952 90	Philadelphia	Oct. 27, 1864	Metacomet.
Steamer Don	98,316 78	3,438 13	94,878 65	Boston	Nov. 19, 1864	Pequot.
Schooner Delia	5,450 45	301 64	5,148 81	Key West	Aug. 12, 1865	Mahaska.
Schooner Eugenie	29,061 42	2,765 42	26,296 00	do	Oct. 16, 1862	Owasco.
Schooner Emma	13,352 52	4,070 48	9,282 04	do	Oct. 16, 1862	Connecticut.
Schooner Eugenie Smith	2,904 36	540 36	2,364 00	do	Feb 6, 1863	Bohio.
Schooner Elias Reed	21,791 53	3,401 45	18,390 08	do	Oct. 9, 1863	Octorara.
Sloop Ellen	235 00	161 06	73 94	do	Oct. 24, 1863	Sagamore.
Sloop Elizabeth	841 12	266 25	574 87	do	Oct. 23, 1863	Hatteras.
Schooner Emily	15,406 91	1,115 37	14,291 54	Washington	Oct. 19, 1863	
Steamer Eureka	293 75	134 93	158 82	do	April 20, 1862	Satellite, Anacostia.
Schooner Emily Murray	500 00	356 34	143 66	do	Feb. 9, 1863	Dan Smith, George Mangham, Cœur de Lion.
Schooner E. J. Waterman*	8,222 95	1,194 58	7,028 37	Philadelphia	Nov. 6, 1862	
Sloop Express	859 25	541 17	318 08	do	Feb. 18, 1864	Chocura, Maratanza.
Schooner Edward Barnard	32,068 74	3,379 28	28,689 46	New York	Nov. 26, 1862	South Carolina.
Steamer Ellis and armament	18,000 00	555 85	17,444 15	do	Dec. 5, 1863	Ceres, Valley City, Delaware, Louisiana, Underwriter, Hetzel, Commodore Perry, Morse, H. Brincker, Whitehead, Shawsheen, Lockwood, General Putnam, J. N. Seymour.
Sloop Express	600 00	247 65	352 35	do	July 21, 1863	New London, R. R. Cuyler, Massachusetts.
Sloop Emeline†	5,380 33	970 13	4,410 20	do	Dec. 24, 1863	
Steamer Elmira	8,038 30	634 47	7,403 33	Springfield	Jan. 11, 1864	Petrel, Forest Rose.
Schooner Emma	1,486 15	878 50	607 65	Philadelphia	Feb. 18, 1864	Adirondack.
Boat Emma	98 12	84 15	13 97	Key West	June 7, 1864	Fort Henry.
Boat Enterprise	872 00	172 56	699 44	do	April 12, 1864	Sagamore.
Steamer Eagle	35,475 33	5,355 46	30,119 87	do	Mar. 17, 1864	Octorara.

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Steamer Ella Warley	102,709 88	18,976 31	83,733 57	New York	Mar. 22, 1864	Santiago de Cuba.
Schooner Emma Amelia	3,649 52	503 94	3,145 58	Key West	Mar. 17, 1864	Roebuck.
Sloop Elisha Beckwith	2,174 39	528 35	1,646 04	....do	Mar. 29, 1864	Pembina.
Schooner Emma Tuttle	5,833 64	1,332 52	4,501 12	Philadelphia	Mar. 29, 1864	Hope.
Steamer Eugenie	24,239 67	1,597 99	22,641 68	Key West	Mar. 29, 1864	R. R. Cuyler, Kennebec, Kanawha.
Steamer Eureka	27,273 88	2,665 00	24,608 88	New Orleans	April 23, 1864	Aroostook.
Steamer Elizabeth	83,112 92	16,862 74	66,250 18	New York	April 12, 1864	Keystone State, James Adger.
Schooner Exchange	6,052 87	1,052 55	5,000 32	New Orleans	April 23, 1864	Antona.
Schooner Ellen	5,557 23	970 58	4,586 65	....do	June 10, 1864	Gertrude.
Schooner Edward	2,343 64	203 66	2,139 98	Key West	June 2, 1864	San Jacinto.
Schooner Excelsior	2,630 88	678 31	1,952 57	New Orleans	May 21, 1864	Katahdin.
Steamer Emilie	28,305 97	3,929 13	24,376 84	Philadelphia	April 26, 1865	Flag, Restless.
Schooner Experiment	20,785 18	1,460 11	19,325 07	New Orleans	July 28, 1864	Virginia.
Steamer Elsie and cargo	216,619 79	5,249 22	211,370 57	Boston	Dec. 2, 1864	Quaker City, Keystone State.
Schooner Emma	32,122 15	3,727 88	28,394 27	New Orleans	Feb. 21, 1865	Mobile.
Steamer Ella and Annie	185,500 01	5,486 62	181,013 79	Boston	Feb. 24, 1865	Niphon.
Steamer Emma Henry	294,869 01	5,973 92	288,895 09	New York	Feb. 28, 1865	Cherokee.
Schooner Eliza	5,745 41	666 71	5,078 70	Key West	April 21, 1865	Roebuck.
Schooner Ezilda	3,415 07	1,255 71	2,159 36	New York	April 21, 1865	South Carolina.
Brig Eco	4,281 21	1,039 35	3,246 86	New Orleans	Aug. 23, 1865	Gertrude, Princess Royal, Kanawha, Cayuga.
Schooner Flash	2,485 61	1,117 18	1,368 43	New York	Dec. 1, 1863	Restless, Onward.
Brig Falcon	3,655 93	1,263 29	2,392 64	....do	Jan. 2, 1863	South Carolina.
Schooner Florida	1,865 00	1,106 76	758 24	....do	Nov. 20, 1863	Matthew Vassar.
Schooner Fairwind	2,250 00	900 93	1,349 07	Philadelphia	May 19, 1863	Quaker City.
Schooner Fairplay	2,208 55	1,392 02	816 53	....do	Oct. 19, 1863	Gem of the Sea.
Schooner Fannie Laurie	15,627 77	2,491 26	13,136 51	....do	Mar. 17, 1864	Shepherd Knapp.
Schooner F. J. Capron	910 00	181 74	728 26	Washington	April 29, 1862	Freeborn.
Sloop Flying Cloud	225 00	126 48	98 52	....do	Jan. 11, 1864	Anacostia, Primrose.
Schooner Fashion	231 88	138 23	93 65	Key West	Nov. 26, 1862	Ethan Allen.
Schooner Frances	1,208 48	374 56	833 92	....do	Oct. 15, 1863	Sagamore.
Sloop Flying Fish	627 50	222 55	404 95	....do	Oct. 21, 1863	Magnolia.
Schooner Fannie Lee	19,940 54	*4,213 22 2,185 44	13,541 88	Philadelphia	Feb. 18, 1864	St. Lawrence.
Sloop Florida	1,115 59	172 86	942 73	Key West	Mar. 17, 1864	Stars and Stripes.
Schooner Frolic	27,648 32	3,742 36	23,905 96	....do	Mar. 17, 1864	Sagamore, Two Sisters.
Schooner Fashion, No. 2	1,395 99	336 70	1,059 29	....do	Mar. 17, 1864	Juniata.
Schooner Five Brothers	7,313 65	1,084 37	6,229 28	....do	Nov. 26, 1864	Octorara.
Schooner Florence Nightingale	37,362 61	2,904 04	34,458 57	....do	June 22, 1864	Tioga, Octorara.
Sloop Fashion	12,348 87	1,175 91	11,172 96	New Orleans	June 29, 1864	Port Royal.
Schooner Friendship	3,209 94	850 37	2,359 57	....do	April 12, 1864	Tennessee.

* Liberated, $4,213 22.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner Fanny	$10,317 61	$1,125 66	$9,191 95	New Orleans	July 28, 1864	Owasco.
Schooner Frederick 2d	56,933 98	3,204 48	53,729 50	Key West	Oct. 7, 1864	Chocura.
Sloop Fortunate	1,270 58	462 32	808 26	Philadelphia	Feb. 7, 1865	Bermuda.
Schooner Forest King	899 59	833 65	65 94	New York	.....	Crusader, Mississippi. (Waiting for prize list of Mississippi.)
Sloop Florida	1,276 90	172 18	1,104 72	Key West	.....	Honeysuckle.
Schooner Fly	660 18	201 33	458 85	....do	Mar. 22, 1865	Honeysuckle.
Schooner Flash	7,856 90	1,917 05	5,939 85	New Orleans	April 20, 1865	Princess Royal.
Steamer Florida	91,672 65	6,760 77	84,911 88	Philadelphia	May 13, 1865	Pursuit.
Schooner Fannie McRae	4,384 87	293 16	4,091 71	Key West	Aug. 12, 1865	Hendrick Hudson.
Schooner Florida	8,560 29	645 56	7,914 73	....do	Aug. 16, 1865	James L. Davis.
Sloop Florida	702 32	202 41	499 91	....do	.....	Hibiscus.
Schooner Grace E. Baker	17,198 69	2,830 42	14,368 27	....do	Oct. 6, 1862	R. R. Cuyler.
Sloop Good Luck	1,401 83	220 09	1,181 74	....do	Oct. 24, 1862	St. Lawrence.
Goods, lot of*	696 04	202 63	493 41	Washington	.....	George Mangham.
Goods, lot of	197 46	116 50	80 96	....do	Oct. 13, 1865	Dan Smith.
Schooner Gold Leaf	205 00	86 12	118 88	....do	Jan. 11, 1864	Jacob Bell.
Goods and money, lot of	288 65	170 45	118 20	....do	Oct. 17, 1862	Western World.
Ship General Parkhill	9,803 85	†222 66 2,392 43	7,188 76	Philadelphia	.....	Niagara.
Schooner George G. Baker	6,840 60	2,050 75	4,789 85	....do	Feb. 17, 1863	Union.
Schooner Guide	20,407 67	1,549 53	18,858 14	....do	Nov. 6, 1862	Huron.
Schooner Glide	22,980 84	1,609 21	21,371 63	....do	Oct. 14, 1864	Marblehead, Passaic, Arago, Caswell.
Schooner Garonne	3,130 70	1,079 44	2,051 26	New York	Mar. 11, 1863	Santee.
Schooner Gipsy	9,162 97	1,397 23	7,765 74	....do	Aug. 20, 1863	New London, Massachusetts.
Schooner Granite City	68,829 81	4,253 44	64,576 37	....do	Nov. 20, 1863	Tioga.
Steamer Gertrude	88,987 60	8,913 31	80,074 29	....do	Nov. 20, 1863	Vanderbilt.
Schooner George Chisholm	1,327 86	295 60	1,032 26	Washington	Feb. 18, 1864	Dai Ching.
Sloop Gophen	113 62	70 22	43 40	Key West	Dec. 19, 1864	Roebuck.
Schooner Gipsy	744 23	469 49	274 74	....do	Feb. 29, 1864	Ethan Allen.
Sloop G. L. Brockenborough	12,128 59	2,718 19	9,410 40	....do	Feb. 29, 1864	Sagamore, Fort Henry.

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Schooner General Taylor	7,180 21	2,021 21	5,159 00	Philadelphia	Nov. 12, 1864	Crusader, Mahaska, Samuel Rotan.
Schooner General Prim	17,302 25	1,527 00	15,775 25	Key West	Mar. 9, 1864	De Soto.
Goods, lot of‡	702 08	211 23	490 85	Washington	.....	Primrose, Cœur de Lion.
Steamer General Sigel, 4 boxes bitters, 12 boxes wine, 2½ barrels brandy, 5½ bb'ls whiskey§	183 60	67 07	116 53	Springfield	May 19, 1864	Fairplay.
Steamer Greyhound	497,858 55	12,896 54	484,962 01	Boston	Aug. 24, 1864	Connecticut.
Sloop Garibaldi	5,424 60	653 80	4,770 80	Key West	Mar. 14, 1865	Beauregard.
Sloop General Finnegan	3,661 05	414 37	3,246 68	....do	June 29, 1865	San Jacinto.
Brig H. C. Brooks	51,982 52	5,467 83	46,514 69	New York	July 18, 1863	Harriet Lane, Minnesota, Wabash, Cumberland, Susquehanna, Monticello, Pawnee.
Steamer Henry Lewis	37,337 76	4,041 62	33,296 14	....do	Nov. 25, 1863	R. R. Cuyler, Massachusetts, New London.
Schooner Hannah M. Johnson	2,470 26	932 81	1,537 45	....do	Nov. 25, 1863	Perry.
Schooner Hallie Jackson	3,625 00	1,217 47	2,407 53	....do	July 12, 1862	Union.
Schooner Henry Middleton	24,607 05	4,394 59	20,212 46	....do	Jan. 2, 1863	Vandalia.
Schooner Hettiwan	13,455 37	1,997 52	11,457 85	....do	Feb. 29, 1864	Ottowa, Housatonic, Flambeau.
Bark Hiawatha	269,319 27	29,615 56	239,703 71	....do	Feb. 6, 1864	Minnesota, Cumberland, Perry, Keystone State, Star, (now called Monticello.)
Schooner Harriet Ryan	1,718 53	824 68	893 85	Philadelphia	Oct. 17, 1862	Pawnee.
Schooner Havelock	2,770 36	1,500 28	1,270 08	....do	July 22, 1863	Jamestown.
Schooner Harvest	15,031 31	1,108 28	13,923 03	Washington	Oct. 19, 1863	Juniata.
Hoop skirts, 2 boxes whiskey, &c	200 08	87 72	112 26	....do	May 17, 1862	Island Belle, Anacostia.
Schooner Hampton	5,586 42	684 80	4,901 62	....do	Jan. 11, 1864	Currituck.
Schooner Henry Travers	7,648 76	1,142 61	6,506 15	Key West	Feb. 6, 1863	Bohio.
Schooner Hermosa	27,621 05	4,019 90	23,601 15	....do	Oct. 8, 1863	Connecticut.
Schooner Hattie	64,399 30	5,247 67	59,151 63	New York	Feb. 18, 1864	Florida.
Schooner Hunter	12,658 10	1,142 23	11,515 87	Philadelphia	Feb. 18, 1864	Kanawha, Colorado, Lackawanna, Pocahontas, Aroostook, Kennebec, R. R. Cuyler.
Schooner Herald	2,584 72	377 30	2,207 42	Washington	Feb. 18, 1864	Calypso.
Schooner Harriet	5,556 85	645 45	4,911 40	Key West	Mar. 12, 1864	Tahoma.
Schooner Handy	979 06	326 38	652 68	....do	Mar. 17, 1864	Octorara.
Schooner Hortense	2,647 73	350 86	2,296 87	....do	Mar. 17, 1864	Somerset.
Steamer Herald	87,866 77	3,483 97	84,382 80	Boston	April 12, 1864	Tioga.
Bark H. M. McGuinn‖	700 00	376 75	323 25	New Orleans	.....	Vincennes, Clifton.
Schooner Helena	5,595 51	922 02	4,673 49	....do	May 21, 1864	Ossipee.
Schooner Henry Colthirst	4,434 56	851 42	3,583 14	....do	June 8, 1864	Virginia.
Steamer Hattie	18,000 00	722 40	17,277 60	St. Augustine	Nov. 4, 1864	Pawnee, Columbine.
Steamer Hope	271,192 35	7,895 52	263,296 83	Boston	Feb. 24, 1865	Eolus.

* Waiting for prize list of the George Mangham. † $222 66 awarded to claimants. ‡ Waiting for prize list of the Cœur de Lion.
§ Vessel not included. ‖ Waiting for prize lists of the Vincennes and Clifton.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gro pr ce ds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Sloop Hannah	$339 50	$123 00	$216 50	Key West	Mar. 22, 1865	Beauregard.
Sloop Hancock	239 62	107 57	132 05	do	April 21, 1865	Sunflower.
Sloop Hope	6,299 47	937 28	5,362 19	do	April 21, 1865	Beauregard.
Sloop Henrietta	8,961 96	768 38	8,193 58	do	Aug. 25, 1865	Merrimac.
Schooner Isabel or W. R. King	4,672 87	480 15	4,192 72	do	Oct. 16, 1862	Montgomery.
Schooner Ida	784 15	455 10	329 05	do	Feb. 17, 1863	Mercedita.
Brig Intended	8,874 90	1,865 48	7,009 42	Philadelphia	Feb. 17, 1863	Jamestown.
Schooner Ida	486 74	230 16	256 58	Key West	Mar. 17, 1864	James S. Chambers.
Sloop Isabella	76 87	65 58	11 29	do	Mar. 29, 1864	Fort Henry.
Schooner Independence	1,600 00	751 32	848 68	New Orleans	Nov. 26, 1864	Potomac.
Iron, railroad, 1,200 bars*	3,467 08	1,204 77	2,262 31	Philadelphia	.....	Mohican, Potomska, Pocahontas.
Iron, railroad, 658 bars*	5,942 62	1,734 75	4,207 87	do	.....	Mohican, Potomska, Pocahontas.
Schooner Island Belle	10,717 30	1,865 31	8,851 99	do	Nov. 17, 1864	Augusta.
Steamer Ida	.....	.....	35,237 06	do	April 18, 1865	Sonoma.
Schr. John & Nathaniel Taylor	1,700 00	294 85	1,405 15	New York	.....	Commodore Perry, Underwriter, Whitehead.
Schooner J. W. Wilder	24,618 44	3,431 26	21,187 18	do	Dec. 1, 1863	R. R. Cuyler.
Schooner Joana Ward	7,503 00	1,995 14	5,507 86	do	Jan. 31, 1863	Harriet Lane.
Schooner J. G. McNeil	6,536 90	1,306 92	5,229 98	do	Oct. 20, 1863	Arthur.
Schooner James Norcom†	2,200 00	319 85	1,880 15	do	.....	Shawsheen.
Schooner Julia Worden	3,090 34	986 54	2,103 80	Philadelphia	Dec. 1, 1863	Restless.
Schooner Julia	17,347 96	1,419 22	15,928 74	Key West	Oct. 10, 1863	Kittatinny.
Sloop Julia	571 39	181 24	390 15	do	Oct. 17, 1863	Sagamore.
Schooner Julia	9,942 56	1,572 65	8,369 91	Boston	April 27, 1863	Cambridge.
Steamer Juno	135,102 00	4,608 44	130,393 67	do	Jan. 30, 1864	Connecticut.
Sloop John Wesley	1,875 90	244 21	1,631 69	Key West	Mar. 17, 1864	Circassian.
Sloop Jane Adelie	6,699 71	667 24	6,032 47	do	Mar. 9, 1864	De Soto.
Sloop Julia	15,428 96	1,502 42	13,926 54	do	Mar. 9, 1864	Tioga.
Sloop Justina	1,720 53	454 68	1,465 85	do	Mar. 17, 1864	Tioga.
Schooner Juniper	2,228 59	502 32	1,726 27	do	Mar. 17, 1864	Kennebec.
Schooner Joe Flanner	11,747 21	1,466 52	10,280 69	do	Mar. 29, 1864	Pembina.
Steamer Jeff Davis†	500 00	47 45	452 55	Springfield	.....	Benton, St. Louis, Louisville, Carondelet, Cairo.
Steamer James Battle	240,895 62	17,651 16	223,244 46	Key West	April 12, 1864	De Soto.

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Schooner John Scott	37,728 84	3,110 22	34,618 62	New Orleans	April 23, 1864	Kennebec.
Schooner J. T. Davis	9,925 00	1,465 04	8,459 96	....do	May 21, 1864	Cayuga.
Schooner John Douglass	41,011 62	3,402 52	37,609 10	....do	June 18, 1864	Penobscot.
Schooner Jupiter	35,982 40	3,299 80	32,682 60	Philadelphia	Oct. 11, 1864	Cimarron, Nantucket.
Schooner Judson	23,495 74	1,895 33	21,600 41	New Orleans	Oct. 7, 1864	Conemaugh.
Steamer Jupiter	8,331 73	1,482 99	6,848 74	Boston	Oct. 11, 1864	Proteus.
Schooner James Williams	5,510 15	749 77	4,760 38	New Orleans	Oct. 12, 1864	Penobscot.
Schooner J. C. McCabe	452 11	168 03	284 08	Washington	Oct. 19, 1863	Zouave.
Schooner John	32,514 71	3,044 49	29,470 22	New Orleans	Mar. 22, 1865	Augusta Dinsmore.
Sloop Josephine	1,826 77	333 97	1,492 80	Key West	April 22, 1865	Sunflower.
Schooner Joseph H. Toone	15,606 48	3,490 44	12,116 44	New York	April 21, 1865	South Carolina.
Schooner Julia	5,468 81	1,215 93	4,252 88	New Orleans	June 3, 1865	Chocura.
Schooner Josephine	16,046 81	3,048 49	12,998 32	....do	June 26, 1865	Seminole.
Schooner John Hale	14,032 46	599 06	13,433 40	Key West	Aug. 12, 1865	Matthew Vassar.
Steamer Julia	159,129 41	4,807 54	154 321 87	....do	Aug. 16, 1865	Acacia.
Schooner Kate	4,188 33	593 23	3,595 10	....do	Oct. 23, 1863	Roebuck.
Schooner Kate, cargo of	98 00	51 25	46 75	Washington	Oct. 23, 1863	Adolph Hugel.
Steamer Kate Dale	370,708 39	14,910 27	355,798 12	Philadelphia	Jan. 6, 1864	R. R. Cuyler.
Steamer Kaskaskia	1,300 00	376 55	923 45	Springfield	Jan. 11, 1864	Cricket.
Steamer Kate	31,180 00	1,890 42	29,289 58	New York	Feb. 16, 1864	Mount Vernon, Iroquois, James Adger, Niphon.
Sloop Kate	3,572 22	442 22	3,130 00	Key West	July 6, 1864	Brooklyn.
Sloop Kate §	711 81	126 27	585 54	....do	.....	Pursuit.
Schooner La Criolla	2,828 64	871 83	1,956 81	Philadelphia	Nov. 26, 1862	Bienville.
Steamer Lodona	246,651 32	14,944 84	231,706 48	....do	April 25, 1863	Unadilla.
Schooner Lion	4,935 25	1,350 70	3,584 55	....do	Nov. 5, 1863	Delaware.
Schooner Ladies' Delight	1,813 72	287 32	1,526 40	Washington	Oct. 19, 1863	Primrose, Anacostia, Currituck, Satellite.
Schooner Lookout	1,468 87	254 00	1,214 87	....do	April 16, 1862	Cœur de Lion.
Schooner Lion	8,573 54	1,093 68	7,479 86	Key West	Oct. 16, 1862	Kingfisher.
Schooner Lavinia	9,580 38	880 96	8,699 42	....do	Jan. 23, 1863	Santiago de Cuba.
Schooner Lily	5,189 53	835 88	4,353 65	....do	Oct. 13, 1863	W. G. Anderson.
Schooner Lynnhaven	7,000 00	401 15	6,598 85	New York	Dec. 8, 1863	Delaware, Louisiana, Hetzel, Commodore Perry, Valley City, Underwriter, Morse, Ceres, H. Brincker, Whitehead, Shawsheen, Lockwood, General Putnam, J. N. Seymour.
Schooner Lovely Belle ‖	2,200 00	319 85	1,880 15	....do	.....	General Putnam.
Schooner Louisa Agnes	1,105 00	1,401 00	No proceeds	....do	.....	General Putnam.
Schooner Lizzie Weston	76,286 67	8,738 92	67,547 75	....do	Feb. 17, 1863	Itasca.
Schooner Lucy C. Holmes	29,745 62	3,952 10	25,793 52	....do	Jan. 31, 1863	Santiago de Cuba.
Schooner Louise	45,053 49	1,970 51	43,082 98	Boston	Jan. 23, 1863	Albatross.

§ Waiting for prize list of the Pursuit. ‖ Taken by War Department; not paid for. ¶ Taken by War Department; not paid for.
* Waiting for prize lists of Mohican, Potomska, and Pocahontas. † Waiting for prize list of Shawsheen. ‡ Waiting for prize lists of Benton, St. Louis, Louisville, Carondelet, and Cairo.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Steamer Lizzie	$12,244 73	$1,836 04	$10,408 69	Philadelphia	Jan. 11, 1864	Santiago de Cuba.
Schooner Louisa	1,977 27	1,078 62	898 65	....do	Feb. 29, 1864	Bienville.
Schooner Linnet	2,022 42	388 17	1,634 25	Key West	Dec. 14, 1864	Union.
Schooner Lydia and Mary	2,864 66	918 66	1,946 00	Philadelphia	Feb. 29, 1864	Restless.
Sloop Louisa Dudley	2,693 07	620 50	2,072 57	Key West	Mar. 17, 1864	McLellan.
Schooner Lady Maria	30,646 45	2,228 42	28,418 03	....do	May 7, 1864	De Soto, Stonewall.
Steamer Lizzie Davis	18,351 16	2,441 08	15,910 11	New Orleans	June 7, 1864	San Jacinto.
Schooner Locadie	1,997 00	656 44	1,340 56	....do	Nov. 26, 1864	Commodore.
Schooner Lida	9,753 54	1,374 45	8,379 09	Philadelphia	April 23, 1864	Seminole.
Schooner Louisa	5,611 35	1,121 50	4,489 85	New Orleans	June 4, 1864	Queen.
Sloop Last Trial	109 96	108 85	1 11	Key West	.....	Beauregard, San Jacinto, Dale, Tioga, Tahoma, Huntsville, Wanderer, Eugenie, Sunflower, Sea Bird, Honduras, Marigold.
Schooner Lily	5,995 66	966 68	5,028 98	New Orleans	June 18, 1864	Penobscot.
Schooner Lynchburg	11,449 43	4,437 27	7,012 16	New York	July 28, 1864	Quaker City.
Schooner Lily	9,019 94	1,074 50	7,945 44	New Orleans	July 28, 1864	Owasco.
Schooner Laura	6,843 01	871 94	5,971 07	....do	July 28, 1864	Owasco.
Steamer Little Ada	44,489 95	1,580 69	42,909 26	Boston	Feb. 16, 1865	Gettysburg.
Steamer Lady Sterling	509,354 64	9,463 35	494,891 29	New York	Feb. 7, 1865	Calypso, Eolus.
Schooner Louisa	5,491 49	1,227 36	4,264 13	New Orleans	Feb. 14, 1865	Chocura.
Schooner Lone	2,631 60	723 59	1,908 01	....do	Feb. 14, 1865	Fort Morgan.
Steamer Lucy	268,948 20	6,534 72	262,413 48	Boston	Mar. 9, 1865	Santiago de Cuba.
Schooner Leartad	43,261 72	4,380 79	38,880 93	Key West	Mar. 22, 1865	San Jacinto.
Schooner Linda	1,237 65	171 50	1,066 15	....do	Mar. 22, 1865	Beauregard, Norfolk Packet.
Schooner Lowood	34,555 03	5,948 70	28,606 33	New Orleans	April 22, 1865	Chocura.
Steamer Laura	36,052 92	1,589 90	34,463 02	Key West	April 22, 1865	Stars and Stripes, Hendrick Hudson.
Sloop Lydia	1,302 17	224 76	1,077 41	....do	April 22, 1865	Beauregard.
Schooner Lily	1,102 00	625 04	476 96	New Orleans	June 2, 1865	Metacomet.
Sloop Last Resort	1,987 58	290 15	1,697 43	Key West	Aug. 25, 1865	Roebuck.
Sloop Lauretta	52 63	52 63	No proceeds.	....do	.....	Roebuck.
Schooner Lucy	5,879 64	341 52	5,538 12	....do	Aug. 12, 1865	Hendrick Hudson.
Brig Lilla	73,679 67	3,929 45	69,750 22	Boston	June 20, 1865	Quaker City.

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Schooner Late Hurley	3,500 86	1,245 75	2,255 11	New Orleans.	Aug. 22, 1865	Chocura.
Schooner Mars	1,141 00	1,157 04	No proceeds.	New York		
Schooner Major Barbour	41,567 76	8,278 68	36,289 08	....do	Jan. 30, 1863	De Soto, Kittatinny.
Sloop Mercury*	1,548 20	545 99	1,002 21	....do		Quaker City, Memphis, Powhatan, Flag.
Schooner Maria	3,399 92	2,048 52	1,351 40	....do	Dec. 1, 1863	Santiago de Cuba.
Brig Minna	2,340 11	1,381 10	959 01	....do	Nov. 20, 1863	Victoria.
Schooner Maria Bishop	4,539 95	2,667 80	1,872 15	....do	Dec. 24, 1863	Courier.
Schooner Mary Jane	1,731 39	1,033 74	697 65	....do	Dec. 9, 1863	Mount Vernon, State of Georgia.
Steamer Magnolia	173,955 77	6,551 61	167,404 16	Key West	Oct. 16, 1862	Huntsville, Brooklyn, South Carolina, Mercedita, Itasca.
Sloop Margaret	3,549 98	234 47	3,315 51	....do	Oct. 16, 1862	Sciota.
Schooner Magnolia	41,731 61	3,199 02	38,532 59	....do	Oct. 8, 1863	Hatteras.
Sloop Maria	4,849 37	722 25	4,127 12	....do	Oct. 17, 1863	Rachel Seaman, Kensington.
Schooner Margaret	378 73	160 95	217 78	....do	Oct. 6, 1862	Tahoma, Hendrick Hudson.
Schooner Martha Ann	1,498 02	714 44	783 58	Washington	Oct. 1, 1863	Samuel Rotan.
Sloop Mary Grey†	224 37	166 01	58 36	....do		Eureka, T. A. Ward.
Bark Meaco	92,213 47	a30,155 56 6,090 02	55,967 89	Philadelphia	Mar. 11, 1863	Brooklyn, St. Louis.
Schooner Mabel	8,781 50	1,753 61	7,027 89	....do	Nov. 6, 1862	Dale, St. Lawrence.
Schooner Morning Star	1,168 61	645 02	523 59	....do	Nov. 25, 1862	Bienville.
Schooner Mary Wood	3,292 78	1,039 79	2,252 99	....do	Nov. 11, 1864	Pawnee.
Schooner Mary Elizabeth	685 68	596 82	88 86	....do	Oct. 19, 1863	Stars and Stripes, Mystic, State of Georgia.
Schooner Major E. Willis	36,242 45	2,098 37	34,144 08	....do	Nov. 5, 1863	Powhatan, Housatonic, Paul Jones. Huron, Unadilla, Augusta, South Carolina, America, G. W. Blunt, New Ironsides, Flag, Stettin, Ladona.
Merchandise, 680 pieces‡	312 16	106 32	205 84	Boston		Hunchback.
Schooner Monterey	837 10	287 04	550 06	Washington	April 16, 1862	Resolute.
Steamer Memphis	543,495 15	32,581 08	510,914 07	New York	Nov. 10, 1863	Magnolia.
Merchandise, cargo of§	250 80	82 92	167 88	Washington		Cœur de Lion, Dan Smith.
Schooner Meteor	2,589 70	201 86	2,387 84	Key West	Dec. 3, 1864	Sagamore.
Sloop Magnolia	561 25	130 38	430 87	....do	June 11, 1864	San Jacinto.
Schooner Maria Alberta	4,583 25	387 87	4,195 38	....do	Nov. 26, 1864	San Jacinto.
Steamer Merrimack	202,741 16	11,702 48	191,038 68	New York	Feb. 22, 1864	Iroquois.
Schooner Mississippian	34,981 94	2,495 52	32,486 42	Key West	Feb. 29, 1864	De Soto.
Steamer Maggie Fulton	1,107 71	377 09	730 62	....do	Mar. 17, 1864	Gem of the Sea.
Schooner Mary Jane	689 88	122 83	567 05	....do	Feb. 29, 1864	Tahoma.
Schooner Mattie‖	1,913 59	390 29	1,523 30	....do		Annie.
Schooner Miriam	47,939 13	3,465 84	44,473 29	....do	June 9, 1864	Itasca.

* Waiting for prize lists of the Memphis, Powhatan, and Flag.
† Waiting for prize list of the T. A. Ward.
‖ Waiting for prize list of the Annie, a tender.
‡ Waiting for prize list of the Hunchback.
§ Waiting for prize lists of the Cœur de Lion and Dan Smith.
a Allowed to claimants.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Sloop Minnie	$4,290 56	$619 67	$3,670 89	Key West	Mar. 29, 1864	Huntsville.
Steamer Montgomery	20,251 94	2,059 22	18,192 72	New Orleans	June 9, 1864	De Soto.
Schooner Mack Canfield	33,445 11	3,028 13	30,416 98	do	April 12, 1864	W. G. Anderson.
Merchandise, 4 mules and 1 buggy	365 00	93 27	271 73	Springfield	April 23, 1864	Argosy.
Mules, 21	1,900 00	139 02	1,760 98	do	Nov. 17, 1864	Juliet.
Mules, 13*	1,175 00	1,014 39	160 61	do		Conestoga.
Schooner M. J. Smith	89,809 65	7,381 35	82,425 30	New Orleans	April 23, 1864	Kennebec.
Steamer Minna	116,901 21	5,990 77	110,910 44	Boston	April 12, 1864	Circassian.
Money, $627 25†	627 25	76 22	551 03	Springfield		St. Louis.
Schooner Martha Jane	21,130 14	2,022 26	19,107 88	Key West	June 1, 1864	Fort Henry.
Schooner Mary Douglas	4,865 75	818 71	4,047 04	New Orleans	June 8, 1864	Virginia.
Schooner Marion	381 96	235 52	146 44	do	June 17, 1864	Aroostook.
Schooner Mary Ann	116,544 74	4,188 42	112,356 32	Boston	July 19, 1864	Grand Gulf.
Schooner Mary Sorley	103,083 46	5,292 18	97,791 28	New Orleans	July 28, 1864	Sciota.
Schooner Maria Albert	3,866 94	805 49	3,061 45	do	July 28, 1864	Rachel Seaman.
Schooner Mary Clinton	10,432 43	3,197 55	7,234 88	do	Oct. 29, 1864	Powhatan.
Steamer Minnie	353,943 42	9,070 16	344,873 26	Boston	Oct. 10, 1864	Connecticut.
Steamer Margaret and Jessie‡	170,708 34	12,549 87	158,158 47	New York	Oct. 17, 1864	Fulton, Keystone State, Nansemond.
Steamer Matagorda	389,367 35	5,798 52	353,568 83	Boston	Dec. 3, 1864	Magnolia.
Steamer Mayflower	20,114 22	1,831 01	18,283 21	Key West	Feb. 2, 1865	Union.
Schooner Mary	28,638 62	1,661 22	26,977 40	New York	Mar. 22, 1865	Mackinaw.
Sloop Maria Louisa	4,106 57	408 71	3,697 86	Key West	Mar. 22, 1865	Roebuck.
Schooner Miriam	2,869 15	367 78	2.501 37	do	Mar. 22, 1865	Honeysuckle.
Sloop Mary	9,550 89	1,007 89	8,543 00	do	Mar. 22, 1865	Roebuck.
Brig Minnie	6,409 29	1,261 75	5,147 54	Philadelphia	April 18, 1865	Lodona.
Schooner Mary Ann	2,971 81	837 99	2,133 82	New Orleans	April 22, 1865	Itasca.
Sloop Mary Ellen	3,875 35	444 82	3,430 53	Key West	April 26, 1865	San Jacinto.
Schooner Minnie	3,362 16	296 76	3,065 40	do	April 26, 1865	Beauregard.
Steamer Mail	63,319 11	5,421 11	57,898 00	do	April 26, 1865	Honduras, S. Jacinto, (Fox, Sea Bird, Two Sisters.)
Schooner Matilda	7,219 87	1,238 10	5,981 77	New Orleans	June 26, 1865	Penobscot.
Schooner Malta	8,636 46	1,650 03	6,986 43	do	Aug. 22, 1865	Glide.

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Schooner Mary Ellen	5,082 00	830 67	4,251 33	....do	Aug. 16, 1865	Kanawha.
Schooner Mary	804 84	127 20	677 64	Key West	Aug. 12, 1865	Pursuit.
Schooner Medora	12,452 05	3,853 08	8,598 97	New Orleans	Aug. 21, 1865	J. P. Jackson, Stockdale.
Schooner Nelly	1,164 83	732,16	432 67	Philadelphia	Mar. 2, 1863	Alabama.
Brig Napier	4,702 57	1,005 79	3,696 78	....do	June 28, 1864	Mount Vernon, Mystic, Chippewa, Stars and Stripes.
Sloop (no name§)	488 65	188 09	300 56	Washington	.....	Commodore Morris.
Schooner Newcastle	34,921 35	2,686 62	32,234 73	Key West	Oct. 16, 1862	Bainbridge.
Bark, (slave, name unknown*)	9,631 27	591 39	9,039 88	....do	Nov. 26, 1862	
Brig Nahum Stetson	4,710 68	317 92	4,392 76	....do	Nov. 26, 1864	Brooklyn, Massachusetts.
Schooner, (name unknown)	2,000 00	315 85	1,684 15	New York	Dec. 8, 1863	Commodore Perry, Delaware, Hetzel, Louisiana, Valley City, Underwriter, Ceres, H. Brinker, Morse, Whitehead, Shawsheen, Lockwood, J. N. Seymour, General Putnam.
Sloop New Eagle	8,008 50	1,196 48	6,812 02	....do	Jan. 27, 1863	Matthew Vassar, Sea Foam.
Ship North Carolina	10,850 00	6,753 74	4,096 26	....do	Nov. 20, 1863	Quaker City.
Sloop Neptune, cargo of	15,669 17	1,464 95	14,204 22	....do	Dec. 26, 1863	Housatonic, New Ironsides.
Steamer Nicholai 1st	33,226 88	4,848 94	28,377 94	....do	Nov. 25, 1863	Victoria.
Sloop, (no name)	195 63	133 72	61 91	Washington	Feb. 29, 1864	Eureka.
Schooner New Year	15,906 18	1,776 22	14,129 96	Key West	April 12, 1864	Sagamore.
Schooner Napoleon	1,071 87	679 90	391 97	New York	Mar. 17, 1864	Stars and Stripes, Philadelphia, Louisiana, Hetzel, Delaware, Commodore Perry, Valley City, Underwriter, Commodore Barney, Hunchback, Southfield, Morse, H. Brinker, Lockwood.
Steamer Neptune	40,820 58	4,460 44	36,360 14	Key West	Mar. 29, 1864	Lackawanna.
Steamer Nassau	71,958 63	10,699 23	61,259 40	New York	May 10, 1864	State of Georgia, Victoria.
Schooner Nanjemoy	35 00	.....	No proceeds.	Washington	.....	
Sloop Nellie	20,643 24	1,580 90	19,062 34	New York	July 19, 1864	South Carolina.
Steamer Nutfield	2,219 00	352 60	1,866 40	Washington	Oct. 29, 1864	Sassacus.
Sloop Neptune	20,045 35	1,654 58	18,390 77	Key West	April 26, 1865	Sunflower, Honduras, J. L. Davis.
Sloop, (no name)	95 00	87 92	7 08	....do	.....	San Jacinto.
Steamer Nan Nan	21,006 02	2,035 78	18,970 24	....do	May 1, 1865	Nita.
Sloop Nina	440 71	105 56	335 15	....do	.....	Roebuck.
Sloop Osceola	600 00	240 95	359 05	New York	July 21, 1863	New London, Massachusetts, R. R. Cuyler.
Schooner Olive	1,750 00	274 20	1,475 80	....do	July 21, 1863	New London, Massachusetts, R. R. Cuyler.
Steamer Ouachita	9,800 00	2,167 84	7,632 16	....do	Nov. 25, 1863	Memphis.
Schooner Odd Fellow	7,069 52	1,321 29	5,748 23	....do	Dec. 17, 1863	Monticello.
Schooner Olive Branch	5,944 74	344 58	5,600 16	Key West	Oct. 16, 1862	Kingfisher, Ethan Allen.
Sloop Octavia	686 00	74 62	611 38	....do	Oct. 16, 1862	Sagamore, Mercedita.

* Waiting for prize list of the Conestoga. † Waiting for prize list of the St. Louis. ‡ $54,426 59 distributed to owners, officers, and crew of the Fulton, army transport.
§ Waiting for prize lists of the Commodore Morris.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner Orion	$7,900 80	$709 33	$7,191 47	Key West	Oct. 13, 1863	Quaker City.
Schooner Ocean Wave	4,266 69	1,084 63	3,182 06	Philadelphia	Oct. 17, 1862	Pawnee.
Schooner Olive S. Breeze*	2,078 05	445 09	1,632 96	Key West	.....	Two Sisters, (tender to the Magnolia.)
Schooner Ocean Bird, cargo of	282 31	212 60	69 71	Boston	June 4, 1864	Norfolk Packet.
Schooner Ora Monita	856 20	249 96	606 24	St. Augustine	Nov. 4, 1864	Beauregard.
Schooner O. K.	2,890 70	297,86	2,592 84	Key West	Mar. 22, 1865	Union.
Sloop Oscar	32,079 00	2,621 97	29,457 07	....do	April 26, 1865	San Jacinto.
Steamer P. C. Wallist	.....	.....	31,232 76	Boston	.....	Hatteras, New London, J. P. Jackson.
Schooner Providence	929 90	678 94	250 96	Philadelphia	Nov. 6, 1862	Bienville.
Schooner Prince Alfred	3,618 20	2,001 20	1,617 00	....do	July 21, 1864	Susquehanna.
Schooner Pride	2,918 06	401 39	2,516 67	Washington	Oct. 19, 1863	Chocura.
Property, lot of	2,043 74	286 85	1,756 89	....do	Aug. 15, 1862	Reliance, Anacostia.
Property, lot of	569 11	170 02	399 09	....do	Oct. 19, 1863	
Property, lot of ‖	269 97	92 30	177 67	....do	.....	William Bacon.
Sloop Pointer§	101 93	86 29	15 64	....do	.....	Reliance.
Property, lot of	2,166 54	269 37	1,897 17	....do	Oct. 19, 1863	T. A. Ward.
Property, lot of¶	1,996 76	285 45	1,711 31	....do	.....	Matthew Vassar.
Schooner President	12,411 13	1,293 15	11,117 98	Key West	Oct. 16, 1862.	Owasco.
Schooner Princeton	3,870 28	916 96	2,953 32	....do	Oct. 16, 1862	Susquehanna.
Schooner Prize	837 84	237 54	600 30	....do	Oct. 24, 1863	Octorara.
Sloop Pioneer	2,366 92	1,058 18	1,308 74	New York	April 27, 1863	Portsmouth.
Steamer Patras, cargo of	58,787 64	6,336 82	52,450 82	....do	Dec. 9, 1863	Bienville.
Steamer Planter	198,690 58	16,872 00	181,818 58	Key West	Feb. 29, 1864	Lackawanna.
Steamer Patras	34,000 00	4,077 41	29,922 59	New York	Feb. 29, 1864	Bienville.
Bark Pioneer	31,401 25	2,913 81	28,487 44	....do	April 14, 1864	Monticello, Quaker City.
Pianos, 2**	134 00	103 21	30 79	Springfield	.....	Great Western.
Schooner Paul	975 65	134 04	841 61	Key West	April 16, 1864	Sagamore.
Prize money	59,943 42	1,198 86	58,744 56	Washington	Oct. 29, 1864	Curlew, Gen. Pillow, New Era, Louisville, Mound City, Conestoga, Marmora, Signal, Pittsburg, Cincinnati, Gen. Lyon, Romeo, Carondolet, Tyler, Petrel, Black Hawk, and tugs.
Schooner Pancha Larissa	8,980 85	1,225 00	7,755 85	New Orleans	April 22, 1865	Sciota.

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Sloop Pickwick	335 85	102 70	233 15	Key West	Aug. 25, 1865	Sunflower.
Schooner Peep O'Day	3,488 84	363 70	3,125 14	....do	Aug. 25, 1865	Pursuit.
Schooner Pet	19,820 25	3,952 08	15,868 17	New Orleans	June 26, 1865	Bienville, Princess Royal.
Sloop Phantom	521 25	103 47	417 78	Key West	Aug. 12, 1865	Honeysuckle.
Steamer Pevensey, part of cargo	5,456 50	691 16	4,765 34	New York	Aug. 21, 1865	Newbern.
Steamer Princess Royal	360,382 61	22,566 50	337,816 11	Philadelphia	Oct. 13, 1865	Unadilla, Augusta, Housatonic, America, G. W. Blunt, ($10,000 decreed to Memphis and Quaker City.)
Rice, 103 casks of	3,510 34	896 33	2,614 01	New York	May 28, 1863	Albatross, Norwich.
Rice, 1,253 bags of	4,134 92	1,098 87	3,036 35	....do	Jan. 23, 1863	Albatross.
Schooner Revere	3,335 73	1,744 87	1,590 86	....do	Sept. 15, 1863	Monticello, Maratanza, Mahaska.
Schooner Reindeer	10,147 90	1,644 70	8,503 20	....do	Jan. 11, 1864	Arthur.
Schooner Rambler	8,807 99	1,384 53	7,423 46	....do	May 2, 1864	Connecticut.
Schooner Robert Bruce	38,338 17	6,981 52	31,356 65	....do	Feb. 4, 1864	Penobscot.
Schooner Reindeer, cargo of	8,895 29	2,051 53	6,843 76	....do	Nov. 25, 1863	W. G. Anderson.
Schooner Rising Dawn	3,212 70	1,213 69	1,999 01	....do	Jan. 11, 1864	Mount Vernon.
Schooner Rose	7,778 40	758 92	7,019 48	Key West	Oct. 16, 1862	Sagamore, Mercedita.
Schooner R. C. Files	36,065 40	2,831 15	33,234 25	....do	Oct. 16, 1862	Kanawha.
Steamer Reliance	84,719 50	6,394 27	78,325 23	....do	Jan. 29, 1863	Huntsville.
Schooner Rising Sun	1,294 02	246 93	1,047 09	Washington	Oct. 19, 1863	Wyandank.
Schooner Reindeer	240 00	162 20	77 80	....do	April 20, 1862	Island Belle, Satellite.
Sloop Richard Vaux	380 00	154 82	225 18	....do	Feb. 18, 1864	Primrose.
Schooner Rebecca	2,022 41	612 04	1,410 37	Philadelphia	Nov. 6, 1862	Bienville.
Schooner Rowena	5,553 01	929 96	4,623 05	....do	Sept. 15, 1863	Pembina, Pawnee, Huron, Unadilla, H. Andrews, E. B. Hale, Ellen.
Schooner R. O. Bryan, cargo of	1,209 78	371 13	838 65	Boston	Jan. 13, 1863	Rhode Island.
Rum, 8 bbls., 37 hhds. sugar, and small lot of lumber.	4,479 50	456 83	4,022 67	Springfield	Nov. 26, 1864	Rattler, Petrel.
Sloop Richard	3,474 65	370 28	3,104 37	Key West	June 9, 1863	Gem of the Sea.
Schooner Ringdove	1,036 51	150 85	885 66	....do	June 8, 1863	Roebuck.
Sloop Relampago No. 1	3,395 39	588 01	2,807 38	....do	June 4, 1863	James S. Chambers.
Schooner Royal Yacht	27,676 28	2,653 74	25,022 54	....do	Nov. 2, 1863	W. G. Anderson.
Schooner Rebekah	2,858 09	426 08	2,432 01	....do	Feb. 29, 1864	J. S. Chambers.
Sloop Relampago No. 2	3,161 61	447 65	2,713 96	....do	Feb. 29, 1864	Jasmine.
Schooner R. F. Renshaw††	850 00	112 35	737 65	Boston	.....	Louisiana.
Sloop Rosalie	2,710 75	435 86	2,274 89	Key West	Mar. 17, 1864	Octorara.
Sloop Richards*	790 76	209 26	581 50	....do	.....	Two Sisters.
Sloop Ranger	1,338 85	187 12	1,151 73	....do	June 22, 1864	Fort Henry, Wanderer.

*Waiting for prize list of the Two Sisters, a tender to the Magnolia.
†Final decree not received.
‡Captors contesting rights to share.
‖Waiting for prize list of the William Bacon.
§Waiting for prize list of the Reliance.
¶Waiting for prize list of the M. Vassar.
**Waiting for prize list of the Great Western.
††Waiting for prize list of the Louisiana.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner Rapid	$7,564 31	$777 11	$6,787 20	Key West	Mar. 17, 1864	De Soto.
Schooner Reserve	4,524 37	973 42	3,550 95	New Orleans	April 12, 1864	Kittatinny.
Schooner Restless Union	377 00	341 27	35 73	....do	April 12, 1864	Commodore.
Schooner Ripple	26,986 56	2,067 36	24,919 20	Key West	Mar. 29, 1864	Kanawha.
Schooner Revere*	765 46	300 00	465 46	Boston	.....	Cambridge, Susquehanna.
Steamer Rouen	38,662 26	1,905 72	36,756 54	....do	Mar. 9, 1865	Keystone State.
Sloop Racer	6,350 38	741 13	5,609 25	Key West	Mar. 22, 1865	Beauregard.
Sloop Resolute	563 25	122 53	440 72	....do	Mar. 22, 1865	Beauregard.
Schooner Roebuck	9,071 02	974 53	8,096 49	....do	May 1, 1865	San Jacinto.
Schooner Rebel	114 59	88 38	26 21	....do	Aug. 16, 1865	Roebuck.
Schooner R. H. Vermylea	6,220 89	1,118 35	5,102 54	New Orleans	June 29, 1865	Quaker City.
Schooner Rob Roy	528 43	98 36	430 07	Key West	Aug. 12, 1865	Stars and Stripes.
Rosin, 25 barrels, &c	20,494 47	3,091 81	17,403 66	St. Augustine	.....	Pawnee, Columbia.
Steamer Ruby	14,286 00	2,482 61	11,803 39	Key West	Sept. 1, 1865	Proteus.
Schooner San Juan	2,728 86	1,031 85	1,697 01	Philadelphia	July 21, 1864	Susquehanna.
Schooner Specie	10,214 86	1,275 91	8,938 95	....do	Oct. 17, 1862	Dale.
Steamer Salvor	38,250 94	{ 43,029 19 3,379 18	} 31,842 57	....do	Jan. 14, 1863	Keystone State.
Schooner Sarah	21,454 10	1,671 22	19,782 88	....do	Nov. 26, 1863	Keystone State, Seneca, Norwich, Alabama, James Adger, Shepherd Knapp, Roebuck.
Schooner Susan Jane	12,558 35	2,763 66	9,794 69	....do	April 23, 1864	Pawnee.
Schooner Sally Mears	2,800 00	1,427 45	1,372 55	Washington	Oct. 19, 1363	Quaker City.
Sloop S. W. Green	232 50	109 55	122 95	....do	Oct. 19, 1863	T. A. Ward.
Schooner Sarah Lavinia	415 00	163 89	251 11	....do	Oct. 19, 1863	Primrose.
Schooner Southerner	605 00	164 10	440 90	....do	Sept. 21, 1862	Wyandank, Jacob Bell, Teazer.
Schooner Sabine	205 00	114 19	90 81	....do	Nov. 20, 1863	Resolute.
Shoes, cargo of, &c.	572 68	179 91	392 77	....do	Oct. 5, 1865	Dan Smith.
Steamer Swan	218,475 52	16,177 49	202,298 03	Key West	Feb. 17, 1863	Amanda Bainbridge.
Schooner Silas Henry	3,213 20	1,058 08	2,155 12	....do	Oct. 15, 1863	Tahoma.
Schooner Stonewall	1,200 00	114 35	1,085 65	....do	Oct. 23, 1863	Tahoma, Wanderer.
Schooner Sarah, cargo of	606 99	91 91	515 08	....do	Oct. 23, 1863	Hatteras.
Schooner Sarah and Caroline	4,322 61	1,118 25	3,204 36	New York	Sept. 15, 1863	Bienville.

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Schooner Shark	4,811 44	1,253 22	3,558 22	....do	Jan. 14, 1863	South Carolina.
Schooner Soledad Cos	3,974 63	750 78	3,223 85	....do	Feb. 17, 1863	South Carolina, Sam Houston.
Sloop Sarah	7,382 41	1,243 75	6,138 66	....do	Jan. 27, 1863	Matthew Vassar, Sea Foam.
Steamer Scotia	104,536 60	10,939 98	93,596 62	....do	Nov. 5, 1863	Restless.
Steamer Sunbeam	74,966 74	15,511 59	59,455 15	....do	Nov. 20, 1863	State of Georgia, Mystic.
Schooner Sue	10,062 20	1,716 13	8,346 07	....do	Nov. 25, 1863	Monticello.
Schr. Southern Independence	66,213 94	4,244 46	61,969 48	Boston	Dec. 1, 1863	Kanawha.
Bark Sally Magee	8,150 00	3,762 98	4,387 02	New York	Feb. 29, 1864	Quaker City.
Schooner St. George	4,573 64	2,015 65	2,557 99	....do	Feb. 29, 1864	Mount Vernon.
Steamer Secesh	19,080 46	1,394 77	17,685 69	Philadelphia	Feb. 18, 1864	Canandaigua, New Ironsides, Powhatan, Wamsutta, Paul Jones, Lodona, Housatonic, Huron, Unadilla, Para, Stettin, Augusta.
Schooner Southern Rights	554 24	133 53	420 71	Key West	April 12, 1864	Sagamore.
Schooner Star	800 00	168 51	631 49	....do	July 6, 1864	Brooklyn.
Steamer Stettin	226,393 10	23,921 68	202,471 42	New York	Mar. 22, 1864	Bienville.
Sugar, 13 bls.; 1 bbl. molasses	457 29	84 81	372 48	Key West	Feb. 29, 1864	Tahoma.
Sloop Surprise	71,117 16	5,067 39	66,049 77	....do	Feb. 29, 1864	Huntsville.
Schooner Shot	681 36	143 75	537 61	....do	Feb. 29, 1864	Sagamore.
Steamer Spaulding	25,314 67	2,540 41	22,774 26	Philadelphia	Feb. 29, 1864	Union.
Schooner Sea Drift	4,260 10	598 72	3,661 38	Key West	Mar. 17, 1864	Itasca.
Schooner Statesman	13,500 67	1,622 07	11,878 60	....do	Mar. 17, 1864	Tahoma.
Scow, 1, and 59 bls. cotton	13,438 59	1,192 40	12,246 19	....do	Mar. 29, 1864	Fort Henry.
Sloop Southern Star	1,586 63	159 37	1,427 26	....do	Mar. 29, 1864	Fort Henry.
Steamer St. John's	47,792 40	2,332 89	45,459 51	Boston	Mar. 22, 1864	Stettin.
Sugar, 14 bbls., &c	1,176 07	205 60	970 47	New Orleans	July 19, 1864	Cayuga, Owasco.
Steamer Southern Merchant	3,000 00	481 30	2,518 70	....do	Oct. 2, 1865	Diana.
Shoes, 498 pairs ‡	273 90	‡80 13½ 113 63	80 13½	....do	.....	Genesee.
Schooner Segur §	3,150 00	§1,321 07½ 507 85	1,321 07½	....do	.....	Gulf squadron.
Sundries, 12 boxes	816 03	196 98	619 05	Key West	Mar. 29, 1864	Brooklyn.
Schooner Stingray	33,988 04	2,968 16	31,019 88	New Orleans	June 7, 1864	Penobscot.
Schooner Sylphide	3,050 69	769 95	2,280 74	....do	June 17, 1864	Virginia.
Steamer Scotia	76,448 52	3,009 02	73,439 50	Boston	July 19, 1864	Connecticut.
Schooner Sophia	1,212 60	359 26	853 34	New York	Nov. 12, 1864	Dan Smith, Huron, Midnight.
Schooner Savannah	1,325 00	244 96	1,080 04	....do	Oct. 7, 1864	Perry.
Schooner, 1; sloop, 1	818 21	272 52	545 69	Washington	Oct. 7, 1864	Morse.
Schooner Sea Bird	.....	.....	3,288 09	Key West	Mar. 29, 1864	De Soto.

* Waiting for prize list of the Cambridge and Susquehanna.
† To claimants.
‡ $80 $13½ paid as salvage to Samuel Butler. Prize list of Genesee waiting.
§ $1,321 07½ paid to James Taylor for raising and repairing vessel.—Decreed to West Gulf squadron informal.

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Prizes adjudicated from the commencement of the rebellion to November 1, 1865.—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Steamer Sumter	$3,600 00	$237 95	$3,362 05	St. Augustine	Nov. 4, 1864	Pawnee, Columbine.
Steamer Susanna	60,284 20	5,297 60	54,986 60	Philadelphia	Mar. 25, 1865	Metacomet.
Schooner Spunky	5,396 81	484 02	4,912 79	St. Augustine	Mar. 28, 1865	Beauregard.
Schooner Susan	1,168 31	203 34	964 97	Key West	April 26, 1865	Roebuck, Honeysuckle.
Schooner Sort No. 1	35,080 26	2,059 53	33,020 73	do	June 29, 1865	O. H. Lee.
Schooner, (name unknown)	3,204 63	227 60	2,976 97	do		Nita. (Waiting for prize list.)
Sloop (no name)	92 00	92 00		do	No proceeds	Gem of the Sea.
Sloop Swallow	78,048 83	3,575 36	74,473 47	Boston	June 3, 1865	Tioga.
Schooner Sort, No. 2	2,749 40	196 87	2,552 83	Key West	Aug. 12, 1865	Honeysuckle.
Steamer Tubal Cain	55,087 48	8,005 83	47,081 65	New York	July 20, 1863	Octorara.
Schooner Trier	1,387 30	369 86	1,017 44	Key West	Oct. 15, 1863	
Schooner Two Sisters	3,698 30	684 34	3,013 96	do	Oct. 24, 1863	Albatross.
Schooner Theresa	2,990 04	626 23	2,363 81	do	Oct. 14, 1863	
Tobacco, 18 boxes	329 14	95 23	233 91	Washington	Oct. 19, 1863	Currituck, Anacostia.
Schooner Three Brothers	320 00	116 92	203 08	do	Feb. 18, 1864	
Steamer Tom Sugg	7,000 00	4,027 70	2,972 30	Springfield	April 12, 1864	Cricket.
Ship Thomas Watson *	656 88	535 67	121 21	New York		Roanoke, Flag.
Turpentine, 11 barrels	1,119 30	127 11	992 19	Key West	June 1, 1864	Sagamore.
Schooner Thomas C. Worrell †	514 40	137 93	376 47	Washington		Wyandank, Jacob Bell
Tobacco, 2 hogsheads	708 66	156 44	552 22	Springfield	Feb. 17, 1865	Key West.
Steamer Tristram Shandy	418,873 81	6,801 26	412,072 55	Boston	Oct. 10, 1864	Kansas.
Steamer Thistle	163,392 90	2,539 07	160,853 83	do	Jan. 14, 1865	Fort Jackson.
Schooner Three Brothers	1,638 87	193 59	1,445 28	Key West	Mar. 22, 1865	Nita.
Schooner Terrapin	697 58	183 23	514 35	do	Aug. 25, 1865	Roebuck.
Schooner Two Brothers	75 75	75 75		do	No proceeds.	Roebuck.
Sloop Theodora	140 00	94 83	45 20	do		Hibiscus. (Waiting for prize list.)
Sloop Telemaco	3,435 64	857 19	2,578 45	New Orleans	Aug. 21, 1865	Quaker City.
Steamer Union	98,838 45	7,298 84	91,539 61	Key West	Feb. 17, 1863	J. S. Chambers.
Schooner Uncle Mose	32,562 91	2,336 92	30,225 99	do	Feb. 17, 1863	Tahoma.
Schooner Victoria	50,450 49	2,049 58	48,400 91	Boston	Jan. 12, 1863	Kanawha.
Steamer Victory	306,421 37	6,422 92	299,998 45	do	Nov. 5, 1863	Santiago de Cuba.
Schooner Velasco	550 00	871 95	No proceeds	New York		

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Schooner Venus	5,781 49	1,266 36	4,515 13	....do	Feb. 17, 1863	Rhode Island.
Schooner Virginia	57,935 99	9,245 42	48,690 57	Key West	Oct. 7, 1863	Wachusett and Sonoma.
Schooner Victoria	30,301 08	2,267 87	28,033 21	....do	Feb. 17, 1863	Mercedita.
Schooner Volante†	541 32	529 96	11 36	Philadelphia		Western World, Gem of the Seas, Yacht Hope, Albatross, Henry Anderson, and E. B. Hale.
Schooner Volante	1,355 11	144 20	1,210 91	Key West	Nov. 17, 1864	Beauregard.
Schooner Velocity, cargo of	621 85	179 47	442 38	....do	Mar. 29, 1863	Kensington, Rachel Seaman.
Steamer Vixen	58,127 00	3,031 02	55,095 98	New York	Mar. 14, 1865	Rhode Island.
Schooner Wm. Mallory	7,526 19	1,557 29	5,968 90	Key West	Oct. 16, 1862	Huntsville, Brooklyn, Mercedita, Itasca.
Schooner W. C. Bee	30,884 25	2,470 04	28,414 21	....do	Oct. 16, 1862	Santiago de Cuba.
Schooner William	95,324 97	6,953 04	88,371 93	....do	Oct. 7, 1863	De Soto.
Schooner Wm. E. Chester	22,298 74	2,590 35	19,708 39	....do	Oct. 10, 1863	Montgomery.
Schooner Wave	6,250 26	1,958 95	4,291 31	New York	Nov. 25, 1862	Portsmouth.
Schooner Water Witch	5,731 30	1,938 33	3,792 47	....do	Nov. 5, 1863	Arthur, Sachem.
Whiskey, cargo of§	533 48	125 46	408 02	Washington		George Mangham.
Schooner Wave	5,001 90	821 59	4,180 31	Philadelphia	Nov. 25, 1862	G. W. Blunt.
Schooner Winter Shrub	1,485 80	773 28	712 52	....do	Nov. 5, 1863	Hunchback, Whitehead.
Schooner Wanderer	1,430 60	704 26	726 34	....do	Feb. 29, 1864	Sacramento.
Schooner Wave, cargo of	4,137 00	767 09	3,369 91	....do	Mar. 17, 1864	E. B. Hale.
Schooner W. Y. Leitch	1,180 69	406 56	774 13	Key West	Dec. 10, 1864	Octorara.
Bark Winnifred	39,110 96	6,244 96	32,866 00	New York	April 12, 1864	Quaker City, Monticello.
Schooner Wave	19,900 89	1,905 45	17,995 44	New Orleans	April 23, 1864	Cayuga.
Schooner Wenona or Alert	93,281 25	7,037 14	86,244 11	....do	April 23, 1864	Kanawha, Colorado, Richmond, Gertrude, Kennebec, Octorara, Albatross.
Steamer Warrior and cargo	29,276 67	3,590 53	25,686 14	....do	Nov. 26, 1864	Gertrude.
Schooner Wonder	3,627 85	966 01	2,661 84	Philadelphia	Feb. 2, 1865	Daffodil, (a detachment from Wabash entitled to share.)
Schooner William	2,463 32	245 36	2,217 96	Key West	May 1, 1865	San Jacinto.
Schooner Wm. A. Kain	23,909 32	2,382 67	21,526 65	....do	April 26, 1865	Restless.
Schooner Wild Pigeon	188 71	81 22	107 49	....do		Hendrick Hudson. (Waiting for prize list.)
Steamer Wando	415,690 83	6,203 94	409,486 89	Boston	Sept. 23, 1865	Fort Jackson.
Steam-tug Young America	13,500 00	219 72	13,280 28	....do	Oct. 5, 1865	Cumberland.
Steamer Young Republic	422,341 99	10,822 20	411,519 79	....do	Aug. 24, 1865	Grand Gulf.
Schooner Zavalla	4,125 14	1,296 15	2,828 99	New York	Aug. 14, 1863	Huntsville.
Schooner Zulima	2,480 61	164 02	2,316 59	Boston	Dec. 19, 1864	New London.

* Waiting for prize list of the Roanoke and Flag. † Waiting for prize list of the Jacob Bell. ‡ Waiting for six prize lists. § Waiting for prize list of the Geo. Mangham.

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Statement of Prizes adjudicated to November 1st, 1865, arranged in connection with the vessels of the navy entitled to share in proceeds.

[Names of capturing vessels in SMALL CAPITALS.]

ACACIA:
Steamer Julia.
ADELA:
Schooner Badger.
ADIRONDACK:
Schooner Emma.
ADOLPH HUGEL:
Schooner Kate, (cargo.)
ALABAMA:
Schooner Albion.
Steamer Annie.
Steamer Catalina.
Schooner Nelly.
Schooner Sarah.
ALBATROSS:
Schooner Louise, 103 casks rice.
1,253 bags rice.
Schooner Two Sisters.
Schooner Wenona or Alert.
ALFRED ROBB:
One case boots, &c.
AMANDA:
Steamer Swan.
AMERICA:
Schooner Antelope.
Schooner David Crockett.
Schooner Major E. Willis.
Steamer Princess Royal.
ANACOSTIA:
Schooner Blossom.
Steamer Eureka.
Sloop Flying Cloud.
Hoop skirts.
2 boxes of whiskey.
Schooner Ladies' Delight.
Lot of property.
18 boxes of tobacco.
ANNIE WILLIAMS:
Boat Alice.
Schooner Mattie.
ANTONA:
Schooner Betsey.
27 bales cotton, (cargo.)
Schooner Mary Ann.
Schooner Cecelia D.
Schooner Exchange.
ARGOSY:
Merchandise, 4 mules and 1 buggy.
ARIEL:
Boat, (name unknown.)
ARIES:
Steamer Ceres.
82 bales cotton.
ARIZONA:
Sloop Aurelia.
AROOSTOOK:
Steamer Eureka.
Schooner Hunter.
Schooner Marion.
ARTHUR:
Schooner J. G. McNeil.
Schooner Reindeer.
Schooner Water Witch.
AUGUSTA:
Schooner Aquilla.
Steamer Cambria and part of cargo.
Sloop C. Rontereau.
Schooner Island Belle.
Schooner Major E. Willis.
Steamer Princess Royal.
Steamer Secesh.
AUGUSTA DINSMORE:
Schooner John.
BAINBRIDGE:
Schooner Baizony.
Schooner New Castle.
Steamer Swan.
BARON DE KALB:
Steamer Alonzo Childs.
208 bales cotton.
BEAUREGARD:
Schooner Charmer.
Sloop Garibaldi.
Sloop Hannah.
Sloop Hope.
Sloop Last Trial.
Schooner Linda.
Sloop Lydia.
Schooner Minnie.
Schooner Ora Monita.
Sloop Racer.
Sloop Resolute.
Schooner Spunky.
Schooner Volante.
BENTON:
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.
Steamer Jeff Davis.
BERMUDA:
Schooner Artist.
Schooner Carmita.
Sloop Fortunate.

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BIENVILLE:
Schooner Alert.
Schooner Anna Sophia.
30 bags.
Schooner La Criolla.
Schooner Louisa.
Schooner Morning Star.
Schooner Providence.
Steamer Patras, (cargo.)
Steamer Patras.
Schooner Pet.
Schooner Rebecca.
Schooner Sarah and Caroline.
Steamer Stettin.

BLACK HAWK:
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
63 bales cotton.
5 bales cotton.
Prize money.

BOHIO:
Schooner Eugenie Smith.
Schooner Henry Travers.

BRAZILIERA:
Sloop Buffalo.
Schooner Defiance.

BRITANNIA:
Steamer Blenheim.

BROOKLYN:
Sloop Blazer.
Sloop Kate.
Steamer Magnolia.
Bark Meaco.
Brig Nahum Stetson.
Schooner Star.
12 boxes sundries.
Schooner Wm. Mallory.

CAIRO:
Steamer Jeff Davis.

CALYPSO:
Schooner Herald.
Steamer Lady Sterling.

CAMBRIDGE:
Schooner Julia.
Schooner Revere.

CANANDAIGUA:
Schooner Annie Dees.
Steamer Cherokee.
Sloop C. Rontereau.
Schooner David Crockett.
Steamer Secesh.

CARONDELET:
2,129 bales cotton.
28 barrels molasses.

CARONDELET—cont'd:
18 bales wool.
24 bales cotton.
5 bales cotton.
Steamer Jeff Davis.
Prize money.

CAYUGA:
Active and Blue Bell.
29 cases brandy.
4 bales cotton.
Brig Eco.
Schooner J. T. Davis.
14 barrels sugar.
Schooner Wave.

CERES:
Steamer Alice.
Steamer Ellis.
Schooner Lynnhaven.
Schooner, (name unknown.)

CHAMPION:
10 bales cotton.
8 bales cotton.

CHEROKEE:
Steamer Emma Henry.

CHILLICOTHE:
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.

CHIPPEWA:
Brig Napier.

CHOCTAW:
10 bales cotton.
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
5 bales cotton.

CHOCURA:
Schooner Agnes.
31 bales cotton.
Sloop Express.
Schooner Frederick II.
Schooner Julia.
Schooner Louisa.
Schooner Lowood.
Schooner Late Hurley.
Schooner Pride.

CIMARRON:
Steamer Atlanta.
10½ bales cotton.
Schooner Jupiter.

CINCINNATI:
Prize money.

CIRCASSIAN:
Sloop John Wesley.

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CIRCASSIAN—cont'd:
Steamer Minna.
CLIFTON:
Bark H. M. McGuin.
CLYDE:
67 bales cotton.
42 bales cotton.
11 bags.
CŒUR DE LION:
Lot of dry goods.
Schooner Emily Murray.
Lot of goods.
Schooner Lookout.
Cargo of merchandise.
COLORADO:
Steamer Calhoun.
Schooner Calhoun.
Schooner Wenona or Alert.
Schooner Hunter.
COLUMBIA:
Steamer Hattie.
25 barrels rosin, &c.
Steamer Sumter.
COMMODORE:
4 boats and cargoes.
2 boats and 4 bales cotton.
Schooner Locadie.
Schooner Restless Union.
COMMODORE BARNEY:
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 pounds rosin.
2,000 staves.
Schooner Caroline and Virginia.
Schooner Napoleon.
COMMODORE MORRIS:
Sloop, (no name.)
COMMODORE PERRY:
Steamer Albemarle.
Schooner Old North Star.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
Schooner Comet.
Schooner J. J. Crittenden.
Sloop America.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 pounds rosin.
2,000 staves.
Schooner Caroline and Virginia.
COMMODORE PERRY—cont'd:
Steamer Ellis.
Steamer John and Nathaniel Taylor
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Napoleon.
COMMODORE READ:
25 canoes and cargoes.
CONEMAUGH:
Anchors, &c. from Queen of the Wave
Schooner Judson.
CONESTOGA:
27 bales cotton.
55 bales cotton.
20 bales cotton.
154 bales cotton.
5 hogsheads sugar.
Prize money.
CONNECTICUT:
Schooner Adeline.
90 bales cotton.
Schooner Emma.
Steamer Greyhound.
Schooner Hermosa.
Steamer Juno.
Steamer Minnie.
Schooner Rambler.
Steamer Scotia.
CORNUBIA:
89 bales cotton.
CORYPHEUS:
One sail boat.
Three sail boats.
COURIER:
Sloop Angelina.
Schooner Director.
Schooner Maria Bishop.
COWSLIP:
75 bales cotton.
CRICKET:
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
8 bales cotton.
24 bales cotton.
5 bales cotton.
Steamer Kaskaskia.
Steamer Tom Sugg.
CRUSADER:
Schooner Forest King.
Schooner General Taylor.
CUMBERLAND:
Bark Hiawatha.
Steam Tug Young America.
CURLEW:
Prize money.

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CURRITUCK:
Schooner American Coaster.
Cargoes of 4 canoes.
Cargoes of 9 boats.
Cargo of sloop Queen of the Fleet.
25 canoes and cargoes.
Schooner Director.
Schooner Hampton.
Schooner Ladies' Delight.
18 boxes tobacco.

CUSHING, WM. B., LIEUT. COMMANDER:
Ram Albermarle.

DAFFADIL:
Schooner Wonder.

DAI CHING:
Schooner George Chisholm.

DALE:
Sloop Last Trial.
Schooner Mabel.
Schooner Specie.

DANDELION:
Sloop C. Rontereau.

DAN SMITH:
One flat-bottomed boat.
Steamer Chatham.
Schooner Emily Murray.
Lot of goods.
Cargo of merchandise.
Cargo of shoes.
Schooner Sophia.

DELAWARE:
Schooner Albemarle.
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff. Davis.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 pounds rosin.
2,000 staves.
Schooner Caroline and Virginia.
Steamer Ellis.
Schooner Lion.
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Napoleon.

DE SOTO:
Steamer Alice Vivian.
Sloop Bright.
Cargo of Steamer Cuba.
Schooner Clarita.
114 bales cotton.
Steamer Cumberland.
Schooner General Prim.
Sloop Jane Adelie.

DE SOTO—cont'd:
Steamer James Battle.
Schooner Lady Maria.
Schooner Major Barbour.
Schooner Mississippian.
Steamer Montgomery.
Schooner Rapid.
Schooner Sea Bird.
Schooner William.

DIANA:
Steamer Southern Merchant.

EASTPORT:
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.

E. B HALE:
Schooner Rowena.
Schooner Wave, (cargo.)

ELK:
Coffee, whiskey, &c.

ELLEN:
Schooner Rowena.

EOLUS:
Steamer Hope.
Steamer Lady Sterling.

ESSEX:
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.

ETHAN ALLEN:
Schooner Fashion.
Schooner Gipsy.
Schooner Olive Branch.

EUGENIE:
Steamer Alabama.
Sloop Last Trial.

EUREKA:
One yawl boat.
25 canoes and cargoes.
Sloop Mary Grey.
Sloop, (no name.)

EXCHANGE:
207 bales cotton.

FAIR PLAY:
Steamer General Sigel.
4 boxes bitters.
12 boxes wine.
2½ barrels brandy.
5½ barrels whiskey.

FERNANDINA:
Sloop Annie Thompson.

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FLAG:
Ship Amelia.
Schooner Annie Dees.
Steamer Anglia.
Schooner David Crockett.
Steamer Emilie.
Sloop Mercury.
Schooner Major E. Willis.
Ship Thomas Watson.

FLAMBEAU:
Schooner Active.
Schooner Annie Dees.
Schooner Bettie Kratzer.
Schooner David Crockett.
Schooner Hettiwan.

FLORIDA:
Steamer Calypso.
Schooner Hattie.

FOREST ROSE:
Steamer Elmira.

FORT HENRY:
Boat Annie Maria.
Schooner Anna.
39 bales cotton.
22 bales cotton.
250 bushels corn.
Boat Emma.
Sloop G. L. Brockenborough.
Sloop Isabella.
Schooner Martha Jane.
Sloop Ranger.
Scow and 59 bales cotton.
Sloop Southern Star.

FORT HINDMAN:
10 bales cotton.
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.

FORT JACKSON:
Steamer Boston.
Steamer Thistle.
Steamer Wando.

FORT MORGAN:
Schooner Lone.

FREEBORN:
Schooner T. J. Capron.
25 canoes and cargoes.

FULTON:
Steamer Banshee.

FUCHSIA:
25 canoes and cargoes.

GAZELLE:
2,129 bales cotton.
28 barrels molasses.

GAZELLE—cont'd:
18 bales wool.
24 bales cotton.
5 bales cotton.

GEM OF THE SEA:
Sloop Ann.
Schooner Charm.
Schooner Dixie.
Schooner Fair Play.
Schooner Maggie Fulton.
Sloop Richard.
Sloop, (no name.)

GEMSBOK:
Brig Ariel.

GENESEE:
498 pairs shoes.

GENERAL LYON:
Prize money.

GENERAL PILLOW:
Prize money.

GENERAL STERLING PRICE:
14 bags cotton.
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.

GENERAL PUTNAM:
Schooner Comet.
Schooner J. J. Crittenden.
Sloop America.
Steamer Ellis.
Schooner Lovely Belle.
Schooner Lynnhaven.
Schooner Louisa Agnes.
Schooner, (name unknown.)

G. W. BLUNT:
Schooner Annie Dees.
Schooner Major E. Willis.
Steamer Princess Royal.
Schooner Wave.

GEO. MANGHAM:
282 bales cotton.
222 pounds rosin.
2,000 staves.
One canoe and cargo.
Schooner Emily Murray.
Lot of goods.
Cargo of whiskey.

GERTRUDE:
50 bales cotton.
Schooner Ellen.
Brig Eco.
Schooner Wenona or Alert.
Steamer Warrior.

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GETTYSBURG:
Steamer Armstrong.
Steamer Blenheim.
156 sacks, &c.
Steamer Little Ada.
GLIDE:
Schooner Malta.
GOVERNOR BUCKINGHAM:
35 bales cotton.
GRAND GULF:
Steamer Banshee.
Schooner Mary Ann.
Steamer Young Republic.
GRANITE CITY:
Schooner Anita.
3 bales and 2 crates of cotton.
GREAT WESTERN:
3 bales cotton.
2 pianos.
H. ANDREWS:
Schooner Rowena.
HARRIET LANE:
Brig H. C. Brooks.
Schooner Joanna Ward.
HATTERAS:
Sloop Elizabeth.
Schooner Magnolia.
Schooner P. C. Wallis.
Schooner Sarah, (cargo)
HENDRICK HUDSON:
139 bales cotton.
Schooner Fannie McRae
Steamer Laura.
Schooner Lucy.
Schooner Margaret.
Schooner Wild Pigeon.
HENRY BRINKER:
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
30 bales cotton.
282 bales cotton.
222 barrels rosin.
2,000 staves.
Schooner Caroline and Virginia
Steamer Ellis.
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Napoleon.
HENRY JONES:
Schooner Adventure.
HENRY LEWIS:
Schooner Captain Spedden.
HETZEL:
28 bales cotton.

HETZEL—cont'd:
30 bales cotton.
282 bales cotton.
222 pounds rosin.
2,000 staves.
Schooner Caroline and Virginia.
Steamer Ellis.
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Napoleon.
HIBISCUS:
Sloop Annie.
Sloop Florida.
Sloop Theodora.
HONDURAS:
Sloop Last Trial.
Steamer Mail.
Sloop Neptune.
HONEYSUCKLE:
Schooner Augusta.
Sloop Florida.
Schooner Fly.
Schooner Miriam.
Sloop Phantom.
Schooner Susan.
Schooner Sort, No. 2.
HOPE:
Schooner Emma Tuttle.
HOUSATONIC:
Schooner Annie Dees.
Sloop C. Rontereau.
Schooner Ettiwan.
Schooner Major E. Willis.
Sloop Neptune, (cargo.)
Steamer Princess Royal.
Steamer Secesh.
HOWQUAH:
Steamer Annie.
HUNCHBACK:
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 pounds rosin.
2,000 staves.
Schooner Caroline and Virginia.
680 pieces of merchandise.
Schooner, (name unknown.)
Schooner Napoleon.
HUNTSVILLE:
Schooner Agnes.
Schooner Ariel.
Schooner Ascension.

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HUNTSVILLE—cont'd:
Schooner A. J. Hodge.
Schooner Courier.
Sloop Last Trial.
Steamer Magnolia.
Sloop Minnie
Steamer Reliance.
Sloop Surprise.
Schooner William Mallory.
Schooner Zavalla.

HURON:
Schooner Aquilla.
Schooner Albert.
Steamer Cambria and part of cargo
Steamer Chatham.
Schooner Guide.
Schooner Major E. Willis.
Schooner Rowena.
Steamer Secesh.
Schooner Sophia.

INO:
One boat, (no name.)

IROQUOIS:
Steamer Kate.
Steamer Merrimack.

ISAAC SMITH:
Schooner British Empire.

ISLAND BELLE:
Hoop skirts.
2 boxes whiskey.
Schooner Reindeer.

ITASCA:
Schooner Carrie Mair.
Schooner Lizzie Weston.
Steamer Magnolia.
Schooner Miriam.
Schooner Mary Ann.
Schooner Sea Drift.
Schooner William Mallory.

IUKA:
Schooner Conness.

JACOB BELL:
One life boat.
One canoe.
One flat boat.
25 canoes and cargoes.
Schooner Gold Leaf.
Schooner T. C. Worrell.

JAMES L. DAVIS:
64 bales cotton.
Schooner Florida.
Sloop Neptune.

JAMES S. CHAMBERS:
Schooner Corelia.
Schooner Ida.
Sloop Relampago, No. 1.

JAMES S. CHAMBERS—cont'd:
Schooner Rebekah.
Steamer Union.

JAMESTOWN:
Schooner Aigburth.
Schooner Havelock.
Brig Intended.

JAMES ADGER:
Steamer Elizabeth.
Steamer Kate.
Schooner Sarah.

JASMINE:
Schooner Relampago, No. 2.

J. N. SEYMOUR:
Steamer Ellis.
Schooner Lynnhaven.
Schooner, (name unknown)

J. P. JACKSON:
Schooner Medora.
Schooner P. C. Wallis.

JULIA:
Boat Alligator.

JULIET:
3 bales cotton.
24 bales cotton.
5 bales cotton.
21 mules.

JUNIATA:
Schooner Fashion, No. 2.
Schooner Harvest.

KANAWHA:
Sloop Annie.
Steamer Ann.
Schooner Charlotte.
Schooner Cuba.
Schooner Clara.
Schooner Comet, No. 2.
5 bales cotton.
Schooner Dart, No. 2.
Steamer Eugenie.
Brig Eco.
Schooner Hunter.
Schooner Mary Ellen.
Schooner R. C. Files.
Schooner Ripple.
Schooner Southern Independence.
Schooner Victoria.
Schooner Wenona or Alert.

KANSAS:
Steamer Annie.
Steamer Tristram Shandy.

KATAHDIN:
Schooner Albert Edward.
Schooner Excelsior.

KENNEBEC:
Steamer Eugenie.

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KENNEBEC—cont'd:
Schooner Hunter.
Schooner Juniper.
Schooner John Scott.
Schooner M. J. Smith.
Schooner Wenona or Alert.
KENSINGTON:
Schooner Adventure.
Schooner Corse.
Schooner Dart.
Sloop Maria.
Schooner Velocity.
KENWOOD:
14 bales cotton.
KEYSTONE STATE:
Schooner Annie Dees.
Steamer Catalina.
Schooner Cora.
Steamer Caledonia.
88 bales cotton.
61½ bales cotton.
235 bales cotton.
4 bales cotton.
90 bales cotton.
Schooner Dixie.
Steamer Elizabeth.
Steamer Elsie.
Barque Hiawatha.
Steamer Margaret and Jessie.
Steamer Rouen.
Steamer Salvor.
Schooner Sarah.
KEY WEST:
2 hhds. tobacco.
KINGFISHER:
Schooner Lion.
Schooner Olive Branch.
KITTATINNY:
120 bales cotton.
Cargo of Emma.
Sloop D. Sargent.
Schooner Julia.
Schooner Major Barbour.
Schooner Reserve.
LACKAWANNA:
Schooner Hunter.
Steamer Neptune.
Steamer Planter.
LAFAYETTE:
2,129 bales cotton.
28 bbls. molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.
LEXINGTON:
12 bales cotton.
LEXINGTON—cont'd.
4 bales cotton.
2,129 bales cotton.
28 bbls. molasses.
18 bales wool.
1 bale cotton.
24 bales cotton.
5 bales cotton.
LILLIAN:
Steamer Blenheim.
LINDEN:
42 bales cotton, &c.
LOCKWOOD:
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 barrels rosin.
2,000 staves.
Schooner Caroline and Virginia.
Steamer Ellis
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Napoleon.
LADONA:
Schooner Active.
Schooner Arctic.
Sloop C. Rontereau.
Schooner Major E. Willis.
Brig Minnie.
Steamer Secesh.
LOUISIANA:
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 barrels rosin.
2,000 staves.
Schooner Caroline and Virginia.
Schooner Lynnhaven.
Steamer Ellis.
Schooner, (name unknown.)
Schooner Napoleon.
Schooner R. T. Renshaw.
LOUISVILLE:
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
207 bales cotton.
24 bales cotton.

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LOUISVILLE—cont'd:
5 bales cotton.
Steamer Jeff Davis.
Prize money.
MACKINAW:
Steamer Armstrong.
Schooner Mary.
MAGNOLIA:
Schooner Carmita.
12 bales cotton.
8 barrels turpentine.
Sloop Flying Fish.
Steamer Memphis.
Steamer Matagorda.
MAHASKA:
Schooner Delia.
Schooner General Taylor.
Schooner Revere.
MARATANZA:
Steamer Ceres.
Sloop Express.
Schooner Revere.
MARBLEHEAD:
Schooner Annie Dees.
Sloop C. Rontereau.
Schooner Glide.
MARIGOLD:
Sloop Last Trial.
MARMORA:
207 bales cotton.
8 bales cotton.
Prize money.
MASSACHUSETTS:
Schooner A. J. View.
Schooner Advocate.
Steamer Annie.
Steamer Caledonia.
Schooner Delight.
Sloop Express.
Schooner Gipsy.
Steamer Henry Lewis.
Brig Nahum Stetson.
Sloop Osceola.
Schooner Olive.
MATTHEW VASSAR:
Schooner Florida.
Schooner John Hale.
Sloop New Eagle.
Lot of property.
Sloop Sarah.
McLELLAN:
Sloop Clotilda.
MEMPHIS:
Schooner Annie Dees.
Schooner Antelope.
Sloop Mercury.
MEMPHIS—cont'd:
Steamer Ouachita.
Steamer Princess Royal.
MERCEDITA:
Schooner Annie Dees.
Steamer Ceres.
Schooner Ida.
Steamer Magnolia.
Sloop Octavia.
Schooner Rose.
Schooner Victoria.
Schooner Wm. Mallory.
MERRIMACK:
Sloop Henrietta.
METACOMET:
Steamer Donegal.
Schooner Lily.
Steamer Susanna.
MIDNIGHT:
Schooner Defy.
Schooner Sophia.
MINNESOTA:
Brig H. C. Brooks.
Bark Hiawatha.
MISSISSIPPI:
Schooner Forest King.
MOBILE:
Schooner Annie Verden.
Schooner Emma.
MOHICAN:
1,200 bars railroad iron.
658 bars railroad iron.
MONTGOMERY:
Steamer Armstrong.
Steamer Caroline.
Steamer Ceres.
Schooner Isabel.
Schooner William E. Chester.
MONTICELLO:
Schooner Crenshaw.
Brig H. C. Brooks.
Bark Hiawatha.
Schooner Odd-Fellow.
Bark Pioneer.
Schooner Revere.
Schooner Sue.
Bark Winifred.
MOUND CITY:
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.
Prize money.
MOUNT VERNON:
Schooner British Queen.

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UNT VERNON—cont'd:
22 bales cotton.
Steamer Kate.
Schooner Mary Jane.
Brig Napier.
Schooner Rising Dawn.
ORSE:
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
Schooner Comet.
Schooner J. J. Crittenden.
Sloop America.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 barrels rosin.
2,000 staves.
Schooner Caroline and Virginia.
Steamer Ellis.
Schooner Lynnhaven.
Schooner Napoleon.
1 sloop.
1 schooner.
YSTIC:
Schooner Mary Elizabeth.
Brig Napier.
Steamer Sunbeam.
AHANT:
Steamer Atlanta.
ANSEMOND:
Steamer Margaret and Jessie.
ANTUCKET:
Schooner Jupiter.
ARCISSUS:
75 bales cotton.
EOSHO:
2,129 bales cotton,
28 barrels molasses,
18 bales wool.
24 bales cotton.
5 bales cotton.
EWBERN:
Steamer Pevensey, (part of cargo.)
EW ERA:
Prize money.
EW IRONSIDES:
Sloop C. Ronterean.
Schooner Major E. Willis.
Sloop Neptune, (cargo.)
Steamer Secesh.
EW LONDON:
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NEW LONDON—cont'd:
Schooner Captain Spedden.
Schooner Delight.
Sloop Express.
Schooner Gipsy.
Steamer Henry Lewis.
Sloop Osceola.
Schooner Olive.
Schooner P. C. Wallis.
Schooner Zulima.
NIAGARA:
Ship General Parkhill.
NIPHON:
Steamer Annie.
10 bales cotton.
35 bales cotton.
Steamer Ella and Annie.
Steamer Kate.
NITA:
Steamer Nan Nan.
Schooner, (name unknown.)
Schooner Three Brothers.
NORFOLK PACKET:
Schooner Linda.
Schooner Ocean Bird, (cargo.
NORTHERN LIGHT:
Schooner Agnes H. Ward.
NORWICH:
103 casks rice.
Schooner Sarah.
OCTORARA:
Schooner Brave.
52½ bales cotton.
Schooner Elias Reed.
Steamer Eagle.
Schooner Five Brothers.
Schooner Florence Nightingale.
Schooner Handy.
Schooner Prize.
Sloop Rosalie.
Steamer Tubal Cain.
Schooner W. Y. Leitch.
Schooner Wenona or Alert.
O. H. LEE:
Schooner Sort, No. 1.
OLEANDER:
Schooner Charmer.
ONWARD:
Schooner Flash.
OSAGE:
179 bales cotton.
10 bales cotton.
2,129 bales cotton,
28 barrels molasses,
18 bales wool.
10 bales cotton.

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OSAGE—cont'd:
24 bales cotton.
5 bales cotton.
OSCEOLA:
Steamer Blenhein.
OSSIPEE:
Schooner Helena.
OTTAWA:
Schooner Hettiwan.
OUACHITA:
{ 2,129 bales cotton,
28 barrels molasses,
18 bales wool. }
24 bales cotton.
5 bales cotton.
OWASCO:
Schooner Active.
Schooner Blue Bell.
Schooner Eugenie.
Schooner Fanny.
Schooner Lily.
Schooner Laura.
Schooner President.
14 barrels sugar, &c.
OZARK:
{ 2,129 bales cotton,
28 barrels molasses,
18 bales wool. }
24 bales cotton.
5 bales cotton.
PANOLA:
Schooner Cora.
PARA:
Schooner Charmer.
Sloop C. Ronterean.
Steamer Secesh.
PASSAIC:
Schooner Glide.
PAUL JONES:
Sloop C. Ronterean.
Schooner Major E. Willis.
Steamer Secesh.
PAWNEE:
Brig H. C. Brooks.
Schooner Harriet Ryan.
Steamer Hattie.
Schoonor Mary Wood.
Schooner Ocean Wave.
Schooner Rowena.
25 barrels rosin, &c.
Schooner Susan Jane.
Steamer Sumter.
PEMBINA:
Sloop Elisha Beckwith.
Schooner Joe Flanner.
Schooner Rowena.
PENGUIN:
Schooner Albion.
PENOBSCOT:
Schooner John Douglass.
Schooner Lily.
Schooner Matilda.
Schooner Robert Bruce.
Schooner Stingray.
PEQUOT:
Steamer Don.
PERRY:
Schooner Alma.
Schooner Hannah M. Johnson.
Bark Hiawatha.
Schooner Savannah.
PETREL:
207 bales of cotton.
Steamer Elmira.
Prize money.
Rum, sugar, and lumber.
PHILADELPHIA:
{ Steamer Albemarle,
Schooner Old North State,
Schooner Susan Ann Howard,
Sloop Jeff Davis. }
28 bales cotton.
30 bales cotton.
{ 282 bales cotton,
222 bbls. rosin and 2,000 staves. }
PITTSBURG:
5 bales cotton.
17 bales cotton.
6 bales cotton.
{ 2,129 bales cotton,
28 barrels molasses and 18 bales wool. }
24 bales cotton.
5 bales cotton.
Prize money.
POCAHONTAS:
Steamer Antona.
Schooner Hunter.
1,200 bars railroad iron.
658 bars railroad iron.
PORT ROYAL:
13 bales cotton.
14 bags and 12 bales cotton.
Sloop Fashion.
PORTSMOUTH:
Sloop Pioneer.
Schooner Wave.
POTOMAC:
Steamer Bloomer.
Schooner Champion.
Schooner Independence.
POTOMSKA:
Schooner Belle.

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POTOMSKA—cont'd:
1,200 bars railroad iron.
658 bars railroad iron.
QUAKER CITY:
Brig Amy Warwick.
44 bales cotton.
Steamer Cora.
Steamer Elsie.
Schooner Fair Wind.
Schooner Lynchburg.
Brig Lilla.
Sloop Mercury.
Ship North Carolina.
Schooner Orion.
Bark Pioneer.
Steamer Princess Royal.
Schooner R. H. Vermilyea.
Schooner Sally Mears.
Bark Sally Magee.
Sloop Telemaco.
Bark Winifred.
QUEEN:
Schooner Louisa.
RACHEL SEAMAN:
Schooner Adventure.
Steamer Calhoun.
Schooner Corse.
Schooner Calhoun.
Schooner Dart.
Sloop Maria.
Schooner Maria Albert.
Schooner Velocity.
RATTLER:
3 bales cotton.
Rum, sugar, and lumber.
RELIANCE:
3 sail boats and cargoes.
Schooner Blossom.
Lot of property.
Sloop Pointer.
RESOLUTE:
Schooner Monterey.
Schooner Sabine.
RESTLESS:
Steamer Anglia.
Schooner Ann.
Sloop boat (name unknown.)
Steamer Emilie.
Schooner Flash.
Schooner Julia Worden.
Schooner Lydia and Mary.
Steamer Scotia.
Schooner Wm. A. Kain.
RHODE ISLAND:
Steamer Cronstadt.
Schooner R. O. Bryan, (cargo.)
RHODE ISLAND—cont'd:
Schooner Venus.
Steamer Vixen.
RICHMOND:
Schooner Wenona or Alert.
ROANOKE:
Schooner Albion.
Ship Thomas Watson.
ROEBUCK:
10½ bales cotton.
Sloop Caroline.
Schooner Emma Amelia.
Schooner Eliza.
Sloop Gophen.
Schooner Kate.
Sloop Last Resort.
Sloop Lauretta.
Sloop Maria Louisa.
Sloop Mary.
Sloop Nina.
Schooner Ringdove.
Schooner Rebel.
Schooner Sarah.
Schooner Susan.
Schooner Terrapin.
ROMEO:
207 bales cotton.
Prize money.
R. R. CUYLER:
Schooner A. J. View.
Schooner Annie Sophia.
Schooner Advocate.
Steamer Anna.
Steamer Armstrong.
52 bales cotton.
Schooner Delight.
Sloop Express.
Steamer Eugenie.
Schooner Grace E. Baker.
Steamer Henry Lewis.
Schooner Hunter.
Schooner J. W. Wilder.
Steamer Kate Dale.
Sloop Osceola.
Schooner Olive.
SAGAMORE:
Schooner Avenger.
Schooner Agnes.
Schooner Charmer.
Schooner Clara Louisa.
Schooner Charm.
Sloop Ellen.
Boat Enterprise.
Schooner Frances.
Schooner Frolic.
Sloop G. L. Brockenborough.

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SAGAMORE—cont'd:
Sloop Julia.
Schooner Meteor.
Schooner New Year.
Sloop Octavia.
Schooner Ann.
Schooner By-George.
Schooner Paul.
Schooner Rose.
Schooner Southern Rights.
Schooner Shot.
11 barrels turpentine.
SACHEM:
Schooner Water Witch.
SACRAMENTO:
Schooner Wanderer.
ST. LAWRENCE:
Schooner Fannie Lee.
Sloop Good Luck.
Schooner Mabel.
ST. LOUIS:
Steamer Jeff Davis.
Bark Meaco.
Money, ($627 25.)
SAM HOUSTON:
Schooner Soledad Cos.
SAMUEL ROTAN:
Steamer Calhoun.
Schooner Calhoun.
Schooner General Taylor.
Schooner Martha Ann.
SAN JACINTO:
Steamer Alabama.
Boat Buckshot.
One boat and sundries.
Schooner Edward.
Sloop General Finnegan.
Steamer Lizzie Davis.
Sloop Last Trial.
Schooner Lealtad.
Schooner Maria Alberta.
Sloop Magnolia.
Sloop Mary Ellen.
Sloop, (no name.)
Sloop Oscar.
Schooner Roebuck.
Schooner William.
SANTIAGO DE CUBA:
Steamer A. D. Vance.
Steamer Britannia.
Steamer Columbia.
Steamer Comet.
45 bales cotton.
Steamer Ella Warley.
Schooner Lavinia.

SANTIAGO DE CUBA—cont'd:
Schooner Lucy C. Holmes.
Steamer Lizzie.
Steamer Lucy.
Schooner Maria.
Steamer Mail.
Steamer Victory.
Schooner W. C. Bee.
SANTEE:
Brig Delta.
Schooner Garonne.
SASSACUS:
Steamer Nutfield.
SATELLITE:
One canoe and one flat-boat.
Steamer Eureka.
Schooner Reindeer.
SCIOTA:
83 bales cotton.
Sloop Margaret.
Schooner Mary Sorley.
Schooner Pancha Larispa.
SEA BIRD:
Sloop Last Trial.
SEA FOAM:
Sloop New Eagle.
Sloop Sarah.
SEMINOLE:
Schooner Albion.
Schooner Charleston.
Schooner Josephine.
Schooner Lida.
SENECA:
Schooner Annie Dees.
Schooner Alma.
Schooner Sarah.
SHAWSHEEN:
Steamer Ellis.
Schooner James Norcom.
Schooner Lynnhaven.
Schooner, (name unknown.)
SHEPHERD KNAPP:
Schooner Fannie Laurie.
Schooner Sarah.
SIGNAL:
Prize money.
SOMERSET:
Schooner Curlew.
11 bales cotton.
Steamer Circassian.
Schooner Hortense.
SONOMA:
Steamer Ida.
Schooner Virginia.

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SOUTHFIELD:
- Steamer Albemarle,
- Schooner Old North State,
- Schooner Susan Ann Howard,
- Sloop Jeff Davis.

28 bales cotton.
30 bales cotton.
- 282 bales cotton,
- 222 bbls. rosin and 2,000 staves.

Schooner Caroline and Virginia.
Schooner Napoleon.

SOUTH CAROLINA:
Steamer Alliance.
Sloop C. Routerean.
Schooner Edward Barnard.
Schooner Ezilda.
Brig Falcon.
Schooner Joseph H. Toone.
Steamer Magnolia.
Schooner Major E. Willis.
Sloop Nellie.
Schooner Shark.
Schooner Soledad Cos.

STAR: (see Monticello.)

STARS AND STRIPES:
- Steamer Albemarle,
- Schooner Old North State,
- Schooner Susan Ann Howard,
- Sloop Jeff Davis.

28 bales cotton.
30 bales cotton.
- 282 bales cotton,
- 222 barrels rosin,
- 2,000 staves.

Schooner Caroline and Virginia.
Schooner Carolina and Gertrude.
Sloop Florida.
Steamer Laura.
Schooner Mary Elizabeth.
Brig Napier.
Schooner Napoleon.
Schooner Rob Roy.

STATE OF GEORGIA:
Schooner Annie.
Schooner Mary Jane.
Schooner Mary Elizabeth.
Steamer Nassau.
Steamer Sunbeam.

STETTIN:
Steamer Aries.
Sloop C. Routerean.
Schooner Diamond.
Schooner Major E. Willis.
Steamer Secesh.
Steamer St. John's.

STOCKDALE:
Schooner Medora.

STONEWALL:
Schooner Lady Maria.

SUNFLOWER:
Sloop Hancock.
Sloop Josephine.
Sloop Last Trial.
Sloop Neptune.
Sloop Pickwick.

SUSQUEHANNA:
Steamer Ann.
Schooner Alabama.
Brig H. C. Brooks.
Schooner Prince Alfred.
Schooner Princeton.
Schooner Revere.
Schooner San Juan.

TAHOMA:
Boat Alligator.
Schooner Crazy Jane.
Schooner Harriet.
Sloop Last Trial.
Schooner Margaret.
Schooner Mary Jane.
Schooner Silas Henry.
Schooner Stonewall.
13 barrels sugar and 1 barrel molasses.
Schooner Statesman.
Schooner Uncle Mose.

TALLAHATCHIE:
One boat and cargo.
19 bales cotton.
10 bales cotton.

T. A. WARD:
Steamer Alliance.
Sloop Mary Grey.
Sloop S. W. Green.

TEASER:
25 canoes and cargoes.
Schooner Southerner.

TENNESSEE:
Steamer Alabama.
Schooner Friendship.

THOMAS FREEBORN:
Schooner Blossom.
One yawl boat.

TIOGA:
Schooner Avon.
Schooner Brothers.
37½ bales cotton.
Schooner Florence Nightingale.
Schooner Granite City.
Steamer Herald.
Sloop Julia.
Sloop Justina.

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TIOGA—cont'd:
Sloop Last Trial.
Sloop Swallow.
TRISTRAM SHANDY, (now BOXER:)
Steamer Blenheim.
TUSCUMBIA:
3 bales cotton and 2 pieces bales.
TWO SISTERS:
Schooner Frolic.
Schooner Olive S. Breeze.
Sloop Richards.
TYLER:
Prize money.
UNADILLA:
Sloop C. Ronterean.
Steamer Lodona.
Schooner Major E. Willis.
Steamer Princess Royal.
Steamer Secesh.
UNDERWRITER:
{ Steamer Albemarle,
Schooner Old North State,
Schooner Susan Ann Howard,
Sloop Jeff Davis.
{ Schooner Comet,
Schooner J. J. Crittenden.
UNION:
Schooner Caroline, No. 2.
Schooner George G. Baker.
Schooner Hallie Jackson.
Schooner Linnet.
Steamer Mayflower.
VALLEY CITY:
28 bales cotton.
30 bales cotton.
282 bales cotton,
{ 222 bbls. rosin and 2,000 staves,
Schooner Caroline and Virginia.
Steamer Ellis.
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Napoleon.
VANDALIA:
Ship Amelia.
Schooner Henry Middleton.
VANDERBILT:
50 bales cotton.
Steamer Gertrude.
VICKSBURG:
78 bales cotton.
VICTORIA:
Brig Minna.
Steamer Nicholai 1st.
Steamer Nassau.
VINCENNES:
Bark H. M. McGuinn.
VIOLET:
Steamer Ceres.
VIRGINIA:
Schooner Alma.
Schooner Belle.
Schooner Camille.
Schooner Experiment.
Schooner Henry Colthirst.
Schooner Mary Douglas.
Schooner Sylphide.
WABASH:
Brig H. C. Brooks.
WACHUSETT:
Steamer Dolphin.
Schooner Virginia.
WAMSUTTA:
Sloop C. Ronterean.
Steamer Secesh.
WANDERER:
Schooner Annie B.
Sloop Last Trial.
Sloop Ranger.
Schooner Stonewall.
WATER WITCH:
Schooner Captain Spedden.
WEEHAWKEN:
Steamer Atlanta.
WESTERN WORLD:
Lot of goods and money.
W. G. ANDERSON:
Schooner Beauregard.
Schooner Lily.
Schooner Mack Canfield.
Schooner Reindeer, (cargo.)
Schooner Royal Yacht.
W. H. BROWN:
24 bales cotton.
{ 2,129 bales cotton,
28 barrels molasses and 18 bales wool.
5 bales cotton.
WHITEHEAD:
{ Schooner Comet,
Schooner J. J. Crittenden,
Sloop America.
Steamer Ellis.
Schooner John and Nathaniel Taylor.
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Winter Shrub.
WILDERNESS:
Steamer Annie.
WILLIAM BACON:
Sloop Ann Squires.
16 bales cotton.
Lot of property.

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Wyandank:
Schooner Rising Sun.
Schooner [illegible].
Schooner T. C. Worrell.

Yankee:
Sloop Clara Ann.

Yankee—cont'd:
One canoe and one flat-boat.
25 canoes and cargoes.

Zuave:
Schooner J. C. McCabe.

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